

City of Redlands General Plan  
Update and Climate Action Plan

**ENVIRONMENTAL  
IMPACT REPORT  
APPENDICES**

Revised Draft | July 21, 2017

SCH: #2016081041



## **Appendix A: NOP and Responses**

**NOTICE OF PREPARATION**  
**Program Environmental Impact Report**  
**City of Redlands General Plan Update**

Date: August 10, 2016

To: Responsible Agencies, Interested Parties and Organizations

Subject: **Notice of Preparation of a Program Environmental Impact Report for the City of Redlands General Plan Update, and Scheduling of a Scoping Meeting on Tuesday, August 30, 2016.**

The City of Redlands is preparing a General Plan update (Project), and has determined that a comprehensive Environmental Impact Report (EIR) will be necessary. In compliance with the California Environmental Quality Act (CEQA), the City of Redlands will be the lead agency and will prepare the EIR for the proposed Project. Attached are the project description, location maps, and preliminary identification of the potential environmental topics to be explored. The City of Redlands requests your input regarding the scope and content of environmental analysis that is relevant to your respective agency's statutory/regulatory responsibilities in order to ascertain potential environmental impacts of the proposed Project.

Due to time limits mandated by State law, we request your response be sent at the earliest possible date, but no later than September 9, 2016. Please send your written response, with the name, address, phone number, and email address of your agency contact person, to the following address:

Troy Clark, General Plan Administrator  
City of Redlands  
35 Cajon Street, Suite 20  
Redlands, CA 92373

Troy.Clark@cityofredlands.org

A scoping meeting will be conducted at 4 p.m. on Tuesday, August 30, 2016, in City Council Chambers, Civic Center, 35 Cajon Street, Redlands, CA 92373 to collect oral comments from agencies and the public. It is not essential for you to attend the scoping meeting to provide comments. If you have questions regarding this Notice of Preparation or the scoping meeting, please contact Troy Clark.

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Troy Clark  
General Plan Project Administrator  
City of Redlands

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Date

## I. Project Contact Information

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<b>Project Title</b>	City of Redlands General Plan Update
<b>Lead Agency Name</b>	City of Redlands
<b>Contact Person</b>	Troy Clark, General Plan Project Administrator
<b>Address</b>	City of Redlands 35 Cajon Street, Suite 20 Redlands, CA 92373
<b>Phone</b>	(909)-798-7555 Ext. 2
<b>Email</b>	Troy.Clark@cityofredlands.org
<b>Project Sponsor Name and Address (same as lead agency)</b>	City of Redlands 35 Cajon Street, Suite 20 Redlands, CA 92373

## 2. Location and Regional Setting

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### REGIONAL SETTING

Redlands is located at the base of the San Bernardino Mountains in San Bernardino County, 60 miles northeast of Los Angeles and 45 miles west of Palm Springs. Redlands lies along the I-10 freeway corridor, which links the city with San Bernardino, Ontario, and Los Angeles to the west, and with Palm Springs to the east. State Route 210 or the Foothill Freeway originates in Redlands, traverses the northwest part of the city, and continues west towards Pasadena. Omnitrans provides transit and transportation services in Redlands and San Bernardino County. Los Angeles' Metrolink commuter rail service links Redlands residents to the region from its nearest station in San Bernardino. The regional setting is depicted in **Figure 1**.

### PLANNING AREA

The Planning Area, depicted in **Figure 2**, consists of all land within the City of Redlands as well the unincorporated areas of Crafton and Mentone, which are in the City's Sphere of Influence (SOI). The Planning Area is bounded on the north by the Santa Ana Wash, the City of Highland, and the San Bernardino Mountains, on the east by the Crafton Hills and the City of Yucaipa, on the south by Riverside County, and on the west by the City of Loma Linda and the City of San Bernardino. The Planning Area does not include the Donut Hole area, which is an unincorporated area surrounded by land within the Redlands City Limits.

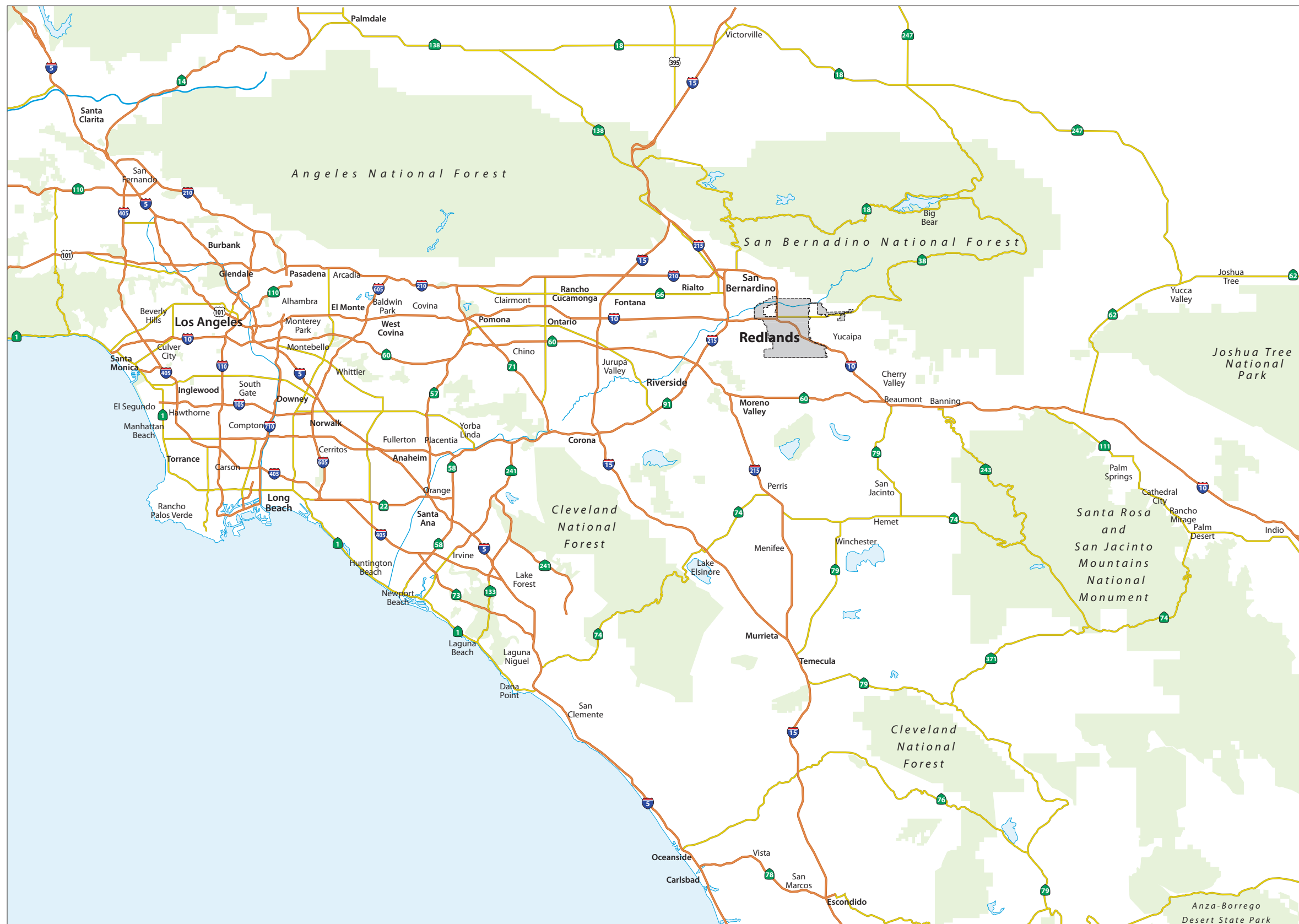


Figure 1: Regional Setting

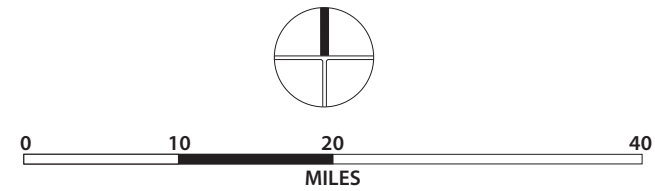
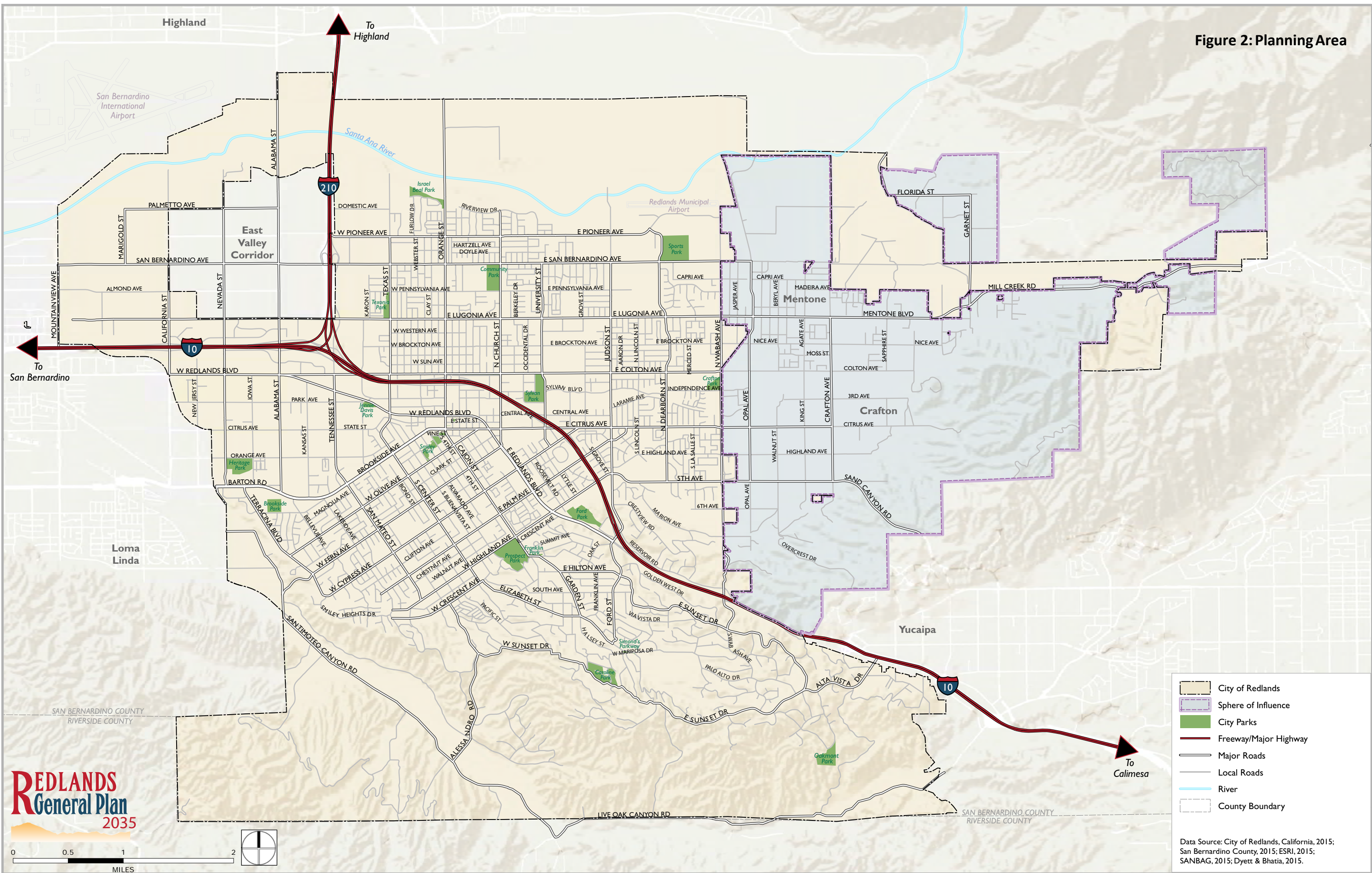


Figure 2: Planning Area



### 3. Project Description

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#### BACKGROUND

For the past 20 years, Redlands has been developing under a General Plan adopted in 1995. Since that time the Inland Empire has experienced tremendous growth and change. Many of the goals set out in the General Plan have been accomplished, but new opportunities and challenges have arisen. The City needs to plan thoughtfully for its limited amount of vacant land, protect its remaining open spaces and citrus groves from increased development pressures, and outline strategies for sites with uses that are no longer economically viable. With the development of the Redlands Passenger Rail, there is also a need to plan appropriately for areas around future transit stations. Additionally, the City must plan for areas transitioning in character, major commercial and industrial development in and around the Donut Hole area, demographic changes, growth management, and changes in State law requirements. Thus, the General Plan must be updated to ensure that the City's planning practices are attuned to today's conditions in order to ensure a healthy, livable, and sustainable future.

#### GENERAL PLAN UPDATE

The General Plan is a statement of the community's vision and policies for its long-term development. The plan is the basis for detailed development regulations in the Zoning Ordinance and decisions by policymakers on public improvements and private developments. The State of California mandates that "...each county and city shall adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (Govt. Code 65300).

In 2015, the City of Redlands embarked on a comprehensive update of its General Plan. Through extensive community outreach and decision-maker input, several goals have been developed:

- Establish a long-range vision that reflects the aspirations of the community and outlines steps to achieve this vision;
- Establish long-range development policies that will guide City Departments, Planning Commission and City Council decision-making;
- Provide a basis for judging whether specific development proposals and public projects are in harmony with plan policies;
- Plan in a manner that meets future land needs based on the projected population and job growth;
- Allow City departments, other public agencies, and private developers to design projects that will enhance the character of the community, preserve and enhance community character and environmental resources, and minimize hazards; and
- Provide the basis for establishing and setting priorities for detailed plans and implementing programs, such as the zoning ordinance, subdivision regulations, specific and master plans, and the Capital Improvement Program.

The updated plan will address six of the seven elements mandated by State law (land use, circulation, conservation, open space, noise, and safety) organized as components of larger themes that address topics important to the community, as well as optional topic areas, such as



economic development. The Housing Element, which is the seventh mandatory General Plan element, was updated in 2013 and is not included in this project.

More information on the Project is available at [www.redlands2035.org](http://www.redlands2035.org).

## **4. Environmental Impact Report**

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The EIR will fulfill CEQA requirements for environmental review of the General Plan update. The EIR will provide a programmatic environmental assessment of the potential consequences of implementing the General Plan. It will discuss how land uses and policies could potentially affect the environment, identify significant impacts, and recommend measures to mitigate those impacts.

The environmental assessment will utilize the most current statutes and guidelines for CEQA and for each issue area, including greenhouse gases and climate change. The EIR will be prepared to take full advantage of CEQA streamlining and tiering opportunities for future projects, whether in accordance with provisions of SB 375, or other tiering and exemption provisions in CEQA.

The EIR will also evaluate potential cumulative effects of the General Plan update, as well as alternatives to the proposed Project. The CEQA-required No Project alternative will evaluate the impacts resulting from continued implementation of existing General Plan. As appropriate, other alternatives that would avoid or lessen environmental effects related to the proposed Project will be discussed.

## **5. Potential Environmental Impacts to be Considered**

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Preliminary issues for the EIR analysis of the proposed Project include:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology /Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Utilities and Infrastructure
- Recreation
- Transportation/Traffic



September 15, 2016

City of Redlands  
Troy Clark, General Plan Project Administrator  
35 Cajon Street, Suite 20  
Redlands, CA 92373

**Subject: City of Redlands General Plan Update – Notice of Preparation**

Dear Mr. Clark:

The City of Highland is in receipt of the subject Notice of Preparation of a Program Environmental Impact Report for the City of Redlands General Plan Update project.

Once the City of Highland receives a copy of the draft Program Environmental Impact Report for the subject project it will conduct a comprehensive review and prepare comments for your consideration.

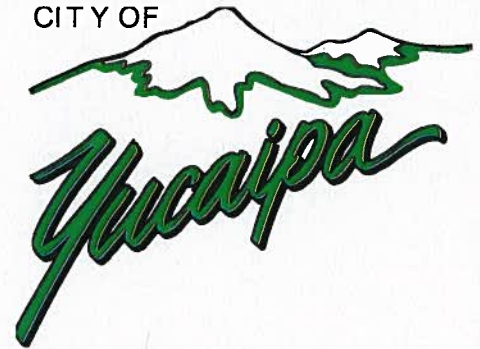
Should you have any questions please contact me at (909) 864-8732, Ext. 215.

Sincerely,

Lawrence A. Mainez  
Community Development Director

Cc: Kim Stater, Assistant Community Development Director  
Ignacio Rincon, Senior Planner  
Thomas Thornsley, Assistant Planner  
Ernie Wong, Public Works Director/City Engineer  
James Godfredsen, Engineering Project Manager

CITY OF



September 2, 2016

Troy Clark  
General Plan Administrator  
35 Cajon Street, Suite 20  
Redlands, CA 92373

**Regarding: Redlands General Plan Update; Notice of Preparation of a Program Environmental Impact Report (EIR)**

Thank you for the opportunity to respond to the Notice of Preparation for the above-referenced project. The primary concerns for the City of Yucaipa relate to future land uses and policies contemplated by General Plan for areas within the vicinity of the shared boundary between the City of Redlands (and its sphere of influence) and Yucaipa. As such, the City of Yucaipa requests that the Draft EIR address the potential environmental impacts that may occur, and how those impacts may affect the City of Yucaipa. Please provide the City with any future notices in regards to the processing of the Project, and direct all CEQA related correspondence to our attention. In addition, the City requests a copy of the Draft EIR upon its completion.

Sincerely,  
CITY OF YUCAIPA

Paul Toomey  
Director of Community Development



**DEPARTMENT OF TRANSPORTATION**

DISTRICT 8

PLANNING (MS 725)

464 WEST 4th STREET, 6<sup>th</sup>FLOOR

SAN BERNARDINO, CA 92401-1400

PHONE (909) 388-7017

FAX (909) 383-5936

TTY 711

www.dot.ca.gov/dist8



*Serious Drought.  
Help save water!*

September 8, 2016

File: 08-SBd-10-PM 35.32

Troy Clark, General Plan Administrator  
City of Redlands  
35 Cajon Street, Suite 20  
Redlands, CA 92373

**General Plan Update – Notice of Preparation of a Program Environmental Impact Report**

Dear Mr. Clark:

Thank you for providing the California Department of Transportation (Caltrans) the opportunity to review and comment on the Notice of Preparation of a Program Environmental Impact Report (PEIR) for the City of Redlands General Plan Update (Project). The City is located at the base of the San Bernardino Mountains in San Bernardino County.

In General, Caltrans supports efforts to increase density of infill development and/or redevelopment. This will help meet our Goal of Sustainability, Livability and Economy, where long lasting, smart mobility decisions are made that improve the environment, support a vibrant economy, and build communities.

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act, it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the City of Redlands, due to the project's potential impact to the State facilities, it is also subject to the policies and regulations that govern the SHS.

We recommend a scoping meeting in the preceding PEIR, prior to the preparation of the Traffic Impact Analysis (TIA), to discuss any potential issues, and accurately evaluate the extent of potential impacts of the project to the operational characteristics of the existing State facilities. Additionally, we recommend the TIA be submitted prior to the circulation of the PEIR to ensure timely review of the submitted materials. (See *Caltrans Guide for the Preparation of Traffic Impact Studies* at <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>). We offer the following comments:

1. All State facilities within 5-mile radius of the Project should be analyzed in the TIA. Additionally, a Synchro analysis, an Intersection Control Evaluation, and a queuing analysis are required to be reviewed by Caltrans. The data used in the TIA should not be more than 2

years old, and shall be based on the Southern California Association of Governments 2016 Regional Transportation Plan Model. Use the Highway Capacity Manual (HCM) 2010 methodology for all traffic analyses. **Submit three hard copies of all TIA documents, three electronic files, and a Synchro analysis for review.**

2. The General Plan, specifically the Circulation element, should include language requiring the City to develop policies (a) stressing coordination between the City and the Department early in the land use and transportation planning process and (b) requiring new development to defraying all or a portion of the cost of transportation facilities related to the development project through the Development Impact Fee (Gov. Code § 66000(b)).

Caltrans is committed to providing a safe transportation system for all users. We encourage the City to embark a safe, sustainable, integrated and efficient transportation system and complete street to enhance California's economy and livability. A pedestrian/bike-friendly environment served by multimodal transportation would reduce traffic congestion prevalent in the surrounding areas. (See *Complete Street Implementation Action Plan 2.0* at [http://www.dot.ca.gov/hq/tpp/offices/ocp/docs/CSIAP2\\_rpt.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/docs/CSIAP2_rpt.pdf)).

3. We recommend that the City take advantage of currently available incentive programs, technical, and financial assistance from South Coast Air Quality Management District to implement efficiency measures and other low emission technology. Consider using energy efficient products, new lighting technology, "super-compliant" coatings, tree planting and the use of lighter colored roofing and paving materials which reduce energy usage by lowering the ambient temperature in the design of the new developments.
4. Prepare Transportation Demand Management (TDM) ordinance to reduce the demand for roadway travel, particularly in single occupancy vehicles. The TDM strategies may consist of parking pricing, ridesharing, car sharing, and transit use. Provide preferential parking for vanpools and carpools, price the parking and/or reduce free parking for employees, as well as secure and convenient bicycle parking within the project area. The TDM may also include bike-share stations in Transit hubs and high density areas.
5. Coordinate with the Omnitrans to reconfigure the existing transit routes (Omnitrans Routes 2, 8, 9, 15, and 19), stops, and schedules to connect the City to the region with Redlands Passenger Rail. A coordinated transit services may lead to growth in transit/rail ridership and reduction of Vehicle Miles Traveled and Greenhouse Gases which is one of the primary goals of the 2040 California Transportation Plan.
6. Promote the use of alternative transportation systems by upgrading and implementing the proposed Class II and Class III Bikeways to Class IV Protected Bikeways, particularly on the truck routes and high density employment/commercial areas. Consider using the roadway configurations and design standards found in the National Association of City Transportation Officials' Urban Street Design Guide and the Urban Bikeway Design Guide. Provide bike parking in compliance with the City's established standards. These standards can establish

the required number and types of long-term and short term bicycle parking spaces in the commercial and residential visitor-attracting land uses. For the commercial, industrial, office, and mixed use development, consider requiring shower facilities and bicycle storage. Within the commercial, retail, and services zones and transportation hubs, design the facilities to easy bicycle access through the sites.

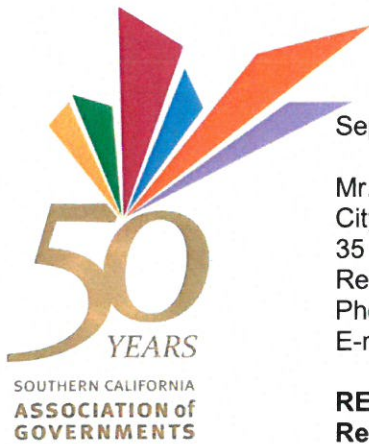
7. Design the local streets to serve vehicular and pedestrian circulation equally, and for safe pedestrian friendly environment. Consider both Americans with Disability Act and California Highway Design Manual standards and requirements to provide transportation routes for all users and modes, including pedestrian and bicyclists. "A Policy on Geometric Design of Highways and Streets," issued by AASHTO, and the "Highway Capacity Manual", published by the Transportation Research Board contain pedestrian LOS criteria. These are means of measuring the ability of the existing pedestrian facilities to provide pedestrian mobility and to determine the need for improvements expansions.
8. Provide a continuous multi-modal circulation system throughout the City, specifically for pedestrians, allowing current/future residents, employees, and guests to access the attraction places. A pedestrian friendly environment might have urban street frontages, shaded pedestrian links, and open spaces/pocket parks with the high visibility crosswalks. Consider no car zone in downtown area, and installing traffic calming devices, such as signage, road bulbs, chicanes, raised crosswalks, and speed humps and reducing curb-to-curb road widths and employing roadway design features such as islands, pedestrian refuges, and pedestrian count-down signal as needed and appropriate to improve safety and to enhance walkability within the community.
9. Relegate the parking spaces to the back of the buildings and locate preferential parking for vanpools and carpools, along with, secure, visible, and convenient bicycle parking/racks accessible to retail and office locations. Consider installing electric vehicle charging stations, and locate parking space for low-emitting, fuel-efficient, alternative-fueled vehicle visitor parking in commercial and office uses.

These recommendations are preliminary and summarize our review of materials provided for our evaluation. If you have any questions regarding this letter, please contact Adrineh Melkonian (909) 806-3928 or myself at (909) 383-4557.

Sincerely,



MARK ROBERTS  
Office Chief  
Intergovernmental Review, Community and Regional Planning



September 9, 2016

Mr. Troy Clark, General Plan Administrator  
City of Redlands  
35 Cajon Street, Suite 20  
Redlands, California 92373  
Phone: (909) 798-7555 x 2  
E-mail: [troy.clark@cityofredlands.org](mailto:troy.clark@cityofredlands.org)

**RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the City of Redlands General Plan Update [SCAG NO. IGR8967]**

**Main Office**

818 West 7th Street  
12th Floor  
Los Angeles, California  
90017-3435  
t (213) 236-1800  
f (213) 236-1825  
[www.scag.ca.gov](http://www.scag.ca.gov)

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Energy & Environment  
Carmen Ramirez, Oxnard

Transportation  
Barbara Messina, Alhambra

Dear Mr. Clark,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the City of Redlands General Plan Update ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.<sup>1</sup> Guidance provided by these reviews is intended to assist local agencies such as local jurisdictions and project proponents to take actions that help contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the City of Redlands General Plan Update in San Bernardino County. The proposed project includes an update to the City of Redlands General Plan. The General Plan Update will establish a long-range vision that reflects community aspirations, guide City Departments, Planning Commission, and City Council decision-making, and address six of the seven elements mandated by State law (land use, circulation, conservation, open space, noise, safety).

**When available, please send environmental documentation to SCAG's office in Los Angeles or by email to [sunl@scag.ca.gov](mailto:sunl@scag.ca.gov) providing, at a minimum, the full public comment period for review.** If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Lijin Sun, Senior Regional Planner, at (213) 236-1882 or [sunl@scag.ca.gov](mailto:sunl@scag.ca.gov). Thank you.

Sincerely,

A handwritten signature in cursive script that reads 'Ping Chang'.

Ping Chang  
Acting Manager, Compliance and Performance Monitoring

<sup>1</sup> Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

**COMMENTS ON THE NOTICE OF PREPARATION OF A  
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE  
THE CITY OF REDLANDS GENERAL PLAN UPDATE [SCAG NO. IGR8967]**

**CONSISTENCY WITH RTP/SCS**

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS.

**2016 RTP/SCS GOALS**

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

<b>SCAG 2016 RTP/SCS GOALS</b>	
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region</i>
RTP/SCS G3:	<i>Ensure travel safety and reliability for all people and goods in the region</i>
RTP/SCS G4:	<i>Preserve and ensure a sustainable regional transportation system</i>
RTP/SCS G5:	<i>Maximize the productivity of our transportation system</i>
RTP/SCS G6:	<i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)</i>
RTP/SCS G7:	<i>Actively encourage and create incentives for energy efficiency, where possible</i>
RTP/SCS G8:	<i>Encourage land use and growth patterns that facilitate transit and active transportation</i>
RTP/SCS G9:	<i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*</i>
	<i>*SCAG does not yet have an agreed-upon security performance measure.</i>

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:



SCAG 2016 RTP/SCS GOALS	
Goal	Analysis
RTP/SCS G1: <i>Align the plan investments and policies with improving regional economic development and competitiveness</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
RTP/SCS G2: <i>Maximize mobility and accessibility for all people and goods in the region</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
etc.	etc.

**2016 RTP/SCS STRATEGIES**

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

**DEMOGRAPHICS AND GROWTH FORECASTS**

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit <http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf>. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted City of Redlands Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	19,663,000	22,091,000	22,138,800	72,300	83,400	85,500
Households	6,458,000	7,325,000	7,412,300	27,300	31,600	32,400
Employment	8,414,000	9,441,000	9,871,500	39,200	51,300	53,400

**MITIGATION MEASURES**

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG’s Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: <http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx>). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

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**Appendix B:**  
**List of SCAQMD Permitted Facilities and**  
**Teledyne Proposition 65 Warning**

**Table 1: SCAQMD Permitted Facilities in Redlands**

<b>ID</b>	<b>Name</b>	<b>Address</b>	<b>Status</b>	<b>Title V</b>
184093	64 ALABAMA PARTNERSHIP L.P. BUILDING 53	401 ALABAMA ST , REDLANDS, CA 92373	ACTIVE	-
176824	7-ELEVEN #33292/AMANDEEP SINGH	1161 W LUGONIA AVE , REDLANDS, CA 92373	ACTIVE	-
182903	7-ELEVEN INC #37981	710 W COLTON AVE , REDLANDS, CA 92374	ACTIVE	-
160037	A T L ENGINEERING & CONSTRUCTION INC	VARIOUS LOCNS IN SCAQMD , REDLANDS, CA 92373	ACTIVE	-
151335	A-1 CLEANERS	1558 ORANGE ST , REDLANDS, CA 92374	ACTIVE	-
83238	A-1 CLEANERS	1558 N ORANGE ST , REDLANDS, CA 92374	ACTIVE	-
146579	A-1 TREE SERVICE	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92373	ACTIVE	-
62123	AARON AUTO SALES	1691 W REDLANDS BLVD , REDLANDS, CA 92324	ACTIVE	-
165766	ADVANCED AMBULATORY SURGERY CENTER	1901 W LUGONIA AVE , REDLANDS, CA 92374	ACTIVE	-
131381	ADVANTAGE AUTO COLLISION	32220 OUTER HIGHWAY 10 , REDLANDS, CA 92373	ACTIVE	-
85890	AETNA LIFE CASUALTY	1980 ORANGE TREE LN , REDLANDS, CA 92374	ACTIVE	-
176027	AFFORDABLE GENERATOR SERVICES, INC.	2020 RANCHO AVE , REDLANDS, CA 92373	ACTIVE	-
150692	ALABAMA BUSINESS PARK	27223 PIONEER AVE , REDLANDS, CA 92374	ACTIVE	-
174499	ALBERTSONS STORE #6519	450 E CYPRESS , REDLANDS, CA 92373	ACTIVE	-
147301	ALL AMERICAN CLEANERS, HEE JEA HAN	1752 E LUGONIA , REDLANDS, CA 92373	ACTIVE	-
179726	ALL AMERICAN SHUTTER CORP	1711 E COLTON , REDLANDS, CA 92374	ACTIVE	-
164776	ALLISON MECHANICAL, INC.	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92373	ACTIVE	-
94047	ALPER EQUIPMENT INC	NEC CALIFORNIA ST , REDLANDS, CA 92373	ACTIVE	-
149800	ALPINE SHUTTER CRAFT	1107 W PARK AVE , REDLANDS, CA 92373	ACTIVE	-
150166	ALPINE SHUTTER CRAFT	1125 PARK AVE , REDLANDS, CA 92374	ACTIVE	-
153938	ALTA MARKETING COMPANY	26717 PALMETTO AVE , REDLANDS, CA 92374	ACTIVE	-
91052	AMAPOLA RICO TACO #3	652 E REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
178979	AMAZON - GOLDEN STATE FC LLC ONT9	2125 W SAN BERNARDINO AVE , REDLANDS, CA 92374	ACTIVE	-
90158	AMERICAN TIRE & SERVICE COMPANY	300 W REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
156823	APPLE SOCAL, LLC	2046 REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
154859	APPLEBEE'S RESTAURANTS WEST LLC	2046 W REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
177288	ARAKELIAN ENTERPRISES, INC	31 REFUSE RD , REDLANDS, CA 92373	ACTIVE	-
178637	ARAKELIAN ENTERPRISES, INC	31 REFUSE RD , REDLANDS, CA 92373	ACTIVE	-
129501	ARCO / SECOR INTERNATIONAL	25715 REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
115915	ARCO PRODUCTS COMPANY	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92373	ACTIVE	-
42495	ARGON OIL CO	645 E REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
71162	ARTHUR COMMERCIAL PRESS	601 W STATE ST , REDLANDS, CA 92373	ACTIVE	-
148039	ASHLEY DISTRIBUTION/REDLANDS	2501 W SAN BERNARDINO AVE , REDLANDS, CA 92374	ACTIVE	-
180899	ASHLEY FURNITURE INDUSTRIES INC	2250 W LUGONIA AVE , REDLANDS, CA 92373	ACTIVE	-
184282	BANDA'S AUTO BODY, ADAM BANDA DBA	301 E STUART AVE , REDLANDS, CA 92374	ACTIVE	-
148176	BANDA'S AUTO BODY, ADAM BANDA DBA	402 E STUART ST , REDLANDS, CA 92374	ACTIVE	-
123626	BANK OF AMERICA - REDLANDS MAIN OFFICE	305 E STATE ST , REDLANDS, CA 92373	ACTIVE	-
85735	BEAVER MEDICAL CLINIC	2 W FERN AVE , REDLANDS, CA 92373	ACTIVE	-
131310	BECTON DICKINSON & CO, BD DISTRIBUTION C	2200 W SAN BERNARDINO AVE , REDLANDS, CA 92374	ACTIVE	-
150660	BEST CLEANERS PATEL BAKUL	1600 E CITRUS AVE , REDLANDS, CA 92373	ACTIVE	-
139288	BIG LOTS #4316	810 TRI-CITY CTR , REDLANDS, CA 92374	ACTIVE	-
104109	BOLLEMA DAIRY	12848 SAN TIMOTEO CANYON RD , REDLANDS, CA 92373	ACTIVE	-
64179	BURGER KING #3642, SUMAL INC	1320 INDUSTRIAL PARK AVE , REDLANDS, CA 92374	ACTIVE	-
156485	BURROLA CONSTRUCTION CO INC.	VARIOUS LOCNS IN SCAQMD , REDLANDS, CA 92373	ACTIVE	-
141464	BURRTEC WASTE INDUSTRIES, INC.	31 REFUSE RD , REDLANDS, CA 92373	ACTIVE	-
179727	C & S POWDER COATING CORP	1717 E COLTON AVE , REDLANDS, CA 92374	ACTIVE	-
176228	CABINETS TO GO, LLC	2459 ALMOND AVE , REDLANDS, CA 92373	ACTIVE	-
116344	CALIBER COLLISION CENTERS	1120 REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
170898	CALIBER COLLISION CENTERS	450 NEVADA ST , REDLANDS, CA 92373	ACTIVE	-
166357	CALIFORNIA GAS & LIQUOR	941 CALIFORNIA , REDLANDS, CA 92373	ACTIVE	-
91801	CAMINO WEST COAST SERV INC,GOODYEAR TIRE	1631 W REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
55656	CAMPER SHELL DEPOT INC	25877 REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
69828	CANYON CITY TRANSFER & STORAGE INC	31 W STUART AVE , REDLANDS, CA 92373	ACTIVE	-
65009	CARL'S JR, CARL KARCHER ENTERPRISES #173	1205 COLTON AVE , REDLANDS, CA 92374	ACTIVE	-
42511	CARRIAGE CLEANERS	1221 WABASH AVE , REDLANDS, CA 92373	ACTIVE	-
88744	CASK N CLEAVER, THE C & C ORGANIZATION	801 TRI CITY CENTER DR , REDLANDS, CA 92374	ACTIVE	-
63443	CHEVRON USA INC	1220 ALABAMA , REDLANDS, CA 92374	ACTIVE	-
184116	CIRCLE K STORES INC #2709505	1325 BROOKSIDE AVE , REDLANDS, CA 92373	ACTIVE	-
61103	CIRCLE K STORES INC.	1598 ORANGE , REDLANDS, CA 92374	ACTIVE	-
102134	CIRCLE K STORES INC., SITE #5214	765 W REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
32303	CIRCLE SERV	875 ALABAMA ST , REDLANDS, CA 92373	ACTIVE	-

**Table 1: SCAQMD Permitted Facilities in Redlands**

<b>ID</b>	<b>Name</b>	<b>Address</b>	<b>Status</b>	<b>Title V</b>
72155	CITROGRAPH PRINTING CO	113 E STATE ST , REDLANDS, CA 92373	ACTIVE	-
157471	CITRUS PETROLEUM, INC.	539 E REDLANDS AVE , REDLANDS, CA 92373	ACTIVE	-
157472	CITRUS PETROLEUM, INC.	2098 REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
51737	CITY OF REDLANDS EQUIPMENT MAINT	1270 PARK AVE , REDLANDS, CA 92373	ACTIVE	-
68751	CITY OF REDLANDS FIRE DEPT	10 W PENNSYLVANIA , REDLANDS, CA 92373	ACTIVE	-
27174	CITY OF REDLANDS FIRE DEPT	525 E CITRUS AVE , REDLANDS, CA 92373	ACTIVE	-
68750	CITY OF REDLANDS FIRE DEPT	1690 GARDEN ST , REDLANDS, CA 92373	ACTIVE	-
69180	CITY OF REDLANDS MUNI UTILITES DEPT	415 SUNSET DRIVE NORTH , REDLANDS, CA 92373	ACTIVE	-
147497	CITY OF REDLANDS MUNICIPAL UTILITIES	1745 SESSUMS PARCEL DR , REDLANDS, CA 92373	ACTIVE	-
140911	CITY OF REDLANDS MUNICIPAL UTILITIES DEP	1950 NEVADA ST , REDLANDS, CA 92373	ACTIVE	-
184452	CITY OF REDLANDS, FIRE STATION NO 4	1270 W PARK AVE , REDLANDS, CA 92373	ACTIVE	-
99592	CITY OF RIVERSIDE C/O SEACOR	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92374	ACTIVE	-
70551	CLIMET INSTRUMENTS COMPANY	1320 W COLTON AVE , REDLANDS, CA 92374	ACTIVE	-
179534	COMMERCE CONSTRUCTION CO L P	ALABAMA ST & ALMOND AVE , REDLANDS, CA 92373	ACTIVE	-
134530	CONTINENTAL DATALABEL	211 BUSINESS CETNER CT , REDLANDS, CA 92373	ACTIVE	-
169058	COUNTY OF SAN BERNARDINO	2024 ORANGE TREE LN , REDLANDS, CA 92373	ACTIVE	-
176609	CP REDLANDS III, LLC	26681 SAN BERNARDINO AVE , REDLANDS, CA 92374	ACTIVE	-
176613	CP REDLANDS III, LLC	26763 SAN BERNARDINO AVE , REDLANDS, CA 92374	ACTIVE	-
176611	CP REDLANDS III,LLC	26682 ALMOND AVE , REDLANDS, CA 92374	ACTIVE	-
78234	CRIS AUTO BODY & PAINT SHOP	618 AMIGOS DR , REDLANDS, CA 92373	ACTIVE	-
125906	CRUSHING INCORPORATED	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92373	ACTIVE	-
168396	CST ORGANIC RECYCLING	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92374	ACTIVE	-
174783	CST ORGANIC RECYCLING	1375 E PIONEER AVE , REDLANDS, CA 92374	ACTIVE	-
181249	CUSTOM MATERIAL SALES (CMS)	377 KANSAS ST , REDLANDS, CA 92373	ACTIVE	-
113792	CUSTOMFIT WOODWORKING INC	415 E HIGH AVE , REDLANDS, CA 92374	ACTIVE	-
164499	CVS CAREMARK	1127 BRYN MAWR AVE , REDLANDS, CA 92374	ACTIVE	-
155926	CVS PHARMACY #08894-01	101 REDLANDS MALL , REDLANDS, CA 92373	ACTIVE	-
170964	CVS PHARMACY #09861-01	800 TRI CITY CENTER DR , REDLANDS, CA 92374	ACTIVE	-
90465	DATSUN SPECIALTIES	1105 PARK AVE , REDLANDS, CA 92373	ACTIVE	-
92058	DEE & WALT'S AUTO MAINTENANCE,J L LUBBEN	10537 MT VIEW AVE , REDLANDS, CA 92373	ACTIVE	-
73762	DENNY'S INC.	1210 W COLTON AVE , REDLANDS, CA 92374	ACTIVE	-
87828	DEV COMPANY	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92376	ACTIVE	-
60323	DEVCO SANDBLASTING & INDUSTRIAL COATING	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92375	ACTIVE	-
87536	DILL LUMBER	1740 W REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
107767	DILLON'S STEAK AND SEAFOOD RESTAURANT	1045 PARKFORD DR , REDLANDS, CA 92373	ACTIVE	-
132781	DISCOUNT AUTO & TIRE SERVICE	746 CITRUS AVE , REDLANDS, CA 92373	ACTIVE	-
160016	DNS ENGINEERING, INC.	410 MISSOURI CT , REDLANDS, CA 92373	ACTIVE	-
46125	DON TURPIN'S DODGE	1267 W REDLANDS , REDLANDS, CA 92373	ACTIVE	-
74366	DUTCH GIRL CLEANERS	34 W COLTON AVE , REDLANDS, CA 92374	ACTIVE	-
158416	DYNAMIC COLLISION CENTER OF REDLANDS	500 W REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
150213	DYNAMIC FINANCIAL & INVESTMENT SVCS, INC	9370 SMILEY BLVD , REDLANDS, CA 92373	ACTIVE	-
100688	E.C.E.S. INC	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92373	ACTIVE	-
105589	EARTH STATION, GE AMERICAN COMM., INC.	13560 SAN TIMOTEO CANYON RD , REDLANDS, CA 92373	ACTIVE	-
101515	EAST VALLEY PARTNERS	1725 ORANGE TREE LN , REDLANDS, CA 92374	ACTIVE	-
66834	EDWARDS MANSION	2064 ORANGETREE LN , REDLANDS, CA 92373	ACTIVE	-
114301	EL POLLO LOCO, INC. #5790	1210 W COLTON , REDLANDS, CA 92373	ACTIVE	-
110312	ELMER J. KELDGORD INC.	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92374	ACTIVE	-
36913	EMPIRE BODY & PAINT	1267 W REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
94191	EMPIRE BODY & PAINT	1635 W REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
138251	ENVIRONMENTAL CONSULTING & CONSTRUCTION	32185 OUTER HIGHWAY 10 , REDLANDS, CA 92373	ACTIVE	-
164165	ENVIRONMENTAL SYSTEM RESEARCH INSTITUTE	350 NEW YORK ST , REDLANDS, CA 92373	ACTIVE	-
101281	ENVIRONMENTAL SYSTEMS RESEARCH INSTITUTE	210 BUSINESS CENTER CT , REDLANDS, CA 92373	ACTIVE	-
140244	ENVIRONMENTAL SYSTEMS RESEARCH INSTITUTE	371 NEW YORK ST , REDLANDS, CA 92373	ACTIVE	-
176526	ENVIRONMENTAL SYSTEMS RESEARCH INSTITUTE	1070 W STATE ST , REDLANDS, CA 92373	ACTIVE	-
105471	EPIC MANAGEMENT, LP	2 W FERN AVE , REDLANDS, CA 92373	ACTIVE	-
84702	ESRI	380 NEW YORK ST. , REDLANDS, CA 92373	ACTIVE	-
81908	EUREKA AUTO SALES	305 W COLTON AVE , REDLANDS, CA 92374	ACTIVE	-
164075	EXEL/CLOROX	2300 W SAN BERNARDINO AVENU, REDLANDS, CA 92374	ACTIVE	-
63314	EXXON COMPANY U.S.A. C/O APPLIED GEOSYST	1280 ALABAMA ST , REDLANDS, CA 92373	ACTIVE	-
153172	EXXONMOBIL OIL CORP	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92374	ACTIVE	-
135139	FABRICURE LLC/REDLANDS PAVILLION CLEANER	2094 W REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-

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<b>ID</b>	<b>Name</b>	<b>Address</b>	<b>Status</b>	<b>Title V</b>
177146	FIRST R C CORPORATION	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92374	ACTIVE	-
106058	FISHERMANS RETREAT	32300 SAN TIMOTEO CANYON RD , REDLANDS, CA 92373	ACTIVE	-
144502	FIX AUTO REDLANDS	1976 ESSEX CT , REDLANDS, CA 92373	ACTIVE	-
115438	FLAGG STATION/URBAN DEVELOPMENT CORP.	875 ALABAMA AVE , REDLANDS, CA 92373	ACTIVE	-
174756	FLAMBEAU PRODUCTS CORP	377 KANSAS ST , REDLANDS, CA 92373	ACTIVE	-
122952	FOOD 4 LESS #311	2070 W REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
179728	FROGS METAL WORK	1717 E COLTON , REDLANDS, CA 92374	ACTIVE	-
182231	FRONTIER CALIFORNIA INC REDLANDS CO	911 S 4TH ST , REDLANDS, CA 92373	ACTIVE	-
182234	FRONTIER CALIFORNIA INC REDLANDS RSUO	2020 RANCHO AVE , REDLANDS, CA 92373	ACTIVE	-
164835	FULL STEAM CLEANERS	1455 FORD ST , REDLANDS, CA 92373	ACTIVE	-
64693	FURR'S CAFETERIA #263	1330 INDUSTRIAL PARK AVE , REDLANDS, CA 92374	ACTIVE	-
126412	G&M OIL CO, INC #98	1580 W REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
165663	GARCIA'S FURNITURE FINISHING	1105 W PARK AVE , REDLANDS, CA 92373	ACTIVE	-
48164	GEN TEL CO	15 REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
100110	GEORGE & VAUGHN'S UPHOLSTRY	531 W STUART , REDLANDS, CA 92374	ACTIVE	-
177867	GILSTRAP TRUCKING INC	8731 ORANGE ST , REDLANDS, CA 92374	ACTIVE	-
184346	GOLDEN STATE FC, LLC - LGB4	27517 PIONEER AVE , REDLANDS, CA 92374	ACTIVE	-
174298	GREATER GOOD COFFEE ROASTING COMPANY	590 NEVADA ST , REDLANDS, CA 92373	ACTIVE	-
160394	GREEN VALLEY LANDSCAPE & MAINTENANCE INC	VARIOUS LOCATIONS , REDLANDS, CA 92373	ACTIVE	-
98953	GREG'S GARAGE, DATSUN SPEC	221 E STUART ST , REDLANDS, CA 92374	ACTIVE	-
183785	GSE LUGONIA	27300 W LUGONIA AVE , REDLANDS, CA 92374	ACTIVE	-
163526	HARALAMBOS LEASING - MOUNTAIN VIEW, LLC	1480 MOUNTAIN VIEW AVE , REDLANDS, CA 92373	ACTIVE	-
180200	HARKINS MOUNTAIN GROVE 16	27481 SAN BERNARDINO AVE , REDLANDS, CA 92374	ACTIVE	-
86637	HARRIS COMPANY, THE	200 REDLANDS MALL , REDLANDS, CA 92373	ACTIVE	-
64797	HARRY C'S	801 TRI-CITY CENTER , REDLANDS, CA 92373	ACTIVE	-
464	HATFIELD BUICK	301 E REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
5550	HIGHLAND SUPPLY CORP	1500 CRAFTON AVE , REDLANDS, CA 92373	ACTIVE	-
89989	HOLIDAY SHELL SERVICE/MCMASTERS&LAPLANTE	800-M E LUGONIA AVE , REDLANDS, CA 92374	ACTIVE	-
150815	HOUSE LAND DEVELOPMENT	101 E REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
164381	HOUSING AUTHORITY OF SAN BERNARDINO	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92374	ACTIVE	-
99013	HOWARD AMBULANCE INC,LIFECARE MED TRANS	600 IOWA ST , REDLANDS, CA 92373	ACTIVE	-
81405	HUNGRY TIGER INC	1045 PARKFORD , REDLANDS, CA 92373	ACTIVE	-
69603	INLAND SURGERY CENTER	1620 LAUREL , REDLANDS, CA 92373	ACTIVE	-
169843	INTERIOR MAGIC	1655 INDUSTRIAL AVE , REDLANDS, CA 92374	ACTIVE	-
69829	J & M SILKSCREEN INC	25837 BUSINESS CTR DR , REDLANDS, CA 92373	ACTIVE	-
56930	J J RAMIREZ	10972 IOWA ST , REDLANDS, CA 92373	ACTIVE	-
138045	J RAGER CO., JIM RAGER WOODWORKING, DBA	1092 N WABASH , REDLANDS, CA 92374	ACTIVE	-
147876	JC PENNEY CORPORATION, INC.	10000 ALABAMA ST , REDLANDS, CA 92374	ACTIVE	-
89437	JEKA CORP, SPEEDEE OIL CHANGE & TUNE UP	1667 W REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
84649	JERRY ARENDT	10 N 5TH ST , REDLANDS, CA 92373	ACTIVE	-
89572	JIM GLAZE CHRYSLER/PLYMOUTH/JEEP/EAGLE	310 TEXAS BLVD , REDLANDS, CA 92373	ACTIVE	-
89736	JIM GLAZE MAZDA	500 W REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
134912	JJC CONSULTING & CONSTRUCTION	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92373	ACTIVE	-
12357	JORCO CHEMICAL CO INC	32185 E HIGHWAY 10 , REDLANDS, CA 92373	ACTIVE	-
48495	K-C PROFESSIONAL CASEWORK	448 TENNESSEE ST , REDLANDS, CA 92373	ACTIVE	-
174721	KAISER REDLANDS MEDICAL OFFICES	1301 CALIFORNIA ST , REDLANDS, CA 92373	ACTIVE	-
155278	KENSINGTON REDLANDS #2	1730 MARIGOLD AVE , REDLANDS, CA 92374	ACTIVE	-
115866	KIRKLEY CORPORATION	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92373	ACTIVE	-
154796	KITCHEN IDEA	1351 W PARK AVE , REDLANDS, CA 92373	ACTIVE	-
86343	KMART CORP	1625 W REDLANDS , REDLANDS, CA 92373	ACTIVE	-
162414	KRILEY EXCA-BREAK INC	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92373	ACTIVE	-
24248	LA-Z-BOY WEST	301 TENNESSEE ST , REDLANDS, CA 92373	ACTIVE	-
160032	LAMPS PLUS INC	9425 CALIFORNIA ST , REDLANDS, CA 92374	ACTIVE	-
150753	LARRY JACINTO CONSTRUCTION, INC	9555 WABASH AVE , REDLANDS, CA 92374	ACTIVE	-
125908	LAS PALMAS CLEANERS, B H RAMA, DBA	1150 BROOKSIDE AVE , REDLANDS, CA 92373	ACTIVE	-
160393	LEONARD CHAIDEZ INC.	VARIOUS LOCATIONS , REDLANDS, CA 92373	ACTIVE	-
182722	LIT INDUSTRIAL L.P.	2220 ALMOND AVE , REDLANDS, CA 92373	ACTIVE	-
84710	LOMA LINDA UNIV BEHAVIORAL MEDICINE CNTR	1710 BARTON RD , REDLANDS, CA 92373	ACTIVE	-
159363	LOMA LINDA UNIV HEART & SURGICAL HOSP.	26780 BARTON RD , REDLANDS, CA 92374	ACTIVE	-
86509	LORAN, INC.	1705 E COLTON AVE , REDLANDS, CA 92374	ACTIVE	-
71071	LOS JARRITOS RESTAURANT, C. ROBLES ETAL	1026 N ORANGE , REDLANDS, CA 92374	ACTIVE	-

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<b>ID</b>	<b>Name</b>	<b>Address</b>	<b>Status</b>	<b>Title V</b>
122663	LOWE'S HOME IMPROVEMENT CENTER	1725 W REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
84623	LUCKY MARKETS	450 E CYPRESS , REDLANDS, CA 92373	ACTIVE	-
69470	MARINE 88 INC	1209 CAMBON ST , REDLANDS, CA 92374	ACTIVE	-
182769	MASTER-PIECE CONSTRUCTION CORP	580 NEVADA ST , REDLANDS, CA 92373	ACTIVE	-
61393	MATICH CORP	8397 ALABAMA ST , REDLANDS, CA 92373	ACTIVE	-
15041	MATICH CORP	8203 ALABAMA ST , REDLANDS, CA 92374	ACTIVE	-
160334	MCM POULTRY FARM	30511 SAN TIMOTEO CANYON RD , REDLANDS, CA 92373	ACTIVE	-
64686	MERVYN'S	1520 INDUSTRIAL PKY , REDLANDS, CA 92374	ACTIVE	-
142859	MERVYN'S LLC/MERVYN'S STORE #75	1520 INDUSTRIAL PARK AVE , REDLANDS, CA 92373	ACTIVE	-
159269	MILARK CORP	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92373	ACTIVE	-
92364	MILL CREEK AUTO REPAIR	302 ALABAMA , REDLANDS, CA 92373	ACTIVE	-
51959	MISSION AVIATION FELLOWSHIP	1710 SESSUMS DR , REDLANDS, CA 92373	ACTIVE	-
98149	MISSION AVIATION FELLOWSHIP	1849 WABASH AVE , REDLANDS, CA 92374	ACTIVE	-
64288	MODULAR CASEWORK SYSTEMS	458 TENNESSEE ST , REDLANDS, CA 92373	ACTIVE	-
156991	MONTE, LLC	1209 NEVADA , REDLANDS, CA 92374	ACTIVE	-
153072	MOUNTAIN VIEW INDUSTRIAL CENTER, LLC	2455 ALMOND AVE , REDLANDS, CA 92373	ACTIVE	-
153071	MOUNTAIN VIEW INDUSTRIAL CENTER, LLC	1490 MOUNTAIN VIEW AVE , REDLANDS, CA 92373	ACTIVE	-
119782	MOUNTAIN VIEW SHUTTERS	1200 ARIZONA ST , REDLANDS, CA 92374	ACTIVE	-
154512	NEVADA BUSINESS PARK, LLC	400 NEVADA ST , REDLANDS, CA 92373	ACTIVE	-
178447	NIBBELINK MASONRY	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92373	ACTIVE	-
76988	NICK'S BURGERS	1626 W REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
104053	NICK'S OLD CAR SPECIALTY	517 NEVADA , REDLANDS, CA 92373	ACTIVE	-
144189	OLD TOWN LA QUINTA GAS STN/REDLANDS 76	201 E REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
179535	OLTMANS CONSTRUCTION CO	ALABAMA ST&SAN BERNARDINO AVE , REDLANDS, CA 92373	ACTIVE	-
77479	ONE STOP LANDSCAPE SUPPLY	13024 SAN TIMOTEO CANYON RD , REDLANDS, CA 92373	ACTIVE	-
179055	ORANGE DEVELOPMENT COMMERCIAL PROPERTY	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92373	ACTIVE	-
172529	ORANGE PLAZA CLEANERS	450 ORANGE ST , REDLANDS, CA 92374	ACTIVE	-
167455	OWENS MINER HEALTH CARE LOGISTICS	1651 CALIFORNIA ST , REDLANDS, CA 92374	ACTIVE	-
113679	PACIFIC CASCADE CONSTRUCTION	VARIOUS LOCATIONS IN SCAQMD , REDLANDS , CA 92374	ACTIVE	-
101669	PACIFIC PHYSICIAN SERVICES	1826 ORANGE TREE LN , REDLANDS, CA 92374	ACTIVE	-
180364	PANGAHAMO MATERIALS, INC	2300 N TEXAS ST , REDLANDS, CA 92374	ACTIVE	-
114424	PARR-FECT FLEET SERVICE, INC.	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92375	ACTIVE	-
147400	PENCE CONSTRUCTION INC	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92374	ACTIVE	-
106888	PENSKE AUTO CENTERS INC	1625 W REDLANDS , REDLANDS, CA 92373	ACTIVE	-
164382	PERERA CONSTRUCTION & DESIGN	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92374	ACTIVE	-
174143	PERFORMANCE TEAM LLC	1898 MARIGOLD AVE , REDLANDS, CA 92374	ACTIVE	-
63478	PETROLEUM SYSTEMS & MAINTENANCE, INC	1550 N ORANGE AVE , REDLANDS, CA 92375	ACTIVE	-
121953	PIC N SAVE STORE #4316	810 TRI-CITY CENTER , REDLANDS, CA 92374	ACTIVE	-
178684	PIPELINE PETROLEUM LLC	1325 BROOKSIDE AVE , REDLANDS, CA 92373	ACTIVE	-
167465	PLASTICS RESEARCH CORPORATION	1255 RESEARCH DR , REDLANDS, CA 92374	ACTIVE	-
110351	PLAZA CLEANERS, KIRIT PATEL, DBA	1556 BARTON RD , REDLANDS, CA 92373	ACTIVE	-
86714	PLYMOUTH VILLAGE	900 SALEM DR , REDLANDS, CA 92373	ACTIVE	-
171391	PRECISION HERMETIC TECHNOLOGY, INC.	1950 W PARK AVE , REDLANDS, CA 92373	ACTIVE	-
76586	PRECISION SHUTTER DESIGN	26522 BARTON RD , REDLANDS, CA 90255	ACTIVE	-
136313	PROLOGIS	1901 CALIFORNIA ST , REDLANDS, CA 92373	ACTIVE	-
146315	PROLOGIS	2200 PALMETTO AVE , REDLANDS, CA 92374	ACTIVE	-
146314	PROLOGIS	2290 PALMETTO AVE , REDLANDS, CA 92374	ACTIVE	-
173860	PROLOGIS	27582 PIONEER AVE , REDLANDS, CA 92374	ACTIVE	-
145876	PROLOGIS	2501 W SAN BERNARDINO AVE , REDLANDS, CA 92374	ACTIVE	-
152510	PROLOGIS	1895 MARIGOLD ST , REDLANDS, CA 92374	ACTIVE	-
178243	PROLOGIS L.P.	1950 PALMETTO AVE , REDLANDS, CA 92374	ACTIVE	-
158328	PROLOGIS MANAGEMENT, INC.	27352 RIVER BLUFF , REDLANDS, CA 92374	ACTIVE	-
161258	PROLOGIS PARK REDLANDS 5, LLC	27223 PIONEER AVE , REDLANDS, CA 92374	ACTIVE	-
184302	PROLOGIS REDLANDS DISTRIBUTION CENTER #8	27573 RIVER BLUFF AVE , REDLANDS, CA 92374	ACTIVE	-
182641	PROLOGIS USLV NEW CA 7, LLC	26759 ALMOND AVE , REDLANDS, CA 92374	ACTIVE	-
182648	PROLOGIS USLV NEW CA 7, LLC	27517 PIONEER AVE , REDLANDS, CA 92374	ACTIVE	-
176540	PROLOGIS, L.P. REDLANDS DISTRIBUTION CEN	27081 ALMOND AVE , REDLANDS, CA 92374	ACTIVE	-
139363	PROVIDENT BANK	125 E CITRUS , REDLANDS, CA 92373	ACTIVE	-
102859	PURRFECT AUTO SERVICE #46	1521 W REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
149949	R & S MADRIGAL	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92374	ACTIVE	-
118718	R. J. GORDON CONSTRUCTION, INC	END OF DUMP RD , REDLANDS, CA 92374	ACTIVE	-

**Table 1: SCAQMD Permitted Facilities in Redlands**

<b>ID</b>	<b>Name</b>	<b>Address</b>	<b>Status</b>	<b>Title V</b>
97014	RAINBOW CLEANERS	2094 W REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
149635	RED ROBIN INTERNATIIONAL, INC	27476 LUGONIA AVE , REDLANDS, CA 92374	ACTIVE	-
148298	REDLANDS AUTO BODY AND FRAME	705 W COLTON AVE , REDLANDS, CA 92374	ACTIVE	-
100018	REDLANDS AUTO ELECTRIC, B HOLTROP ETAL	349 N EUREKA ST , REDLANDS, CA 92374	ACTIVE	-
90214	REDLANDS AUTO SERVICE	430 TEXAS ST , REDLANDS, CA 92374	ACTIVE	-
53351	REDLANDS AVIATION CORP	1745-95 SESSUMS DR , REDLANDS, CA 92374	ACTIVE	-
71827	REDLANDS BLUEPRINT CO	922 NEW YORK ST , REDLANDS, CA 92374	ACTIVE	-
146027	REDLANDS CHEVRON, SAFA TRADINGS, INC.	120 THE TERRACE , REDLANDS, CA 92374	ACTIVE	-
43415	REDLANDS CITY	30 CAJON ST , REDLANDS, CA 92373	ACTIVE	-
74413	REDLANDS CITY (CALIFORNIA ST LANDFILL)	2151 NEVADA ST , REDLANDS, CA 92373	ACTIVE	-
29454	REDLANDS CITY, GARAGE	1270 W PARK AVE , REDLANDS, CA 92373	ACTIVE	-
29073	REDLANDS CITY, HILLSIDE MEM PARK	1540 ALESSANDRO , REDLANDS, CA 92373	ACTIVE	-
69182	REDLANDS CITY, MUN UTILITEIS DEPT	32300 YUCAIPA BLVD , REDLANDS, CA 92373	ACTIVE	-
69178	REDLANDS CITY, MUN UTILITIES DEPT	955 PARKFORD DR , REDLANDS, CA 92373	ACTIVE	-
158855	REDLANDS CITY, MUNICIPAL UTILITIES & ENG	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92373	ACTIVE	-
69179	REDLANDS CITY, MUNICIPAL UTILITIES DEPT.	1401 TEXAS ST , REDLANDS, CA 92373	ACTIVE	-
5756	REDLANDS CITY, WASTEWATER TREATMENT PLT	1950 NEVADA ST , REDLANDS, CA 92373	ACTIVE	-
14264	REDLANDS CLEANERS	700 E REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
129959	REDLANDS COMM. INVESTMENT CORP	300 E STATE ST , REDLANDS, CA 92373	ACTIVE	-
175389	REDLANDS COMMERCE CENTER	2300 W SAN BERNARDINO AVE , REDLANDS, CA 92374	ACTIVE	-
178872	REDLANDS COMMERCE CENTER BUILDING 3	1300 CALIFORNIA ST , REDLANDS, CA 92374	ACTIVE	-
9784	REDLANDS COMMUNITY HOSPITAL	350 TERRACINA BLVD , REDLANDS, CA 92373	ACTIVE	-
29352	REDLANDS COUNTRY CLUB	1749 GARDEN ST , REDLANDS, CA 92373	ACTIVE	-
72297	REDLANDS DAILY FACTS	700 BROOKSIDE AVE , REDLANDS, CA 92373	ACTIVE	-
180457	REDLANDS DISTRIBUTION CENTER #10 PROLOGI	1651 CALIFORNIA ST , REDLANDS, CA 92373	ACTIVE	-
181222	REDLANDS DISTRIBUTION CENTER #15	9425 NEVADA ST , REDLANDS, CA 92374	ACTIVE	-
180554	REDLANDS DISTRIBUTION CENTER BUILDING 12	27334 SAN BERNARDINO AVE , REDLANDS, CA 92374	ACTIVE	-
56132	REDLANDS FINANCIAL SERV INC	300 E STATE ST , REDLANDS, CA 92373	ACTIVE	-
34189	REDLANDS FOOTHILL GROVES	304 NINTH ST , REDLANDS, CA 92374	ACTIVE	-
135667	REDLANDS FORD	1121 W COLTON AVE , REDLANDS, CA 92374	ACTIVE	-
142558	REDLANDS GAS & FOOD MART, DAYA SINGH DBA	1195 W REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
181606	REDLANDS GATEWAY LOGISTIC CENTER	9889 ALMOND AVE , REDLANDS, CA 92374	ACTIVE	-
79412	REDLANDS HEIGHTS CITRUS CO	1600 TEXAS ST , REDLANDS, CA 92374	ACTIVE	-
163401	REDLANDS INDUSTRIAL CENTER, LLC	9425 NEVADA ST , REDLANDS, CA 92374	ACTIVE	-
121492	REDLANDS PAVILIONS CLEANERS	2094 W REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
162067	REDLANDS SEVENTH-DAY ADVENTIST CHURCH	520 BROOKSIDE AVE , REDLANDS, CA 92373	ACTIVE	-
138613	REDLANDS SHELL, NABIL SAADE DBA	127 E REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
165534	REDLANDS SHOOTING PARK	2125 N ORANGE ST , REDLANDS, CA 92373	ACTIVE	-
89589	REDLANDS TRUCK SVC.,JUDY SHOMAKER DBA	510 AMIGOS DR , REDLANDS, CA 92373	ACTIVE	-
10709	REDLANDS UNI SCH DIST	20 W LUGONIA , REDLANDS, CA 92373	ACTIVE	-
33973	REDLANDS UNI SCHOOL DIST	955 E CITRUS , REDLANDS, CA 92373	ACTIVE	-
163599	REDLANDS UNIFIED SCHOOL DISTRICT	250 N CHURCH , REDLANDS, CA 92374	ACTIVE	-
96823	REDLANDS UNIFIED SCHOOL DISTRICT	800 E CITRUS AVE , REDLANDS, CA 92374	ACTIVE	-
62596	REDLANDS UNIFIED SCHOOL DISTRICT	840 E CITRUS AVE , REDLANDS, CA 92374	ACTIVE	-
95076	REDLANDS UNIFIED SCHOOL DISTRICT	1550 E HIGHLAND AVE , REDLANDS, CA 92374	ACTIVE	-
95077	REDLANDS UNIFIED SCHOOL DISTRICT	501 E PENNSYLVANIA AVE , REDLANDS, CA 92374	ACTIVE	-
162803	RITE AID #5701	700 E REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
172018	RITUAL BREWING COMPANY, LLC	1315 RESEARCH DR , REDLANDS, CA 92374	ACTIVE	-
163961	RIVERSIDE LAND CONSERVANCY	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92373	ACTIVE	-
42623	ROBERTSON'S READY MIX	8353 N ALABAMA ST , REDLANDS, CA 92374	ACTIVE	-
154372	ROCKY PLAZA MARKET & LIQUOR, S ABDULNOUR	31583 OUTER HIGHWAY 10 , REDLANDS, CA 92373	ACTIVE	-
157682	ROMANO'S MACARONI GRILL	27490 LUGONIA AVE , REDLANDS, CA 92374	ACTIVE	-
108117	ROMAR SPECIALTIES INC,SALERMO SERVICE CT	609 3RD ST , REDLANDS, CA 92374	ACTIVE	-
149184	RONALD F GARRETT	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92373	ACTIVE	-
56203	RONDOR	440 ORIENTAL AVE , REDLANDS, CA 92373	ACTIVE	-
133422	RUBIO'S RESTAURANTS INC - #127	633 ORANGE ST , REDLANDS, CA 92374	ACTIVE	-
122451	S-5 AUTO BODY INC, C. SUNGA DBA	721 NEVADA ST , REDLANDS, CA 92373	ACTIVE	-
176270	SAFEWAY BUILDING SERVICES, INC	380 NEW YORK ST , REDLANDS, CA 92373	ACTIVE	-
7068	SAN BER CNTY SOLID WASTE MGMT	31 REFUSE RD , REDLANDS, CA 92373	ACTIVE	TITLE V
72506	SAN BERN. CO, OFF OF MGMT SERV(COMM DIV)	216 BROOKSIDE DR , REDLANDS, CA 92373	ACTIVE	-
89478	SAN BERNARDINO CNTY - DPSS REDLANDS	881 W REDLAND BLVD , REDLANDS, CA 92373	ACTIVE	-



**Table 1: SCAQMD Permitted Facilities in Redlands**

<b>ID</b>	<b>Name</b>	<b>Address</b>	<b>Status</b>	<b>Title V</b>
72507	SAN BERNARDINO CO., MGT SERV.OFF. COMM	SUNSET WATER TANK , REDLANDS, CA 92373	ACTIVE	-
97089	SAVE TIME LUBE TUNE & BRAKES,H ABEDOR DB	511 W COLTON AVE , REDLANDS, CA 92374	ACTIVE	-
126159	SAVON DRUG STORE 3401	101 REDLANDS MALL , REDLANDS, CA 92373	ACTIVE	-
161776	SBCW CONSULTING INC DBA 76 FORD EXIT	1075 PARKFORD DR , REDLANDS, CA 92373	ACTIVE	-
75557	SCHAEFER DIXON, OLD RANCHO CAL AIRPORT	251 TENNESSEE ST , REDLANDS, CA 92373	ACTIVE	-
92249	SEACOR	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92374	ACTIVE	-
113985	SECOR INTERNATIONAL INCORPORATED	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92374	ACTIVE	-
136766	SECOR INTERNATIONAL INCORPORATED	VARIOUS LOCATIONS IN SCAQMD , REDLANDS , CA 92374	ACTIVE	-
104899	SECOR INTERNATIONAL INCORPORATED	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92374	ACTIVE	-
147127	SECOR INTERNATIONAL, INC	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92374	ACTIVE	-
95463	SEVEN W ENTERPRISES	1500 CRAFTON AVE , REDLANDS, CA 92373	ACTIVE	-
150392	SEVENTH DAY ADVENTIST CHURCH	BERMUDEZ/EAST OF JERSEY , REDLANDS, CA 92373	ACTIVE	-
99289	SHUTTER MAGIC	721 NEVADA ST , REDLANDS, CA 92373	ACTIVE	-
168119	SHUTTERS TO GO	31497 OUTER HIGHWAY 10 , REDLANDS, CA 92373	ACTIVE	-
119967	SIGLER CONSTRUCTION	443 W PALM , REDLANDS, CA 92373	ACTIVE	-
157113	SMART & FINAL #318	1720 W REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
28543	SO CAL EDISON CO	287 TENNESSEE , REDLANDS, CA 92373	ACTIVE	-
44112	SO CAL GAS CO - REDLANDS	1981 W LUGONIA AVE , REDLANDS, CA 92373	ACTIVE	-
160437	SOUTHERN CALIFORNIA EDISON	2492 W SAN BERNARDINO AVE , REDLANDS, CA 92374	ACTIVE	TITLE V
90163	SOUTHERN CALIFORNIA EDISON CO	INTERS OF TEXAS/PENNSYLVANIA , REDLANDS, CA 92373	ACTIVE	-
97945	SOUTHERN CALIFORNIA EDISON CO	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92373	ACTIVE	-
122712	SPARTECH PLASTICS CORP	300 KANSAS ST , REDLANDS, CA 92373	ACTIVE	-
139841	SPECTRUM BRANDS, INC. LLC	2301 W SAN BERNARDINO AVE , REDLANDS, CA 92374	ACTIVE	-
169647	SPECTRUM CABINETRY	404 E STUART AVE , REDLANDS, CA 92374	ACTIVE	-
177617	STANTEC	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92374	ACTIVE	-
163030	STATER BROS MARKETS #112	1536 BARTON RD , REDLANDS, CA 92373	ACTIVE	-
162960	STATER BROS MARKETS #18	11 E COLTON AVE , REDLANDS, CA 92374	ACTIVE	-
163040	STATER BROS MARKETS #89	1786 LUGONIA AVE , REDLANDS, CA 92374	ACTIVE	-
139045	STATER BROS. MARKETS	1898 MARIGOLD AVE , REDLANDS, CA 92374	ACTIVE	-
165844	SUKUIT CONSTRUCTION, INC.	SAN TIMOTEO/LIVE OAK CANYON , REDLANDS, CA 92374	ACTIVE	-
171494	SUKUT CONSTRUCTION, INC.	2151 NEVADA ST , REDLANDS, CA 92373	ACTIVE	-
180483	SUNLIFE ASSURANCE CO CANADA/NEVADA CORP	26871 SAN BERNARDINO AVE , REDLANDS, CA 92374	ACTIVE	-
112043	SUNNY CAL MILLING	750 ORIENTAL AVE , REDLANDS, CA 92374	ACTIVE	-
176659	TALON SERVICES, INC	8731 ORANGE ST , REDLANDS, CA 92373	ACTIVE	-
137727	TARGET CORP, TARGET STORES (T-1869)	27320 LUGONIA AVE , REDLANDS, CA 92374	ACTIVE	-
148042	TC LIT PALMS LLC	9520 NEVADA ST , REDLANDS, CA 92374	ACTIVE	-
146785	TC LIT PALMS, LLC.	26950 SAN BERNARDINO AVE , REDLANDS, CA 92374	ACTIVE	-
146782	TC LIT PALMS, LLC.	27040 SAN BERNARDINO AVE , REDLANDS, CA 92374	ACTIVE	-
96045	TCI CABLEVISION OF CAL REDLANDS OFFICE	1722 ORANGE TREE LN , REDLANDS, CA 92374	ACTIVE	-
184279	TEACHERS INSURANCE AND ANNUITY ASSOC OF	2185 W LUGONIA AVE , REDLANDS, CA 92374	ACTIVE	-
184291	TEACHERS INSURANCE AND ANNUITY ASSOCIATI	2255 W LUGONIA AVE , REDLANDS, CA 92374	ACTIVE	-
173302	TELEDYNE BATTERY PRODUCTS	840 W BROCKTON AVE , REDLANDS, CA 92374	ACTIVE	-
135472	TENAX CLEANERS, CHERYL KOEPPEN DBA	707 E STATE , REDLANDS, CA 92374	ACTIVE	-
171653	TESORO (USA) 63346	902 ORANGE ST , REDLANDS, CA 92373	ACTIVE	-
151940	TESORO S. COAST CO,CAR,REDLANDS #68593	1600 INDUSTRIAL PARK AVE , REDLANDS, CA 92373	ACTIVE	-
179092	THE FLAME BROILER	1599 W REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
179991	THE HABIT BURGER GRILL	27511 SAN BERNARDINO AVE , REDLANDS, CA 92374	ACTIVE	-
165019	THE HOME DEPOT	27352 RIVER BLUFF AVE , REDLANDS, CA 92374	ACTIVE	-
143027	THE HOME DEPOT # 1013	1151 W LUGONIA AVE , REDLANDS, CA 92374	ACTIVE	-
83766	THE PACKING HOUSE/CUSTOM SILKSCREENING	410 6TH ST , REDLANDS, CA 92373	ACTIVE	-
179059	THE REALTY ASSOCIATES FUND X, LP	1455 RESEARCH RD , REDLANDS, CA 92374	ACTIVE	-
157407	THRIFTY OIL COMPANY - REDLANDS 585	26940 PALMETTO AVE , REDLANDS, CA 92374	ACTIVE	-
173484	TIM HENNESSEY	31101 SAN TIMOTEO CANYON RD , REDLANDS, CA 92373	ACTIVE	-
155561	TOM BELL CHEVROLET	1139 W REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
12533	TOM BELL CHEVROLET	800 ALABAMA ST , REDLANDS, CA 92373	ACTIVE	-
110737	TOM LAASKO/R.P. WAGES INC.	501 W REDLANDS , REDLANDS, CA 92373	ACTIVE	-
64609	TONY'S SPUNKY STEER	1350 INDUSTRIAL PKY , REDLANDS, CA 92373	ACTIVE	-
64799	TOUCAN TINA'S	1327 W COLTON AVE , REDLANDS, CA 92373	ACTIVE	-
156427	TRADER JOE'S #99	552 ORANGE ST , REDLANDS, CA 92374	ACTIVE	-
137766	TRANSAMERICAN SOIL SERVICES INC	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92374	ACTIVE	-
165546	TRI CITY SURFACE MINING	2125 N ORANGE ST , REDLANDS, CA 92373	ACTIVE	-

**Table 1: SCAQMD Permitted Facilities in Redlands**

<b>ID</b>	<b>Name</b>	<b>Address</b>	<b>Status</b>	<b>Title V</b>
164106	TRIMFLEX	1991 PARK AVE , REDLANDS, CA 92373	ACTIVE	-
55854	U S POSTAL SERVICE	1900 REDLANDS AVE , REDLANDS, CA 92373	ACTIVE	-
89882	U S POSTAL SERVICE REDLANDS	404 NEW YORK ST , REDLANDS, CA 92373	ACTIVE	-
6349	U.S. ELECTRICAR	1981 REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
107021	UNIVERSITY CLEANERS	800 E LUGONIA AVE , REDLANDS, CA 92373	ACTIVE	-
45973	UNIVERSITY OF REDLANDS	955 N GROVE ST , REDLANDS, CA 92373	ACTIVE	-
139480	USAA REAL ESTATE LP	2301 W SAN BERNARDINO AVE , REDLANDS, CA 92374	ACTIVE	-
178981	VA LOMA LINDA HEALTHCARE	26001 REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
85234	VERIZON CALIFORNIA INC	15 REDLANDS PLZ , REDLANDS, CA 92373	ACTIVE	-
136478	VERIZON WIRELESS	27630 PIONEER AVE , REDLANDS, CA 92374	ACTIVE	-
156574	VONS #1734	522 N ORANGE ST , REDLANDS, CA 92374	ACTIVE	-
166574	WAKANAMA INVESTORS	2470 W LUGONIA AVE , REDLANDS, CA 92374	ACTIVE	-
90985	WAL-MART #1693	2050 W REDLANDS BLVD , REDLANDS, CA 92374	ACTIVE	-
171286	WATSON 860	26597 SAN BERNARDINO AVE , REDLANDS, CA 92374	ACTIVE	-
176123	WATSON 866, WATSON LAND COMPANY	26525 PIONEER AVE , REDLANDS, CA 92374	ACTIVE	-
167380	WATSON LAND COMPANY	26635 PIONEER AVE , REDLANDS, CA 92374	ACTIVE	-
155283	WATSON REDLANDS 868	26875 PIONEER AVE , REDLANDS, CA 92374	ACTIVE	-
125190	WELLS FARGO BANK / AU 99034	220 STATE ST , REDLANDS, CA 92373	ACTIVE	-
182912	WESTERN A WEST CA, LLC	1460 MOUNTAIN VIEW AVE , REDLANDS, CA 92373	ACTIVE	-
182894	WESTERN A WEST CA, LLC	2456 W LUGONIA AVE , REDLANDS, CA 92374	ACTIVE	-
182911	WESTERN A WEST CA, LLC	2460 W LUGONIA AVE , REDLANDS, CA 92374	ACTIVE	-
168820	WESTERN HEIGHTS WATER COMPANY	31729 HIGHVIEW DR , REDLANDS, CA 92373	ACTIVE	-
64695	WHISKEY CREEK	1331 W COLTON , REDLANDS, CA 92373	ACTIVE	-
171366	WILD GOOSE COFFEE COMPANY	1670 SESSUMS DR , REDLANDS, CA 92374	ACTIVE	-
173855	WYATT'S PAINT & BODY	1120 W REDLANDS BLVD , REDLANDS, CA 92373	ACTIVE	-
135118	YEAGER SKANSKA INC	26505 BARTON RD , REDLANDS, CA 92373	ACTIVE	-
169218	1455 RESEARCH DRIVE, LLC	1455 RESEARCH DR , REDLANDS, CA 92374	-	-
155376	7-ELEVEN 33292/H-H & S ENTERPRISES, INC	1161 W LUGONIA AVE , REDLANDS, CA 92373	-	-
131742	7-ELEVEN INC. #33292	1161 W LUGONIA AVE , REDLANDS, CA 92373	-	-
14666	A C ALMIND	1139 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
35008	A-1 GRIT CO	8203 ALABAMA , REDLANDS, CA 92373	-	-
1033	A-1 GRIT CO	8203 ALABAMA ST , REDLANDS, CA 92373	-	-
65297	AARON AUTO SALES	1683 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
70400	ACME BICYCLE CO	419 E STATE ST , REDLANDS, CA 92373	-	-
63485	AERODYNAMICS INC	1745 SESSUMS PARCEL DR , REDLANDS, CA 92373	-	-
125125	ALBERTSON'S #6519	450 E CYPRESS , REDLANDS, CA 92373	-	-
122507	ALCHEM PLASTICS INC, SPARTECH PLASTICS	300 KANSAS ST , REDLANDS, CA 92373	-	-
137822	ALL AMERICAN CLEANERS, C. BRENNAN	1752 E LUGONIA , REDLANDS, CA 92373	-	-
102841	ALL CLAIMS RECONSTRUCTION	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92373	-	-
150165	AMB PROPERTY CORP	1651 CALIFORNIA ST , REDLANDS, CA 92373	-	-
146773	AMB PROPERTY II, L.P.	1895 MARIGOLD ST , REDLANDS, CA 92374	-	-
73333	AMERICAN AUTOMOTIVE	618 AMIGOS DR , REDLANDS, CA 92373	-	-
87494	ARCO	2098 REDLANDS BLVD , REDLANDS, CA 92373	-	-
112620	ARCO /PRESTIGE STATIONS, INC #9716	902 ORANGE ST , REDLANDS, CA 92373	-	-
33493	ARCO DLR, LLOYD E. WOLFE	539 E REDLANDS , REDLANDS, CA 92374	-	-
68081	ARCO DLR, PRESTIGE STATION,SS# 6052	539 E REDLANDS AVE , REDLANDS, CA 92373	-	-
132597	ARCO FAC #05823, BP WEST COAST PRODS LLC	2098 REDLANDS BLVD , REDLANDS, CA 92373	-	-
132645	ARCO FAC #06052, BP WEST COAST PRODS LLC	539 E REDLANDS AVE , REDLANDS, CA 92373	-	-
130599	ARCO FAC #09716 - PRESTIGE STATIONS INC	902 ORANGE ST , REDLANDS, CA 92373	-	-
160665	ARCO FAC #09716 WEST COAST PETROLEUM LLC	902 ORANGE ST , REDLANDS, CA 92374	-	-
132569	ARCO FAC# 09716, BP WEST COAST PRODS LLC	902 ORANGE ST , REDLANDS, CA 92373	-	-
94376	ARCO PRODUCTS CO, ARCO STATION NO 6052	539 E REDLANDS BLVD , REDLANDS, CA 92373	-	-
42319	ARGON & SEVEL	1210 W COLTON AVE , REDLANDS, CA	-	-
32737	ARGON OIL CO	1195 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
7741	ARGON OIL CO	1205 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
122293	ARGON OIL CO	1205- W REDLANDS BLVD , REDLANDS, CA 92373	-	-
42496	ARGON OIL CO	1225 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
52372	ASPECTS INC	9477 N OPAL AVE , REDLANDS, CA 92373	-	-
42115	AUTO BODY WKS	454 TENNESEE ST , REDLANDS, CA 92373	-	-
100551	AUTOSCOPE IMPORT AUTO SRV	517 E REDLANDS BLVD , REDLANDS, CA 92373	-	-
78258	BACK TO THE WOODS	60213 AMIGOS , REDLANDS, CA 92373	-	-

**Table 1: SCAQMD Permitted Facilities in Redlands**

<b>ID</b>	<b>Name</b>	<b>Address</b>	<b>Status</b>	<b>Title V</b>
160992	BEAUDOIN'S KITCHENS	415 E HIGH AVE , REDLANDS, CA 92374	-	-
57582	BEST CLEANERS	1600 E CITRUS ST , REDLANDS, CA 92373	-	-
116199	BILL YOUNG'S MINI MART/WILLIAM S YOUNG	1005 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
147728	BIXBY LAND	1455 RESEARCH DR , REDLANDS, CA 92374	-	-
150269	BIXBY LAND COMPANY	2220 ALMOND AVE , REDLANDS, CA 92373	-	-
150989	BIXBY LAND COMPANY - 150269	2220 ALMOND AVE , REDLANDS, CA 92374	-	-
148483	BORSTEIN ENTERPRISES	26682 ALMOND AVE , REDLANDS, CA 92374	-	-
148484	BORSTEIN ENTERPRISES	26681 SAN BERNARDINO AVE , REDLANDS, CA 92374	-	-
148478	BORSTEIN ENTERPRISES	26763 SAN BERNARDINO AVE , REDLANDS, CA 92374	-	-
112189	BREWSTER FOODS	715 W STUART ST , REDLANDS, CA 92373	-	-
36201	BROOKSIDE CANTEEN CORP	10676 NEW JERSEY ST , REDLANDS, CA 92373	-	-
37869	BROOKSIDE CANTEEN CORP 036201	10676 NEW JERSEY , REDLANDS, CA 92373	-	-
31634	BROOKSIDE DAIRY	27338 BARTON RD , REDLANDS, CA	-	-
31421	BURGESSON'S HEATING AND AIR CONDITIONING	620 TENNESSEE ST , REDLANDS, CA 92393	-	-
27100	BUSTER & SCHULER CONSTRUCTION, INC	1399 W COLTON AVE , REDLANDS, CA 92373	-	-
64675	C & C ORGANIZATION INC, CASK & CLEAVER	1630 INDUSTRIAL PARK , REDLANDS, CA 92374	-	-
55770	C. L. PHARRIS SAND & GRAVEL INC 049594	8731 ORANGE ST , REDLANDS, CA 92359	-	-
86766	CABLEVISION	1722 ORANGE TREE LN , REDLANDS, CA 92374	-	-
6733	CAL BLASCO INC	SANTA ANA RIVER RT 30 , REDLANDS, CA 90813	-	-
148448	CALIFORNIA HEART AND SURGICAL HOSPITAL	26780 BARTON RD , REDLANDS, CA 92374	-	-
28745	CANYON CITY TRANSFER & STORAGE INC	31 W STUART AVE , REDLANDS, CA 92373	-	-
80349	CAPTIVE PLASTICS INC	1255 RESEARCH DR , REDLANDS, CA 92374	-	-
120846	CAREMARK INC, CAREMARK THERAPEUTIC SVS	1127 BRYN MAWR AVE , REDLANDS, CA 92374	-	-
66406	CARWASH USA INC	710 W COLTON , REDLANDS, CA 92373	-	-
134293	CASEWORX INC	1125 RESEARCH DR , REDLANDS, CA 92374	-	-
120861	CEMEX USA	8731 ORANGE ST , REDLANDS, CA 92374	-	-
69601	CHARTER HOSPITAL-REDLANDS, CHARTER MED	1710 BARTON RD , REDLANDS, CA 92373	-	-
96293	CHASE PETROLEUM INC 085428	941 CALIFORNIA ST , REDLANDS, CA 92374	-	-
137906	CHEVRON DEALER, G SHARIFZADEH, # 9-8167	120 THE TERRACE , REDLANDS, CA 92374	-	-
29539	CHEVRON DLR, BOB MONDRY Y	1256 ORANGE ST , REDLANDS, CA 92373	-	-
53389	CHEVRON DLR, JIM SELLERS	1220 ALABAMA ST , REDLANDS, CA 92374	-	-
57904	CHEVRON DLR, JOE PARTAIN SS#9-7222	1256 ORANGE ST , REDLANDS, CA 92373	-	-
82444	CHEVRON DLR, MIKE TALBERT	1256 ORANGE ST , REDLANDS, CA 92374	-	-
32935	CHEVRON DLR, NELLIE MCCLELLAN	1220 ALABAMA ST , REDLANDS, CA 92373	-	-
32744	CHEVRON DLR, PETE WILLHITE	700 E REDLANDS BLVD , REDLANDS, CA 92373	-	-
42929	CHEVRON DLR, STEVE WOLFINBARGER	1256 ORANGE ST , REDLANDS, CA 92374	-	-
31850	CHEVRON STATION #98167	120 THE TERRACE , REDLANDS, CA 92374	-	-
128276	CHEVRON STATION #98167	120 THE TERRACE , REDLANDS, CA 92374	-	-
51006	CHEVRON USA, INC #92514	1220 ALABAMA ST , REDLANDS, CA 92373	-	-
102040	CIRCLE K STORES INC.	765 W REDLAND BLVD , REDLANDS, CA 92373	-	-
169326	CIRCLE K STORES, WILLIAM SIPPEL 2211192	1325 BROOKSIDE AVE , REDLANDS, CA 92373	-	-
69186	CITY OF REDLANDS MUN UTILITIES DEPT	SAN BERNARDINO AVE/CHURCH ST , REDLANDS, CA 92373	-	-
69184	CITY OF REDLANDS MUNI UTILITES DEPT	CRAFTON HILLS COLLEGE , REDLANDS, CA 92373	-	-
69187	CITY OF REDLANDS MUNI UTILITIES DEPT	1236 N CRAFTON , REDLANDS, CA 92373	-	-
69185	CITY OF REDLANDS MUNI UTILITIES DEPT	25474 DAVIDSON ST , REDLANDS, CA 92373	-	-
154901	CITY OF REDLANDS POLICE DEPARTMENT	212 BROOKSIDE AVE , REDLANDS, CA 92373	-	-
800411	CITY OF REDLANDS, CALIFORNIA STREET LAND	1950 NEVADA (1950-2151) ST , REDLANDS, CA 92373	-	-
176625	CLPF REDLANDS BUSINESS CENTER LP	2125 SAN BERNARDINO AVE , REDLANDS, CA 92374	-	-
143453	CONOCOPHILLIPS # 255555, STEPHEN E MACON	1075 PARKFORD DR , REDLANDS, CA 92373	-	-
112894	CONOCOPHILLIPS CO #253356,LYNNETTE MACON	201 E REDLANDS BLVD , REDLANDS, CA 92373	-	-
111787	CONOCOPHILLIPS CO-255555 -S.E.MACON	1075 PARKFORD DR , REDLANDS, CA 92373	-	-
149346	CONOCOPHILLIPS SITE #255555,SBCW CONSULT	1075 PARKFORD DR , REDLANDS, CA 92373	-	-
138026	CONOCOPHILLIPS/OLD TOWN LAQUNTA #253356	201 E REDLANDS BLVD , REDLANDS, CA 92373	-	-
77164	CONTRACTORS SPECIALTY SERVICE INC	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92373	-	-
111351	CRIS AUTO BODY	721 NEVADA ST , REDLANDS, CA 92373	-	-
52846	CRYSTAL CLEANERS	720 TENNESSEE ST , REDLANDS, CA 92374	-	-
152156	CST CALIFORNIA STATIONS, INC.	710 W COLTON AVE , REDLANDS, CA 92373	-	-
4871	CUSTOM ENGINEERING INC	500 W STUART , REDLANDS, CA 92373	-	-
64694	DAPHNE'S	9 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
61415	DEVCO	457 NEW YORK ST , REDLANDS, CA 92373	-	-
60333	DEVCO	457 NEWYORK ST , REDLANDS, CA 92373	-	-

**Table 1: SCAQMD Permitted Facilities in Redlands**

<b>ID</b>	<b>Name</b>	<b>Address</b>	<b>Status</b>	<b>Title V</b>
98132	DIAMOND PACIFIC PRODUCTS CO	750 ORIENTAL AVE , REDLANDS, CA 92374	-	-
75619	DIGMOR INC.	1898 E COLTON AVE , REDLANDS, CA 92374	-	-
42694	DIXICO INC	COLTON & OPAL STS , REDLANDS, CA 92373	-	-
43547	DODGE BODY SHOP	1267 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
33146	DON L. KINDER	1612 W OLIVE AVE , REDLANDS, CA 92373	-	-
46215	DTK CO, INC	600 IOWA ST , REDLANDS, CA 92373	-	-
134867	DUTCH GIRL CLEANERS	414 TENNESSEE AVE , REDLANDS, CA 92373	-	-
17161	DUTCH GIRL CLEANERS	34 W COLTON AVE , REDLANDS, CA 92374	-	-
33666	E-Z SERVE INC	680 E REDLANDS BLVD , REDLANDS, CA 92374	-	-
32156	E-Z SERVE OF CAL, INC #167	1550 N ORANGE ST , REDLANDS, CA 92374	-	-
32979	E-Z SERVE, INC	1865 E CITRUS , REDLANDS, CA 92373	-	-
18946	EMMERSON-BARTLETT MORTUARY INC	703 BROOKSIDE AVE , REDLANDS, CA 92373	-	-
45183	EMPIRE BODY & PAINT	1105 PARK AVE , REDLANDS, CA 92373	-	-
37243	EMPIRE BODY SHOP	1267 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
150143	EQUILON DLR, CALIFORNIA SHELL	941 CALIFORNIA , REDLANDS, CA 92373	-	-
116546	EQUILON DLR, CALIFORNIA SHELL,CHASE PETR	941 CALIFORNIA , REDLANDS, CA 92373	-	-
116920	EQUILON DLR, HOLIDAY SHELL, GG & R PETRO	800 E LUGONIA AVE , REDLANDS, CA 92374	-	-
116545	EQUILON DLR, REDLANDS SHELL, (SAFM CORP)	127 E REDLANDS BLVD , REDLANDS, CA 92373	-	-
126719	EQUILON DLR, REDLANDS SHELL, NABIL SAADE	127 E REDLANDS BLVD , REDLANDS, CA 92373	-	-
116357	EQUILON DLR, TEXACO STAR MART, #069-0308	1600 INDUSTRIAL , REDLANDS, CA 92373	-	-
148082	EQUILON/SHELL,CAR ENTER, REDLANDS SHELL	1600 INDUSTRIAL PARK AVE , REDLANDS, CA 92373	-	-
128667	EQUILON/TEXACO # 12085	1600 INDUSTRIAL PARK AVE , REDLANDS, CA 92373	-	-
3971	EQUIP RENTALS 035948	1132 ORANGE ST , REDLANDS, CA 92373	-	-
79393	EUA/ONSITE COGEN L P	350 TERRACINA BLVD , REDLANDS, CA 92373	-	-
51179	EUROPEAN AUTO BODY SHOP	1647 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
39607	EXXON DLR, F. D. ALEXANDER	1280 ALABAMA ST , REDLANDS, CA 92373	-	-
48362	EXXON DLR, MAJED M. ALKADDUMI	1280 ALABAMA ST , REDLANDS, CA 92373	-	-
42980	EXXON DLR, MAURICE QATAMI	1280 ALABAMA ST , REDLANDS, CA 92373	-	-
30832	EXXON DLR, REDLANDS EXXON	1280 ALABAMA , REDLANDS, CA 92373	-	-
98830	EXXONMOBIL,KHOURY'S MOBIL,N KHOURY 11363	1325 BROOKSIDE AVE , REDLANDS, CA 92373	-	-
56533	EZ SERVE OF CALIF INC	680 E , REDLANDS, CA 92374	-	-
143901	FIVE STAR COATINGS	410 MISSOURI CT , REDLANDS, CA 92373	-	-
5738	FMC CORP (O/B)	330 N 6TH ST , REDLANDS, CA 92504	-	-
30145	FOAMY CAR WASH	412 REDLANDS BLVD , REDLANDS, CA 92373	-	-
25881	FOUR WAY INVESTMENTS	305 W COLTON , REDLANDS, CA 92373	-	-
150329	FULL STEAM CLEANERS	1434 W INDUSTRIAL PARK AVE , REDLANDS, CA 92374	-	-
139202	GARDNER CONSTRUCTION	555 CAJON ST , REDLANDS, CA 92373	-	-
30986	GEN TEL CO OF CAL	1130 W STATE ST , REDLANDS, CA 92373	-	-
8249	GEORGE & VAUGHN'S AUTO BODY	525 W STUART ST , REDLANDS, CA 92374	-	-
100841	GK MARKET	31583 OUTER 10 HIGHWAY , REDLANDS, CA 92373	-	-
138665	GK MARKET, NATWAR S PATEL DBA	31583 OUTER HIGHWAY 10 , REDLANDS, CA 92373	-	-
141149	GOURMET SYSTEMS OF CAL INC/APPLEBEE'S	2046 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
152073	GRAMPS CUSTOM FURNITURE	1105 W PARK AVE , REDLANDS, CA 92373	-	-
6313	GREEN SANDBLASTING	457 NEW YORK ST , REDLANDS, CA 92373	-	-
36217	GREEN'S SANDBLASTING CO 6313	457 NEW YORK ST , REDLANDS, CA 92373	-	-
24143	GTS WKS LTD	1105 D PARK AVE , REDLANDS, CA 92373	-	-
26733	H. KEVARI & SON	1045 PARK AVE , REDLANDS, CA 92373	-	-
27877	H. KEVARI & SONS	1045 W PARK AVE , REDLANDS, CA 92373	-	-
51079	HATFIELD BUICK 000464	301 E REDLANDS BLVD , REDLANDS, CA 92373	-	-
128993	HERSHEY FOODS CORPORATION	2300 W SAN BERNARDINO AVENU, REDLANDS, CA 92374	-	-
83392	HONEYWELL INC	250 CHURCH ST , REDLANDS, CA 92373	-	-
150555	HOUSELAND DEVELOPMENT	NW CORNER LUGONIA & ALABAMA , REDLANDS, CA 92373	-	-
90067	HOWARD AMBULANCE INC/LIFECARE MED TRNDBA	448 TENNESSEE ST , REDLANDS, CA 92373	-	-
174588	IIT REDLANDS INDUSTRIAL CENTER I LP	1460 MOUNTAIN VIEW AVE , REDLANDS, CA 92373	-	-
174587	IIT REDLANDS INDUSTRIAL CENTER I, LP	2450 W LUGONIA AVE , REDLANDS, CA 92374	-	-
14246	INLAND CONTRACTORS 027855	254 STUART , REDLANDS, CA 92373	-	-
27855	INLAND CONTRACTORS, INC	254 W STUART AVE , REDLANDS, CA	-	-
33585	INLAND MILLING & CABINET CO	324 STUART AVE , REDLANDS, CA	-	-
104041	INLAND MOTORS	1121 W COLTON AVE , REDLANDS, CA 92374	-	-
34545	INLAND MOTORS 012719	1121 W COLTON AVE , REDLANDS, CA 92374	-	-
12719	INLAND MOTORS FORD	1121 W COLTON AVE , REDLANDS, CA 92373	-	-

**Table 1: SCAQMD Permitted Facilities in Redlands**

<b>ID</b>	<b>Name</b>	<b>Address</b>	<b>Status</b>	<b>Title V</b>
3151	INTER CITY AUTO BODY	1120 REDLANDS BLVD , REDLANDS, CA 92373	-	-
110514	INTERPRINT CORPORATION	TEXAS @ PENNSYLVANIA , REDLANDS, CA 92373	-	-
174586	ITT REDLANDS INDUSTRIAL CENTER I LP	2460 W LUGONIA AVE , REDLANDS, CA 92374	-	-
42260	J.S. & J SERVICE INC	1590 REDLAND BLVD , REDLANDS, CA	-	-
147532	JACCIN BUILDING	1209 NEVADA , REDLANDS, CA 92374	-	-
90210	JACK FEELY MOTORS INC.	1590 INDUSTRIAL PARK AVE , REDLANDS, CA 92374	-	-
33443	JIM GLAZE, INC 008887	420 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
34071	JOHN R. BRUCKART JR	110 TERRACINA BLVD , REDLANDS, CA 92373	-	-
65960	JORCO CHEMICAL CO. INC.	32185 E 10 HWY , REDLANDS, CA 92373	-	-
26715	JOSEPH P. BUOYE	1500 E CITRUS AVE , REDLANDS, CA 92373	-	-
22378	KELLY ROOFING CO	310 E HIGH ST , REDLANDS, CA 92373	-	-
62853	KRAMER'S FURNITURE & APPLIANCE REFINISH	301 E STUART AVE , REDLANDS, CA 92374	-	-
59279	KRAMER'S FURNITURE REFINISHING	346 ORANGE ST , REDLANDS, CA 92374	-	-
122280	KRILEY EXCA-BREAK, INC	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92373	-	-
171447	KTR EMPIRE I LLC	9425 NEVADA ST , REDLANDS, CA 92374	-	-
178438	KTR MANAGEMENT SERVICES	26759 ALMOND AVE , REDLANDS, CA 92374	-	-
180562	KTR PIONEER	27474 SAN BERNARDINO AVE , REDLANDS, CA 92374	-	-
180125	LARRY JACINTO CONSTRUCTION, INC	2200 TEXAS ST , REDLANDS, CA 92374	-	-
89074	LARSON ROOFING CO.	203 W OLIVE , REDLANDS, CA 92373	-	-
57594	LAS PALMAS CLEANERS	1150 C BROOKSIDE AVE , REDLANDS, CA 92373	-	-
60495	LAS PALMAS CLEANERS	1150 BROOKSIDE AVE , REDLANDS, CA 92373	-	-
25462	LEE ROOFING CO	1189 W STATE ST , REDLANDS, CA 92373	-	-
26454	LEE ROOFING COMPANY 025462	1189 W STATE ST , REDLANDS, CA	-	-
112659	LEGEND ELECTRIC VEHICLES, FIBERGLASS BLD	1981 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
9041	LIVINGSTON -GRAHAM, DIV GULF & WESTERN I	8203 ALABAMA ST , REDLANDS, CA 91706	-	-
30601	LIVINGSTON-GRAHAM	8203 ALABAMA AVE , REDLANDS, CA	-	-
81661	LORAN INC	1717 E COLTON AVE , REDLANDS, CA 92374	-	-
64256	LOU THOMAS ENTERPRISE	9477 N OPAL , REDLANDS, CA 92373	-	-
141798	LUCKY FARMS INC	2200 W LUGONIA , REDLANDS, CA 92374	-	-
38021	M. C. NOTTINGHAM CO OF CALIFORNIA	8201 ALABAMA ST , REDLANDS, CA 92346	-	-
133445	M2 AUTOMOTIVE INC DBA M2 COLLISION CENTR	1976 ESSEX CT , REDLANDS, CA 92373	-	-
126268	M2 COLLISION CARE CENTER - REDLANDS	1121 W COLTON AVE , REDLANDS, CA 92374	-	-
122715	M2 COLLISION CARE CENTERS	1121 W COLTON AVE , REDLANDS, CA 92374	-	-
22028	MARIO'S GOLF SHOP	511 N EUREKA , REDLANDS, CA 92373	-	-
16474	MARIO'S GOLF SHOP (O/B)	1500 GRAFTON AVE , REDLANDS, CA 92373	-	-
69686	MATCH CORP 015041	2000 ALABAMA , REDLANDS, CA 92373	-	-
29064	MC CALLA BROS INC	980 NEVADA ST , REDLANDS, CA 92374	-	-
70846	MCCALLA DIVISION, LAYNE WESTERN CO	805 NEVADA ST , REDLANDS, CA 92373	-	-
3953	MERLE'S AUTO BODY	1601 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
44313	MERVYNS DEPT STORE #75	1520 INDUSTRIAL PARK AVE , REDLANDS, CA 92373	-	-
114283	MILLER WOODWORKING,THEO.&TIM MILLER,DBA	1981 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
92789	MOBIL DLR A H LANG	1005 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
8880	MOBIL DLR, ABBIE CHALA	1325 BARTON RD , REDLANDS, CA 92373	-	-
33193	MOBIL DLR, GENE ALLAND Y _	605 E REDLANDS BLVD , REDLANDS, CA 92373	-	-
42382	MOBIL DLR, J LIN'S GAS & MINI MART	1005 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
45412	MOBIL DLR, JUDY YAMACHIKA	1325 BROOKSIDE AVE , REDLANDS, CA 92373	-	-
34882	MOBIL DLR, JUDY YAMACHIKA	604 ORANGE ST , REDLANDS, CA 92373	-	-
45414	MOBIL DLR, MICHAEL KHOURY	604 ORANGE ST , REDLANDS, CA 92374	-	-
26565	MOBIL DLR, WILLIAM S. YOUNG	1005 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
148721	MOBIL R/S #11363 C/O WILLIAM SIPPEL	1325 BROOKSIDE AVE , REDLANDS, CA 92373	-	-
53404	MODULAR CASEWORK SYSTEM INC	377 KANSAS ST , REDLANDS, CA 92373	-	-
153077	MOUNTAIN VIEW INDUSTRIAL CENTER LLC	2450 W LUGONIA AVE , REDLANDS, CA 92374	-	-
153243	MOUNTAIN VIEW INDUSTRIAL CENTER LLC.	2459 ALMOND AVE , REDLANDS, CA 92373	-	-
153256	MOUNTAIN VIEW INDUSTRIAL CENTER LLC.	2456 LUGONIA AVE , REDLANDS, CA 92373	-	-
153253	MOUNTAIN VIEW INDUSTRIAL CENTER LLC.	2466 LUGONIA AVE , REDLANDS, CA 92373	-	-
153254	MOUNTAIN VIEW INDUSTRIAL CENTER LLC.	2470 LUGONIA AVE , REDLANDS, CA 92373	-	-
153245	MOUNTAIN VIEW INDUSTRIAL CENTER LLC.	1450 MOUNTAIN VIEW AVE , REDLANDS, CA 92373	-	-
153244	MOUNTAIN VIEW INDUSTRIAL CENTER LLC.	1480 MOUNTAIN VIEW AVE , REDLANDS, CA 92373	-	-
153073	MOUNTAIN VIEW INDUSTRIAL CENTER, LLC	1460 MOUNTAIN VIEW AVE , REDLANDS, CA 92373	-	-
153075	MOUNTAIN VIEW INDUSTRIAL CENTER, LLC	2460 W LUGONIA AVE , REDLANDS, CA 92374	-	-
153076	MOUNTAIN VIEW INDUSTRIAL CENTER, LLC	2470 W LUGONIA AVE , REDLANDS, CA 92374	-	-

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<b>ID</b>	<b>Name</b>	<b>Address</b>	<b>Status</b>	<b>Title V</b>
121737	MOUNTAINVIEW GENERATING STATION	2492 W SAN BERNARDINO AVE , REDLANDS, CA 92374	-	TITLE V
79108	N R I INC,HUDSON & ODOM TIRE & RUBBER CO	1700 E COLTON AVE , REDLANDS, CA 92374	-	-
180246	NEWCASTLE PARTNERS SOUTHERN CALIFORNIA	26871 SAN BERNARDINO AVE , REDLANDS, CA 92374	-	-
67400	NICKS OLD CAR SPECIALTY	721 NEVADA ST , REDLANDS, CA 92373	-	-
110590	NORCAL, SAN TIMOTEO CANYON LANDFILL	31 REFUSE RD , REDLANDS, CA 92373	-	-
49083	NORDCO MARKETEER	26701 REDLANDS BLVD , REDLANDS, CA 92373	-	-
60837	NORDSKOG INDUSTRIES INC	616 IOWA ST , REDLANDS, CA 92373	-	-
147425	OAKMONT REDLANDS PALMETTO AVENUE, LLC	26940 PALMETTO AVE , REDLANDS, CA 92374	-	-
110334	ORANGE PLAZA CLEANER, S PATEL, DBA	450 ORANGE ST , REDLANDS, CA 92373	-	-
68211	ORANGE PLAZA CLEANERS	450 ORANGE ST , REDLANDS, CA 92373	-	-
157184	ORANGE PLAZA CLEANERS, B H RAMA, DBA	450 ORANGE ST , REDLANDS, CA 92373	-	-
27513	OSCAR VERLEY	731 WALNUT AVE , REDLANDS, CA 92373	-	-
52641	P & M SERV STA #943	1580 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
52935	P & M SERV STA #981	1029 ORANGE ST , REDLANDS, CA 92374	-	-
29045	PAY LESS OIL CO	517 E REDLANDS , REDLANDS, CA 92373	-	-
67394	PEP BOYS STORE # 679	1573 REDLANDS BLVD , REDLANDS, CA 92373	-	-
26831	PIONEER CONSULTANTS	251 TENNESSEE ST , REDLANDS, CA 92373	-	-
13028	PIONEER CONSULTANTS 026831	251 TENNESSE ST , REDLANDS, CA 92373	-	-
148480	PIONEER INDUSTRIAL CENTER LLC	9425 NEVADA ST , REDLANDS, CA 92374	-	-
64901	PLAZA CLEANERS	1556 BARTON RD , REDLANDS, CA 92373	-	-
28812	POWER THRUST	1029 ORANGE AVE , REDLANDS, CA 92373	-	-
150193	PPF KEARNY REDLANDS IND'L CENTRE, LP	26682 ALMOND AVE , REDLANDS, CA 92374	-	-
150194	PPF KEARNY REDLANDS IND'L CENTRE, LP	26681 SAN BERNARDINO AVE , REDLANDS, CA 92374	-	-
150195	PPF KEARNY REDLANDS IND'L CENTRE, LP	26763 SAN BERNARDINO AVE , REDLANDS, CA 92374	-	-
43222	PRESTIGE STA INC #705, ARCO #5205	25715 REDLANDS BLVD , REDLANDS, CA 92373	-	-
52026	PRESTIGE STAS #797	539 E , REDLANDS, CA 92373	-	-
130460	PRESTIGE STATIONS #05823	2098 REDLANDS BLVD , REDLANDS, CA 92373	-	-
130476	PRESTIGE STATIONS INC #06052	539 E REDLANDS AVE , REDLANDS, CA 92373	-	-
166062	PROSPER PROPERTIES	2459 ALMOND AVE , REDLANDS, CA 92373	-	-
33939	QUINN'S AUTOMOTIVE, MIKE QUINN	1269 BROOKSIDE AVE , REDLANDS, CA 92373	-	-
126424	R P WAGES	1981 W REDLANDS , REDLANDS, CA 92373	-	-
149727	RED ROBIN BURGERS & SPIRITS	27476 LUGONIA AVE , REDLANDS, CA 92374	-	-
51053	REDLANDS AUTO BODY & FRAME	346 ORANGE ST , REDLANDS, CA 92373	-	-
18938	REDLANDS AUTO BODY & FRAME INC	346 ORANGE ST , REDLANDS, CA 92373	-	-
57395	REDLANDS AUTO BODY AND FRAME	705 W COLTON AVE , REDLANDS, CA 92374	-	-
8887	REDLANDS AUTO CENTER, INC.	420 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
50211	REDLANDS BATTERY SERV, DANIEL WHITEAKER	305 W COLTON AVE , REDLANDS, CA 92374	-	-
38530	REDLANDS BATTERY SERV, JAMES W. MCKEE	305 W COLTON AVE , REDLANDS, CA 92373	-	-
171184	REDLANDS BUSINESS CENTER 700 LLC	2125 SAN BERNARDINO AVE , REDLANDS, CA 92374	-	-
60449	REDLANDS CAR WASH	2051 REDLANDS BLVD , REDLANDS, CA 92373	-	-
151206	REDLANDS CARWASH	27300 W LUGONIA AVE , REDLANDS, CA 92374	-	-
9394	REDLANDS CHRISTIAN SCH	1145 CHURCH ST , REDLANDS, CA 92373	-	-
60337	REDLANDS CITY (CALIFORNIA ST LANDFILL)	2151 END OF NEVADA ST , REDLANDS, CA 92373	-	-
25814	REDLANDS CITY YARD	401 TENNESSEE BLVD , REDLANDS, CA 92374	-	-
92836	REDLANDS CITY( CALIFORNIA ST LANDFILL)	CALIFORNIA LANDFILL ST , REDLANDS , CA 92373	-	-
69183	REDLANDS CITY, MUN UTILITES DEPT	1927 COUNTRY CLUB DR , REDLANDS, CA 92373	-	-
71158	REDLANDS CITY, MUN UTILITIES DEPT	319 E SUNSET DR , REDLANDS, CA 92373	-	-
69188	REDLANDS CITY, MUN UTILITIES DEPT	155 NEW YORK ST , REDLANDS, CA 92373	-	-
71157	REDLANDS CITY, MUN UTILITIES DEPT	1363 PENNSYLVANIA AVE , REDLANDS, CA 92374	-	-
95720	REDLANDS CITY, PUBLIC WORKS DEPARTMENT	955 PARKFORD DR , REDLANDS, CA 92373	-	-
95243	REDLANDS CITY, SOLID WASTE DIVISION	1950 N NEVADA ST , REDLANDS, CA 92373	-	-
149487	REDLANDS COLLISION CENTER	500 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
180474	REDLANDS COMMERCE CENTER BUILDING #1	2255 W LUGONIA AVE , REDLANDS, CA 92374	-	-
180473	REDLANDS COMMERCE CENTER BUILDING #2	2185 W LUGONIA AVE , REDLANDS, CA 92374	-	-
43656	REDLANDS DATSUN	1655 INDUSTRIAL PARK , REDLANDS, CA 92373	-	-
37753	REDLANDS FARMING CO	780 SAN BERNARDINO , REDLANDS, CA 92373	-	-
68754	REDLANDS FEDERAL SAVINGS & LOAN ASSOC	300 E STATE ST , REDLANDS, CA 92373	-	-
181605	REDLANDS GATEWAY LOGISTIC CENTER	9712 ALABAMA , REDLANDS, CA 92374	-	-
5602	REDLANDS HI SCH	840 E CITRUS AVE , REDLANDS, CA 92374	-	-
34897	REDLANDS MOVING CENTER	1200 ALABAMA ST , REDLANDS, CA	-	-
86128	REDLANDS NISSAN	1647 REDLAND BLVD , REDLANDS, CA 92374	-	-

**Table 1: SCAQMD Permitted Facilities in Redlands**

<b>ID</b>	<b>Name</b>	<b>Address</b>	<b>Status</b>	<b>Title V</b>
121352	REDLANDS PAVILIONS CLEANERS	2094 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
54528	REDLANDS PITSTOP, ROBERT D GOMEZ	517 E REDLANDS BLVD , REDLANDS, CA 92373	-	-
92571	REDLANDS UNIFIED SCHOOL DISTRICT	955 E CITRUS , REDLANDS, CA 92373	-	-
54354	REDLANDS, CITY LANDFILL 074413	CALIFORNIA ST , REDLANDS, CA 92373	-	-
75308	REDLANDS, CITY OF	2 E CITRUS AVE , REDLANDS, CA 92373	-	-
35948	REDLANDS-YUCAIPA RENTALS	1132 N ORANGE , REDLANDS, CA 92373	-	-
34634	REDLANDS-YUCAIPA RENTALS	32194 OUTER HIGHWAY 10 , REDLANDS, CA 92373	-	-
28752	RETTIG MACHINE SHOP	205 W STUART AVE , REDLANDS, CA 92373	-	-
27676	RICHARD G. MUSSON	10940 NEVADA ST , REDLANDS, CA 92373	-	-
16039	RICHMOND DIV, DIXICO INC	COLTON & OPAL ST , REDLANDS, CA	-	-
70603	RICHMOND TECH INC	1897 COLTON AVE , REDLANDS, CA 92374	-	-
45184	RICHMOND TECH INC 070603	1800 COLTON , REDLANDS, CA 92373	-	-
110047	RICHMOND TECHNOLOGY INC, SUB OF ILL TOOL	1897 COLTON AVE , REDLANDS, CA 92374	-	-
60382	RIVERSIDE COUNTY 060337	END OF NEVADA ST , REDLANDS, CA	-	-
136311	ROBERT PATTILLO PROPERTIES	1898 MARIGOLD AVE , REDLANDS, CA 92373	-	-
141448	ROMANO'S MACARONI GRILL	27490 LUGONIA AVE , REDLANDS, CA 92374	-	-
34648	SAINT GEORGE OIL CORP	1325 BARTON RD , REDLANDS, CA 92373	-	-
99779	SAN BERN CO, WASTE SYS DIV:SAN TIMOTEO C	31 REFUSE RD , REDLANDS, CA 92373	-	-
109870	SAN BERNARDINO COUNTY WASTE SYSTEM DIV	VIA PALOMARES RD , REDLANDS, CA 92373	-	-
31753	SANBORN'S HEATING & AIR CONDITIONING	36 W STUART AVE , REDLANDS, CA 92373	-	-
23820	SAV-MOR OIL CO	31243 10 HWY , REDLANDS, CA 90036	-	-
28730	SAV-MOR OIL CO	619 NEW YORK ST , REDLANDS, CA 92373	-	-
106809	SECOR INT'L, INC	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92374	-	-
133356	SECOR INTERNATIONAL INC	VARIOUS LOCATIONS IN SCAQMD , REDLANDS , CA 92374	-	-
127974	SECOR INTERNATIONAL/PETE BERGERON	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92374	-	-
73724	SEVEN UP	1717 PARK AVE , REDLANDS, CA 92373	-	-
90560	SHELL DLR J HILL,HILLCAR INC REDLND SHLL	127 E REDLANDS BLVD , REDLANDS, CA 92373	-	-
32664	SHELL DLR, D MCMASTERS & G LA PLANTE	800 E LUGONIA AVE , REDLANDS, CA 92374	-	-
26990	SHELL DLR, DANIEL C MCMASTERS	941 , REDLANDS, CA 92373	-	-
98992	SHELL DLR, MAGID SHELL, FRED & STANLEY M	127 E REDLANDS BLVD , REDLANDS, CA 92373	-	-
28151	SHELL DLR, MAXIMILLION SHELL SERVICE	10354 CALIFORNIA ST , REDLANDS, CA 91761	-	-
28184	SHELL DLR, STEVE SHAWVER	127 E REDLANDS BLVD , REDLANDS, CA 92373	-	-
52667	SHELL OIL CO 026990	10354 CALIFORNIA ST , REDLANDS, CA	-	-
85428	SHELL OIL CO.,DLR. MCMESTER & EMBRY	941 CALIFORNIA , REDLANDS, CA 92373	-	-
54230	SHERRI'S DAIRY, WESTERN SUN	1865 E CITRUS AVE , REDLANDS, CA 92373	-	-
113840	SHUTTER IMAGE INC	2015 PARK AVE , REDLANDS, CA 92373	-	-
157115	SMART & FINAL #318	1720 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
77087	SO CAL EDISON CO 028543	287 TENNESSEE ST , REDLANDS, CA 92373	-	-
46848	SO CAL GAS CO 044112	1981 W LUGONIA AVE , REDLANDS, CA 92373	-	-
39208	SPARTAN OIL CO	1029 ORANGE AVE , REDLANDS, CA 92374	-	-
136159	SRG FAMILLE REDLANDS LP,C/O SARES-REGIS	2301 W SAN BERNARDINO AVE , REDLANDS, CA 92374	-	-
27844	STACEY TRANSPORTATION	325 N EUREKA , REDLANDS, CA 92373	-	-
45751	STEEL STAGE	454 TENNESSEE ST , REDLANDS, CA 92373	-	-
40125	STOP N GO #385, NATL CONVENIENCE STORES	765 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
35337	SUNSET ROOF CO.	10605 IOWA ST , REDLANDS, CA 92373	-	-
28989	SUNSET ROOFING CO	10607 IOWA , REDLANDS, CA	-	-
43686	SUPER-7	1590 W REDLANDS BLVD , REDLANDS, CA	-	-
34982	SUPERIOR ROOFING CO	520 E STUART , REDLANDS, CA 92373	-	-
148041	TC LIT PALMS LLC	9425 CALIFORNIA ST , REDLANDS, CA 92374	-	-
148434	TC LIT PALMS, LLC.	26717 PALMETTO AVE , REDLANDS, CA 92374	-	-
16732	TELEDYNE BATTERY PRODUCTS	840 W BROCKTON AVE , REDLANDS, CA 92374	-	-
123794	TELEDYNE CONTINENTAL MOTORS	840 W BROCKTON AVE , REDLANDS, CA 92374	-	-
51521	TENAX CLEANERS	707 E STATE , REDLANDS, CA 92373	-	-
77513	TENAX CLEANERS, W & L KOEPPEN, DBA	707 E STATE , REDLANDS, CA 92374	-	-
10528	TENAX DRY CLEANERS	707 E STATE , REDLANDS, CA 92373	-	-
102384	TEXACO DLR	1600 INDUSTRIAL , REDLANDS, CA 92373	-	-
33421	TEXACO DLR, CHARLES STARNES	18000 INDUSTRIAL AVE , REDLANDS, CA 92373	-	-
30711	TEXACO DLR, EGBERT GROSS	802 E COLTON AVE , REDLANDS, CA 92373	-	-
40600	TEXACO DLR, HAMPARSOUN NALBANTIAN	1600 INDUSTRIAL PARK , REDLANDS, CA 92373	-	-
61397	TEXACO DLR, KIM'S FOOD & GAS MART	1195 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
109741	THE BURFORD & COX CO	VARIOUS LOCATIONS IN SCAQMD , REDLANDS, CA 92373	-	-

**Table 1: SCAQMD Permitted Facilities in Redlands**

<b>ID</b>	<b>Name</b>	<b>Address</b>	<b>Status</b>	<b>Title V</b>
20576	THE FURNITURE DOCTOR	299 N EUREKA ST , REDLANDS, CA 92373	-	-
81315	THE PAVILION AT REDLANDS CORPORATION	CRN REDLANDS & CALIFORNIA I-10 , REDLANDS, CA 92373	-	-
30225	THRIFTY OIL CO #346	902 ORANGE ST , REDLANDS, CA 92373	-	-
29465	TOM BELL CHEVROLET (RULE 461) 012533	800 ALABAMA ST , REDLANDS, CA 92373	-	-
176194	TOM BELL CHEVROLET, DICK DEWESE CHEVROLE	1105 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
111668	TOSCO CORP, JUAN N RAFIDY #31063	901 N ORANGE ST , REDLANDS, CA 92374	-	-
130154	TOSCO DLR	757 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
39933	TOYOTA OF REDLANDS	11396 W REDLANDS BLVD , REDLANDS, CA 92373	-	-
29474	TRI STATE AVIATION, INC	1745 SESSUMS DR , REDLANDS, CA 92373	-	-
76498	TRI-CITY CLEANERS	1434 W INDUSTRIAL PARK AVE , REDLANDS, CA 92374	-	-
126758	TRI-CITY CLEANERS	1434 W INDUSTRIAL PARK AVE , REDLANDS, CA 92374	-	-
142794	TRI-CITY CLEANERS	1434 W INDUSTRIAL PARK AVE , REDLANDS, CA 92374	-	-
46902	TRI-CITY CLEANERS, DAVID STONE INC.	1434 W INDUSTRIAL PARK AVE , REDLANDS, CA 92373	-	-
34107	TRI-CITY CONCRETE (LIVINGSTON GRAH009041	8203 ALABAMA , REDLANDS, CA 92373	-	-
55955	TRI-COUNTY COATINGS	1717 E COLTON AVE , REDLANDS, CA 92373	-	-
42385	U-HAUL OF SAN BERNARDINO	1200 ALABAMA , REDLANDS, CA 92374	-	-
109713	ULTRAMAR INC #785	710 W COLTON AVE , REDLANDS, CA 92373	-	-
33711	UNION DLR, CHARLES T LARSON	1075 PARKFORD DR , REDLANDS, CA 92373	-	-
56396	UNION DLR, ELIAS HATTER	901 N ORANGE ST , REDLANDS, CA 92374	-	-
34246	UNION DLR, GENE HINKLE	201 E REDLANDS BLVD , REDLANDS, CA 92373	-	-
69019	UNION DLR, J RAFIDY, ORANGE UNOCAL #6019	901 N ORANGE ST , REDLANDS, CA 92374	-	-
39206	UNION DLR, JOHN DAVIS	901 N ORANGE ST , REDLANDS, CA 92373	-	-
47542	UNION DLR, MARION D. NOUGHTON	901 N ORANGE , REDLANDS, CA 92374	-	-
62569	UNION DLR, STEPHEN MACON	201 E REDLANDS BLVD , REDLANDS, CA 92373	-	-
27491	UNION DLR, TRENT SUMNER Y	901 W ORANGE ST , REDLANDS, CA 92373	-	-
17917	UNIROYAL TECH CORP, ROYALITE THERMOPLAS	300 KANSAS ST , REDLANDS, CA 92373	-	-
91704	UNITED MICROGRAPHIC SYSTEMS INC.	415 TENNESSEE SUITES M & N ST , REDLANDS, CA 92373	-	-
28294	UNIV OF REDLANDS 045973	955 N GROVE ST , REDLANDS, CA 92373	-	-
6228	UNIV ONE HOUR CLEANERS 037723	800 C E LUGONIA , REDLANDS, CA 92373	-	-
37723	UNIVERSITY CLEANERS	800 E LUGONIA AVE , REDLANDS, CA 92373	-	-
170611	UNIVERSITY OF REDLANDS	1200 E COLTON AVE , REDLANDS, CA 92374	-	-
63216	UNOCAL	201 E REDLANDS BLVD , REDLANDS, CA 92373	-	-
96723	UNOCAL DLR S&P KIM,ORANGE EMPIRE CARWASH	2051 REDLANDS BLVD , REDLANDS, CA 92373	-	-
96136	UNOCAL DLR, SS#5555	1075 PARKFORD DR , REDLANDS, CA 92373	-	-
3921	UPLAND FEED CO INC	750 ORIENTAL AVE , REDLANDS, CA 92373	-	-
27046	UPLAND FEED CO INC 003921	750 ORIENTAL , REDLANDS, CA 92373	-	-
115387	US RESTAURANT PROP INC, CHEVRON STATION	1580 REDLANDS BLVD , REDLANDS, CA 92374	-	-
93834	VAN PAGE ENTERPRISES INC	710 W COLTON , REDLANDS, CA 92373	-	-
52214	VERIZON CALIFORNIA INC	9 S 4TH ST , REDLANDS, CA 92373	-	-
71025	VERIZON CALIFORNIA INC	2020 RANCHO AVE , REDLANDS, CA 92373	-	-
64289	VERIZON CALIFORNIA INC	911 S 4TH ST , REDLANDS, CA 92373	-	-
32147	VICTOR RAY	410 N 6TH ST , REDLANDS, CA 92374	-	-
29365	W.F. OSBURN	1501 MARGARITA DR , REDLANDS, CA 92373	-	-
29629	WESLEY RAY & SON INC	300 TENNESSEE ST , REDLANDS, CA 92373	-	-
55017	WESTEL SERV CORP	1500 CRAFTON AVE , REDLANDS, CA 92359	-	-

Source: SCAQMD Facilities Information Detail (FIND) webtool ([www.aqmd.gov/home/tools/public/find](http://www.aqmd.gov/home/tools/public/find)), 2017.



**Table 2: SCAQMD Permitted Facilities in Planning Area outside of City Limits**

<b>ID</b>	<b>Name</b>	<b>Address</b>	<b>Status</b>	<b>Title V</b>
140927	CIRCLE K STORE #08735	2097 MENTONE BLVD MENTONE CA 92359	ACTIVE	–
165542	INTERNATIONAL PAVING SERVICES, INC	1199 OPAL ST MENTONE CA 92359 USA	ACTIVE	–
98149	MISSION AVIATION FELLOWSHIP	1849 WABASH AVE REDLANDS CA 92374	ACTIVE	–
80306	KLAUSSNER FURNITURE OF CALIF	801 OPAL AV MENTONE CA 92359	ACTIVE	–
5550	HIGHLAND SUPPLY CORP	1500 CRAFTON AVE REDLANDS CA 92373	ACTIVE	–
78401	VERIZON CALIFORNIA INC	1960 MENTONE BLVD MENTONE CA 92359	–	–
108129	MILLER WOODWORKING	9477 OPAL AVE NORTH #107 MENTONE CA 92359	ACTIVE	–
138045	J RAGER CO., JIM RAGER WOODWORKING, DBA	1092 N WABASH REDLANDS CA 92374 USA	ACTIVE	–
117304	MENTONE SERVICE STN., MARLA MORGAN DBA	1759 MENTONE BLVD MENTONE CA 92359 USA	ACTIVE	–
34915	SAN BERN. CO, FIRE STA	1300 CRATON AV MENTONE CA 92359	ACTIVE	–
150753	LARRY JACINTO CONSTRUCTION, INC	9555 WABASH AVE REDLANDS CA 92374	ACTIVE	–
80982	THE MASTERS HAND	9477 OPAL AV MENTONE CA 92320	ACTIVE	–
108674	ELS AUTO WORKS	2025 MENTONE BLVD MENTONE CA 92359	ACTIVE	–
174222	MENTONE GAS MART	1811 MENTONE BL/OPAL AV MENTONE CA 92359	ACTIVE	–
95463	SEVEN W ENTERPRISES	1500 CRAFTON AVE REDLANDS CA 92373	ACTIVE	–
62122	THE DUTCHMAN'S PAINT & BODY	1811-B MENTONE BL MENTONE CA 92359	ACTIVE	–
146858	SEVEN W ENTERPRISES	1500 CRAFTON AVE REDLANDS CA 92373	ACTIVE	–
86509	LORAN, INC.	1705 EAST COLTON AVENUE REDLANDS 92374	ACTIVE	–
81661	LORAN, INC.	1717 E COLTON AV REDLANDS CA 92374	–	–
92016	BEACH BOYZ AUTO SERVICE	1717 MENTONE BLVD MENTONE CA 92359	ACTIVE	–
165514	MENTONE GAS AND MINI MART	1759 MENTONE BLVD MENTONE CA 92359 USA	ACTIVE	–
175543	NATURAL EXOTICS	1221 TURQUOISE AVE MENTONE CA 92359 USA	ACTIVE	–

Source: SCAQMD Facilities Information Detail (FIND) webtool ([www.aqmd.gov/home/tools/public/find](http://www.aqmd.gov/home/tools/public/find)), 2017.

# Redlands Daily Facts

**Print Advertisements For Teledyne Battery Products In Redlands, CA**

📍 **840 West Brockton Avenue**

📞 Phone Number:  
**909-793-3131**

[www.teledyne.com/aboutus/battery.asp](http://www.teledyne.com/aboutus/battery.asp)

↓ Full Business Profile

Redlands, CA 92374

Advertisement Ended On October 16, 2016

## PROPOSITION 65 WARNING

TELEDYNE CONTINENTAL MOTORS, BATTERY PRODUCTS OPERATION, OPERATES A BATTERY MANUFACTURING FACILITY AT 840 WEST BROCKTON AVENUE, REDLANDS, CALIFORNIA, WHICH EMITS LEAD INTO THE ATMOSPHERE. PERSONS WITHIN THE APPROXIMATE AREA SHOWN IN WHITE MAY BE EXPOSED TO LEAD AT OR ABOVE THE LEVEL DETERMINED BY THE STATE OF CALIFORNIA TO REQUIRE A WARNING. LEAD IS A CHEMICAL KNOWN TO THE STATE OF CALIFORNIA TO CAUSE CANCER, BIRTH DEFECTS, AND REPRODUCTIVE HARM.

0310454738.121113

Teledyne Battery Products operates under permit and oversight of the South Coast Air Quality Management District and the statutes and regulations of the United States, the State of California, and local governments.

TELEDYNE BATTERY PRODUCTS OPERA UNA MANUFACTURERA DE BATERIAS AL 840 OESTE DE LA AVENIDA BROCKTON, REDLANDS, CALIFORNIA. QUE EMITE PLOMO A LA ATMOSFERA. PERSONAS DENTRO DE LA AREA CERCANA(MOSTRADA EN BLANCO) SON EXPUESTAS AL PLOMO A NIVELES EN O MAS AL TOS DE LOS CUALES EL GOBIERNO ADETERMINADO QUE REQUIEREN ADVERTENCIA. EL ESTADO DE CALIFORNIA RECONOCE QUE PLOMO ES UNA SUBSTANCIA QUIMICA QUE CAUSA CANCER, DEFECTOS DE NACIMIENTO, Y OTROS DANOS REPRODUCTIVOS.

Teledyne Battery Products opera bajo permiso y vigilancia del South Coast Quality Management District, y los estatutos y regulaciones de los Estados Unidos, el Estado de California, y gobiernos locales.

PROPOSITION 65 WARNING LUGONIA LUGONIA TELEDYNE CONTINENTAL MOTORS, BATTERY PRODUCTS OPERATION, ARLOT WESTERN OPERATES A BATTERY Manufacturing FACILITY AT 840 WEST BROCKTON COURT AVENUE REDLANDS

**Appendix C:**  
**Air Quality Modeling Results**

Redlands General Plan - South Coast AQMD Air District, Annual

**Redlands General Plan**  
**South Coast AQMD Air District, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	300.70	1000sqft	6.90	300,704.00	0
Government (Civic Center)	115.82	1000sqft	2.66	115,815.00	0
Research & Development	3,192.08	1000sqft	73.28	3,192,082.00	0
General Light Industry	1,599.50	1000sqft	36.72	1,599,503.00	0
Single Family Housing	4,703.00	Dwelling Unit	1,526.95	8,465,400.00	12355
Strip Mall	3,628.75	1000sqft	83.30	3,628,748.00	0
Apartments Mid Rise	1,679.00	Dwelling Unit	44.18	1,679,000.00	4000

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	10			<b>Operational Year</b>	2035
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	702.44	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - Default

Land Use - Based on projected buildout and population identified in Project Description

Construction Phase - 2035 General Plan

Vehicle Trips - total net VMT = 61,920 daily

Redlands General Plan - South Coast AQMD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblLandUse	BuildingSpaceSquareFeet	3,192,080.00	3,192,082.00
tblLandUse	BuildingSpaceSquareFeet	1,599,500.00	1,599,503.00
tblLandUse	BuildingSpaceSquareFeet	3,628,750.00	3,628,748.00
tblLandUse	LandUseSquareFeet	3,192,080.00	3,192,082.00
tblLandUse	LandUseSquareFeet	1,599,500.00	1,599,503.00
tblLandUse	LandUseSquareFeet	3,628,750.00	3,628,748.00
tblLandUse	Population	13,451.00	12,355.00
tblLandUse	Population	4,802.00	4,000.00
tblProjectCharacteristics	OperationalYear	2018	2035
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	1.37
tblVehicleTrips	CC_TTP	28.00	0.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CC_TTP	20.00	0.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CC_TTP	64.40	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00

## Redlands General Plan - South Coast AQMD Air District, Annual

tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	5.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	75.00	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	16.60	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	34.00	0.00
tblVehicleTrips	DV_TP	15.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TL	5.90	0.00

## Redlands General Plan - South Coast AQMD Air District, Annual

tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	2.36
tblVehicleTrips	HW_TL	14.70	9.78
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	16.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	PR_TP	77.00	0.00
tblVehicleTrips	PR_TP	50.00	0.00
tblVehicleTrips	PR_TP	82.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	ST_TR	9.91	9.52
tblVehicleTrips	SU_TR	8.62	9.52
tblVehicleTrips	SU_TR	20.43	42.04
tblVehicleTrips	SU_TR	5.86	6.39
tblVehicleTrips	WD_TR	44.32	42.04
tblVehicleTrips	WD_TR	6.65	6.36

Redlands General Plan - South Coast AQMD Air District, Annual

**2.0 Emissions Summary**

**2.1 Overall Construction**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.4004	4.0895	2.2739	3.8800e-003	0.0157	0.2096	0.2253	4.1700e-003	0.1952	0.1994	0.0000	355.4970	355.4970	0.0935	0.0000	357.8355
2018	0.4957	5.0096	3.0020	5.2900e-003	0.0215	0.2532	0.2746	5.7000e-003	0.2357	0.2414	0.0000	478.9719	478.9719	0.1270	0.0000	482.1467
2019	0.4680	4.6772	2.9605	5.2800e-003	0.0215	0.2344	0.2559	5.7000e-003	0.2181	0.2238	0.0000	471.8262	471.8262	0.1263	0.0000	474.9845
2020	0.4936	4.9604	2.9158	5.2700e-003	5.0010	0.2528	5.2537	2.7422	0.2336	2.9758	0.0000	463.0102	463.0102	0.1343	0.0000	466.3676
2021	0.5172	5.2921	2.8425	5.2100e-003	5.0030	0.2670	5.2700	2.7428	0.2456	2.9884	0.0000	458.7846	458.7846	0.1417	0.0000	462.3276
2022	0.4446	4.5985	3.1111	6.4100e-003	8.6512	0.2110	8.8621	4.2553	0.1941	4.4494	0.0000	563.7342	563.7342	0.1756	0.0000	568.1245
2023	0.4414	4.4936	3.7238	8.3300e-003	3.6757	0.1854	3.8611	1.5199	0.1706	1.6905	0.0000	732.0206	732.0206	0.2298	0.0000	737.7664
2024	0.4307	4.2474	3.7042	8.3800e-003	3.6759	0.1751	3.8510	1.5200	0.1611	1.6811	0.0000	736.6812	736.6812	0.2315	0.0000	742.4685
2025	0.8604	6.7114	7.4042	0.0300	5.3492	0.1478	5.4970	1.9710	0.1364	2.1073	0.0000	2,770.9918	2,770.9918	0.2836	0.0000	2,778.0809
2026	3.1332	21.9137	25.7767	0.1372	10.1859	0.1457	10.3316	2.7454	0.1362	2.8816	0.0000	12,844.5464	12,844.5464	0.5356	0.0000	12,857.9354
2027	3.0116	21.6244	24.5344	0.1347	10.1860	0.1422	10.3282	2.7454	0.1330	2.8784	0.0000	12,615.3427	12,615.3427	0.5198	0.0000	12,628.3372
2028	2.8762	21.2958	23.3655	0.1319	10.1469	0.1375	10.2844	2.7349	0.1286	2.8635	0.0000	12,366.8985	12,366.8985	0.5038	0.0000	12,379.4940
2029	2.7494	21.1374	22.3956	0.1304	10.1860	0.1342	10.3202	2.7454	0.1256	2.8710	0.0000	12,236.2465	12,236.2465	0.4925	0.0000	12,248.5599



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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2030	0.9912	7.3933	8.5488	0.0456	3.4096	0.0559	3.4655	0.9189	0.0545	0.9734	0.0000	4,258.3516	4,258.3516	0.1510	0.0000	4,262.1260
2031	0.1853	0.9317	2.1028	3.8100e-003	0.0215	0.0433	0.0647	5.7000e-003	0.0432	0.0489	0.0000	328.0796	328.0796	0.0150	0.0000	328.4533
2032	0.6713	0.7707	2.2828	5.9100e-003	0.4490	0.0349	0.4839	0.1193	0.0347	0.1540	0.0000	521.7607	521.7607	0.0153	0.0000	522.1423
2033	2.0468	0.2764	2.6312	0.0117	1.6802	9.5300e-003	1.6897	0.4462	8.9800e-003	0.4552	0.0000	1,055.7176	1,055.7176	0.0148	0.0000	1,056.0876
2034	1.8254	0.2384	2.2494	0.0103	1.5121	8.1700e-003	1.5203	0.4016	7.7000e-003	0.4093	0.0000	935.4801	935.4801	0.0123	0.0000	935.7887
<b>Maximum</b>	<b>3.1332</b>	<b>21.9137</b>	<b>25.7767</b>	<b>0.1372</b>	<b>10.1860</b>	<b>0.2670</b>	<b>10.3316</b>	<b>4.2553</b>	<b>0.2456</b>	<b>4.4494</b>	<b>0.0000</b>	<b>12,844.5464</b>	<b>12,844.5464</b>	<b>0.5356</b>	<b>0.0000</b>	<b>12,857.9354</b>

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.4004	4.0895	2.2739	3.8800e-003	0.0157	0.2096	0.2253	4.1700e-003	0.1952	0.1994	0.0000	355.4965	355.4965	0.0935	0.0000	357.8351
2018	0.4957	5.0096	3.0020	5.2900e-003	0.0215	0.2532	0.2746	5.7000e-003	0.2357	0.2414	0.0000	478.9714	478.9714	0.1270	0.0000	482.1461
2019	0.4680	4.6772	2.9604	5.2800e-003	0.0215	0.2344	0.2559	5.7000e-003	0.2181	0.2238	0.0000	471.8257	471.8257	0.1263	0.0000	474.9840
2020	0.4936	4.9604	2.9158	5.2700e-003	5.0010	0.2528	5.2537	2.7422	0.2336	2.9758	0.0000	463.0097	463.0097	0.1343	0.0000	466.3671
2021	0.5172	5.2921	2.8425	5.2100e-003	5.0030	0.2670	5.2700	2.7428	0.2456	2.9884	0.0000	458.7840	458.7840	0.1417	0.0000	462.3271
2022	0.4446	4.5985	3.1111	6.4100e-003	8.6512	0.2110	8.8621	4.2553	0.1941	4.4494	0.0000	563.7335	563.7335	0.1756	0.0000	568.1239

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.4414	4.4936	3.7238	8.3300e-003	3.6757	0.1854	3.8611	1.5199	0.1706	1.6905	0.0000	732.0198	732.0198	0.2298	0.0000	737.7656
2024	0.4307	4.2474	3.7042	8.3800e-003	3.6759	0.1751	3.8510	1.5200	0.1611	1.6811	0.0000	736.6804	736.6804	0.2315	0.0000	742.4676
2025	0.8604	6.7114	7.4042	0.0300	5.3492	0.1478	5.4970	1.9710	0.1364	2.1073	0.0000	2,770.9911	2,770.9911	0.2836	0.0000	2,778.0801
2026	3.1332	21.9137	25.7767	0.1372	10.1859	0.1457	10.3316	2.7454	0.1362	2.8816	0.0000	12,844.5460	12,844.5460	0.5356	0.0000	12,857.9350
2027	3.0116	21.6244	24.5344	0.1347	10.1860	0.1422	10.3282	2.7454	0.1330	2.8784	0.0000	12,615.3424	12,615.3424	0.5198	0.0000	12,628.3368
2028	2.8762	21.2958	23.3655	0.1319	10.1469	0.1375	10.2844	2.7349	0.1286	2.8635	0.0000	12,366.8982	12,366.8982	0.5038	0.0000	12,379.4937
2029	2.7494	21.1374	22.3956	0.1304	10.1860	0.1342	10.3202	2.7454	0.1256	2.8710	0.0000	12,236.2462	12,236.2462	0.4925	0.0000	12,248.5596
2030	0.9912	7.3933	8.5488	0.0456	3.4096	0.0559	3.4655	0.9189	0.0545	0.9734	0.0000	4,258.3513	4,258.3513	0.1510	0.0000	4,262.1256
2031	0.1853	0.9317	2.1028	3.8100e-003	0.0215	0.0433	0.0647	5.7000e-003	0.0432	0.0489	0.0000	328.0792	328.0792	0.0150	0.0000	328.4529
2032	0.6713	0.7707	2.2828	5.9100e-003	0.4490	0.0349	0.4839	0.1193	0.0347	0.1540	0.0000	521.7605	521.7605	0.0153	0.0000	522.1420
2033	2.0468	0.2764	2.6312	0.0117	1.6802	9.5300e-003	1.6897	0.4462	8.9800e-003	0.4552	0.0000	1,055.7176	1,055.7176	0.0148	0.0000	1,056.0875
2034	1.8254	0.2384	2.2494	0.0103	1.5121	8.1700e-003	1.5203	0.4016	7.7000e-003	0.4093	0.0000	935.4800	935.4800	0.0123	0.0000	935.7886
<b>Maximum</b>	<b>3.1332</b>	<b>21.9137</b>	<b>25.7767</b>	<b>0.1372</b>	<b>10.1860</b>	<b>0.2670</b>	<b>10.3316</b>	<b>4.2553</b>	<b>0.2456</b>	<b>4.4494</b>	<b>0.0000</b>	<b>12,844.5460</b>	<b>12,844.5460</b>	<b>0.5356</b>	<b>0.0000</b>	<b>12,857.9350</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-7-2017	7-6-2017	1.5278	1.5278
2	7-7-2017	10-6-2017	1.5446	1.5446

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3	10-7-2017	1-6-2018	1.5347	1.5347
4	1-7-2018	4-6-2018	1.3562	1.3562
5	4-7-2018	7-6-2018	1.3709	1.3709
6	7-7-2018	10-6-2018	1.3859	1.3859
7	10-7-2018	1-6-2019	1.3804	1.3804
8	1-7-2019	4-6-2019	1.2674	1.2674
9	4-7-2019	7-6-2019	1.2812	1.2812
10	7-7-2019	10-6-2019	1.2953	1.2953
11	10-7-2019	1-6-2020	1.2896	1.2896
12	1-7-2020	4-6-2020	1.1907	1.1907
13	4-7-2020	7-6-2020	1.2082	1.2082
14	7-7-2020	10-6-2020	1.5322	1.5322
15	10-7-2020	1-6-2021	1.5280	1.5280
16	1-7-2021	4-6-2021	1.4310	1.4310
17	4-7-2021	7-6-2021	1.4466	1.4466
18	7-7-2021	10-6-2021	1.4625	1.4625
19	10-7-2021	1-6-2022	1.4454	1.4454
20	1-7-2022	4-6-2022	1.1693	1.1693
21	4-7-2022	7-6-2022	1.1820	1.1820
22	7-7-2022	10-6-2022	1.3196	1.3196
23	10-7-2022	1-6-2023	1.3901	1.3901
24	1-7-2023	4-6-2023	1.2204	1.2204
25	4-7-2023	7-6-2023	1.2336	1.2336
26	7-7-2023	10-6-2023	1.2472	1.2472
27	10-7-2023	1-6-2024	1.2427	1.2427
28	1-7-2024	4-6-2024	1.1608	1.1608
29	4-7-2024	7-6-2024	1.1605	1.1605

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30	7-7-2024	10-6-2024	1.1732	1.1732
31	10-7-2024	1-6-2025	1.1634	1.1634
32	1-7-2025	4-6-2025	0.9951	0.9951
33	4-7-2025	7-6-2025	1.0058	1.0058
34	7-7-2025	10-6-2025	1.0169	1.0169
35	10-7-2025	1-6-2026	4.9386	4.9386
36	1-7-2026	4-6-2026	6.1604	6.1604
37	4-7-2026	7-6-2026	6.1590	6.1590
38	7-7-2026	10-6-2026	6.2316	6.2316
39	10-7-2026	1-6-2027	6.2955	6.2955
40	1-7-2027	4-6-2027	6.0590	6.0590
41	4-7-2027	7-6-2027	6.0604	6.0604
42	7-7-2027	10-6-2027	6.1317	6.1317
43	10-7-2027	1-6-2028	6.1923	6.1923
44	1-7-2028	4-6-2028	6.0333	6.0333
45	4-7-2028	7-6-2028	5.9712	5.9712
46	7-7-2028	10-6-2028	6.0412	6.0412
47	10-7-2028	1-6-2029	6.0977	6.0977
48	1-7-2029	4-6-2029	5.8725	5.8725
49	4-7-2029	7-6-2029	5.8803	5.8803
50	7-7-2029	10-6-2029	5.9490	5.9490
51	10-7-2029	1-6-2030	5.9911	5.9911
52	1-7-2030	4-6-2030	5.6323	5.6323
53	4-7-2030	7-6-2030	1.7519	1.7519
54	7-7-2030	10-6-2030	0.2813	0.2813
55	10-7-2030	1-6-2031	0.2815	0.2815
56	1-7-2031	4-6-2031	0.2752	0.2752

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57	4-7-2031	7-6-2031	0.2781	0.2781
58	7-7-2031	10-6-2031	0.2812	0.2812
59	10-7-2031	1-6-2032	0.2813	0.2813
60	1-7-2032	4-6-2032	0.2781	0.2781
61	4-7-2032	7-6-2032	0.2780	0.2780
62	7-7-2032	10-6-2032	0.3056	0.3056
63	10-7-2032	1-6-2033	0.6047	0.6047
64	1-7-2033	4-6-2033	0.5819	0.5819
65	4-7-2033	7-6-2033	0.5765	0.5765
66	7-7-2033	10-6-2033	0.5836	0.5836
67	10-7-2033	1-6-2034	0.5952	0.5952
68	1-7-2034	4-6-2034	0.5741	0.5741
69	4-7-2034	7-6-2034	0.5692	0.5692
70	7-7-2034	9-30-2034	0.5379	0.5379
		Highest	6.2955	6.2955

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**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	98.7336	2.4129	106.2659	0.1070		6.4593	6.4593		6.4593	6.4593	677.8901	1,410.3995	2,088.2896	2.1245	0.0460	2,155.1134
Energy	2.0033	17.6062	10.8557	0.1093		1.3841	1.3841		1.3841	1.3841	0.0000	68,622.5249	68,622.5249	2.3946	0.7803	68,914.9117
Mobile	20.5812	151.5614	155.0067	0.6724	57.9730	0.3556	58.3286	15.5285	0.3299	15.8583	0.0000	63,149.2506	63,149.2506	3.1848	0.0000	63,228.8694
Waste						0.0000	0.0000		0.0000	0.0000	2,601.0876	0.0000	2,601.0876	153.7199	0.0000	6,444.0845
Water						0.0000	0.0000		0.0000	0.0000	856.7332	12,880.6051	13,737.3383	88.5265	2.1878	16,602.4552
<b>Total</b>	<b>121.3181</b>	<b>171.5804</b>	<b>272.1283</b>	<b>0.8886</b>	<b>57.9730</b>	<b>8.1989</b>	<b>66.1720</b>	<b>15.5285</b>	<b>8.1732</b>	<b>23.7017</b>	<b>4,135.7109</b>	<b>146,062.7801</b>	<b>150,198.4910</b>	<b>249.9502</b>	<b>3.0141</b>	<b>157,345.4341</b>

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**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	98.7336	2.4129	106.2659	0.1070		6.4593	6.4593		6.4593	6.4593	677.8901	1,410.3995	2,088.2896	2.1245	0.0460	2,155.1134
Energy	2.0033	17.6062	10.8557	0.1093		1.3841	1.3841		1.3841	1.3841	0.0000	68,622.5249	68,622.5249	2.3946	0.7803	68,914.9117
Mobile	20.5812	151.5614	155.0067	0.6724	57.9730	0.3556	58.3286	15.5285	0.3299	15.8583	0.0000	63,149.2506	63,149.2506	3.1848	0.0000	63,228.8694
Waste						0.0000	0.0000		0.0000	0.0000	2,601.0876	0.0000	2,601.0876	153.7199	0.0000	6,444.0845
Water						0.0000	0.0000		0.0000	0.0000	856.7332	12,880.6051	13,737.3383	88.5265	2.1878	16,602.4552
<b>Total</b>	<b>121.3181</b>	<b>171.5804</b>	<b>272.1283</b>	<b>0.8886</b>	<b>57.9730</b>	<b>8.1989</b>	<b>66.1720</b>	<b>15.5285</b>	<b>8.1732</b>	<b>23.7017</b>	<b>4,135.7109</b>	<b>146,062.7801</b>	<b>150,198.4910</b>	<b>249.9502</b>	<b>3.0141</b>	<b>157,345.4341</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/7/2017	7/1/2020	5	10000	
2	Site Preparation	Site Preparation	7/2/2020	8/11/2022	5	6000	
3	Grading	Grading	8/12/2022	10/31/2025	5	15500	
4	Building Construction	Building Construction	11/1/2025	5/1/2030	5	155000	
5	Paving	Paving	5/2/2030	9/29/2032	5	11000	
6	Architectural Coating	Architectural Coating	9/30/2032	11/23/2034	5	11000	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 38750**

**Acres of Paving: 0**

**Residential Indoor: 20,542,410; Residential Outdoor: 6,847,470; Non-Residential Indoor: 13,255,278; Non-Residential Outdoor: 4,418,426;  
Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**



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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	5,890.00	2,131.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1,178.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3919	4.0824	2.1977	3.7100e-003		0.2095	0.2095		0.1951	0.1951	0.0000	339.9848	339.9848	0.0930	0.0000	342.3087
<b>Total</b>	<b>0.3919</b>	<b>4.0824</b>	<b>2.1977</b>	<b>3.7100e-003</b>		<b>0.2095</b>	<b>0.2095</b>		<b>0.1951</b>	<b>0.1951</b>	<b>0.0000</b>	<b>339.9848</b>	<b>339.9848</b>	<b>0.0930</b>	<b>0.0000</b>	<b>342.3087</b>

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**3.2 Demolition - 2017**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.5700e-003	7.1500e-003	0.0762	1.7000e-004	0.0157	1.3000e-004	0.0159	4.1700e-003	1.2000e-004	4.3000e-003	0.0000	15.5122	15.5122	5.9000e-004	0.0000	15.5268
<b>Total</b>	<b>8.5700e-003</b>	<b>7.1500e-003</b>	<b>0.0762</b>	<b>1.7000e-004</b>	<b>0.0157</b>	<b>1.3000e-004</b>	<b>0.0159</b>	<b>4.1700e-003</b>	<b>1.2000e-004</b>	<b>4.3000e-003</b>	<b>0.0000</b>	<b>15.5122</b>	<b>15.5122</b>	<b>5.9000e-004</b>	<b>0.0000</b>	<b>15.5268</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3919	4.0824	2.1977	3.7100e-003		0.2095	0.2095		0.1951	0.1951	0.0000	339.9844	339.9844	0.0930	0.0000	342.3083
<b>Total</b>	<b>0.3919</b>	<b>4.0824</b>	<b>2.1977</b>	<b>3.7100e-003</b>		<b>0.2095</b>	<b>0.2095</b>		<b>0.1951</b>	<b>0.1951</b>	<b>0.0000</b>	<b>339.9844</b>	<b>339.9844</b>	<b>0.0930</b>	<b>0.0000</b>	<b>342.3083</b>

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**3.2 Demolition - 2017**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.5700e-003	7.1500e-003	0.0762	1.7000e-004	0.0157	1.3000e-004	0.0159	4.1700e-003	1.2000e-004	4.3000e-003	0.0000	15.5122	15.5122	5.9000e-004	0.0000	15.5268
<b>Total</b>	<b>8.5700e-003</b>	<b>7.1500e-003</b>	<b>0.0762</b>	<b>1.7000e-004</b>	<b>0.0157</b>	<b>1.3000e-004</b>	<b>0.0159</b>	<b>4.1700e-003</b>	<b>1.2000e-004</b>	<b>4.3000e-003</b>	<b>0.0000</b>	<b>15.5122</b>	<b>15.5122</b>	<b>5.9000e-004</b>	<b>0.0000</b>	<b>15.5268</b>

**3.2 Demolition - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.4853	5.0011	2.9107	5.0700e-003		0.2530	0.2530		0.2355	0.2355	0.0000	458.3692	458.3692	0.1263	0.0000	461.5263
<b>Total</b>	<b>0.4853</b>	<b>5.0011</b>	<b>2.9107</b>	<b>5.0700e-003</b>		<b>0.2530</b>	<b>0.2530</b>		<b>0.2355</b>	<b>0.2355</b>	<b>0.0000</b>	<b>458.3692</b>	<b>458.3692</b>	<b>0.1263</b>	<b>0.0000</b>	<b>461.5263</b>

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**3.2 Demolition - 2018**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0104	8.5100e-003	0.0914	2.3000e-004	0.0215	1.7000e-004	0.0217	5.7000e-003	1.6000e-004	5.8600e-003	0.0000	20.6028	20.6028	7.0000e-004	0.0000	20.6203
<b>Total</b>	<b>0.0104</b>	<b>8.5100e-003</b>	<b>0.0914</b>	<b>2.3000e-004</b>	<b>0.0215</b>	<b>1.7000e-004</b>	<b>0.0217</b>	<b>5.7000e-003</b>	<b>1.6000e-004</b>	<b>5.8600e-003</b>	<b>0.0000</b>	<b>20.6028</b>	<b>20.6028</b>	<b>7.0000e-004</b>	<b>0.0000</b>	<b>20.6203</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.4853	5.0011	2.9107	5.0700e-003		0.2530	0.2530		0.2355	0.2355	0.0000	458.3686	458.3686	0.1263	0.0000	461.5258
<b>Total</b>	<b>0.4853</b>	<b>5.0011</b>	<b>2.9107</b>	<b>5.0700e-003</b>		<b>0.2530</b>	<b>0.2530</b>		<b>0.2355</b>	<b>0.2355</b>	<b>0.0000</b>	<b>458.3686</b>	<b>458.3686</b>	<b>0.1263</b>	<b>0.0000</b>	<b>461.5258</b>

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**3.2 Demolition - 2018**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0104	8.5100e-003	0.0914	2.3000e-004	0.0215	1.7000e-004	0.0217	5.7000e-003	1.6000e-004	5.8600e-003	0.0000	20.6028	20.6028	7.0000e-004	0.0000	20.6203
<b>Total</b>	<b>0.0104</b>	<b>8.5100e-003</b>	<b>0.0914</b>	<b>2.3000e-004</b>	<b>0.0215</b>	<b>1.7000e-004</b>	<b>0.0217</b>	<b>5.7000e-003</b>	<b>1.6000e-004</b>	<b>5.8600e-003</b>	<b>0.0000</b>	<b>20.6028</b>	<b>20.6028</b>	<b>7.0000e-004</b>	<b>0.0000</b>	<b>20.6203</b>

**3.2 Demolition - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.4585	4.6697	2.8788	5.0600e-003		0.2342	0.2342		0.2179	0.2179	0.0000	451.8736	451.8736	0.1257	0.0000	455.0163
<b>Total</b>	<b>0.4585</b>	<b>4.6697</b>	<b>2.8788</b>	<b>5.0600e-003</b>		<b>0.2342</b>	<b>0.2342</b>		<b>0.2179</b>	<b>0.2179</b>	<b>0.0000</b>	<b>451.8736</b>	<b>451.8736</b>	<b>0.1257</b>	<b>0.0000</b>	<b>455.0163</b>

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**3.2 Demolition - 2019**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.4500e-003	7.5100e-003	0.0816	2.2000e-004	0.0215	1.7000e-004	0.0217	5.7000e-003	1.6000e-004	5.8600e-003	0.0000	19.9526	19.9526	6.2000e-004	0.0000	19.9682
<b>Total</b>	<b>9.4500e-003</b>	<b>7.5100e-003</b>	<b>0.0816</b>	<b>2.2000e-004</b>	<b>0.0215</b>	<b>1.7000e-004</b>	<b>0.0217</b>	<b>5.7000e-003</b>	<b>1.6000e-004</b>	<b>5.8600e-003</b>	<b>0.0000</b>	<b>19.9526</b>	<b>19.9526</b>	<b>6.2000e-004</b>	<b>0.0000</b>	<b>19.9682</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.4585	4.6697	2.8788	5.0600e-003		0.2342	0.2342		0.2179	0.2179	0.0000	451.8731	451.8731	0.1257	0.0000	455.0157
<b>Total</b>	<b>0.4585</b>	<b>4.6697</b>	<b>2.8788</b>	<b>5.0600e-003</b>		<b>0.2342</b>	<b>0.2342</b>		<b>0.2179</b>	<b>0.2179</b>	<b>0.0000</b>	<b>451.8731</b>	<b>451.8731</b>	<b>0.1257</b>	<b>0.0000</b>	<b>455.0157</b>

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**3.2 Demolition - 2019**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.4500e-003	7.5100e-003	0.0816	2.2000e-004	0.0215	1.7000e-004	0.0217	5.7000e-003	1.6000e-004	5.8600e-003	0.0000	19.9526	19.9526	6.2000e-004	0.0000	19.9682
<b>Total</b>	<b>9.4500e-003</b>	<b>7.5100e-003</b>	<b>0.0816</b>	<b>2.2000e-004</b>	<b>0.0215</b>	<b>1.7000e-004</b>	<b>0.0217</b>	<b>5.7000e-003</b>	<b>1.6000e-004</b>	<b>5.8600e-003</b>	<b>0.0000</b>	<b>19.9526</b>	<b>19.9526</b>	<b>6.2000e-004</b>	<b>0.0000</b>	<b>19.9682</b>

**3.2 Demolition - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2169	2.1747	1.4248	2.5400e-003		0.1086	0.1086		0.1010	0.1010	0.0000	222.6909	222.6909	0.0629	0.0000	224.2625
<b>Total</b>	<b>0.2169</b>	<b>2.1747</b>	<b>1.4248</b>	<b>2.5400e-003</b>		<b>0.1086</b>	<b>0.1086</b>		<b>0.1010</b>	<b>0.1010</b>	<b>0.0000</b>	<b>222.6909</b>	<b>222.6909</b>	<b>0.0629</b>	<b>0.0000</b>	<b>224.2625</b>



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**3.2 Demolition - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3900e-003	3.3600e-003	0.0372	1.1000e-004	0.0108	8.0000e-005	0.0109	2.8600e-003	8.0000e-005	2.9400e-003	0.0000	9.7038	9.7038	2.8000e-004	0.0000	9.7108
<b>Total</b>	<b>4.3900e-003</b>	<b>3.3600e-003</b>	<b>0.0372</b>	<b>1.1000e-004</b>	<b>0.0108</b>	<b>8.0000e-005</b>	<b>0.0109</b>	<b>2.8600e-003</b>	<b>8.0000e-005</b>	<b>2.9400e-003</b>	<b>0.0000</b>	<b>9.7038</b>	<b>9.7038</b>	<b>2.8000e-004</b>	<b>0.0000</b>	<b>9.7108</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2169	2.1747	1.4248	2.5400e-003		0.1086	0.1086		0.1010	0.1010	0.0000	222.6906	222.6906	0.0629	0.0000	224.2622
<b>Total</b>	<b>0.2169</b>	<b>2.1747</b>	<b>1.4248</b>	<b>2.5400e-003</b>		<b>0.1086</b>	<b>0.1086</b>		<b>0.1010</b>	<b>0.1010</b>	<b>0.0000</b>	<b>222.6906</b>	<b>222.6906</b>	<b>0.0629</b>	<b>0.0000</b>	<b>224.2622</b>

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**3.2 Demolition - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3900e-003	3.3600e-003	0.0372	1.1000e-004	0.0108	8.0000e-005	0.0109	2.8600e-003	8.0000e-005	2.9400e-003	0.0000	9.7038	9.7038	2.8000e-004	0.0000	9.7108
<b>Total</b>	<b>4.3900e-003</b>	<b>3.3600e-003</b>	<b>0.0372</b>	<b>1.1000e-004</b>	<b>0.0108</b>	<b>8.0000e-005</b>	<b>0.0109</b>	<b>2.8600e-003</b>	<b>8.0000e-005</b>	<b>2.9400e-003</b>	<b>0.0000</b>	<b>9.7038</b>	<b>9.7038</b>	<b>2.8000e-004</b>	<b>0.0000</b>	<b>9.7108</b>

**3.3 Site Preparation - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.9773	0.0000	4.9773	2.7359	0.0000	2.7359	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2670	2.7783	1.4091	2.4900e-003		0.1439	0.1439		0.1324	0.1324	0.0000	218.9710	218.9710	0.0708	0.0000	220.7414
<b>Total</b>	<b>0.2670</b>	<b>2.7783</b>	<b>1.4091</b>	<b>2.4900e-003</b>	<b>4.9773</b>	<b>0.1439</b>	<b>5.1212</b>	<b>2.7359</b>	<b>0.1324</b>	<b>2.8683</b>	<b>0.0000</b>	<b>218.9710</b>	<b>218.9710</b>	<b>0.0708</b>	<b>0.0000</b>	<b>220.7414</b>

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**3.3 Site Preparation - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2600e-003	4.0400e-003	0.0447	1.3000e-004	0.0129	1.0000e-004	0.0130	3.4400e-003	9.0000e-005	3.5300e-003	0.0000	11.6446	11.6446	3.3000e-004	0.0000	11.6529
<b>Total</b>	<b>5.2600e-003</b>	<b>4.0400e-003</b>	<b>0.0447</b>	<b>1.3000e-004</b>	<b>0.0129</b>	<b>1.0000e-004</b>	<b>0.0130</b>	<b>3.4400e-003</b>	<b>9.0000e-005</b>	<b>3.5300e-003</b>	<b>0.0000</b>	<b>11.6446</b>	<b>11.6446</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>11.6529</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.9773	0.0000	4.9773	2.7359	0.0000	2.7359	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2670	2.7783	1.4091	2.4900e-003		0.1439	0.1439		0.1324	0.1324	0.0000	218.9707	218.9707	0.0708	0.0000	220.7412
<b>Total</b>	<b>0.2670</b>	<b>2.7783</b>	<b>1.4091</b>	<b>2.4900e-003</b>	<b>4.9773</b>	<b>0.1439</b>	<b>5.1212</b>	<b>2.7359</b>	<b>0.1324</b>	<b>2.8683</b>	<b>0.0000</b>	<b>218.9707</b>	<b>218.9707</b>	<b>0.0708</b>	<b>0.0000</b>	<b>220.7412</b>

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**3.3 Site Preparation - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2600e-003	4.0400e-003	0.0447	1.3000e-004	0.0129	1.0000e-004	0.0130	3.4400e-003	9.0000e-005	3.5300e-003	0.0000	11.6446	11.6446	3.3000e-004	0.0000	11.6529
<b>Total</b>	<b>5.2600e-003</b>	<b>4.0400e-003</b>	<b>0.0447</b>	<b>1.3000e-004</b>	<b>0.0129</b>	<b>1.0000e-004</b>	<b>0.0130</b>	<b>3.4400e-003</b>	<b>9.0000e-005</b>	<b>3.5300e-003</b>	<b>0.0000</b>	<b>11.6446</b>	<b>11.6446</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>11.6529</b>

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.9773	0.0000	4.9773	2.7359	0.0000	2.7359	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.5074	5.2849	2.7606	4.9600e-003		0.2668	0.2668		0.2455	0.2455	0.0000	436.3361	436.3361	0.1411	0.0000	439.8641
<b>Total</b>	<b>0.5074</b>	<b>5.2849</b>	<b>2.7606</b>	<b>4.9600e-003</b>	<b>4.9773</b>	<b>0.2668</b>	<b>5.2441</b>	<b>2.7359</b>	<b>0.2455</b>	<b>2.9814</b>	<b>0.0000</b>	<b>436.3361</b>	<b>436.3361</b>	<b>0.1411</b>	<b>0.0000</b>	<b>439.8641</b>

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**3.3 Site Preparation - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7900e-003	7.2400e-003	0.0819	2.5000e-004	0.0258	1.9000e-004	0.0260	6.8400e-003	1.8000e-004	7.0200e-003	0.0000	22.4485	22.4485	6.0000e-004	0.0000	22.4635
<b>Total</b>	<b>9.7900e-003</b>	<b>7.2400e-003</b>	<b>0.0819</b>	<b>2.5000e-004</b>	<b>0.0258</b>	<b>1.9000e-004</b>	<b>0.0260</b>	<b>6.8400e-003</b>	<b>1.8000e-004</b>	<b>7.0200e-003</b>	<b>0.0000</b>	<b>22.4485</b>	<b>22.4485</b>	<b>6.0000e-004</b>	<b>0.0000</b>	<b>22.4635</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.9773	0.0000	4.9773	2.7359	0.0000	2.7359	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.5074	5.2849	2.7606	4.9600e-003		0.2668	0.2668		0.2455	0.2455	0.0000	436.3356	436.3356	0.1411	0.0000	439.8636
<b>Total</b>	<b>0.5074</b>	<b>5.2849</b>	<b>2.7606</b>	<b>4.9600e-003</b>	<b>4.9773</b>	<b>0.2668</b>	<b>5.2441</b>	<b>2.7359</b>	<b>0.2455</b>	<b>2.9814</b>	<b>0.0000</b>	<b>436.3356</b>	<b>436.3356</b>	<b>0.1411</b>	<b>0.0000</b>	<b>439.8636</b>

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**3.3 Site Preparation - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7900e-003	7.2400e-003	0.0819	2.5000e-004	0.0258	1.9000e-004	0.0260	6.8400e-003	1.8000e-004	7.0200e-003	0.0000	22.4485	22.4485	6.0000e-004	0.0000	22.4635
<b>Total</b>	<b>9.7900e-003</b>	<b>7.2400e-003</b>	<b>0.0819</b>	<b>2.5000e-004</b>	<b>0.0258</b>	<b>1.9000e-004</b>	<b>0.0260</b>	<b>6.8400e-003</b>	<b>1.8000e-004</b>	<b>7.0200e-003</b>	<b>0.0000</b>	<b>22.4485</b>	<b>22.4485</b>	<b>6.0000e-004</b>	<b>0.0000</b>	<b>22.4635</b>

**3.3 Site Preparation - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.9773	0.0000	4.9773	2.7359	0.0000	2.7359	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2520	2.6301	1.5660	3.0200e-003		0.1282	0.1282		0.1179	0.1179	0.0000	265.8432	265.8432	0.0860	0.0000	267.9926
<b>Total</b>	<b>0.2520</b>	<b>2.6301</b>	<b>1.5660</b>	<b>3.0200e-003</b>	<b>4.9773</b>	<b>0.1282</b>	<b>5.1055</b>	<b>2.7359</b>	<b>0.1179</b>	<b>2.8538</b>	<b>0.0000</b>	<b>265.8432</b>	<b>265.8432</b>	<b>0.0860</b>	<b>0.0000</b>	<b>267.9926</b>

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**3.3 Site Preparation - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-003	3.9800e-003	0.0461	1.5000e-004	0.0157	1.1000e-004	0.0158	4.1700e-003	1.1000e-004	4.2700e-003	0.0000	13.1852	13.1852	3.3000e-004	0.0000	13.1935
<b>Total</b>	<b>5.6000e-003</b>	<b>3.9800e-003</b>	<b>0.0461</b>	<b>1.5000e-004</b>	<b>0.0157</b>	<b>1.1000e-004</b>	<b>0.0158</b>	<b>4.1700e-003</b>	<b>1.1000e-004</b>	<b>4.2700e-003</b>	<b>0.0000</b>	<b>13.1852</b>	<b>13.1852</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>13.1935</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.9773	0.0000	4.9773	2.7359	0.0000	2.7359	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2520	2.6301	1.5660	3.0200e-003		0.1282	0.1282		0.1179	0.1179	0.0000	265.8428	265.8428	0.0860	0.0000	267.9923
<b>Total</b>	<b>0.2520</b>	<b>2.6301</b>	<b>1.5660</b>	<b>3.0200e-003</b>	<b>4.9773</b>	<b>0.1282</b>	<b>5.1055</b>	<b>2.7359</b>	<b>0.1179</b>	<b>2.8538</b>	<b>0.0000</b>	<b>265.8428</b>	<b>265.8428</b>	<b>0.0860</b>	<b>0.0000</b>	<b>267.9923</b>

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**3.3 Site Preparation - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-003	3.9800e-003	0.0461	1.5000e-004	0.0157	1.1000e-004	0.0158	4.1700e-003	1.1000e-004	4.2700e-003	0.0000	13.1852	13.1852	3.3000e-004	0.0000	13.1935
<b>Total</b>	<b>5.6000e-003</b>	<b>3.9800e-003</b>	<b>0.0461</b>	<b>1.5000e-004</b>	<b>0.0157</b>	<b>1.1000e-004</b>	<b>0.0158</b>	<b>4.1700e-003</b>	<b>1.1000e-004</b>	<b>4.2700e-003</b>	<b>0.0000</b>	<b>13.1852</b>	<b>13.1852</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>13.1935</b>

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.6471	0.0000	3.6471	1.5123	0.0000	1.5123	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1831	1.9616	1.4666	3.1300e-003		0.0826	0.0826		0.0760	0.0760	0.0000	275.3997	275.3997	0.0891	0.0000	277.6265
<b>Total</b>	<b>0.1831</b>	<b>1.9616</b>	<b>1.4666</b>	<b>3.1300e-003</b>	<b>3.6471</b>	<b>0.0826</b>	<b>3.7297</b>	<b>1.5123</b>	<b>0.0760</b>	<b>1.5883</b>	<b>0.0000</b>	<b>275.3997</b>	<b>275.3997</b>	<b>0.0891</b>	<b>0.0000</b>	<b>277.6265</b>



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**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9500e-003	2.8100e-003	0.0325	1.0000e-004	0.0111	8.0000e-005	0.0112	2.9400e-003	7.0000e-005	3.0200e-003	0.0000	9.3061	9.3061	2.3000e-004	0.0000	9.3120
<b>Total</b>	<b>3.9500e-003</b>	<b>2.8100e-003</b>	<b>0.0325</b>	<b>1.0000e-004</b>	<b>0.0111</b>	<b>8.0000e-005</b>	<b>0.0112</b>	<b>2.9400e-003</b>	<b>7.0000e-005</b>	<b>3.0200e-003</b>	<b>0.0000</b>	<b>9.3061</b>	<b>9.3061</b>	<b>2.3000e-004</b>	<b>0.0000</b>	<b>9.3120</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.6471	0.0000	3.6471	1.5123	0.0000	1.5123	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1831	1.9616	1.4666	3.1300e-003		0.0826	0.0826		0.0760	0.0760	0.0000	275.3994	275.3994	0.0891	0.0000	277.6261
<b>Total</b>	<b>0.1831</b>	<b>1.9616</b>	<b>1.4666</b>	<b>3.1300e-003</b>	<b>3.6471</b>	<b>0.0826</b>	<b>3.7297</b>	<b>1.5123</b>	<b>0.0760</b>	<b>1.5883</b>	<b>0.0000</b>	<b>275.3994</b>	<b>275.3994</b>	<b>0.0891</b>	<b>0.0000</b>	<b>277.6261</b>

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**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9500e-003	2.8100e-003	0.0325	1.0000e-004	0.0111	8.0000e-005	0.0112	2.9400e-003	7.0000e-005	3.0200e-003	0.0000	9.3061	9.3061	2.3000e-004	0.0000	9.3120
<b>Total</b>	<b>3.9500e-003</b>	<b>2.8100e-003</b>	<b>0.0325</b>	<b>1.0000e-004</b>	<b>0.0111</b>	<b>8.0000e-005</b>	<b>0.0112</b>	<b>2.9400e-003</b>	<b>7.0000e-005</b>	<b>3.0200e-003</b>	<b>0.0000</b>	<b>9.3061</b>	<b>9.3061</b>	<b>2.3000e-004</b>	<b>0.0000</b>	<b>9.3120</b>

**3.4 Grading - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.6471	0.0000	3.6471	1.5123	0.0000	1.5123	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4318	4.4870	3.6467	8.0700e-003		0.1852	0.1852		0.1704	0.1704	0.0000	708.9577	708.9577	0.2293	0.0000	714.6900
<b>Total</b>	<b>0.4318</b>	<b>4.4870</b>	<b>3.6467</b>	<b>8.0700e-003</b>	<b>3.6471</b>	<b>0.1852</b>	<b>3.8323</b>	<b>1.5123</b>	<b>0.1704</b>	<b>1.6827</b>	<b>0.0000</b>	<b>708.9577</b>	<b>708.9577</b>	<b>0.2293</b>	<b>0.0000</b>	<b>714.6900</b>

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**3.4 Grading - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.5800e-003	6.5400e-003	0.0771	2.5000e-004	0.0285	2.0000e-004	0.0287	7.5800e-003	1.9000e-004	7.7600e-003	0.0000	23.0629	23.0629	5.4000e-004	0.0000	23.0765
<b>Total</b>	<b>9.5800e-003</b>	<b>6.5400e-003</b>	<b>0.0771</b>	<b>2.5000e-004</b>	<b>0.0285</b>	<b>2.0000e-004</b>	<b>0.0287</b>	<b>7.5800e-003</b>	<b>1.9000e-004</b>	<b>7.7600e-003</b>	<b>0.0000</b>	<b>23.0629</b>	<b>23.0629</b>	<b>5.4000e-004</b>	<b>0.0000</b>	<b>23.0765</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.6471	0.0000	3.6471	1.5123	0.0000	1.5123	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4318	4.4870	3.6467	8.0700e-003		0.1852	0.1852		0.1704	0.1704	0.0000	708.9569	708.9569	0.2293	0.0000	714.6891
<b>Total</b>	<b>0.4318</b>	<b>4.4870</b>	<b>3.6467</b>	<b>8.0700e-003</b>	<b>3.6471</b>	<b>0.1852</b>	<b>3.8323</b>	<b>1.5123</b>	<b>0.1704</b>	<b>1.6827</b>	<b>0.0000</b>	<b>708.9569</b>	<b>708.9569</b>	<b>0.2293</b>	<b>0.0000</b>	<b>714.6891</b>

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**3.4 Grading - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.5800e-003	6.5400e-003	0.0771	2.5000e-004	0.0285	2.0000e-004	0.0287	7.5800e-003	1.9000e-004	7.7600e-003	0.0000	23.0629	23.0629	5.4000e-004	0.0000	23.0765
<b>Total</b>	<b>9.5800e-003</b>	<b>6.5400e-003</b>	<b>0.0771</b>	<b>2.5000e-004</b>	<b>0.0285</b>	<b>2.0000e-004</b>	<b>0.0287</b>	<b>7.5800e-003</b>	<b>1.9000e-004</b>	<b>7.7600e-003</b>	<b>0.0000</b>	<b>23.0629</b>	<b>23.0629</b>	<b>5.4000e-004</b>	<b>0.0000</b>	<b>23.0765</b>

**3.4 Grading - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.6471	0.0000	3.6471	1.5123	0.0000	1.5123	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4216	4.2414	3.6317	8.1300e-003		0.1749	0.1749		0.1609	0.1609	0.0000	714.2058	714.2058	0.2310	0.0000	719.9805
<b>Total</b>	<b>0.4216</b>	<b>4.2414</b>	<b>3.6317</b>	<b>8.1300e-003</b>	<b>3.6471</b>	<b>0.1749</b>	<b>3.8221</b>	<b>1.5123</b>	<b>0.1609</b>	<b>1.6733</b>	<b>0.0000</b>	<b>714.2058</b>	<b>714.2058</b>	<b>0.2310</b>	<b>0.0000</b>	<b>719.9805</b>

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**3.4 Grading - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.1500e-003	6.0100e-003	0.0725	2.5000e-004	0.0287	2.0000e-004	0.0290	7.6300e-003	1.9000e-004	7.8200e-003	0.0000	22.4755	22.4755	5.0000e-004	0.0000	22.4880
<b>Total</b>	<b>9.1500e-003</b>	<b>6.0100e-003</b>	<b>0.0725</b>	<b>2.5000e-004</b>	<b>0.0287</b>	<b>2.0000e-004</b>	<b>0.0290</b>	<b>7.6300e-003</b>	<b>1.9000e-004</b>	<b>7.8200e-003</b>	<b>0.0000</b>	<b>22.4755</b>	<b>22.4755</b>	<b>5.0000e-004</b>	<b>0.0000</b>	<b>22.4880</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.6471	0.0000	3.6471	1.5123	0.0000	1.5123	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4216	4.2414	3.6317	8.1300e-003		0.1749	0.1749		0.1609	0.1609	0.0000	714.2049	714.2049	0.2310	0.0000	719.9796
<b>Total</b>	<b>0.4216</b>	<b>4.2414</b>	<b>3.6317</b>	<b>8.1300e-003</b>	<b>3.6471</b>	<b>0.1749</b>	<b>3.8221</b>	<b>1.5123</b>	<b>0.1609</b>	<b>1.6733</b>	<b>0.0000</b>	<b>714.2049</b>	<b>714.2049</b>	<b>0.2310</b>	<b>0.0000</b>	<b>719.9796</b>

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**3.4 Grading - 2024**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.1500e-003	6.0100e-003	0.0725	2.5000e-004	0.0287	2.0000e-004	0.0290	7.6300e-003	1.9000e-004	7.8200e-003	0.0000	22.4755	22.4755	5.0000e-004	0.0000	22.4880
<b>Total</b>	<b>9.1500e-003</b>	<b>6.0100e-003</b>	<b>0.0725</b>	<b>2.5000e-004</b>	<b>0.0287</b>	<b>2.0000e-004</b>	<b>0.0290</b>	<b>7.6300e-003</b>	<b>1.9000e-004</b>	<b>7.8200e-003</b>	<b>0.0000</b>	<b>22.4755</b>	<b>22.4755</b>	<b>5.0000e-004</b>	<b>0.0000</b>	<b>22.4880</b>

**3.4 Grading - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.6471	0.0000	3.6471	1.5123	0.0000	1.5123	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3162	3.0458	2.8701	6.7600e-003		0.1233	0.1233		0.1134	0.1134	0.0000	594.1177	594.1177	0.1922	0.0000	598.9215
<b>Total</b>	<b>0.3162</b>	<b>3.0458</b>	<b>2.8701</b>	<b>6.7600e-003</b>	<b>3.6471</b>	<b>0.1233</b>	<b>3.7704</b>	<b>1.5123</b>	<b>0.1134</b>	<b>1.6257</b>	<b>0.0000</b>	<b>594.1177</b>	<b>594.1177</b>	<b>0.1922</b>	<b>0.0000</b>	<b>598.9215</b>

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**3.4 Grading - 2025**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2400e-003	4.5700e-003	0.0560	2.0000e-004	0.0239	1.6000e-004	0.0241	6.3500e-003	1.5000e-004	6.5000e-003	0.0000	17.9643	17.9643	3.8000e-004	0.0000	17.9738
<b>Total</b>	<b>7.2400e-003</b>	<b>4.5700e-003</b>	<b>0.0560</b>	<b>2.0000e-004</b>	<b>0.0239</b>	<b>1.6000e-004</b>	<b>0.0241</b>	<b>6.3500e-003</b>	<b>1.5000e-004</b>	<b>6.5000e-003</b>	<b>0.0000</b>	<b>17.9643</b>	<b>17.9643</b>	<b>3.8000e-004</b>	<b>0.0000</b>	<b>17.9738</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.6471	0.0000	3.6471	1.5123	0.0000	1.5123	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.3162	3.0458	2.8701	6.7600e-003		0.1233	0.1233		0.1134	0.1134	0.0000	594.1170	594.1170	0.1922	0.0000	598.9207
<b>Total</b>	<b>0.3162</b>	<b>3.0458</b>	<b>2.8701</b>	<b>6.7600e-003</b>	<b>3.6471</b>	<b>0.1233</b>	<b>3.7704</b>	<b>1.5123</b>	<b>0.1134</b>	<b>1.6257</b>	<b>0.0000</b>	<b>594.1170</b>	<b>594.1170</b>	<b>0.1922</b>	<b>0.0000</b>	<b>598.9207</b>

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**3.4 Grading - 2025**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2400e-003	4.5700e-003	0.0560	2.0000e-004	0.0239	1.6000e-004	0.0241	6.3500e-003	1.5000e-004	6.5000e-003	0.0000	17.9643	17.9643	3.8000e-004	0.0000	17.9738
<b>Total</b>	<b>7.2400e-003</b>	<b>4.5700e-003</b>	<b>0.0560</b>	<b>2.0000e-004</b>	<b>0.0239</b>	<b>1.6000e-004</b>	<b>0.0241</b>	<b>6.3500e-003</b>	<b>1.5000e-004</b>	<b>6.5000e-003</b>	<b>0.0000</b>	<b>17.9643</b>	<b>17.9643</b>	<b>3.8000e-004</b>	<b>0.0000</b>	<b>17.9738</b>

**3.5 Building Construction - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0294	0.2681	0.3458	5.8000e-004		0.0113	0.0113		0.0107	0.0107	0.0000	49.8627	49.8627	0.0117	0.0000	50.1557
<b>Total</b>	<b>0.0294</b>	<b>0.2681</b>	<b>0.3458</b>	<b>5.8000e-004</b>		<b>0.0113</b>	<b>0.0113</b>		<b>0.0107</b>	<b>0.0107</b>	<b>0.0000</b>	<b>49.8627</b>	<b>49.8627</b>	<b>0.0117</b>	<b>0.0000</b>	<b>50.1557</b>



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**3.5 Building Construction - 2025**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0870	3.1274	0.8778	0.0110	0.2888	3.5000e-003	0.2923	0.0833	3.3400e-003	0.0867	0.0000	1,065.5097	1,065.5097	0.0573	0.0000	1,066.9416
Worker	0.4205	0.2656	3.2544	0.0115	1.3894	9.5400e-003	1.3989	0.3690	8.7800e-003	0.3778	0.0000	1,043.5374	1,043.5374	0.0220	0.0000	1,044.0883
<b>Total</b>	<b>0.5075</b>	<b>3.3930</b>	<b>4.1322</b>	<b>0.0225</b>	<b>1.6781</b>	<b>0.0130</b>	<b>1.6912</b>	<b>0.4523</b>	<b>0.0121</b>	<b>0.4644</b>	<b>0.0000</b>	<b>2,109.0471</b>	<b>2,109.0471</b>	<b>0.0793</b>	<b>0.0000</b>	<b>2,111.0299</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0294	0.2681	0.3458	5.8000e-004		0.0113	0.0113		0.0107	0.0107	0.0000	49.8626	49.8626	0.0117	0.0000	50.1557
<b>Total</b>	<b>0.0294</b>	<b>0.2681</b>	<b>0.3458</b>	<b>5.8000e-004</b>		<b>0.0113</b>	<b>0.0113</b>		<b>0.0107</b>	<b>0.0107</b>	<b>0.0000</b>	<b>49.8626</b>	<b>49.8626</b>	<b>0.0117</b>	<b>0.0000</b>	<b>50.1557</b>

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**3.5 Building Construction - 2025**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0870	3.1274	0.8778	0.0110	0.2888	3.5000e-003	0.2923	0.0833	3.3400e-003	0.0867	0.0000	1,065.5097	1,065.5097	0.0573	0.0000	1,066.9416
Worker	0.4205	0.2656	3.2544	0.0115	1.3894	9.5400e-003	1.3989	0.3690	8.7800e-003	0.3778	0.0000	1,043.5374	1,043.5374	0.0220	0.0000	1,044.0883
<b>Total</b>	<b>0.5075</b>	<b>3.3930</b>	<b>4.1322</b>	<b>0.0225</b>	<b>1.6781</b>	<b>0.0130</b>	<b>1.6912</b>	<b>0.4523</b>	<b>0.0121</b>	<b>0.4644</b>	<b>0.0000</b>	<b>2,109.0471</b>	<b>2,109.0471</b>	<b>0.0793</b>	<b>0.0000</b>	<b>2,111.0299</b>

**3.5 Building Construction - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
<b>Total</b>	<b>0.1785</b>	<b>1.6273</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6549</b>	<b>302.6549</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4335</b>

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**3.5 Building Construction - 2026**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5160	18.8025	5.2164	0.0662	1.7529	0.0208	1.7737	0.5058	0.0199	0.5257	0.0000	6,432.4239	6,432.4239	0.3419	0.0000	6,440.9720
Worker	2.4388	1.4839	18.4612	0.0675	8.4330	0.0560	8.4890	2.2396	0.0515	2.2912	0.0000	6,109.4676	6,109.4676	0.1225	0.0000	6,112.5299
<b>Total</b>	<b>2.9548</b>	<b>20.2864</b>	<b>23.6776</b>	<b>0.1337</b>	<b>10.1859</b>	<b>0.0768</b>	<b>10.2628</b>	<b>2.7454</b>	<b>0.0714</b>	<b>2.8168</b>	<b>0.0000</b>	<b>12,541.8915</b>	<b>12,541.8915</b>	<b>0.4644</b>	<b>0.0000</b>	<b>12,553.5018</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
<b>Total</b>	<b>0.1784</b>	<b>1.6273</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6545</b>	<b>302.6545</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4331</b>

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**3.5 Building Construction - 2026**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5160	18.8025	5.2164	0.0662	1.7529	0.0208	1.7737	0.5058	0.0199	0.5257	0.0000	6,432.4239	6,432.4239	0.3419	0.0000	6,440.9720
Worker	2.4388	1.4839	18.4612	0.0675	8.4330	0.0560	8.4890	2.2396	0.0515	2.2912	0.0000	6,109.4676	6,109.4676	0.1225	0.0000	6,112.5299
<b>Total</b>	<b>2.9548</b>	<b>20.2864</b>	<b>23.6776</b>	<b>0.1337</b>	<b>10.1859</b>	<b>0.0768</b>	<b>10.2628</b>	<b>2.7454</b>	<b>0.0714</b>	<b>2.8168</b>	<b>0.0000</b>	<b>12,541.8915</b>	<b>12,541.8915</b>	<b>0.4644</b>	<b>0.0000</b>	<b>12,553.5018</b>

**3.5 Building Construction - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
<b>Total</b>	<b>0.1785</b>	<b>1.6273</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6549</b>	<b>302.6549</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4335</b>

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**3.5 Building Construction - 2027**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5059	18.6284	5.1264	0.0658	1.7529	0.0204	1.7733	0.5058	0.0195	0.5253	0.0000	6,401.2284	6,401.2284	0.3363	0.0000	6,409.6352
Worker	2.3272	1.3687	17.3090	0.0653	8.4330	0.0529	8.4860	2.2396	0.0487	2.2883	0.0000	5,911.4594	5,911.4594	0.1124	0.0000	5,914.2685
<b>Total</b>	<b>2.8331</b>	<b>19.9971</b>	<b>22.4354</b>	<b>0.1311</b>	<b>10.1859</b>	<b>0.0734</b>	<b>10.2593</b>	<b>2.7454</b>	<b>0.0682</b>	<b>2.8136</b>	<b>0.0000</b>	<b>12,312.6878</b>	<b>12,312.6878</b>	<b>0.4486</b>	<b>0.0000</b>	<b>12,323.9037</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
<b>Total</b>	<b>0.1784</b>	<b>1.6273</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6545</b>	<b>302.6545</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4331</b>

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**3.5 Building Construction - 2027**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5059	18.6284	5.1264	0.0658	1.7529	0.0204	1.7733	0.5058	0.0195	0.5253	0.0000	6,401.2284	6,401.2284	0.3363	0.0000	6,409.6352
Worker	2.3272	1.3687	17.3090	0.0653	8.4330	0.0529	8.4860	2.2396	0.0487	2.2883	0.0000	5,911.4594	5,911.4594	0.1124	0.0000	5,914.2685
<b>Total</b>	<b>2.8331</b>	<b>19.9971</b>	<b>22.4354</b>	<b>0.1311</b>	<b>10.1859</b>	<b>0.0734</b>	<b>10.2593</b>	<b>2.7454</b>	<b>0.0682</b>	<b>2.8136</b>	<b>0.0000</b>	<b>12,312.6878</b>	<b>12,312.6878</b>	<b>0.4486</b>	<b>0.0000</b>	<b>12,323.9037</b>

**3.5 Building Construction - 2028**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671
<b>Total</b>	<b>0.1778</b>	<b>1.6211</b>	<b>2.0910</b>	<b>3.5000e-003</b>		<b>0.0686</b>	<b>0.0686</b>		<b>0.0645</b>	<b>0.0645</b>	<b>0.0000</b>	<b>301.4953</b>	<b>301.4953</b>	<b>0.0709</b>	<b>0.0000</b>	<b>303.2671</b>

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**3.5 Building Construction - 2028**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4954	18.4143	5.0378	0.0653	1.7462	0.0200	1.7662	0.5039	0.0192	0.5230	0.0000	6,350.2874	6,350.2874	0.3297	0.0000	6,358.5302
Worker	2.2031	1.2605	16.2366	0.0631	8.4007	0.0489	8.4496	2.2310	0.0450	2.2760	0.0000	5,715.1159	5,715.1159	0.1032	0.0000	5,717.6967
<b>Total</b>	<b>2.6985</b>	<b>19.6747</b>	<b>21.2745</b>	<b>0.1284</b>	<b>10.1469</b>	<b>0.0689</b>	<b>10.2158</b>	<b>2.7349</b>	<b>0.0641</b>	<b>2.7990</b>	<b>0.0000</b>	<b>12,065.4032</b>	<b>12,065.4032</b>	<b>0.4329</b>	<b>0.0000</b>	<b>12,076.2269</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4949	301.4949	0.0709	0.0000	303.2667
<b>Total</b>	<b>0.1778</b>	<b>1.6211</b>	<b>2.0910</b>	<b>3.5000e-003</b>		<b>0.0686</b>	<b>0.0686</b>		<b>0.0645</b>	<b>0.0645</b>	<b>0.0000</b>	<b>301.4949</b>	<b>301.4949</b>	<b>0.0709</b>	<b>0.0000</b>	<b>303.2667</b>

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**3.5 Building Construction - 2028**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4954	18.4143	5.0378	0.0653	1.7462	0.0200	1.7662	0.5039	0.0192	0.5230	0.0000	6,350.2874	6,350.2874	0.3297	0.0000	6,358.5302
Worker	2.2031	1.2605	16.2366	0.0631	8.4007	0.0489	8.4496	2.2310	0.0450	2.2760	0.0000	5,715.1159	5,715.1159	0.1032	0.0000	5,717.6967
<b>Total</b>	<b>2.6985</b>	<b>19.6747</b>	<b>21.2745</b>	<b>0.1284</b>	<b>10.1469</b>	<b>0.0689</b>	<b>10.2158</b>	<b>2.7349</b>	<b>0.0641</b>	<b>2.7990</b>	<b>0.0000</b>	<b>12,065.4032</b>	<b>12,065.4032</b>	<b>0.4329</b>	<b>0.0000</b>	<b>12,076.2269</b>

**3.5 Building Construction - 2029**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
<b>Total</b>	<b>0.1785</b>	<b>1.6273</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6549</b>	<b>302.6549</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4335</b>



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**3.5 Building Construction - 2029**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4894	18.3448	4.9926	0.0653	1.7529	0.0198	1.7727	0.5058	0.0189	0.5247	0.0000	6,351.1009	6,351.1009	0.3263	0.0000	6,359.2588
Worker	2.0815	1.1654	15.3039	0.0617	8.4330	0.0456	8.4786	2.2396	0.0419	2.2815	0.0000	5,582.4907	5,582.4907	0.0951	0.0000	5,584.8676
<b>Total</b>	<b>2.5709</b>	<b>19.5101</b>	<b>20.2965</b>	<b>0.1269</b>	<b>10.1860</b>	<b>0.0653</b>	<b>10.2513</b>	<b>2.7454</b>	<b>0.0608</b>	<b>2.8062</b>	<b>0.0000</b>	<b>11,933.5916</b>	<b>11,933.5916</b>	<b>0.4214</b>	<b>0.0000</b>	<b>11,944.1264</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
<b>Total</b>	<b>0.1784</b>	<b>1.6273</b>	<b>2.0991</b>	<b>3.5200e-003</b>		<b>0.0689</b>	<b>0.0689</b>		<b>0.0648</b>	<b>0.0648</b>	<b>0.0000</b>	<b>302.6545</b>	<b>302.6545</b>	<b>0.0711</b>	<b>0.0000</b>	<b>304.4331</b>

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**3.5 Building Construction - 2029**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4894	18.3448	4.9926	0.0653	1.7529	0.0198	1.7727	0.5058	0.0189	0.5247	0.0000	6,351.1009	6,351.1009	0.3263	0.0000	6,359.2588
Worker	2.0815	1.1654	15.3039	0.0617	8.4330	0.0456	8.4786	2.2396	0.0419	2.2815	0.0000	5,582.4907	5,582.4907	0.0951	0.0000	5,584.8676
<b>Total</b>	<b>2.5709</b>	<b>19.5101</b>	<b>20.2965</b>	<b>0.1269</b>	<b>10.1860</b>	<b>0.0653</b>	<b>10.2513</b>	<b>2.7454</b>	<b>0.0608</b>	<b>2.8062</b>	<b>0.0000</b>	<b>11,933.5916</b>	<b>11,933.5916</b>	<b>0.4214</b>	<b>0.0000</b>	<b>11,944.1264</b>

**3.5 Building Construction - 2030**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0570	0.3452	0.7028	1.3500e-003		6.4400e-003	6.4400e-003		6.4400e-003	6.4400e-003	0.0000	114.3445	114.3445	4.5900e-003	0.0000	114.4592
<b>Total</b>	<b>0.0570</b>	<b>0.3452</b>	<b>0.7028</b>	<b>1.3500e-003</b>		<b>6.4400e-003</b>	<b>6.4400e-003</b>		<b>6.4400e-003</b>	<b>6.4400e-003</b>	<b>0.0000</b>	<b>114.3445</b>	<b>114.3445</b>	<b>4.5900e-003</b>	<b>0.0000</b>	<b>114.4592</b>

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**3.5 Building Construction - 2030**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1609	6.0699	1.6479	0.0217	0.5843	6.4800e-003	0.5908	0.1686	6.1900e-003	0.1748	0.0000	2,109.9800	2,109.9800	0.1073	0.0000	2,112.6635
Worker	0.6496	0.3570	4.7948	0.0201	2.8110	0.0141	2.8252	0.7465	0.0130	0.7596	0.0000	1,815.1162	1,815.1162	0.0291	0.0000	1,815.8430
<b>Total</b>	<b>0.8105</b>	<b>6.4269</b>	<b>6.4427</b>	<b>0.0417</b>	<b>3.3953</b>	<b>0.0206</b>	<b>3.4160</b>	<b>0.9151</b>	<b>0.0192</b>	<b>0.9343</b>	<b>0.0000</b>	<b>3,925.0962</b>	<b>3,925.0962</b>	<b>0.1364</b>	<b>0.0000</b>	<b>3,928.5065</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0570	0.3452	0.7028	1.3500e-003		6.4400e-003	6.4400e-003		6.4400e-003	6.4400e-003	0.0000	114.3444	114.3444	4.5900e-003	0.0000	114.4591
<b>Total</b>	<b>0.0570</b>	<b>0.3452</b>	<b>0.7028</b>	<b>1.3500e-003</b>		<b>6.4400e-003</b>	<b>6.4400e-003</b>		<b>6.4400e-003</b>	<b>6.4400e-003</b>	<b>0.0000</b>	<b>114.3444</b>	<b>114.3444</b>	<b>4.5900e-003</b>	<b>0.0000</b>	<b>114.4591</b>

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**3.5 Building Construction - 2030**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1609	6.0699	1.6479	0.0217	0.5843	6.4800e-003	0.5908	0.1686	6.1900e-003	0.1748	0.0000	2,109.9800	2,109.9800	0.1073	0.0000	2,112.6635
Worker	0.6496	0.3570	4.7948	0.0201	2.8110	0.0141	2.8252	0.7465	0.0130	0.7596	0.0000	1,815.1162	1,815.1162	0.0291	0.0000	1,815.8430
<b>Total</b>	<b>0.8105</b>	<b>6.4269</b>	<b>6.4427</b>	<b>0.0417</b>	<b>3.3953</b>	<b>0.0206</b>	<b>3.4160</b>	<b>0.9151</b>	<b>0.0192</b>	<b>0.9343</b>	<b>0.0000</b>	<b>3,925.0962</b>	<b>3,925.0962</b>	<b>0.1364</b>	<b>0.0000</b>	<b>3,928.5065</b>

**3.6 Paving - 2030**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1205	0.6195	1.3789	2.4400e-003		0.0288	0.0288		0.0288	0.0288	0.0000	209.6658	209.6658	9.8300e-003	0.0000	209.9115
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1205</b>	<b>0.6195</b>	<b>1.3789</b>	<b>2.4400e-003</b>		<b>0.0288</b>	<b>0.0288</b>		<b>0.0288</b>	<b>0.0288</b>	<b>0.0000</b>	<b>209.6658</b>	<b>209.6658</b>	<b>9.8300e-003</b>	<b>0.0000</b>	<b>209.9115</b>

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**3.6 Paving - 2030**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3100e-003	1.8200e-003	0.0244	1.0000e-004	0.0143	7.0000e-005	0.0144	3.8000e-003	7.0000e-005	3.8700e-003	0.0000	9.2451	9.2451	1.5000e-004	0.0000	9.2488
<b>Total</b>	<b>3.3100e-003</b>	<b>1.8200e-003</b>	<b>0.0244</b>	<b>1.0000e-004</b>	<b>0.0143</b>	<b>7.0000e-005</b>	<b>0.0144</b>	<b>3.8000e-003</b>	<b>7.0000e-005</b>	<b>3.8700e-003</b>	<b>0.0000</b>	<b>9.2451</b>	<b>9.2451</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>9.2488</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1205	0.6195	1.3789	2.4400e-003		0.0288	0.0288		0.0288	0.0288	0.0000	209.6655	209.6655	9.8300e-003	0.0000	209.9113
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1205</b>	<b>0.6195</b>	<b>1.3789</b>	<b>2.4400e-003</b>		<b>0.0288</b>	<b>0.0288</b>		<b>0.0288</b>	<b>0.0288</b>	<b>0.0000</b>	<b>209.6655</b>	<b>209.6655</b>	<b>9.8300e-003</b>	<b>0.0000</b>	<b>209.9113</b>

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**3.6 Paving - 2030**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3100e-003	1.8200e-003	0.0244	1.0000e-004	0.0143	7.0000e-005	0.0144	3.8000e-003	7.0000e-005	3.8700e-003	0.0000	9.2451	9.2451	1.5000e-004	0.0000	9.2488
<b>Total</b>	<b>3.3100e-003</b>	<b>1.8200e-003</b>	<b>0.0244</b>	<b>1.0000e-004</b>	<b>0.0143</b>	<b>7.0000e-005</b>	<b>0.0144</b>	<b>3.8000e-003</b>	<b>7.0000e-005</b>	<b>3.8700e-003</b>	<b>0.0000</b>	<b>9.2451</b>	<b>9.2451</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>9.2488</b>

**3.6 Paving - 2031**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1807	0.9292	2.0684	3.6600e-003		0.0432	0.0432		0.0432	0.0432	0.0000	314.4987	314.4987	0.0147	0.0000	314.8673
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1807</b>	<b>0.9292</b>	<b>2.0684</b>	<b>3.6600e-003</b>		<b>0.0432</b>	<b>0.0432</b>		<b>0.0432</b>	<b>0.0432</b>	<b>0.0000</b>	<b>314.4987</b>	<b>314.4987</b>	<b>0.0147</b>	<b>0.0000</b>	<b>314.8673</b>

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**3.6 Paving - 2031**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5900e-003	2.4900e-003	0.0344	1.5000e-004	0.0215	1.0000e-004	0.0216	5.7000e-003	9.0000e-005	5.8000e-003	0.0000	13.5809	13.5809	2.0000e-004	0.0000	13.5860
<b>Total</b>	<b>4.5900e-003</b>	<b>2.4900e-003</b>	<b>0.0344</b>	<b>1.5000e-004</b>	<b>0.0215</b>	<b>1.0000e-004</b>	<b>0.0216</b>	<b>5.7000e-003</b>	<b>9.0000e-005</b>	<b>5.8000e-003</b>	<b>0.0000</b>	<b>13.5809</b>	<b>13.5809</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>13.5860</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1807	0.9292	2.0684	3.6600e-003		0.0432	0.0432		0.0432	0.0432	0.0000	314.4983	314.4983	0.0147	0.0000	314.8669
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1807</b>	<b>0.9292</b>	<b>2.0684</b>	<b>3.6600e-003</b>		<b>0.0432</b>	<b>0.0432</b>		<b>0.0432</b>	<b>0.0432</b>	<b>0.0000</b>	<b>314.4983</b>	<b>314.4983</b>	<b>0.0147</b>	<b>0.0000</b>	<b>314.8669</b>

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**3.6 Paving - 2031**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5900e-003	2.4900e-003	0.0344	1.5000e-004	0.0215	1.0000e-004	0.0216	5.7000e-003	9.0000e-005	5.8000e-003	0.0000	13.5809	13.5809	2.0000e-004	0.0000	13.5860
<b>Total</b>	<b>4.5900e-003</b>	<b>2.4900e-003</b>	<b>0.0344</b>	<b>1.5000e-004</b>	<b>0.0215</b>	<b>1.0000e-004</b>	<b>0.0216</b>	<b>5.7000e-003</b>	<b>9.0000e-005</b>	<b>5.8000e-003</b>	<b>0.0000</b>	<b>13.5809</b>	<b>13.5809</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>13.5860</b>

**3.6 Paving - 2032**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1350	0.6942	1.5453	2.7300e-003		0.0322	0.0322		0.0322	0.0322	0.0000	234.9703	234.9703	0.0110	0.0000	235.2457
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1350</b>	<b>0.6942</b>	<b>1.5453</b>	<b>2.7300e-003</b>		<b>0.0322</b>	<b>0.0322</b>		<b>0.0322</b>	<b>0.0322</b>	<b>0.0000</b>	<b>234.9703</b>	<b>234.9703</b>	<b>0.0110</b>	<b>0.0000</b>	<b>235.2457</b>



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**3.6 Paving - 2032**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1900e-003	1.7100e-003	0.0242	1.1000e-004	0.0161	7.0000e-005	0.0161	4.2600e-003	6.0000e-005	4.3300e-003	0.0000	9.9430	9.9430	1.4000e-004	0.0000	9.9465
<b>Total</b>	<b>3.1900e-003</b>	<b>1.7100e-003</b>	<b>0.0242</b>	<b>1.1000e-004</b>	<b>0.0161</b>	<b>7.0000e-005</b>	<b>0.0161</b>	<b>4.2600e-003</b>	<b>6.0000e-005</b>	<b>4.3300e-003</b>	<b>0.0000</b>	<b>9.9430</b>	<b>9.9430</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>9.9465</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1350	0.6942	1.5453	2.7300e-003		0.0322	0.0322		0.0322	0.0322	0.0000	234.9700	234.9700	0.0110	0.0000	235.2454
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1350</b>	<b>0.6942</b>	<b>1.5453</b>	<b>2.7300e-003</b>		<b>0.0322</b>	<b>0.0322</b>		<b>0.0322</b>	<b>0.0322</b>	<b>0.0000</b>	<b>234.9700</b>	<b>234.9700</b>	<b>0.0110</b>	<b>0.0000</b>	<b>235.2454</b>

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**3.6 Paving - 2032**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1900e-003	1.7100e-003	0.0242	1.1000e-004	0.0161	7.0000e-005	0.0161	4.2600e-003	6.0000e-005	4.3300e-003	0.0000	9.9430	9.9430	1.4000e-004	0.0000	9.9465
<b>Total</b>	<b>3.1900e-003</b>	<b>1.7100e-003</b>	<b>0.0242</b>	<b>1.1000e-004</b>	<b>0.0161</b>	<b>7.0000e-005</b>	<b>0.0161</b>	<b>4.2600e-003</b>	<b>6.0000e-005</b>	<b>4.3300e-003</b>	<b>0.0000</b>	<b>9.9430</b>	<b>9.9430</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>9.9465</b>

**3.7 Architectural Coating - 2032**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4428					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3800e-003	0.0287	0.0602	1.0000e-004		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004	0.0000	8.5534	8.5534	3.5000e-004	0.0000	8.5621
<b>Total</b>	<b>0.4472</b>	<b>0.0287</b>	<b>0.0602</b>	<b>1.0000e-004</b>		<b>6.8000e-004</b>	<b>6.8000e-004</b>		<b>6.8000e-004</b>	<b>6.8000e-004</b>	<b>0.0000</b>	<b>8.5534</b>	<b>8.5534</b>	<b>3.5000e-004</b>	<b>0.0000</b>	<b>8.5621</b>

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**3.7 Architectural Coating - 2032**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0860	0.0461	0.6531	2.9600e-003	0.4330	1.9000e-003	0.4349	0.1150	1.7500e-003	0.1167	0.0000	268.2941	268.2941	3.7600e-003	0.0000	268.3881
<b>Total</b>	<b>0.0860</b>	<b>0.0461</b>	<b>0.6531</b>	<b>2.9600e-003</b>	<b>0.4330</b>	<b>1.9000e-003</b>	<b>0.4349</b>	<b>0.1150</b>	<b>1.7500e-003</b>	<b>0.1167</b>	<b>0.0000</b>	<b>268.2941</b>	<b>268.2941</b>	<b>3.7600e-003</b>	<b>0.0000</b>	<b>268.3881</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4428					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3800e-003	0.0287	0.0602	1.0000e-004		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004	0.0000	8.5534	8.5534	3.5000e-004	0.0000	8.5620
<b>Total</b>	<b>0.4472</b>	<b>0.0287</b>	<b>0.0602</b>	<b>1.0000e-004</b>		<b>6.8000e-004</b>	<b>6.8000e-004</b>		<b>6.8000e-004</b>	<b>6.8000e-004</b>	<b>0.0000</b>	<b>8.5534</b>	<b>8.5534</b>	<b>3.5000e-004</b>	<b>0.0000</b>	<b>8.5620</b>

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**3.7 Architectural Coating - 2032**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0860	0.0461	0.6531	2.9600e-003	0.4330	1.9000e-003	0.4349	0.1150	1.7500e-003	0.1167	0.0000	268.2941	268.2941	3.7600e-003	0.0000	268.3881
<b>Total</b>	<b>0.0860</b>	<b>0.0461</b>	<b>0.6531</b>	<b>2.9600e-003</b>	<b>0.4330</b>	<b>1.9000e-003</b>	<b>0.4349</b>	<b>0.1150</b>	<b>1.7500e-003</b>	<b>0.1167</b>	<b>0.0000</b>	<b>268.2941</b>	<b>268.2941</b>	<b>3.7600e-003</b>	<b>0.0000</b>	<b>268.3881</b>

**3.7 Architectural Coating - 2033**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.7183					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0170	0.1113	0.2337	3.9000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003	0.0000	33.1923	33.1923	1.3400e-003	0.0000	33.2259
<b>Total</b>	<b>1.7353</b>	<b>0.1113</b>	<b>0.2337</b>	<b>3.9000e-004</b>		<b>2.6400e-003</b>	<b>2.6400e-003</b>		<b>2.6400e-003</b>	<b>2.6400e-003</b>	<b>0.0000</b>	<b>33.1923</b>	<b>33.1923</b>	<b>1.3400e-003</b>	<b>0.0000</b>	<b>33.2259</b>

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**3.7 Architectural Coating - 2033**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.3116	0.1650	2.3975	0.0113	1.6802	6.8900e-003	1.6870	0.4462	6.3400e-003	0.4525	0.0000	1,022.5253	1,022.5253	0.0135	0.0000	1,022.8617
<b>Total</b>	<b>0.3116</b>	<b>0.1650</b>	<b>2.3975</b>	<b>0.0113</b>	<b>1.6802</b>	<b>6.8900e-003</b>	<b>1.6870</b>	<b>0.4462</b>	<b>6.3400e-003</b>	<b>0.4525</b>	<b>0.0000</b>	<b>1,022.5253</b>	<b>1,022.5253</b>	<b>0.0135</b>	<b>0.0000</b>	<b>1,022.8617</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.7183					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0170	0.1113	0.2337	3.9000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003	0.0000	33.1923	33.1923	1.3400e-003	0.0000	33.2258
<b>Total</b>	<b>1.7353</b>	<b>0.1113</b>	<b>0.2337</b>	<b>3.9000e-004</b>		<b>2.6400e-003</b>	<b>2.6400e-003</b>		<b>2.6400e-003</b>	<b>2.6400e-003</b>	<b>0.0000</b>	<b>33.1923</b>	<b>33.1923</b>	<b>1.3400e-003</b>	<b>0.0000</b>	<b>33.2258</b>

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**3.7 Architectural Coating - 2033**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.3116	0.1650	2.3975	0.0113	1.6802	6.8900e-003	1.6870	0.4462	6.3400e-003	0.4525	0.0000	1,022.5253	1,022.5253	0.0135	0.0000	1,022.8617
<b>Total</b>	<b>0.3116</b>	<b>0.1650</b>	<b>2.3975</b>	<b>0.0113</b>	<b>1.6802</b>	<b>6.8900e-003</b>	<b>1.6870</b>	<b>0.4462</b>	<b>6.3400e-003</b>	<b>0.4525</b>	<b>0.0000</b>	<b>1,022.5253</b>	<b>1,022.5253</b>	<b>0.0135</b>	<b>0.0000</b>	<b>1,022.8617</b>

**3.7 Architectural Coating - 2034**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.5465					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0153	0.1002	0.2103	3.5000e-004		2.3800e-003	2.3800e-003		2.3800e-003	2.3800e-003	0.0000	29.8731	29.8731	1.2100e-003	0.0000	29.9033
<b>Total</b>	<b>1.5618</b>	<b>0.1002</b>	<b>0.2103</b>	<b>3.5000e-004</b>		<b>2.3800e-003</b>	<b>2.3800e-003</b>		<b>2.3800e-003</b>	<b>2.3800e-003</b>	<b>0.0000</b>	<b>29.8731</b>	<b>29.8731</b>	<b>1.2100e-003</b>	<b>0.0000</b>	<b>29.9033</b>

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**3.7 Architectural Coating - 2034**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2637	0.1382	2.0391	0.0100	1.5121	5.7900e-003	1.5179	0.4016	5.3300e-003	0.4069	0.0000	905.6070	905.6070	0.0111	0.0000	905.8854
<b>Total</b>	<b>0.2637</b>	<b>0.1382</b>	<b>2.0391</b>	<b>0.0100</b>	<b>1.5121</b>	<b>5.7900e-003</b>	<b>1.5179</b>	<b>0.4016</b>	<b>5.3300e-003</b>	<b>0.4069</b>	<b>0.0000</b>	<b>905.6070</b>	<b>905.6070</b>	<b>0.0111</b>	<b>0.0000</b>	<b>905.8854</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.5465					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0153	0.1002	0.2103	3.5000e-004		2.3800e-003	2.3800e-003		2.3800e-003	2.3800e-003	0.0000	29.8730	29.8730	1.2100e-003	0.0000	29.9033
<b>Total</b>	<b>1.5618</b>	<b>0.1002</b>	<b>0.2103</b>	<b>3.5000e-004</b>		<b>2.3800e-003</b>	<b>2.3800e-003</b>		<b>2.3800e-003</b>	<b>2.3800e-003</b>	<b>0.0000</b>	<b>29.8730</b>	<b>29.8730</b>	<b>1.2100e-003</b>	<b>0.0000</b>	<b>29.9033</b>

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**3.7 Architectural Coating - 2034**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2637	0.1382	2.0391	0.0100	1.5121	5.7900e-003	1.5179	0.4016	5.3300e-003	0.4069	0.0000	905.6070	905.6070	0.0111	0.0000	905.8854
<b>Total</b>	<b>0.2637</b>	<b>0.1382</b>	<b>2.0391</b>	<b>0.0100</b>	<b>1.5121</b>	<b>5.7900e-003</b>	<b>1.5179</b>	<b>0.4016</b>	<b>5.3300e-003</b>	<b>0.4069</b>	<b>0.0000</b>	<b>905.6070</b>	<b>905.6070</b>	<b>0.0111</b>	<b>0.0000</b>	<b>905.8854</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**



Redlands General Plan - South Coast AQMD Air District, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	20.5812	151.5614	155.0067	0.6724	57.9730	0.3556	58.3286	15.5285	0.3299	15.8583	0.0000	63,149.2506	63,149.2506	3.1848	0.0000	63,228.8694
Unmitigated	20.5812	151.5614	155.0067	0.6724	57.9730	0.3556	58.3286	15.5285	0.3299	15.8583	0.0000	63,149.2506	63,149.2506	3.1848	0.0000	63,228.8694

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Government (Civic Center)	0.00	0.00	0.00		
Research & Development	0.00	0.00	0.00		
Single Family Housing	44,772.56	44,772.56	44,772.56	38,461,420	38,461,420
Strip Mall	152,552.57	152,552.57	152,552.57	76,074,914	76,074,914
Apartments Mid Rise	10,678.44	10,728.81	10,728.81	38,065,624	38,065,624
<b>Total</b>	<b>208,003.57</b>	<b>208,053.94</b>	<b>208,053.94</b>	<b>152,601,958</b>	<b>152,601,958</b>

4.3 Trip Type Information

Redlands General Plan - South Coast AQMD Air District, Annual

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Government (Civic Center)	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Research & Development	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Single Family Housing	2.36	0.00	0.00	100.00	0.00	0.00	100	0	0
Strip Mall	0.00	1.37	0.00	0.00	100.00	0.00	100	0	0
Apartments Mid Rise	9.78	0.00	0.00	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.551603	0.041085	0.206475	0.110641	0.012172	0.005739	0.022664	0.039599	0.002222	0.001434	0.004920	0.000715	0.000730
Government (Civic Center)	0.551603	0.041085	0.206475	0.110641	0.012172	0.005739	0.022664	0.039599	0.002222	0.001434	0.004920	0.000715	0.000730
Research & Development	0.551603	0.041085	0.206475	0.110641	0.012172	0.005739	0.022664	0.039599	0.002222	0.001434	0.004920	0.000715	0.000730
General Light Industry	0.551603	0.041085	0.206475	0.110641	0.012172	0.005739	0.022664	0.039599	0.002222	0.001434	0.004920	0.000715	0.000730
Single Family Housing	0.551603	0.041085	0.206475	0.110641	0.012172	0.005739	0.022664	0.039599	0.002222	0.001434	0.004920	0.000715	0.000730
Strip Mall	0.551603	0.041085	0.206475	0.110641	0.012172	0.005739	0.022664	0.039599	0.002222	0.001434	0.004920	0.000715	0.000730
Apartments Mid Rise	0.551603	0.041085	0.206475	0.110641	0.012172	0.005739	0.022664	0.039599	0.002222	0.001434	0.004920	0.000715	0.000730

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	48,796.63 10	48,796.63 10	2.0146	0.4168	48,971.20 24
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	48,796.63 10	48,796.63 10	2.0146	0.4168	48,971.20 24
NaturalGas Mitigated	2.0033	17.6062	10.8557	0.1093		1.3841	1.3841		1.3841	1.3841	0.0000	19,825.89 39	19,825.89 39	0.3800	0.3635	19,943.70 93
NaturalGas Unmitigated	2.0033	17.6062	10.8557	0.1093		1.3841	1.3841		1.3841	1.3841	0.0000	19,825.89 39	19,825.89 39	0.3800	0.3635	19,943.70 93

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**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	3.1358e+007	0.1691	1.4449	0.6149	9.2200e-003		0.1168	0.1168		0.1168	0.1168	0.0000	1,673.3820	1,673.3820	0.0321	0.0307	1,683.3261
General Light Industry	5.20798e+007	0.2808	2.5529	2.1445	0.0153		0.1940	0.1940		0.1940	0.1940	0.0000	2,779.1774	2,779.1774	0.0533	0.0510	2,795.6927
General Office Building	1.04946e+006	5.6600e-003	0.0514	0.0432	3.1000e-004		3.9100e-003	3.9100e-003		3.9100e-003	3.9100e-003	0.0000	56.0030	56.0030	1.0700e-003	1.0300e-003	56.3358
Government (Civic Center)	404194	2.1800e-003	0.0198	0.0166	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	21.5694	21.5694	4.1000e-004	4.0000e-004	21.6975
Research & Development	1.03934e+008	0.5604	5.0948	4.2796	0.0306		0.3872	0.3872		0.3872	0.3872	0.0000	5,546.3242	5,546.3242	0.1063	0.1017	5,579.2832
Single Family Housing	1.74605e+008	0.9415	8.0456	3.4236	0.0514		0.6505	0.6505		0.6505	0.6505	0.0000	9,317.6122	9,317.6122	0.1786	0.1708	9,372.9822
Strip Mall	8.09211e+006	0.0436	0.3967	0.3332	2.3800e-003		0.0302	0.0302		0.0302	0.0302	0.0000	431.8257	431.8257	8.2800e-003	7.9200e-003	434.3918
<b>Total</b>		<b>2.0033</b>	<b>17.6061</b>	<b>10.8557</b>	<b>0.1093</b>		<b>1.3841</b>	<b>1.3841</b>		<b>1.3841</b>	<b>1.3841</b>	<b>0.0000</b>	<b>19,825.8939</b>	<b>19,825.8939</b>	<b>0.3800</b>	<b>0.3635</b>	<b>19,943.7093</b>

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**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	3.1358e+007	0.1691	1.4449	0.6149	9.2200e-003		0.1168	0.1168		0.1168	0.1168	0.0000	1,673.3820	1,673.3820	0.0321	0.0307	1,683.3261
General Light Industry	5.20798e+007	0.2808	2.5529	2.1445	0.0153		0.1940	0.1940		0.1940	0.1940	0.0000	2,779.1774	2,779.1774	0.0533	0.0510	2,795.6927
General Office Building	1.04946e+006	5.6600e-003	0.0514	0.0432	3.1000e-004		3.9100e-003	3.9100e-003		3.9100e-003	3.9100e-003	0.0000	56.0030	56.0030	1.0700e-003	1.0300e-003	56.3358
Government (Civic Center)	404194	2.1800e-003	0.0198	0.0166	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	21.5694	21.5694	4.1000e-004	4.0000e-004	21.6975
Research & Development	1.03934e+008	0.5604	5.0948	4.2796	0.0306		0.3872	0.3872		0.3872	0.3872	0.0000	5,546.3242	5,546.3242	0.1063	0.1017	5,579.2832
Single Family Housing	1.74605e+008	0.9415	8.0456	3.4236	0.0514		0.6505	0.6505		0.6505	0.6505	0.0000	9,317.6122	9,317.6122	0.1786	0.1708	9,372.9822
Strip Mall	8.09211e+006	0.0436	0.3967	0.3332	2.3800e-003		0.0302	0.0302		0.0302	0.0302	0.0000	431.8257	431.8257	8.2800e-003	7.9200e-003	434.3918
<b>Total</b>		<b>2.0033</b>	<b>17.6061</b>	<b>10.8557</b>	<b>0.1093</b>		<b>1.3841</b>	<b>1.3841</b>		<b>1.3841</b>	<b>1.3841</b>	<b>0.0000</b>	<b>19,825.8939</b>	<b>19,825.8939</b>	<b>0.3800</b>	<b>0.3635</b>	<b>19,943.7093</b>

Redlands General Plan - South Coast AQMD Air District, Annual

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	8.27593e+006	2,636.8871	0.1089	0.0225	2,646.3207
General Light Industry	1.65389e+007	5,269.6355	0.2176	0.0450	5,288.4877
General Office Building	2.93487e+006	935.1128	0.0386	7.9900e-003	938.4582
Government (Civic Center)	1.13035e+006	360.1551	0.0149	3.0800e-003	361.4436
Research & Development	3.30061e+007	10,516.4595	0.4342	0.0898	10,554.0824
Single Family Housing	4.40531e+007	14,036.2599	0.5795	0.1199	14,086.4750
Strip Mall	4.721e+007	15,042.1211	0.6210	0.1285	15,095.9347
<b>Total</b>		<b>48,796.6310</b>	<b>2.0146</b>	<b>0.4168</b>	<b>48,971.2024</b>

Redlands General Plan - South Coast AQMD Air District, Annual

**5.3 Energy by Land Use - Electricity**

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	8.27593e+006	2,636.8871	0.1089	0.0225	2,646.3207
General Light Industry	1.65389e+007	5,269.6355	0.2176	0.0450	5,288.4877
General Office Building	2.93487e+006	935.1128	0.0386	7.9900e-003	938.4582
Government (Civic Center)	1.13035e+006	360.1551	0.0149	3.0800e-003	361.4436
Research & Development	3.30061e+007	10,516.4595	0.4342	0.0898	10,554.0824
Single Family Housing	4.40531e+007	14,036.2599	0.5795	0.1199	14,086.4750
Strip Mall	4.721e+007	15,042.1211	0.6210	0.1285	15,095.9347
<b>Total</b>		<b>48,796.6310</b>	<b>2.0146</b>	<b>0.4168</b>	<b>48,971.2024</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Redlands General Plan - South Coast AQMD Air District, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	98.7336	2.4129	106.2659	0.1070		6.4593	6.4593		6.4593	6.4593	677.8901	1,410.3995	2,088.2896	2.1245	0.0460	2,155.1134
Unmitigated	98.7336	2.4129	106.2659	0.1070		6.4593	6.4593		6.4593	6.4593	677.8901	1,410.3995	2,088.2896	2.1245	0.0460	2,155.1134

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	7.2697					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	68.5888					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	20.9039	1.6552	40.5697	0.1035		6.0939	6.0939		6.0939	6.0939	677.8901	1,302.6719	1,980.5620	2.0216	0.0460	2,044.8131
Landscaping	1.9712	0.7577	65.6962	3.4800e-003		0.3654	0.3654		0.3654	0.3654	0.0000	107.7276	107.7276	0.1029	0.0000	110.3003
<b>Total</b>	<b>98.7335</b>	<b>2.4129</b>	<b>106.2659</b>	<b>0.1070</b>		<b>6.4593</b>	<b>6.4593</b>		<b>6.4593</b>	<b>6.4593</b>	<b>677.8901</b>	<b>1,410.3995</b>	<b>2,088.2896</b>	<b>2.1245</b>	<b>0.0460</b>	<b>2,155.1134</b>



Redlands General Plan - South Coast AQMD Air District, Annual

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	7.2697					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	68.5888					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	20.9039	1.6552	40.5697	0.1035		6.0939	6.0939		6.0939	6.0939	677.8901	1,302.6719	1,980.5620	2.0216	0.0460	2,044.8131
Landscaping	1.9712	0.7577	65.6962	3.4800e-003		0.3654	0.3654		0.3654	0.3654	0.0000	107.7276	107.7276	0.1029	0.0000	110.3003
<b>Total</b>	<b>98.7335</b>	<b>2.4129</b>	<b>106.2659</b>	<b>0.1070</b>		<b>6.4593</b>	<b>6.4593</b>		<b>6.4593</b>	<b>6.4593</b>	<b>677.8901</b>	<b>1,410.3995</b>	<b>2,088.2896</b>	<b>2.1245</b>	<b>0.0460</b>	<b>2,155.1134</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

Redlands General Plan - South Coast AQMD Air District, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	13,737.33 83	88.5265	2.1878	16,602.45 52
Unmitigated	13,737.33 83	88.5265	2.1878	16,602.45 52

Redlands General Plan - South Coast AQMD Air District, Annual

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	109.394 / 68.9655	732.6844	3.5934	0.0901	849.3783
General Light Industry	369.884 / 0	1,651.9123	12.1160	0.2977	2,043.5273
General Office Building	53.4445 / 32.7563	354.6382	1.7554	0.0440	411.6374
Government (Civic Center)	23.0068 / 14.1009	152.6645	0.7557	0.0189	177.2015
Research & Development	1569.53 / 0	7,009.5418	51.4119	1.2632	8,671.2774
Single Family Housing	306.419 / 193.177	2,052.3019	10.0654	0.2525	2,379.1697
Strip Mall	268.791 / 164.743	1,783.5953	8.8287	0.2213	2,070.2637
<b>Total</b>		<b>13,737.3383</b>	<b>88.5265</b>	<b>2.1878</b>	<b>16,602.4552</b>

Redlands General Plan - South Coast AQMD Air District, Annual

**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	109.394 / 68.9655	732.6844	3.5934	0.0901	849.3783
General Light Industry	369.884 / 0	1,651.9123	12.1160	0.2977	2,043.5273
General Office Building	53.4445 / 32.7563	354.6382	1.7554	0.0440	411.6374
Government (Civic Center)	23.0068 / 14.1009	152.6645	0.7557	0.0189	177.2015
Research & Development	1569.53 / 0	7,009.5418	51.4119	1.2632	8,671.2774
Single Family Housing	306.419 / 193.177	2,052.3019	10.0654	0.2525	2,379.1697
Strip Mall	268.791 / 164.743	1,783.5953	8.8287	0.2213	2,070.2637
<b>Total</b>		<b>13,737.3383</b>	<b>88.5265</b>	<b>2.1878</b>	<b>16,602.4552</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

Redlands General Plan - South Coast AQMD Air District, Annual

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2,601.087 6	153.7199	0.0000	6,444.084 5
Unmitigated	2,601.087 6	153.7199	0.0000	6,444.084 5

Redlands General Plan - South Coast AQMD Air District, Annual

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	772.34	156.7780	9.2653	0.0000	388.4110
General Light Industry	1983.38	402.6082	23.7935	0.0000	997.4448
General Office Building	279.65	56.7664	3.3548	0.0000	140.6364
Government (Civic Center)	660.12	133.9984	7.9191	0.0000	331.9754
Research & Development	242.58	49.2416	2.9101	0.0000	121.9939
Single Family Housing	5065.55	1,028.2609	60.7685	0.0000	2,547.4728
Strip Mall	3810.19	773.4341	45.7087	0.0000	1,916.1503
<b>Total</b>		<b>2,601.0876</b>	<b>153.7199</b>	<b>0.0000</b>	<b>6,444.0845</b>

Redlands General Plan - South Coast AQMD Air District, Annual

**8.2 Waste by Land Use**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	772.34	156.7780	9.2653	0.0000	388.4110
General Light Industry	1983.38	402.6082	23.7935	0.0000	997.4448
General Office Building	279.65	56.7664	3.3548	0.0000	140.6364
Government (Civic Center)	660.12	133.9984	7.9191	0.0000	331.9754
Research & Development	242.58	49.2416	2.9101	0.0000	121.9939
Single Family Housing	5065.55	1,028.2609	60.7685	0.0000	2,547.4728
Strip Mall	3810.19	773.4341	45.7087	0.0000	1,916.1503
<b>Total</b>		<b>2,601.0876</b>	<b>153.7199</b>	<b>0.0000</b>	<b>6,444.0845</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Redlands General Plan - South Coast AQMD Air District, Annual

**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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Redlands General Plan - South Coast AQMD Air District, Summer

**Redlands General Plan**  
**South Coast AQMD Air District, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	300.70	1000sqft	6.90	300,704.00	0
Government (Civic Center)	115.82	1000sqft	2.66	115,815.00	0
Research & Development	3,192.08	1000sqft	73.28	3,192,082.00	0
General Light Industry	1,599.50	1000sqft	36.72	1,599,503.00	0
Single Family Housing	4,703.00	Dwelling Unit	1,526.95	8,465,400.00	12355
Strip Mall	3,628.75	1000sqft	83.30	3,628,748.00	0
Apartments Mid Rise	1,679.00	Dwelling Unit	44.18	1,679,000.00	4000

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	10			<b>Operational Year</b>	2035
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	702.44	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - Default

Land Use - Based on projected buildout and population identified in Project Description

Construction Phase - 2035 General Plan

Vehicle Trips - total net VMT = 61,920 daily

## Redlands General Plan - South Coast AQMD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblLandUse	BuildingSpaceSquareFeet	3,192,080.00	3,192,082.00
tblLandUse	BuildingSpaceSquareFeet	1,599,500.00	1,599,503.00
tblLandUse	BuildingSpaceSquareFeet	3,628,750.00	3,628,748.00
tblLandUse	LandUseSquareFeet	3,192,080.00	3,192,082.00
tblLandUse	LandUseSquareFeet	1,599,500.00	1,599,503.00
tblLandUse	LandUseSquareFeet	3,628,750.00	3,628,748.00
tblLandUse	Population	13,451.00	12,355.00
tblLandUse	Population	4,802.00	4,000.00
tblProjectCharacteristics	OperationalYear	2018	2035
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	1.37
tblVehicleTrips	CC_TTP	28.00	0.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CC_TTP	20.00	0.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CC_TTP	64.40	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00

## Redlands General Plan - South Coast AQMD Air District, Summer

tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	5.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	75.00	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	16.60	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	34.00	0.00
tblVehicleTrips	DV_TP	15.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TL	5.90	0.00

Redlands General Plan - South Coast AQMD Air District, Summer

tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	2.36
tblVehicleTrips	HW_TL	14.70	9.78
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	16.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	PR_TP	77.00	0.00
tblVehicleTrips	PR_TP	50.00	0.00
tblVehicleTrips	PR_TP	82.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	ST_TR	9.91	9.52
tblVehicleTrips	SU_TR	8.62	9.52
tblVehicleTrips	SU_TR	20.43	42.04
tblVehicleTrips	SU_TR	5.86	6.39
tblVehicleTrips	WD_TR	44.32	42.04
tblVehicleTrips	WD_TR	6.65	6.36

Redlands General Plan - South Coast AQMD Air District, Summer

**2.0 Emissions Summary**

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	4.1939	42.8140	23.8671	0.0407	0.1677	2.1948	2.3625	0.0445	2.0438	2.0883	0.0000	4,112.4360	4,112.4360	1.0800	0.0000	4,139.4369
2018	3.7998	38.3805	23.0567	0.0407	0.1677	1.9399	2.1076	0.0445	1.8061	1.8505	0.0000	4,054.6693	4,054.6693	1.0730	0.0000	4,081.4931
2019	3.5868	35.8341	22.7340	0.0406	0.1677	1.7962	1.9639	0.0445	1.6709	1.7153	0.0000	3,994.0477	3,994.0477	1.0674	0.0000	4,020.7320
2020	4.1579	42.4721	22.3664	0.0405	18.2675	2.1989	20.4664	9.9840	2.0230	12.0071	0.0000	3,919.3675	3,919.3675	1.1978	0.0000	3,945.9396
2021	3.9642	40.5464	21.8324	0.0400	18.2675	2.0459	20.3134	9.9840	1.8823	11.8663	0.0000	3,884.9895	3,884.9895	1.1974	0.0000	3,914.9239
2022	3.7040	38.8929	29.7382	0.0642	18.2675	1.6365	19.8815	9.9840	1.5056	11.4689	0.0000	6,224.9553	6,224.9553	1.9496	0.0000	6,273.6952
2023	3.3962	34.5604	28.6946	0.0642	8.8969	1.4261	10.3229	3.6558	1.3120	4.9678	0.0000	6,217.0638	6,217.0638	1.9491	0.0000	6,265.7910
2024	3.2886	32.4177	28.3238	0.0641	8.8969	1.3369	10.2338	3.6558	1.2300	4.8858	0.0000	6,208.5905	6,208.5905	1.9481	0.0000	6,257.2936
2025	25.0358	167.6764	219.4334	1.1072	79.4748	1.1324	80.6061	21.3865	1.0576	22.4440	0.0000	114,095.7465	114,095.7465	4.6518	0.0000	114,212.0402
2026	24.0434	165.4636	207.9953	1.0840	79.4749	1.1138	80.5887	21.3865	1.0413	22.4278	0.0000	111,801.0154	111,801.0154	4.5061	0.0000	111,913.6684
2027	23.0859	163.3881	197.8689	1.0636	79.4749	1.0877	80.5626	21.3865	1.0171	22.4036	0.0000	109,776.7480	109,776.7480	4.3710	0.0000	109,886.0234
2028	22.1160	161.6137	189.0613	1.0457	79.4750	1.0557	80.5307	21.3865	0.9875	22.3741	0.0000	108,002.9683	108,002.9683	4.2511	0.0000	108,109.2462
2029	21.0452	159.8881	180.4259	1.0298	79.4751	1.0265	80.5016	21.3866	0.9606	22.3472	0.0000	106,431.0610	106,431.0610	4.1379	0.0000	106,534.5071

Redlands General Plan - South Coast AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2030	19.9073	153.7074	172.6023	1.0197	79.4751	0.6206	80.0957	21.3866	0.5880	21.9746	0.0000	105,377.4586	105,377.4586	3.5489	0.0000	105,466.1803
2031	1.4198	7.1372	16.1383	0.0293	0.1677	0.3314	0.4991	0.0445	0.3313	0.3758	0.0000	2,777.2113	2,777.2113	0.1264	0.0000	2,780.3703
2032	15.9202	7.1358	23.1605	0.0960	13.1673	0.3314	13.2443	3.4920	0.3313	3.5645	0.0000	9,571.0229	9,571.0229	0.1429	0.0000	9,574.5962
2033	15.7488	1.9888	22.0341	0.0944	13.1673	0.0733	13.2406	3.4920	0.0691	3.5611	0.0000	9,406.1294	9,406.1294	0.1328	0.0000	9,409.4487
2034	15.6034	1.9107	20.9472	0.0929	13.1673	0.0698	13.2371	3.4920	0.0658	3.5579	0.0000	9,261.8711	9,261.8711	0.1231	0.0000	9,264.9487
<b>Maximum</b>	<b>25.0358</b>	<b>167.6764</b>	<b>219.4334</b>	<b>1.1072</b>	<b>79.4751</b>	<b>2.1989</b>	<b>80.6061</b>	<b>21.3866</b>	<b>2.0438</b>	<b>22.4440</b>	<b>0.0000</b>	<b>114,095.7465</b>	<b>114,095.7465</b>	<b>4.6518</b>	<b>0.0000</b>	<b>114,212.0402</b>

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	4.1939	42.8140	23.8671	0.0407	0.1677	2.1948	2.3625	0.0445	2.0438	2.0883	0.0000	4,112.4360	4,112.4360	1.0800	0.0000	4,139.4369
2018	3.7998	38.3805	23.0567	0.0407	0.1677	1.9399	2.1076	0.0445	1.8061	1.8505	0.0000	4,054.6693	4,054.6693	1.0730	0.0000	4,081.4930
2019	3.5868	35.8341	22.7340	0.0406	0.1677	1.7962	1.9639	0.0445	1.6709	1.7153	0.0000	3,994.0477	3,994.0477	1.0674	0.0000	4,020.7319
2020	4.1579	42.4721	22.3664	0.0405	18.2675	2.1989	20.4664	9.9840	2.0230	12.0071	0.0000	3,919.3675	3,919.3675	1.1978	0.0000	3,945.9396
2021	3.9642	40.5464	21.8324	0.0400	18.2675	2.0459	20.3134	9.9840	1.8823	11.8663	0.0000	3,884.9895	3,884.9895	1.1974	0.0000	3,914.9239
2022	3.7040	38.8929	29.7382	0.0642	18.2675	1.6365	19.8815	9.9840	1.5056	11.4689	0.0000	6,224.9553	6,224.9553	1.9496	0.0000	6,273.6952



Redlands General Plan - South Coast AQMD Air District, Summer

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2,103.7460	138.4771	3,771.1473	8.3076		490.4333	490.4333		490.4333	490.4333	59,779.6732	115,825.9948	175,605.6680	179.1820	4.0574	181,294.3296
Energy	10.9771	96.4720	59.4831	0.5988		7.5841	7.5841		7.5841	7.5841		119,749.6280	119,749.6280	2.2952	2.1954	120,461.2401
Mobile	126.3962	832.8635	846.8102	3.8461	324.6898	1.9502	326.6400	86.8385	1.8090	88.6475		398,078.8486	398,078.8486	18.8475		398,550.0357
<b>Total</b>	<b>2,241.1192</b>	<b>1,067.8126</b>	<b>4,677.4407</b>	<b>12.7524</b>	<b>324.6898</b>	<b>499.9676</b>	<b>824.6574</b>	<b>86.8385</b>	<b>499.8264</b>	<b>586.6649</b>	<b>59,779.6732</b>	<b>633,654.4713</b>	<b>693,434.1446</b>	<b>200.3247</b>	<b>6.2528</b>	<b>700,305.6055</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2,103.7460	138.4771	3,771.1473	8.3076		490.4333	490.4333		490.4333	490.4333	59,779.6732	115,825.9948	175,605.6680	179.1820	4.0574	181,294.3296
Energy	10.9771	96.4720	59.4831	0.5988		7.5841	7.5841		7.5841	7.5841		119,749.6280	119,749.6280	2.2952	2.1954	120,461.2401
Mobile	126.3962	832.8635	846.8102	3.8461	324.6898	1.9502	326.6400	86.8385	1.8090	88.6475		398,078.8486	398,078.8486	18.8475		398,550.0357
<b>Total</b>	<b>2,241.1192</b>	<b>1,067.8126</b>	<b>4,677.4407</b>	<b>12.7524</b>	<b>324.6898</b>	<b>499.9676</b>	<b>824.6574</b>	<b>86.8385</b>	<b>499.8264</b>	<b>586.6649</b>	<b>59,779.6732</b>	<b>633,654.4713</b>	<b>693,434.1446</b>	<b>200.3247</b>	<b>6.2528</b>	<b>700,305.6055</b>



Redlands General Plan - South Coast AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/7/2017	7/1/2020	5	10000	
2	Site Preparation	Site Preparation	7/2/2020	8/11/2022	5	6000	
3	Grading	Grading	8/12/2022	10/31/2025	5	15500	
4	Building Construction	Building Construction	11/1/2025	5/1/2030	5	155000	
5	Paving	Paving	5/2/2030	9/29/2032	5	11000	
6	Architectural Coating	Architectural Coating	9/30/2032	11/23/2034	5	11000	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 38750

Acres of Paving: 0

Residential Indoor: 20,542,410; Residential Outdoor: 6,847,470; Non-Residential Indoor: 13,255,278; Non-Residential Outdoor: 4,418,426;  
 Striped Parking Area: 0 (Architectural Coating – sqft)

#### OffRoad Equipment

## Redlands General Plan - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Redlands General Plan - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	5,890.00	2,131.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1,178.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

**3.2 Demolition - 2017**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.1031	42.7475	23.0122	0.0388		2.1935	2.1935		2.0425	2.0425		3,924.2833	3,924.2833	1.0730		3,951.1070
<b>Total</b>	<b>4.1031</b>	<b>42.7475</b>	<b>23.0122</b>	<b>0.0388</b>		<b>2.1935</b>	<b>2.1935</b>		<b>2.0425</b>	<b>2.0425</b>		<b>3,924.2833</b>	<b>3,924.2833</b>	<b>1.0730</b>		<b>3,951.1070</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.2 Demolition - 2017**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0908	0.0665	0.8549	1.8900e-003	0.1677	1.3800e-003	0.1691	0.0445	1.2800e-003	0.0457		188.1527	188.1527	7.0900e-003		188.3299
<b>Total</b>	<b>0.0908</b>	<b>0.0665</b>	<b>0.8549</b>	<b>1.8900e-003</b>	<b>0.1677</b>	<b>1.3800e-003</b>	<b>0.1691</b>	<b>0.0445</b>	<b>1.2800e-003</b>	<b>0.0457</b>		<b>188.1527</b>	<b>188.1527</b>	<b>7.0900e-003</b>		<b>188.3299</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.1031	42.7475	23.0122	0.0388		2.1935	2.1935		2.0425	2.0425	0.0000	3,924.2833	3,924.2833	1.0730		3,951.1070
<b>Total</b>	<b>4.1031</b>	<b>42.7475</b>	<b>23.0122</b>	<b>0.0388</b>		<b>2.1935</b>	<b>2.1935</b>		<b>2.0425</b>	<b>2.0425</b>	<b>0.0000</b>	<b>3,924.2833</b>	<b>3,924.2833</b>	<b>1.0730</b>		<b>3,951.1070</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.2 Demolition - 2017**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0908	0.0665	0.8549	1.8900e-003	0.1677	1.3800e-003	0.1691	0.0445	1.2800e-003	0.0457		188.1527	188.1527	7.0900e-003		188.3299
<b>Total</b>	<b>0.0908</b>	<b>0.0665</b>	<b>0.8549</b>	<b>1.8900e-003</b>	<b>0.1677</b>	<b>1.3800e-003</b>	<b>0.1691</b>	<b>0.0445</b>	<b>1.2800e-003</b>	<b>0.0457</b>		<b>188.1527</b>	<b>188.1527</b>	<b>7.0900e-003</b>		<b>188.3299</b>

**3.2 Demolition - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.7190	38.3225	22.3040	0.0388		1.9386	1.9386		1.8048	1.8048		3,871.7665	3,871.7665	1.0667		3,898.4344
<b>Total</b>	<b>3.7190</b>	<b>38.3225</b>	<b>22.3040</b>	<b>0.0388</b>		<b>1.9386</b>	<b>1.9386</b>		<b>1.8048</b>	<b>1.8048</b>		<b>3,871.7665</b>	<b>3,871.7665</b>	<b>1.0667</b>		<b>3,898.4344</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.2 Demolition - 2018**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0808	0.0580	0.7526	1.8400e-003	0.1677	1.3400e-003	0.1690	0.0445	1.2300e-003	0.0457		182.9028	182.9028	6.2400e-003		183.0587
<b>Total</b>	<b>0.0808</b>	<b>0.0580</b>	<b>0.7526</b>	<b>1.8400e-003</b>	<b>0.1677</b>	<b>1.3400e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.2300e-003</b>	<b>0.0457</b>		<b>182.9028</b>	<b>182.9028</b>	<b>6.2400e-003</b>		<b>183.0587</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.7190	38.3225	22.3040	0.0388		1.9386	1.9386		1.8048	1.8048	0.0000	3,871.7665	3,871.7665	1.0667		3,898.4344
<b>Total</b>	<b>3.7190</b>	<b>38.3225</b>	<b>22.3040</b>	<b>0.0388</b>		<b>1.9386</b>	<b>1.9386</b>		<b>1.8048</b>	<b>1.8048</b>	<b>0.0000</b>	<b>3,871.7665</b>	<b>3,871.7665</b>	<b>1.0667</b>		<b>3,898.4344</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.2 Demolition - 2018**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0808	0.0580	0.7526	1.8400e-003	0.1677	1.3400e-003	0.1690	0.0445	1.2300e-003	0.0457		182.9028	182.9028	6.2400e-003		183.0587
<b>Total</b>	<b>0.0808</b>	<b>0.0580</b>	<b>0.7526</b>	<b>1.8400e-003</b>	<b>0.1677</b>	<b>1.3400e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.2300e-003</b>	<b>0.0457</b>		<b>182.9028</b>	<b>182.9028</b>	<b>6.2400e-003</b>		<b>183.0587</b>

**3.2 Demolition - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697		3,816.8994	3,816.8994	1.0618		3,843.4451
<b>Total</b>	<b>3.5134</b>	<b>35.7830</b>	<b>22.0600</b>	<b>0.0388</b>		<b>1.7949</b>	<b>1.7949</b>		<b>1.6697</b>	<b>1.6697</b>		<b>3,816.8994</b>	<b>3,816.8994</b>	<b>1.0618</b>		<b>3,843.4451</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.2 Demolition - 2019**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0735	0.0511	0.6740	1.7800e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2000e-003	0.0457		177.1484	177.1484	5.5400e-003		177.2869
<b>Total</b>	<b>0.0735</b>	<b>0.0511</b>	<b>0.6740</b>	<b>1.7800e-003</b>	<b>0.1677</b>	<b>1.3000e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.2000e-003</b>	<b>0.0457</b>		<b>177.1484</b>	<b>177.1484</b>	<b>5.5400e-003</b>		<b>177.2869</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697	0.0000	3,816.8994	3,816.8994	1.0618		3,843.4451
<b>Total</b>	<b>3.5134</b>	<b>35.7830</b>	<b>22.0600</b>	<b>0.0388</b>		<b>1.7949</b>	<b>1.7949</b>		<b>1.6697</b>	<b>1.6697</b>	<b>0.0000</b>	<b>3,816.8994</b>	<b>3,816.8994</b>	<b>1.0618</b>		<b>3,843.4451</b>



Redlands General Plan - South Coast AQMD Air District, Summer

**3.2 Demolition - 2019**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0735	0.0511	0.6740	1.7800e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2000e-003	0.0457		177.1484	177.1484	5.5400e-003		177.2869
<b>Total</b>	<b>0.0735</b>	<b>0.0511</b>	<b>0.6740</b>	<b>1.7800e-003</b>	<b>0.1677</b>	<b>1.3000e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.2000e-003</b>	<b>0.0457</b>		<b>177.1484</b>	<b>177.1484</b>	<b>5.5400e-003</b>		<b>177.2869</b>

**3.2 Demolition - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419		3,747.7049	3,747.7049	1.0580		3,774.1536
<b>Total</b>	<b>3.3121</b>	<b>33.2010</b>	<b>21.7532</b>	<b>0.0388</b>		<b>1.6587</b>	<b>1.6587</b>		<b>1.5419</b>	<b>1.5419</b>		<b>3,747.7049</b>	<b>3,747.7049</b>	<b>1.0580</b>		<b>3,774.1536</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.2 Demolition - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0679	0.0456	0.6132	1.7200e-003	0.1677	1.2700e-003	0.1689	0.0445	1.1700e-003	0.0456		171.6626	171.6626	4.9400e-003		171.7860
<b>Total</b>	<b>0.0679</b>	<b>0.0456</b>	<b>0.6132</b>	<b>1.7200e-003</b>	<b>0.1677</b>	<b>1.2700e-003</b>	<b>0.1689</b>	<b>0.0445</b>	<b>1.1700e-003</b>	<b>0.0456</b>		<b>171.6626</b>	<b>171.6626</b>	<b>4.9400e-003</b>		<b>171.7860</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419	0.0000	3,747.7049	3,747.7049	1.0580		3,774.1536
<b>Total</b>	<b>3.3121</b>	<b>33.2010</b>	<b>21.7532</b>	<b>0.0388</b>		<b>1.6587</b>	<b>1.6587</b>		<b>1.5419</b>	<b>1.5419</b>	<b>0.0000</b>	<b>3,747.7049</b>	<b>3,747.7049</b>	<b>1.0580</b>		<b>3,774.1536</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.2 Demolition - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0679	0.0456	0.6132	1.7200e-003	0.1677	1.2700e-003	0.1689	0.0445	1.1700e-003	0.0456		171.6626	171.6626	4.9400e-003		171.7860
<b>Total</b>	<b>0.0679</b>	<b>0.0456</b>	<b>0.6132</b>	<b>1.7200e-003</b>	<b>0.1677</b>	<b>1.2700e-003</b>	<b>0.1689</b>	<b>0.0445</b>	<b>1.1700e-003</b>	<b>0.0456</b>		<b>171.6626</b>	<b>171.6626</b>	<b>4.9400e-003</b>		<b>171.7860</b>

**3.3 Site Preparation - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
<b>Total</b>	<b>4.0765</b>	<b>42.4173</b>	<b>21.5136</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.1974</b>	<b>20.2637</b>	<b>9.9307</b>	<b>2.0216</b>	<b>11.9523</b>		<b>3,685.1016</b>	<b>3,685.1016</b>	<b>1.1918</b>		<b>3,714.8975</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.3 Site Preparation - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0814	0.0547	0.7359	2.0700e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		205.9951	205.9951	5.9200e-003		206.1432
<b>Total</b>	<b>0.0814</b>	<b>0.0547</b>	<b>0.7359</b>	<b>2.0700e-003</b>	<b>0.2012</b>	<b>1.5300e-003</b>	<b>0.2027</b>	<b>0.0534</b>	<b>1.4100e-003</b>	<b>0.0548</b>		<b>205.9951</b>	<b>205.9951</b>	<b>5.9200e-003</b>		<b>206.1432</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
<b>Total</b>	<b>4.0765</b>	<b>42.4173</b>	<b>21.5136</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.1974</b>	<b>20.2637</b>	<b>9.9307</b>	<b>2.0216</b>	<b>11.9523</b>	<b>0.0000</b>	<b>3,685.1016</b>	<b>3,685.1016</b>	<b>1.1918</b>		<b>3,714.8975</b>

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**3.3 Site Preparation - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0814	0.0547	0.7359	2.0700e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		205.9951	205.9951	5.9200e-003		206.1432
<b>Total</b>	<b>0.0814</b>	<b>0.0547</b>	<b>0.7359</b>	<b>2.0700e-003</b>	<b>0.2012</b>	<b>1.5300e-003</b>	<b>0.2027</b>	<b>0.0534</b>	<b>1.4100e-003</b>	<b>0.0548</b>		<b>205.9951</b>	<b>205.9951</b>	<b>5.9200e-003</b>		<b>206.1432</b>

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.0445</b>	<b>20.1107</b>	<b>9.9307</b>	<b>1.8809</b>	<b>11.8116</b>		<b>3,685.6569</b>	<b>3,685.6569</b>	<b>1.1920</b>		<b>3,715.4573</b>

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**3.3 Site Preparation - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0760	0.0493	0.6781	2.0000e-003	0.2012	1.4800e-003	0.2027	0.0534	1.3600e-003	0.0547		199.3326	199.3326	5.3600e-003		199.4666
<b>Total</b>	<b>0.0760</b>	<b>0.0493</b>	<b>0.6781</b>	<b>2.0000e-003</b>	<b>0.2012</b>	<b>1.4800e-003</b>	<b>0.2027</b>	<b>0.0534</b>	<b>1.3600e-003</b>	<b>0.0547</b>		<b>199.3326</b>	<b>199.3326</b>	<b>5.3600e-003</b>		<b>199.4666</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.0445</b>	<b>20.1107</b>	<b>9.9307</b>	<b>1.8809</b>	<b>11.8116</b>	<b>0.0000</b>	<b>3,685.6569</b>	<b>3,685.6569</b>	<b>1.1920</b>		<b>3,715.4573</b>

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**3.3 Site Preparation - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0760	0.0493	0.6781	2.0000e-003	0.2012	1.4800e-003	0.2027	0.0534	1.3600e-003	0.0547		199.3326	199.3326	5.3600e-003		199.4666
<b>Total</b>	<b>0.0760</b>	<b>0.0493</b>	<b>0.6781</b>	<b>2.0000e-003</b>	<b>0.2012</b>	<b>1.4800e-003</b>	<b>0.2027</b>	<b>0.0534</b>	<b>1.3600e-003</b>	<b>0.0547</b>		<b>199.3326</b>	<b>199.3326</b>	<b>5.3600e-003</b>		<b>199.4666</b>

**3.3 Site Preparation - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
<b>Total</b>	<b>3.1701</b>	<b>33.0835</b>	<b>19.6978</b>	<b>0.0380</b>	<b>18.0663</b>	<b>1.6126</b>	<b>19.6788</b>	<b>9.9307</b>	<b>1.4836</b>	<b>11.4143</b>		<b>3,686.0619</b>	<b>3,686.0619</b>	<b>1.1922</b>		<b>3,715.8655</b>

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**3.3 Site Preparation - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0713	0.0445	0.6270	1.9300e-003	0.2012	1.4400e-003	0.2026	0.0534	1.3200e-003	0.0547		192.1903	192.1903	4.8400e-003		192.3114
<b>Total</b>	<b>0.0713</b>	<b>0.0445</b>	<b>0.6270</b>	<b>1.9300e-003</b>	<b>0.2012</b>	<b>1.4400e-003</b>	<b>0.2026</b>	<b>0.0534</b>	<b>1.3200e-003</b>	<b>0.0547</b>		<b>192.1903</b>	<b>192.1903</b>	<b>4.8400e-003</b>		<b>192.3114</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
<b>Total</b>	<b>3.1701</b>	<b>33.0835</b>	<b>19.6978</b>	<b>0.0380</b>	<b>18.0663</b>	<b>1.6126</b>	<b>19.6788</b>	<b>9.9307</b>	<b>1.4836</b>	<b>11.4143</b>	<b>0.0000</b>	<b>3,686.0619</b>	<b>3,686.0619</b>	<b>1.1922</b>		<b>3,715.8655</b>



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**3.3 Site Preparation - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0713	0.0445	0.6270	1.9300e-003	0.2012	1.4400e-003	0.2026	0.0534	1.3200e-003	0.0547		192.1903	192.1903	4.8400e-003		192.3114
<b>Total</b>	<b>0.0713</b>	<b>0.0445</b>	<b>0.6270</b>	<b>1.9300e-003</b>	<b>0.2012</b>	<b>1.4400e-003</b>	<b>0.2026</b>	<b>0.0534</b>	<b>1.3200e-003</b>	<b>0.0547</b>		<b>192.1903</b>	<b>192.1903</b>	<b>4.8400e-003</b>		<b>192.3114</b>

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>		<b>6,011.4105</b>	<b>6,011.4105</b>	<b>1.9442</b>		<b>6,060.0158</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0792	0.0495	0.6967	2.1400e-003	0.2236	1.6000e-003	0.2252	0.0593	1.4700e-003	0.0608		213.5448	213.5448	5.3800e-003		213.6794
<b>Total</b>	<b>0.0792</b>	<b>0.0495</b>	<b>0.6967</b>	<b>2.1400e-003</b>	<b>0.2236</b>	<b>1.6000e-003</b>	<b>0.2252</b>	<b>0.0593</b>	<b>1.4700e-003</b>	<b>0.0608</b>		<b>213.5448</b>	<b>213.5448</b>	<b>5.3800e-003</b>		<b>213.6794</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>	<b>0.0000</b>	<b>6,011.4105</b>	<b>6,011.4105</b>	<b>1.9442</b>		<b>6,060.0158</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0792	0.0495	0.6967	2.1400e-003	0.2236	1.6000e-003	0.2252	0.0593	1.4700e-003	0.0608		213.5448	213.5448	5.3800e-003		213.6794
<b>Total</b>	<b>0.0792</b>	<b>0.0495</b>	<b>0.6967</b>	<b>2.1400e-003</b>	<b>0.2236</b>	<b>1.6000e-003</b>	<b>0.2252</b>	<b>0.0593</b>	<b>1.4700e-003</b>	<b>0.0608</b>		<b>213.5448</b>	<b>213.5448</b>	<b>5.3800e-003</b>		<b>213.6794</b>

**3.4 Grading - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
<b>Total</b>	<b>3.3217</b>	<b>34.5156</b>	<b>28.0512</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.4245</b>	<b>10.0978</b>	<b>3.5965</b>	<b>1.3105</b>	<b>4.9070</b>		<b>6,011.4777</b>	<b>6,011.4777</b>	<b>1.9442</b>		<b>6,060.0836</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.4 Grading - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0745	0.0448	0.6434	2.0600e-003	0.2236	1.5600e-003	0.2251	0.0593	1.4300e-003	0.0607		205.5860	205.5860	4.8500e-003		205.7074
<b>Total</b>	<b>0.0745</b>	<b>0.0448</b>	<b>0.6434</b>	<b>2.0600e-003</b>	<b>0.2236</b>	<b>1.5600e-003</b>	<b>0.2251</b>	<b>0.0593</b>	<b>1.4300e-003</b>	<b>0.0607</b>		<b>205.5860</b>	<b>205.5860</b>	<b>4.8500e-003</b>		<b>205.7074</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
<b>Total</b>	<b>3.3217</b>	<b>34.5156</b>	<b>28.0512</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.4245</b>	<b>10.0978</b>	<b>3.5965</b>	<b>1.3105</b>	<b>4.9070</b>	<b>0.0000</b>	<b>6,011.4777</b>	<b>6,011.4777</b>	<b>1.9442</b>		<b>6,060.0836</b>

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**3.4 Grading - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0745	0.0448	0.6434	2.0600e-003	0.2236	1.5600e-003	0.2251	0.0593	1.4300e-003	0.0607		205.5860	205.5860	4.8500e-003		205.7074
<b>Total</b>	<b>0.0745</b>	<b>0.0448</b>	<b>0.6434</b>	<b>2.0600e-003</b>	<b>0.2236</b>	<b>1.5600e-003</b>	<b>0.2251</b>	<b>0.0593</b>	<b>1.4300e-003</b>	<b>0.0607</b>		<b>205.5860</b>	<b>205.5860</b>	<b>4.8500e-003</b>		<b>205.7074</b>

**3.4 Grading - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621		1.3354	1.3354		1.2286	1.2286		6,009.7487	6,009.7487	1.9437		6,058.3405
<b>Total</b>	<b>3.2181</b>	<b>32.3770</b>	<b>27.7228</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.3354</b>	<b>10.0087</b>	<b>3.5965</b>	<b>1.2286</b>	<b>4.8251</b>		<b>6,009.7487</b>	<b>6,009.7487</b>	<b>1.9437</b>		<b>6,058.3405</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.4 Grading - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0705	0.0408	0.6010	1.9900e-003	0.2236	1.5400e-003	0.2251	0.0593	1.4100e-003	0.0607		198.8418	198.8418	4.4500e-003		198.9531
<b>Total</b>	<b>0.0705</b>	<b>0.0408</b>	<b>0.6010</b>	<b>1.9900e-003</b>	<b>0.2236</b>	<b>1.5400e-003</b>	<b>0.2251</b>	<b>0.0593</b>	<b>1.4100e-003</b>	<b>0.0607</b>		<b>198.8418</b>	<b>198.8418</b>	<b>4.4500e-003</b>		<b>198.9531</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621		1.3354	1.3354		1.2286	1.2286	0.0000	6,009.7487	6,009.7487	1.9437		6,058.3405
<b>Total</b>	<b>3.2181</b>	<b>32.3770</b>	<b>27.7228</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.3354</b>	<b>10.0087</b>	<b>3.5965</b>	<b>1.2286</b>	<b>4.8251</b>	<b>0.0000</b>	<b>6,009.7487</b>	<b>6,009.7487</b>	<b>1.9437</b>		<b>6,058.3405</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.4 Grading - 2024**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0705	0.0408	0.6010	1.9900e-003	0.2236	1.5400e-003	0.2251	0.0593	1.4100e-003	0.0607		198.8418	198.8418	4.4500e-003		198.9531
<b>Total</b>	<b>0.0705</b>	<b>0.0408</b>	<b>0.6010</b>	<b>1.9900e-003</b>	<b>0.2236</b>	<b>1.5400e-003</b>	<b>0.2251</b>	<b>0.0593</b>	<b>1.4100e-003</b>	<b>0.0607</b>		<b>198.8418</b>	<b>198.8418</b>	<b>4.4500e-003</b>		<b>198.9531</b>

**3.4 Grading - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404		6,008.2814	6,008.2814	1.9432		6,056.8614
<b>Total</b>	<b>2.9012</b>	<b>27.9429</b>	<b>26.3311</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.1309</b>	<b>9.8042</b>	<b>3.5965</b>	<b>1.0404</b>	<b>4.6369</b>		<b>6,008.2814</b>	<b>6,008.2814</b>	<b>1.9432</b>		<b>6,056.8614</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.4 Grading - 2025**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0669	0.0373	0.5586	1.9200e-003	0.2236	1.5100e-003	0.2251	0.0593	1.3900e-003	0.0607		191.0141	191.0141	4.0600e-003		191.1155
<b>Total</b>	<b>0.0669</b>	<b>0.0373</b>	<b>0.5586</b>	<b>1.9200e-003</b>	<b>0.2236</b>	<b>1.5100e-003</b>	<b>0.2251</b>	<b>0.0593</b>	<b>1.3900e-003</b>	<b>0.0607</b>		<b>191.0141</b>	<b>191.0141</b>	<b>4.0600e-003</b>		<b>191.1155</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404	0.0000	6,008.2814	6,008.2814	1.9432		6,056.8614
<b>Total</b>	<b>2.9012</b>	<b>27.9429</b>	<b>26.3311</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.1309</b>	<b>9.8042</b>	<b>3.5965</b>	<b>1.0404</b>	<b>4.6369</b>	<b>0.0000</b>	<b>6,008.2814</b>	<b>6,008.2814</b>	<b>1.9432</b>		<b>6,056.8614</b>



Redlands General Plan - South Coast AQMD Air District, Summer

**3.4 Grading - 2025**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0669	0.0373	0.5586	1.9200e-003	0.2236	1.5100e-003	0.2251	0.0593	1.3900e-003	0.0607		191.0141	191.0141	4.0600e-003		191.1155
<b>Total</b>	<b>0.0669</b>	<b>0.0373</b>	<b>0.5586</b>	<b>1.9200e-003</b>	<b>0.2236</b>	<b>1.5100e-003</b>	<b>0.2251</b>	<b>0.0593</b>	<b>1.3900e-003</b>	<b>0.0607</b>		<b>191.0141</b>	<b>191.0141</b>	<b>4.0600e-003</b>		<b>191.1155</b>

**3.5 Building Construction - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>		<b>2,556.4744</b>	<b>2,556.4744</b>	<b>0.6010</b>		<b>2,571.4981</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.5 Building Construction - 2025**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.9583	144.2228	38.8326	0.5161	13.6385	0.1599	13.7984	3.9264	0.1529	4.0792		55,285.6274	55,285.6274	2.8561		55,357.0303
Worker	19.7101	10.9840	164.5161	0.5641	65.8363	0.4438	66.2801	17.4601	0.4084	17.8685		56,253.6448	56,253.6448	1.1947		56,283.5118
<b>Total</b>	<b>23.6684</b>	<b>155.2068</b>	<b>203.3487</b>	<b>1.0802</b>	<b>79.4748</b>	<b>0.6037</b>	<b>80.0785</b>	<b>21.3865</b>	<b>0.5613</b>	<b>21.9478</b>		<b>111,539.2721</b>	<b>111,539.2721</b>	<b>4.0508</b>		<b>111,640.5421</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>	<b>0.0000</b>	<b>2,556.4744</b>	<b>2,556.4744</b>	<b>0.6010</b>		<b>2,571.4981</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.5 Building Construction - 2025**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.9583	144.2228	38.8326	0.5161	13.6385	0.1599	13.7984	3.9264	0.1529	4.0792		55,285.6274	55,285.6274	2.8561		55,357.0303
Worker	19.7101	10.9840	164.5161	0.5641	65.8363	0.4438	66.2801	17.4601	0.4084	17.8685		56,253.6448	56,253.6448	1.1947		56,283.5118
<b>Total</b>	<b>23.6684</b>	<b>155.2068</b>	<b>203.3487</b>	<b>1.0802</b>	<b>79.4748</b>	<b>0.6037</b>	<b>80.0785</b>	<b>21.3865</b>	<b>0.5613</b>	<b>21.9478</b>		<b>111,539.2721</b>	<b>111,539.2721</b>	<b>4.0508</b>		<b>111,640.5421</b>

**3.5 Building Construction - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>		<b>2,556.4744</b>	<b>2,556.4744</b>	<b>0.6010</b>		<b>2,571.4981</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.5 Building Construction - 2026**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.8683	142.8811	38.0250	0.5130	13.6386	0.1571	13.7957	3.9264	0.1502	4.0766		54,982.81 51	54,982.81 51	2.8104		55,053.07 55
Worker	18.8077	10.1128	153.8857	0.5441	65.8363	0.4291	66.2654	17.4601	0.3949	17.8550		54,261.72 59	54,261.72 59	1.0948		54,289.09 48
<b>Total</b>	<b>22.6760</b>	<b>152.9939</b>	<b>191.9107</b>	<b>1.0571</b>	<b>79.4749</b>	<b>0.5862</b>	<b>80.0611</b>	<b>21.3865</b>	<b>0.5451</b>	<b>21.9316</b>		<b>109,244.5 410</b>	<b>109,244.5 410</b>	<b>3.9052</b>		<b>109,342.1 703</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>	<b>0.0000</b>	<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.5 Building Construction - 2026**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.8683	142.8811	38.0250	0.5130	13.6386	0.1571	13.7957	3.9264	0.1502	4.0766		54,982.81 51	54,982.81 51	2.8104		55,053.07 55
Worker	18.8077	10.1128	153.8857	0.5441	65.8363	0.4291	66.2654	17.4601	0.3949	17.8550		54,261.72 59	54,261.72 59	1.0948		54,289.09 48
<b>Total</b>	<b>22.6760</b>	<b>152.9939</b>	<b>191.9107</b>	<b>1.0571</b>	<b>79.4749</b>	<b>0.5862</b>	<b>80.0611</b>	<b>21.3865</b>	<b>0.5451</b>	<b>21.9316</b>		<b>109,244.5 410</b>	<b>109,244.5 410</b>	<b>3.9052</b>		<b>109,342.1 703</b>

**3.5 Building Construction - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>		<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.5 Building Construction - 2027**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.7927	141.5893	37.3726	0.5102	13.6386	0.1544	13.7930	3.9264	0.1476	4.0740		54,713.33 52	54,713.33 52	2.7653		54,782.46 69
Worker	17.9258	9.3291	144.4117	0.5264	65.8363	0.4057	66.2420	17.4601	0.3733	17.8334		52,506.93 85	52,506.93 85	1.0048		52,532.05 85
<b>Total</b>	<b>21.7185</b>	<b>150.9184</b>	<b>181.7843</b>	<b>1.0366</b>	<b>79.4749</b>	<b>0.5601</b>	<b>80.0350</b>	<b>21.3865</b>	<b>0.5209</b>	<b>21.9074</b>		<b>107,220.2 737</b>	<b>107,220.2 737</b>	<b>3.7701</b>		<b>107,314.5 253</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>	<b>0.0000</b>	<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.5 Building Construction - 2027**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.7927	141.5893	37.3726	0.5102	13.6386	0.1544	13.7930	3.9264	0.1476	4.0740		54,713.33 52	54,713.33 52	2.7653		54,782.46 69
Worker	17.9258	9.3291	144.4117	0.5264	65.8363	0.4057	66.2420	17.4601	0.3733	17.8334		52,506.93 85	52,506.93 85	1.0048		52,532.05 85
<b>Total</b>	<b>21.7185</b>	<b>150.9184</b>	<b>181.7843</b>	<b>1.0366</b>	<b>79.4749</b>	<b>0.5601</b>	<b>80.0350</b>	<b>21.3865</b>	<b>0.5209</b>	<b>21.9074</b>		<b>107,220.2 737</b>	<b>107,220.2 737</b>	<b>3.7701</b>		<b>107,314.5 253</b>

**3.5 Building Construction - 2028**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>		<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.5 Building Construction - 2028**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.7282	140.5180	36.8725	0.5079	13.6387	0.1523	13.7909	3.9264	0.1455	4.0720		54,483.66 32	54,483.66 32	2.7230		54,551.73 77
Worker	17.0204	8.6260	136.1042	0.5108	65.8363	0.3758	66.2122	17.4601	0.3458	17.8059		50,962.83 07	50,962.83 07	0.9272		50,986.01 05
<b>Total</b>	<b>20.7486</b>	<b>149.1440</b>	<b>172.9766</b>	<b>1.0187</b>	<b>79.4750</b>	<b>0.5281</b>	<b>80.0031</b>	<b>21.3865</b>	<b>0.4913</b>	<b>21.8778</b>		<b>105,446.4 939</b>	<b>105,446.4 939</b>	<b>3.6502</b>		<b>105,537.7 481</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>	<b>0.0000</b>	<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>



Redlands General Plan - South Coast AQMD Air District, Summer

**3.5 Building Construction - 2028**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.7282	140.5180	36.8725	0.5079	13.6387	0.1523	13.7909	3.9264	0.1455	4.0720		54,483.66 32	54,483.66 32	2.7230		54,551.73 77
Worker	17.0204	8.6260	136.1042	0.5108	65.8363	0.3758	66.2122	17.4601	0.3458	17.8059		50,962.83 07	50,962.83 07	0.9272		50,986.01 05
<b>Total</b>	<b>20.7486</b>	<b>149.1440</b>	<b>172.9766</b>	<b>1.0187</b>	<b>79.4750</b>	<b>0.5281</b>	<b>80.0031</b>	<b>21.3865</b>	<b>0.4913</b>	<b>21.8778</b>		<b>105,446.4 939</b>	<b>105,446.4 939</b>	<b>3.6502</b>		<b>105,537.7 481</b>

**3.5 Building Construction - 2029**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>		<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.5 Building Construction - 2029**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.6695	139.4707	36.4046	0.5058	13.6388	0.1498	13.7885	3.9265	0.1432	4.0696		54,279.54 40	54,279.54 40	2.6857		54,346.68 54
Worker	16.0084	7.9476	127.9367	0.4970	65.8363	0.3492	66.1855	17.4601	0.3212	17.7813		49,595.04 26	49,595.04 26	0.8512		49,616.32 36
<b>Total</b>	<b>19.6778</b>	<b>147.4184</b>	<b>164.3412</b>	<b>1.0028</b>	<b>79.4751</b>	<b>0.4989</b>	<b>79.9740</b>	<b>21.3866</b>	<b>0.4644</b>	<b>21.8509</b>		<b>103,874.5 866</b>	<b>103,874.5 866</b>	<b>3.5369</b>		<b>103,963.0 090</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>	<b>0.0000</b>	<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.5 Building Construction - 2029**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.6695	139.4707	36.4046	0.5058	13.6388	0.1498	13.7885	3.9265	0.1432	4.0696		54,279.54 40	54,279.54 40	2.6857		54,346.68 54
Worker	16.0084	7.9476	127.9367	0.4970	65.8363	0.3492	66.1855	17.4601	0.3212	17.7813		49,595.04 26	49,595.04 26	0.8512		49,616.32 36
<b>Total</b>	<b>19.6778</b>	<b>147.4184</b>	<b>164.3412</b>	<b>1.0028</b>	<b>79.4751</b>	<b>0.4989</b>	<b>79.9740</b>	<b>21.3866</b>	<b>0.4644</b>	<b>21.8509</b>		<b>103,874.5 866</b>	<b>103,874.5 866</b>	<b>3.5369</b>		<b>103,963.0 090</b>

**3.5 Building Construction - 2030**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.546 8	2,897.546 8	0.1162		2,900.452 9
<b>Total</b>	<b>1.3091</b>	<b>7.9346</b>	<b>16.1570</b>	<b>0.0310</b>		<b>0.1481</b>	<b>0.1481</b>		<b>0.1481</b>	<b>0.1481</b>		<b>2,897.546 8</b>	<b>2,897.546 8</b>	<b>0.1162</b>		<b>2,900.452 9</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.5 Building Construction - 2030**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.6191	138.4661	36.0492	0.5039	13.6388	0.1474	13.7862	3.9265	0.1408	4.0673		54,097.11 92	54,097.11 92	2.6512		54,163.40 00
Worker	14.9791	7.3067	120.3961	0.4848	65.8363	0.3251	66.1614	17.4601	0.2990	17.7591		48,382.79 27	48,382.79 27	0.7814		48,402.32 74
<b>Total</b>	<b>18.5982</b>	<b>145.7728</b>	<b>156.4453</b>	<b>0.9887</b>	<b>79.4751</b>	<b>0.4725</b>	<b>79.9476</b>	<b>21.3866</b>	<b>0.4399</b>	<b>21.8265</b>		<b>102,479.9 119</b>	<b>102,479.9 119</b>	<b>3.4326</b>		<b>102,565.7 274</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.546 8	2,897.546 8	0.1162		2,900.452 9
<b>Total</b>	<b>1.3091</b>	<b>7.9346</b>	<b>16.1570</b>	<b>0.0310</b>		<b>0.1481</b>	<b>0.1481</b>		<b>0.1481</b>	<b>0.1481</b>	<b>0.0000</b>	<b>2,897.546 8</b>	<b>2,897.546 8</b>	<b>0.1162</b>		<b>2,900.452 9</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.5 Building Construction - 2030**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.6191	138.4661	36.0492	0.5039	13.6388	0.1474	13.7862	3.9265	0.1408	4.0673		54,097.1192	54,097.1192	2.6512		54,163.4000
Worker	14.9791	7.3067	120.3961	0.4848	65.8363	0.3251	66.1614	17.4601	0.2990	17.7591		48,382.7927	48,382.7927	0.7814		48,402.3274
<b>Total</b>	<b>18.5982</b>	<b>145.7728</b>	<b>156.4453</b>	<b>0.9887</b>	<b>79.4751</b>	<b>0.4725</b>	<b>79.9476</b>	<b>21.3866</b>	<b>0.4399</b>	<b>21.8265</b>		<b>102,479.9119</b>	<b>102,479.9119</b>	<b>3.4326</b>		<b>102,565.7274</b>

**3.6 Paving - 2030**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3845	7.1202	15.8495	0.0281		0.3306	0.3306		0.3306	0.3306		2,656.5168	2,656.5168	0.1245		2,659.6302
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.3845</b>	<b>7.1202</b>	<b>15.8495</b>	<b>0.0281</b>		<b>0.3306</b>	<b>0.3306</b>		<b>0.3306</b>	<b>0.3306</b>		<b>2,656.5168</b>	<b>2,656.5168</b>	<b>0.1245</b>		<b>2,659.6302</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.6 Paving - 2030**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0382	0.0186	0.3066	1.2300e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		123.2159	123.2159	1.9900e-003		123.2657
<b>Total</b>	<b>0.0382</b>	<b>0.0186</b>	<b>0.3066</b>	<b>1.2300e-003</b>	<b>0.1677</b>	<b>8.3000e-004</b>	<b>0.1685</b>	<b>0.0445</b>	<b>7.6000e-004</b>	<b>0.0452</b>		<b>123.2159</b>	<b>123.2159</b>	<b>1.9900e-003</b>		<b>123.2657</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3845	7.1202	15.8495	0.0281		0.3306	0.3306		0.3306	0.3306	0.0000	2,656.5168	2,656.5168	0.1245		2,659.6302
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.3845</b>	<b>7.1202</b>	<b>15.8495</b>	<b>0.0281</b>		<b>0.3306</b>	<b>0.3306</b>		<b>0.3306</b>	<b>0.3306</b>	<b>0.0000</b>	<b>2,656.5168</b>	<b>2,656.5168</b>	<b>0.1245</b>		<b>2,659.6302</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.6 Paving - 2030**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0382	0.0186	0.3066	1.2300e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		123.2159	123.2159	1.9900e-003		123.2657
<b>Total</b>	<b>0.0382</b>	<b>0.0186</b>	<b>0.3066</b>	<b>1.2300e-003</b>	<b>0.1677</b>	<b>8.3000e-004</b>	<b>0.1685</b>	<b>0.0445</b>	<b>7.6000e-004</b>	<b>0.0452</b>		<b>123.2159</b>	<b>123.2159</b>	<b>1.9900e-003</b>		<b>123.2657</b>

**3.6 Paving - 2031**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3845	7.1202	15.8495	0.0281		0.3306	0.3306		0.3306	0.3306		2,656.5168	2,656.5168	0.1245		2,659.6302
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.3845</b>	<b>7.1202</b>	<b>15.8495</b>	<b>0.0281</b>		<b>0.3306</b>	<b>0.3306</b>		<b>0.3306</b>	<b>0.3306</b>		<b>2,656.5168</b>	<b>2,656.5168</b>	<b>0.1245</b>		<b>2,659.6302</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.6 Paving - 2031**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0353	0.0170	0.2888	1.2100e-003	0.1677	7.7000e-004	0.1684	0.0445	7.1000e-004	0.0452		120.6945	120.6945	1.8300e-003		120.7402
<b>Total</b>	<b>0.0353</b>	<b>0.0170</b>	<b>0.2888</b>	<b>1.2100e-003</b>	<b>0.1677</b>	<b>7.7000e-004</b>	<b>0.1684</b>	<b>0.0445</b>	<b>7.1000e-004</b>	<b>0.0452</b>		<b>120.6945</b>	<b>120.6945</b>	<b>1.8300e-003</b>		<b>120.7402</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3845	7.1202	15.8495	0.0281		0.3306	0.3306		0.3306	0.3306	0.0000	2,656.5168	2,656.5168	0.1245		2,659.6302
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.3845</b>	<b>7.1202</b>	<b>15.8495</b>	<b>0.0281</b>		<b>0.3306</b>	<b>0.3306</b>		<b>0.3306</b>	<b>0.3306</b>	<b>0.0000</b>	<b>2,656.5168</b>	<b>2,656.5168</b>	<b>0.1245</b>		<b>2,659.6302</b>



Redlands General Plan - South Coast AQMD Air District, Summer

**3.6 Paving - 2031**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0353	0.0170	0.2888	1.2100e-003	0.1677	7.7000e-004	0.1684	0.0445	7.1000e-004	0.0452		120.6945	120.6945	1.8300e-003		120.7402
<b>Total</b>	<b>0.0353</b>	<b>0.0170</b>	<b>0.2888</b>	<b>1.2100e-003</b>	<b>0.1677</b>	<b>7.7000e-004</b>	<b>0.1684</b>	<b>0.0445</b>	<b>7.1000e-004</b>	<b>0.0452</b>		<b>120.6945</b>	<b>120.6945</b>	<b>1.8300e-003</b>		<b>120.7402</b>

**3.6 Paving - 2032**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3845	7.1202	15.8495	0.0281		0.3306	0.3306		0.3306	0.3306		2,656.5168	2,656.5168	0.1245		2,659.6302
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.3845</b>	<b>7.1202</b>	<b>15.8495</b>	<b>0.0281</b>		<b>0.3306</b>	<b>0.3306</b>		<b>0.3306</b>	<b>0.3306</b>		<b>2,656.5168</b>	<b>2,656.5168</b>	<b>0.1245</b>		<b>2,659.6302</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.6 Paving - 2032**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0328	0.0156	0.2720	1.1800e-003	0.1677	7.2000e-004	0.1684	0.0445	6.6000e-004	0.0451		118.2883	118.2883	1.6700e-003		118.3302
<b>Total</b>	<b>0.0328</b>	<b>0.0156</b>	<b>0.2720</b>	<b>1.1800e-003</b>	<b>0.1677</b>	<b>7.2000e-004</b>	<b>0.1684</b>	<b>0.0445</b>	<b>6.6000e-004</b>	<b>0.0451</b>		<b>118.2883</b>	<b>118.2883</b>	<b>1.6700e-003</b>		<b>118.3302</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3845	7.1202	15.8495	0.0281		0.3306	0.3306		0.3306	0.3306	0.0000	2,656.5168	2,656.5168	0.1245		2,659.6302
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.3845</b>	<b>7.1202</b>	<b>15.8495</b>	<b>0.0281</b>		<b>0.3306</b>	<b>0.3306</b>		<b>0.3306</b>	<b>0.3306</b>	<b>0.0000</b>	<b>2,656.5168</b>	<b>2,656.5168</b>	<b>0.1245</b>		<b>2,659.6302</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.6 Paving - 2032**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0328	0.0156	0.2720	1.1800e-003	0.1677	7.2000e-004	0.1684	0.0445	6.6000e-004	0.0451		118.2883	118.2883	1.6700e-003		118.3302
<b>Total</b>	<b>0.0328</b>	<b>0.0156</b>	<b>0.2720</b>	<b>1.1800e-003</b>	<b>0.1677</b>	<b>7.2000e-004</b>	<b>0.1684</b>	<b>0.0445</b>	<b>6.6000e-004</b>	<b>0.0451</b>		<b>118.2883</b>	<b>118.2883</b>	<b>1.6700e-003</b>		<b>118.3302</b>

**3.7 Architectural Coating - 2032**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.2176					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328
<b>Total</b>	<b>13.3484</b>	<b>0.8563</b>	<b>1.7977</b>	<b>2.9700e-003</b>		<b>0.0203</b>	<b>0.0203</b>		<b>0.0203</b>	<b>0.0203</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0114</b>		<b>281.7328</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.7 Architectural Coating - 2032**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.5719	1.2256	21.3628	0.0931	13.1673	0.0567	13.2240	3.4920	0.0522	3.5442		9,289.574 9	9,289.574 9	0.1315		9,292.863 4
<b>Total</b>	<b>2.5719</b>	<b>1.2256</b>	<b>21.3628</b>	<b>0.0931</b>	<b>13.1673</b>	<b>0.0567</b>	<b>13.2240</b>	<b>3.4920</b>	<b>0.0522</b>	<b>3.5442</b>		<b>9,289.574 9</b>	<b>9,289.574 9</b>	<b>0.1315</b>		<b>9,292.863 4</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.2176					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328
<b>Total</b>	<b>13.3484</b>	<b>0.8563</b>	<b>1.7977</b>	<b>2.9700e-003</b>		<b>0.0203</b>	<b>0.0203</b>		<b>0.0203</b>	<b>0.0203</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0114</b>		<b>281.7328</b>

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**3.7 Architectural Coating - 2032**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.5719	1.2256	21.3628	0.0931	13.1673	0.0567	13.2240	3.4920	0.0522	3.5442		9,289.574 9	9,289.574 9	0.1315		9,292.863 4
<b>Total</b>	<b>2.5719</b>	<b>1.2256</b>	<b>21.3628</b>	<b>0.0931</b>	<b>13.1673</b>	<b>0.0567</b>	<b>13.2240</b>	<b>3.4920</b>	<b>0.0522</b>	<b>3.5442</b>		<b>9,289.574 9</b>	<b>9,289.574 9</b>	<b>0.1315</b>		<b>9,292.863 4</b>

**3.7 Architectural Coating - 2033**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.2176					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328
<b>Total</b>	<b>13.3484</b>	<b>0.8563</b>	<b>1.7977</b>	<b>2.9700e-003</b>		<b>0.0203</b>	<b>0.0203</b>		<b>0.0203</b>	<b>0.0203</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0114</b>		<b>281.7328</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.7 Architectural Coating - 2033**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.4005	1.1325	20.2363	0.0914	13.1673	0.0530	13.2203	3.4920	0.0488	3.5408		9,124.681 4	9,124.681 4	0.1214		9,127.715 9
<b>Total</b>	<b>2.4005</b>	<b>1.1325</b>	<b>20.2363</b>	<b>0.0914</b>	<b>13.1673</b>	<b>0.0530</b>	<b>13.2203</b>	<b>3.4920</b>	<b>0.0488</b>	<b>3.5408</b>		<b>9,124.681 4</b>	<b>9,124.681 4</b>	<b>0.1214</b>		<b>9,127.715 9</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.2176					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328
<b>Total</b>	<b>13.3484</b>	<b>0.8563</b>	<b>1.7977</b>	<b>2.9700e-003</b>		<b>0.0203</b>	<b>0.0203</b>		<b>0.0203</b>	<b>0.0203</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0114</b>		<b>281.7328</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.7 Architectural Coating - 2033**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.4005	1.1325	20.2363	0.0914	13.1673	0.0530	13.2203	3.4920	0.0488	3.5408		9,124.681 4	9,124.681 4	0.1214		9,127.715 9
<b>Total</b>	<b>2.4005</b>	<b>1.1325</b>	<b>20.2363</b>	<b>0.0914</b>	<b>13.1673</b>	<b>0.0530</b>	<b>13.2203</b>	<b>3.4920</b>	<b>0.0488</b>	<b>3.5408</b>		<b>9,124.681 4</b>	<b>9,124.681 4</b>	<b>0.1214</b>		<b>9,127.715 9</b>

**3.7 Architectural Coating - 2034**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.2176					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328
<b>Total</b>	<b>13.3484</b>	<b>0.8563</b>	<b>1.7977</b>	<b>2.9700e-003</b>		<b>0.0203</b>	<b>0.0203</b>		<b>0.0203</b>	<b>0.0203</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0114</b>		<b>281.7328</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**3.7 Architectural Coating - 2034**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.2550	1.0544	19.1495	0.0899	13.1673	0.0495	13.2168	3.4920	0.0455	3.5375		8,980.423 1	8,980.423 1	0.1117		8,983.215 8
<b>Total</b>	<b>2.2550</b>	<b>1.0544</b>	<b>19.1495</b>	<b>0.0899</b>	<b>13.1673</b>	<b>0.0495</b>	<b>13.2168</b>	<b>3.4920</b>	<b>0.0455</b>	<b>3.5375</b>		<b>8,980.423 1</b>	<b>8,980.423 1</b>	<b>0.1117</b>		<b>8,983.215 8</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.2176					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328
<b>Total</b>	<b>13.3484</b>	<b>0.8563</b>	<b>1.7977</b>	<b>2.9700e-003</b>		<b>0.0203</b>	<b>0.0203</b>		<b>0.0203</b>	<b>0.0203</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0114</b>		<b>281.7328</b>



Redlands General Plan - South Coast AQMD Air District, Summer

**3.7 Architectural Coating - 2034**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.2550	1.0544	19.1495	0.0899	13.1673	0.0495	13.2168	3.4920	0.0455	3.5375		8,980.423 1	8,980.423 1	0.1117		8,983.215 8
<b>Total</b>	<b>2.2550</b>	<b>1.0544</b>	<b>19.1495</b>	<b>0.0899</b>	<b>13.1673</b>	<b>0.0495</b>	<b>13.2168</b>	<b>3.4920</b>	<b>0.0455</b>	<b>3.5375</b>		<b>8,980.423 1</b>	<b>8,980.423 1</b>	<b>0.1117</b>		<b>8,983.215 8</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

Redlands General Plan - South Coast AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	126.3962	832.8635	846.8102	3.8461	324.6898	1.9502	326.6400	86.8385	1.8090	88.6475		398,078.8486	398,078.8486	18.8475		398,550.0357
Unmitigated	126.3962	832.8635	846.8102	3.8461	324.6898	1.9502	326.6400	86.8385	1.8090	88.6475		398,078.8486	398,078.8486	18.8475		398,550.0357

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Government (Civic Center)	0.00	0.00	0.00		
Research & Development	0.00	0.00	0.00		
Single Family Housing	44,772.56	44,772.56	44,772.56	38,461,420	38,461,420
Strip Mall	152,552.57	152,552.57	152,552.57	76,074,914	76,074,914
Apartments Mid Rise	10,678.44	10,728.81	10,728.81	38,065,624	38,065,624
<b>Total</b>	<b>208,003.57</b>	<b>208,053.94</b>	<b>208,053.94</b>	<b>152,601,958</b>	<b>152,601,958</b>

4.3 Trip Type Information

Redlands General Plan - South Coast AQMD Air District, Summer

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Government (Civic Center)	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Research & Development	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Single Family Housing	2.36	0.00	0.00	100.00	0.00	0.00	100	0	0
Strip Mall	0.00	1.37	0.00	0.00	100.00	0.00	100	0	0
Apartments Mid Rise	9.78	0.00	0.00	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.551603	0.041085	0.206475	0.110641	0.012172	0.005739	0.022664	0.039599	0.002222	0.001434	0.004920	0.000715	0.000730
Government (Civic Center)	0.551603	0.041085	0.206475	0.110641	0.012172	0.005739	0.022664	0.039599	0.002222	0.001434	0.004920	0.000715	0.000730
Research & Development	0.551603	0.041085	0.206475	0.110641	0.012172	0.005739	0.022664	0.039599	0.002222	0.001434	0.004920	0.000715	0.000730
General Light Industry	0.551603	0.041085	0.206475	0.110641	0.012172	0.005739	0.022664	0.039599	0.002222	0.001434	0.004920	0.000715	0.000730
Single Family Housing	0.551603	0.041085	0.206475	0.110641	0.012172	0.005739	0.022664	0.039599	0.002222	0.001434	0.004920	0.000715	0.000730
Strip Mall	0.551603	0.041085	0.206475	0.110641	0.012172	0.005739	0.022664	0.039599	0.002222	0.001434	0.004920	0.000715	0.000730
Apartments Mid Rise	0.551603	0.041085	0.206475	0.110641	0.012172	0.005739	0.022664	0.039599	0.002222	0.001434	0.004920	0.000715	0.000730

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Redlands General Plan - South Coast AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	10.9771	96.4720	59.4831	0.5988		7.5841	7.5841		7.5841	7.5841		119,749.6280	119,749.6280	2.2952	2.1954	120,461.2401
NaturalGas Unmitigated	10.9771	96.4720	59.4831	0.5988		7.5841	7.5841		7.5841	7.5841		119,749.6280	119,749.6280	2.2952	2.1954	120,461.2401

Redlands General Plan - South Coast AQMD Air District, Summer

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	85912.3	0.9265	7.9174	3.3691	0.0505		0.6401	0.6401		0.6401	0.6401		10,107.3311	10,107.3311	0.1937	0.1853	10,167.3939
General Light Industry	142684	1.5388	13.9887	11.7505	0.0839		1.0631	1.0631		1.0631	1.0631		16,786.4038	16,786.4038	0.3217	0.3078	16,886.1570
General Office Building	2875.22	0.0310	0.2819	0.2368	1.6900e-003		0.0214	0.0214		0.0214	0.0214		338.2617	338.2617	6.4800e-003	6.2000e-003	340.2718
Government (Civic Center)	1107.38	0.0119	0.1086	0.0912	6.5000e-004		8.2500e-003	8.2500e-003		8.2500e-003	8.2500e-003		130.2802	130.2802	2.5000e-003	2.3900e-003	131.0544
Research & Development	284751	3.0709	27.9168	23.4501	0.1675		2.1217	2.1217		2.1217	2.1217		33,500.1418	33,500.1418	0.6421	0.6142	33,699.2164
Single Family Housing	478371	5.1589	44.0852	18.7597	0.2814		3.5643	3.5643		3.5643	3.5643		56,278.9554	56,278.9554	1.0787	1.0318	56,613.3931
Strip Mall	22170.2	0.2391	2.1736	1.8258	0.0130		0.1652	0.1652		0.1652	0.1652		2,608.2540	2,608.2540	0.0500	0.0478	2,623.7536
<b>Total</b>		<b>10.9771</b>	<b>96.4720</b>	<b>59.4831</b>	<b>0.5987</b>		<b>7.5841</b>	<b>7.5841</b>		<b>7.5841</b>	<b>7.5841</b>		<b>119,749.6280</b>	<b>119,749.6280</b>	<b>2.2952</b>	<b>2.1954</b>	<b>120,461.2401</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	85.9123	0.9265	7.9174	3.3691	0.0505		0.6401	0.6401		0.6401	0.6401		10,107.3311	10,107.3311	0.1937	0.1853	10,167.3939
General Light Industry	142.684	1.5388	13.9887	11.7505	0.0839		1.0631	1.0631		1.0631	1.0631		16,786.4038	16,786.4038	0.3217	0.3078	16,886.1570
General Office Building	2.87522	0.0310	0.2819	0.2368	1.6900e-003		0.0214	0.0214		0.0214	0.0214		338.2617	338.2617	6.4800e-003	6.2000e-003	340.2718
Government (Civic Center)	1.10738	0.0119	0.1086	0.0912	6.5000e-004		8.2500e-003	8.2500e-003		8.2500e-003	8.2500e-003		130.2802	130.2802	2.5000e-003	2.3900e-003	131.0544
Research & Development	284.751	3.0709	27.9168	23.4501	0.1675		2.1217	2.1217		2.1217	2.1217		33,500.1418	33,500.1418	0.6421	0.6142	33,699.2164
Single Family Housing	478.371	5.1589	44.0852	18.7597	0.2814		3.5643	3.5643		3.5643	3.5643		56,278.9554	56,278.9554	1.0787	1.0318	56,613.3931
Strip Mall	22.1702	0.2391	2.1736	1.8258	0.0130		0.1652	0.1652		0.1652	0.1652		2,608.2540	2,608.2540	0.0500	0.0478	2,623.7536
<b>Total</b>		<b>10.9771</b>	<b>96.4720</b>	<b>59.4831</b>	<b>0.5987</b>		<b>7.5841</b>	<b>7.5841</b>		<b>7.5841</b>	<b>7.5841</b>		<b>119,749.6280</b>	<b>119,749.6280</b>	<b>2.2952</b>	<b>2.1954</b>	<b>120,461.2401</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Redlands General Plan - South Coast AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2,103.746 0	138.4771	3,771.147 3	8.3076		490.4333	490.4333		490.4333	490.4333	59,779.67 32	115,825.9 948	175,605.6 680	179.1820	4.0574	181,294.3 296
Unmitigated	2,103.746 0	138.4771	3,771.147 3	8.3076		490.4333	490.4333		490.4333	490.4333	59,779.67 32	115,825.9 948	175,605.6 680	179.1820	4.0574	181,294.3 296

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	39.8339					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	375.8288					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1,672.313 8	132.4158	3,245.577 8	8.2798		487.5103	487.5103		487.5103	487.5103	59,779.67 32	114,876.0 000	174,655.6 732	178.2745	4.0574	180,321.6 478
Landscaping	15.7696	6.0613	525.5695	0.0279		2.9230	2.9230		2.9230	2.9230		949.9948	949.9948	0.9075		972.6818
<b>Total</b>	<b>2,103.746 0</b>	<b>138.4771</b>	<b>3,771.147 3</b>	<b>8.3076</b>		<b>490.4333</b>	<b>490.4333</b>		<b>490.4333</b>	<b>490.4333</b>	<b>59,779.67 32</b>	<b>115,825.9 948</b>	<b>175,605.6 680</b>	<b>179.1820</b>	<b>4.0574</b>	<b>181,294.3 296</b>

Redlands General Plan - South Coast AQMD Air District, Summer

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	39.8339					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	375.8288					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1,672.3138	132.4158	3,245.5778	8.2798		487.5103	487.5103		487.5103	487.5103	59,779.6732	114,876.000	174,655.6732	178.2745	4.0574	180,321.6478
Landscaping	15.7696	6.0613	525.5695	0.0279		2.9230	2.9230		2.9230	2.9230		949.9948	949.9948	0.9075		972.6818
<b>Total</b>	<b>2,103.7460</b>	<b>138.4771</b>	<b>3,771.1473</b>	<b>8.3076</b>		<b>490.4333</b>	<b>490.4333</b>		<b>490.4333</b>	<b>490.4333</b>	<b>59,779.6732</b>	<b>115,825.9948</b>	<b>175,605.6680</b>	<b>179.1820</b>	<b>4.0574</b>	<b>181,294.3296</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

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Redlands General Plan - South Coast AQMD Air District, Summer

**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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Redlands General Plan - South Coast AQMD Air District, Winter

**Redlands General Plan**  
**South Coast AQMD Air District, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	300.70	1000sqft	6.90	300,704.00	0
Government (Civic Center)	115.82	1000sqft	2.66	115,815.00	0
Research & Development	3,192.08	1000sqft	73.28	3,192,082.00	0
General Light Industry	1,599.50	1000sqft	36.72	1,599,503.00	0
Single Family Housing	4,703.00	Dwelling Unit	1,526.95	8,465,400.00	12355
Strip Mall	3,628.75	1000sqft	83.30	3,628,748.00	0
Apartments Mid Rise	1,679.00	Dwelling Unit	44.18	1,679,000.00	4000

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	10			<b>Operational Year</b>	2035
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	702.44	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - Default

Land Use - Based on projected buildout and population identified in Project Description

Construction Phase - 2035 General Plan

Vehicle Trips - total net VMT = 61,920 daily

## Redlands General Plan - South Coast AQMD Air District, Winter

Table Name	Column Name	Default Value	New Value
tblLandUse	BuildingSpaceSquareFeet	3,192,080.00	3,192,082.00
tblLandUse	BuildingSpaceSquareFeet	1,599,500.00	1,599,503.00
tblLandUse	BuildingSpaceSquareFeet	3,628,750.00	3,628,748.00
tblLandUse	LandUseSquareFeet	3,192,080.00	3,192,082.00
tblLandUse	LandUseSquareFeet	1,599,500.00	1,599,503.00
tblLandUse	LandUseSquareFeet	3,628,750.00	3,628,748.00
tblLandUse	Population	13,451.00	12,355.00
tblLandUse	Population	4,802.00	4,000.00
tblProjectCharacteristics	OperationalYear	2018	2035
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	1.37
tblVehicleTrips	CC_TTP	28.00	0.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CC_TTP	20.00	0.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CC_TTP	64.40	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00

## Redlands General Plan - South Coast AQMD Air District, Winter

tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	5.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	75.00	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	16.60	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	34.00	0.00
tblVehicleTrips	DV_TP	15.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TL	5.90	0.00

## Redlands General Plan - South Coast AQMD Air District, Winter

tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	2.36
tblVehicleTrips	HW_TL	14.70	9.78
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	HW_TTP	40.20	100.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	16.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	PR_TP	77.00	0.00
tblVehicleTrips	PR_TP	50.00	0.00
tblVehicleTrips	PR_TP	82.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	ST_TR	9.91	9.52
tblVehicleTrips	SU_TR	8.62	9.52
tblVehicleTrips	SU_TR	20.43	42.04
tblVehicleTrips	SU_TR	5.86	6.39
tblVehicleTrips	WD_TR	44.32	42.04
tblVehicleTrips	WD_TR	6.65	6.36

Redlands General Plan - South Coast AQMD Air District, Winter

**2.0 Emissions Summary**

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	4.2018	42.8204	23.7897	0.0406	0.1677	2.1948	2.3625	0.0445	2.0438	2.0883	0.0000	4,100.3305	4,100.3305	1.0796	0.0000	4,127.3205
2018	3.8069	38.3860	22.9852	0.0405	0.1677	1.9399	2.1076	0.0445	1.8061	1.8505	0.0000	4,042.8684	4,042.8684	1.0726	0.0000	4,069.6822
2019	3.5933	35.8390	22.6681	0.0405	0.1677	1.7962	1.9639	0.0445	1.6709	1.7153	0.0000	3,982.5977	3,982.5977	1.0670	0.0000	4,009.2729
2020	4.1653	42.4773	22.3053	0.0404	18.2675	2.1989	20.4664	9.9840	2.0230	12.0071	0.0000	3,908.2597	3,908.2597	1.1974	0.0000	3,934.8235
2021	3.9712	40.5510	21.7636	0.0399	18.2675	2.0459	20.3134	9.9840	1.8823	11.8663	0.0000	3,872.0771	3,872.0771	1.1970	0.0000	3,902.0024
2022	3.7116	38.8976	29.6665	0.0641	18.2675	1.6365	19.8815	9.9840	1.5056	11.4689	0.0000	6,211.1178	6,211.1178	1.9492	0.0000	6,259.8485
2023	3.4035	34.5646	28.6272	0.0640	8.8969	1.4261	10.3229	3.6558	1.3120	4.9678	0.0000	6,203.7370	6,203.7370	1.9488	0.0000	6,252.4558
2024	3.2958	32.4216	28.2598	0.0639	8.8969	1.3369	10.2338	3.6558	1.2300	4.8858	0.0000	6,195.6732	6,195.6732	1.9478	0.0000	6,244.3684
2025	27.3192	167.8145	205.6129	1.0560	79.4748	1.1377	80.6125	21.3865	1.0637	22.4502	0.0000	108,876.5615	108,876.5615	4.7478	0.0000	108,995.2574
2026	26.2903	165.5187	195.0874	1.0343	79.4749	1.1195	80.5944	21.3865	1.0468	22.4333	0.0000	106,726.2474	106,726.2474	4.6028	0.0000	106,841.3178
2027	25.2868	163.3612	185.7773	1.0151	79.4749	1.0927	80.5677	21.3865	1.0220	22.4085	0.0000	104,825.9203	104,825.9203	4.4678	0.0000	104,937.6146
2028	24.2515	161.5222	177.6917	0.9983	79.4750	1.0602	80.5352	21.3865	0.9919	22.3785	0.0000	103,160.8542	103,160.8542	4.3476	0.0000	103,269.5450
2029	23.0950	159.7300	169.7487	0.9834	79.4751	1.0305	80.5056	21.3866	0.9645	22.3510	0.0000	101,682.7345	101,682.7345	4.2345	0.0000	101,788.5971

Redlands General Plan - South Coast AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2030	21.8611	153.4820	162.5633	0.9741	79.4751	0.6242	80.0993	21.3866	0.5914	21.9780	0.0000	100,709.8952	100,709.8952	3.6458	0.0000	100,801.0400
2031	1.4240	7.1388	16.1050	0.0292	0.1677	0.3314	0.4991	0.0445	0.3313	0.3758	0.0000	2,769.2707	2,769.2707	0.1262	0.0000	2,772.4263
2032	16.2306	7.1372	20.6616	0.0899	13.1673	0.3314	13.2443	3.4920	0.3313	3.5645	0.0000	8,958.3353	8,958.3353	0.1327	0.0000	8,961.6537
2033	16.0421	2.0886	19.6366	0.0883	13.1673	0.0733	13.2406	3.4920	0.0691	3.5611	0.0000	8,802.9001	8,802.9001	0.1232	0.0000	8,805.9811
2034	15.8830	2.0029	18.6490	0.0869	13.1673	0.0698	13.2371	3.4920	0.0658	3.5579	0.0000	8,666.8282	8,666.8282	0.1142	0.0000	8,669.6834
<b>Maximum</b>	<b>27.3192</b>	<b>167.8145</b>	<b>205.6129</b>	<b>1.0560</b>	<b>79.4751</b>	<b>2.1989</b>	<b>80.6125</b>	<b>21.3866</b>	<b>2.0438</b>	<b>22.4502</b>	<b>0.0000</b>	<b>108,876.5615</b>	<b>108,876.5615</b>	<b>4.7478</b>	<b>0.0000</b>	<b>108,995.2574</b>

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	4.2018	42.8204	23.7897	0.0406	0.1677	2.1948	2.3625	0.0445	2.0438	2.0883	0.0000	4,100.3305	4,100.3305	1.0796	0.0000	4,127.3205
2018	3.8069	38.3860	22.9852	0.0405	0.1677	1.9399	2.1076	0.0445	1.8061	1.8505	0.0000	4,042.8684	4,042.8684	1.0726	0.0000	4,069.6822
2019	3.5933	35.8390	22.6681	0.0405	0.1677	1.7962	1.9639	0.0445	1.6709	1.7153	0.0000	3,982.5977	3,982.5977	1.0670	0.0000	4,009.2729
2020	4.1653	42.4773	22.3053	0.0404	18.2675	2.1989	20.4664	9.9840	2.0230	12.0071	0.0000	3,908.2597	3,908.2597	1.1974	0.0000	3,934.8235
2021	3.9712	40.5510	21.7636	0.0399	18.2675	2.0459	20.3134	9.9840	1.8823	11.8663	0.0000	3,872.0771	3,872.0771	1.1970	0.0000	3,902.0024
2022	3.7116	38.8976	29.6665	0.0641	18.2675	1.6365	19.8815	9.9840	1.5056	11.4689	0.0000	6,211.1178	6,211.1178	1.9492	0.0000	6,259.8485





Redlands General Plan - South Coast AQMD Air District, Winter

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2,103.746 0	138.4771	3,771.147 3	8.3076		490.4333	490.4333		490.4333	490.4333	59,779.67 32	115,825.9 948	175,605.6 680	179.1820	4.0574	181,294.3 296
Energy	10.9771	96.4720	59.4831	0.5988		7.5841	7.5841		7.5841	7.5841		119,749.6 280	119,749.6 280	2.2952	2.1954	120,461.2 401
Mobile	117.0324	821.7571	859.1539	3.6077	324.6898	1.9668	326.6566	86.8385	1.8248	88.6634		373,262.0 162	373,262.0 162	19.9045		373,759.6 291
<b>Total</b>	<b>2,231.755 4</b>	<b>1,056.706 2</b>	<b>4,689.784 4</b>	<b>12.5140</b>	<b>324.6898</b>	<b>499.9842</b>	<b>824.6740</b>	<b>86.8385</b>	<b>499.8423</b>	<b>586.6808</b>	<b>59,779.67 32</b>	<b>608,837.6 390</b>	<b>668,617.3 122</b>	<b>201.3817</b>	<b>6.2528</b>	<b>675,515.1 989</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2,103.746 0	138.4771	3,771.147 3	8.3076		490.4333	490.4333		490.4333	490.4333	59,779.67 32	115,825.9 948	175,605.6 680	179.1820	4.0574	181,294.3 296
Energy	10.9771	96.4720	59.4831	0.5988		7.5841	7.5841		7.5841	7.5841		119,749.6 280	119,749.6 280	2.2952	2.1954	120,461.2 401
Mobile	117.0324	821.7571	859.1539	3.6077	324.6898	1.9668	326.6566	86.8385	1.8248	88.6634		373,262.0 162	373,262.0 162	19.9045		373,759.6 291
<b>Total</b>	<b>2,231.755 4</b>	<b>1,056.706 2</b>	<b>4,689.784 4</b>	<b>12.5140</b>	<b>324.6898</b>	<b>499.9842</b>	<b>824.6740</b>	<b>86.8385</b>	<b>499.8423</b>	<b>586.6808</b>	<b>59,779.67 32</b>	<b>608,837.6 390</b>	<b>668,617.3 122</b>	<b>201.3817</b>	<b>6.2528</b>	<b>675,515.1 989</b>

Redlands General Plan - South Coast AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/7/2017	7/1/2020	5	10000	
2	Site Preparation	Site Preparation	7/2/2020	8/11/2022	5	6000	
3	Grading	Grading	8/12/2022	10/31/2025	5	15500	
4	Building Construction	Building Construction	11/1/2025	5/1/2030	5	155000	
5	Paving	Paving	5/2/2030	9/29/2032	5	11000	
6	Architectural Coating	Architectural Coating	9/30/2032	11/23/2034	5	11000	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 38750

Acres of Paving: 0

Residential Indoor: 20,542,410; Residential Outdoor: 6,847,470; Non-Residential Indoor: 13,255,278; Non-Residential Outdoor: 4,418,426;  
 Striped Parking Area: 0 (Architectural Coating – sqft)

#### OffRoad Equipment

## Redlands General Plan - South Coast AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Redlands General Plan - South Coast AQMD Air District, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	5,890.00	2,131.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1,178.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.1031	42.7475	23.0122	0.0388		2.1935	2.1935		2.0425	2.0425		3,924.2833	3,924.2833	1.0730		3,951.1070
<b>Total</b>	<b>4.1031</b>	<b>42.7475</b>	<b>23.0122</b>	<b>0.0388</b>		<b>2.1935</b>	<b>2.1935</b>		<b>2.0425</b>	<b>2.0425</b>		<b>3,924.2833</b>	<b>3,924.2833</b>	<b>1.0730</b>		<b>3,951.1070</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.2 Demolition - 2017**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0987	0.0729	0.7775	1.7700e-003	0.1677	1.3800e-003	0.1691	0.0445	1.2800e-003	0.0457		176.0472	176.0472	6.6600e-003		176.2136
<b>Total</b>	<b>0.0987</b>	<b>0.0729</b>	<b>0.7775</b>	<b>1.7700e-003</b>	<b>0.1677</b>	<b>1.3800e-003</b>	<b>0.1691</b>	<b>0.0445</b>	<b>1.2800e-003</b>	<b>0.0457</b>		<b>176.0472</b>	<b>176.0472</b>	<b>6.6600e-003</b>		<b>176.2136</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.1031	42.7475	23.0122	0.0388		2.1935	2.1935		2.0425	2.0425	0.0000	3,924.2833	3,924.2833	1.0730		3,951.1070
<b>Total</b>	<b>4.1031</b>	<b>42.7475</b>	<b>23.0122</b>	<b>0.0388</b>		<b>2.1935</b>	<b>2.1935</b>		<b>2.0425</b>	<b>2.0425</b>	<b>0.0000</b>	<b>3,924.2833</b>	<b>3,924.2833</b>	<b>1.0730</b>		<b>3,951.1070</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.2 Demolition - 2017**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0987	0.0729	0.7775	1.7700e-003	0.1677	1.3800e-003	0.1691	0.0445	1.2800e-003	0.0457		176.0472	176.0472	6.6600e-003		176.2136
<b>Total</b>	<b>0.0987</b>	<b>0.0729</b>	<b>0.7775</b>	<b>1.7700e-003</b>	<b>0.1677</b>	<b>1.3800e-003</b>	<b>0.1691</b>	<b>0.0445</b>	<b>1.2800e-003</b>	<b>0.0457</b>		<b>176.0472</b>	<b>176.0472</b>	<b>6.6600e-003</b>		<b>176.2136</b>

**3.2 Demolition - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.7190	38.3225	22.3040	0.0388		1.9386	1.9386		1.8048	1.8048		3,871.7665	3,871.7665	1.0667		3,898.4344
<b>Total</b>	<b>3.7190</b>	<b>38.3225</b>	<b>22.3040</b>	<b>0.0388</b>		<b>1.9386</b>	<b>1.9386</b>		<b>1.8048</b>	<b>1.8048</b>		<b>3,871.7665</b>	<b>3,871.7665</b>	<b>1.0667</b>		<b>3,898.4344</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.2 Demolition - 2018**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0879	0.0635	0.6811	1.7200e-003	0.1677	1.3400e-003	0.1690	0.0445	1.2300e-003	0.0457		171.1019	171.1019	5.8400e-003		171.2479
<b>Total</b>	<b>0.0879</b>	<b>0.0635</b>	<b>0.6811</b>	<b>1.7200e-003</b>	<b>0.1677</b>	<b>1.3400e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.2300e-003</b>	<b>0.0457</b>		<b>171.1019</b>	<b>171.1019</b>	<b>5.8400e-003</b>		<b>171.2479</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.7190	38.3225	22.3040	0.0388		1.9386	1.9386		1.8048	1.8048	0.0000	3,871.7665	3,871.7665	1.0667		3,898.4344
<b>Total</b>	<b>3.7190</b>	<b>38.3225</b>	<b>22.3040</b>	<b>0.0388</b>		<b>1.9386</b>	<b>1.9386</b>		<b>1.8048</b>	<b>1.8048</b>	<b>0.0000</b>	<b>3,871.7665</b>	<b>3,871.7665</b>	<b>1.0667</b>		<b>3,898.4344</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.2 Demolition - 2018**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0879	0.0635	0.6811	1.7200e-003	0.1677	1.3400e-003	0.1690	0.0445	1.2300e-003	0.0457		171.1019	171.1019	5.8400e-003		171.2479
<b>Total</b>	<b>0.0879</b>	<b>0.0635</b>	<b>0.6811</b>	<b>1.7200e-003</b>	<b>0.1677</b>	<b>1.3400e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.2300e-003</b>	<b>0.0457</b>		<b>171.1019</b>	<b>171.1019</b>	<b>5.8400e-003</b>		<b>171.2479</b>

**3.2 Demolition - 2019**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697		3,816.8994	3,816.8994	1.0618		3,843.4451
<b>Total</b>	<b>3.5134</b>	<b>35.7830</b>	<b>22.0600</b>	<b>0.0388</b>		<b>1.7949</b>	<b>1.7949</b>		<b>1.6697</b>	<b>1.6697</b>		<b>3,816.8994</b>	<b>3,816.8994</b>	<b>1.0618</b>		<b>3,843.4451</b>



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**3.2 Demolition - 2019**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0800	0.0560	0.6081	1.6600e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2000e-003	0.0457		165.6984	165.6984	5.1800e-003		165.8278
<b>Total</b>	<b>0.0800</b>	<b>0.0560</b>	<b>0.6081</b>	<b>1.6600e-003</b>	<b>0.1677</b>	<b>1.3000e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.2000e-003</b>	<b>0.0457</b>		<b>165.6984</b>	<b>165.6984</b>	<b>5.1800e-003</b>		<b>165.8278</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.5134	35.7830	22.0600	0.0388		1.7949	1.7949		1.6697	1.6697	0.0000	3,816.8994	3,816.8994	1.0618		3,843.4451
<b>Total</b>	<b>3.5134</b>	<b>35.7830</b>	<b>22.0600</b>	<b>0.0388</b>		<b>1.7949</b>	<b>1.7949</b>		<b>1.6697</b>	<b>1.6697</b>	<b>0.0000</b>	<b>3,816.8994</b>	<b>3,816.8994</b>	<b>1.0618</b>		<b>3,843.4451</b>

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**3.2 Demolition - 2019**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0800	0.0560	0.6081	1.6600e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2000e-003	0.0457		165.6984	165.6984	5.1800e-003		165.8278
<b>Total</b>	<b>0.0800</b>	<b>0.0560</b>	<b>0.6081</b>	<b>1.6600e-003</b>	<b>0.1677</b>	<b>1.3000e-003</b>	<b>0.1690</b>	<b>0.0445</b>	<b>1.2000e-003</b>	<b>0.0457</b>		<b>165.6984</b>	<b>165.6984</b>	<b>5.1800e-003</b>		<b>165.8278</b>

**3.2 Demolition - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419		3,747.7049	3,747.7049	1.0580		3,774.1536
<b>Total</b>	<b>3.3121</b>	<b>33.2010</b>	<b>21.7532</b>	<b>0.0388</b>		<b>1.6587</b>	<b>1.6587</b>		<b>1.5419</b>	<b>1.5419</b>		<b>3,747.7049</b>	<b>3,747.7049</b>	<b>1.0580</b>		<b>3,774.1536</b>

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**3.2 Demolition - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0500	0.5521	1.6100e-003	0.1677	1.2700e-003	0.1689	0.0445	1.1700e-003	0.0456		160.5547	160.5547	4.6000e-003		160.6699
<b>Total</b>	<b>0.0740</b>	<b>0.0500</b>	<b>0.5521</b>	<b>1.6100e-003</b>	<b>0.1677</b>	<b>1.2700e-003</b>	<b>0.1689</b>	<b>0.0445</b>	<b>1.1700e-003</b>	<b>0.0456</b>		<b>160.5547</b>	<b>160.5547</b>	<b>4.6000e-003</b>		<b>160.6699</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419	0.0000	3,747.7049	3,747.7049	1.0580		3,774.1536
<b>Total</b>	<b>3.3121</b>	<b>33.2010</b>	<b>21.7532</b>	<b>0.0388</b>		<b>1.6587</b>	<b>1.6587</b>		<b>1.5419</b>	<b>1.5419</b>	<b>0.0000</b>	<b>3,747.7049</b>	<b>3,747.7049</b>	<b>1.0580</b>		<b>3,774.1536</b>

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**3.2 Demolition - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0500	0.5521	1.6100e-003	0.1677	1.2700e-003	0.1689	0.0445	1.1700e-003	0.0456		160.5547	160.5547	4.6000e-003		160.6699
<b>Total</b>	<b>0.0740</b>	<b>0.0500</b>	<b>0.5521</b>	<b>1.6100e-003</b>	<b>0.1677</b>	<b>1.2700e-003</b>	<b>0.1689</b>	<b>0.0445</b>	<b>1.1700e-003</b>	<b>0.0456</b>		<b>160.5547</b>	<b>160.5547</b>	<b>4.6000e-003</b>		<b>160.6699</b>

**3.3 Site Preparation - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
<b>Total</b>	<b>4.0765</b>	<b>42.4173</b>	<b>21.5136</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.1974</b>	<b>20.2637</b>	<b>9.9307</b>	<b>2.0216</b>	<b>11.9523</b>		<b>3,685.1016</b>	<b>3,685.1016</b>	<b>1.1918</b>		<b>3,714.8975</b>

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**3.3 Site Preparation - 2020**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0888	0.0599	0.6626	1.9300e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		192.6657	192.6657	5.5300e-003		192.8038
<b>Total</b>	<b>0.0888</b>	<b>0.0599</b>	<b>0.6626</b>	<b>1.9300e-003</b>	<b>0.2012</b>	<b>1.5300e-003</b>	<b>0.2027</b>	<b>0.0534</b>	<b>1.4100e-003</b>	<b>0.0548</b>		<b>192.6657</b>	<b>192.6657</b>	<b>5.5300e-003</b>		<b>192.8038</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
<b>Total</b>	<b>4.0765</b>	<b>42.4173</b>	<b>21.5136</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.1974</b>	<b>20.2637</b>	<b>9.9307</b>	<b>2.0216</b>	<b>11.9523</b>	<b>0.0000</b>	<b>3,685.1016</b>	<b>3,685.1016</b>	<b>1.1918</b>		<b>3,714.8975</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.3 Site Preparation - 2020**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0888	0.0599	0.6626	1.9300e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		192.6657	192.6657	5.5300e-003		192.8038
<b>Total</b>	<b>0.0888</b>	<b>0.0599</b>	<b>0.6626</b>	<b>1.9300e-003</b>	<b>0.2012</b>	<b>1.5300e-003</b>	<b>0.2027</b>	<b>0.0534</b>	<b>1.4100e-003</b>	<b>0.0548</b>		<b>192.6657</b>	<b>192.6657</b>	<b>5.5300e-003</b>		<b>192.8038</b>

**3.3 Site Preparation - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.0445</b>	<b>20.1107</b>	<b>9.9307</b>	<b>1.8809</b>	<b>11.8116</b>		<b>3,685.6569</b>	<b>3,685.6569</b>	<b>1.1920</b>		<b>3,715.4573</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.3 Site Preparation - 2021**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0830	0.0539	0.6094	1.8700e-003	0.2012	1.4800e-003	0.2027	0.0534	1.3600e-003	0.0547		186.4202	186.4202	5.0000e-003		186.5451
<b>Total</b>	<b>0.0830</b>	<b>0.0539</b>	<b>0.6094</b>	<b>1.8700e-003</b>	<b>0.2012</b>	<b>1.4800e-003</b>	<b>0.2027</b>	<b>0.0534</b>	<b>1.3600e-003</b>	<b>0.0547</b>		<b>186.4202</b>	<b>186.4202</b>	<b>5.0000e-003</b>		<b>186.5451</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
<b>Total</b>	<b>3.8882</b>	<b>40.4971</b>	<b>21.1543</b>	<b>0.0380</b>	<b>18.0663</b>	<b>2.0445</b>	<b>20.1107</b>	<b>9.9307</b>	<b>1.8809</b>	<b>11.8116</b>	<b>0.0000</b>	<b>3,685.6569</b>	<b>3,685.6569</b>	<b>1.1920</b>		<b>3,715.4573</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.3 Site Preparation - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0830	0.0539	0.6094	1.8700e-003	0.2012	1.4800e-003	0.2027	0.0534	1.3600e-003	0.0547		186.4202	186.4202	5.0000e-003		186.5451
<b>Total</b>	<b>0.0830</b>	<b>0.0539</b>	<b>0.6094</b>	<b>1.8700e-003</b>	<b>0.2012</b>	<b>1.4800e-003</b>	<b>0.2027</b>	<b>0.0534</b>	<b>1.3600e-003</b>	<b>0.0547</b>		<b>186.4202</b>	<b>186.4202</b>	<b>5.0000e-003</b>		<b>186.5451</b>

**3.3 Site Preparation - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
<b>Total</b>	<b>3.1701</b>	<b>33.0835</b>	<b>19.6978</b>	<b>0.0380</b>	<b>18.0663</b>	<b>1.6126</b>	<b>19.6788</b>	<b>9.9307</b>	<b>1.4836</b>	<b>11.4143</b>		<b>3,686.0619</b>	<b>3,686.0619</b>	<b>1.1922</b>		<b>3,715.8655</b>



Redlands General Plan - South Coast AQMD Air District, Winter

**3.3 Site Preparation - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0781	0.0487	0.5625	1.8000e-003	0.2012	1.4400e-003	0.2026	0.0534	1.3200e-003	0.0547		179.7366	179.7366	4.5100e-003		179.8494
<b>Total</b>	<b>0.0781</b>	<b>0.0487</b>	<b>0.5625</b>	<b>1.8000e-003</b>	<b>0.2012</b>	<b>1.4400e-003</b>	<b>0.2026</b>	<b>0.0534</b>	<b>1.3200e-003</b>	<b>0.0547</b>		<b>179.7366</b>	<b>179.7366</b>	<b>4.5100e-003</b>		<b>179.8494</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
<b>Total</b>	<b>3.1701</b>	<b>33.0835</b>	<b>19.6978</b>	<b>0.0380</b>	<b>18.0663</b>	<b>1.6126</b>	<b>19.6788</b>	<b>9.9307</b>	<b>1.4836</b>	<b>11.4143</b>	<b>0.0000</b>	<b>3,686.0619</b>	<b>3,686.0619</b>	<b>1.1922</b>		<b>3,715.8655</b>

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**3.3 Site Preparation - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0781	0.0487	0.5625	1.8000e-003	0.2012	1.4400e-003	0.2026	0.0534	1.3200e-003	0.0547		179.7366	179.7366	4.5100e-003		179.8494
<b>Total</b>	<b>0.0781</b>	<b>0.0487</b>	<b>0.5625</b>	<b>1.8000e-003</b>	<b>0.2012</b>	<b>1.4400e-003</b>	<b>0.2026</b>	<b>0.0534</b>	<b>1.3200e-003</b>	<b>0.0547</b>		<b>179.7366</b>	<b>179.7366</b>	<b>4.5100e-003</b>		<b>179.8494</b>

**3.4 Grading - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>		<b>6,011.4105</b>	<b>6,011.4105</b>	<b>1.9442</b>		<b>6,060.0158</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.4 Grading - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0868	0.0541	0.6250	2.0000e-003	0.2236	1.6000e-003	0.2252	0.0593	1.4700e-003	0.0608		199.7073	199.7073	5.0100e-003		199.8326
<b>Total</b>	<b>0.0868</b>	<b>0.0541</b>	<b>0.6250</b>	<b>2.0000e-003</b>	<b>0.2236</b>	<b>1.6000e-003</b>	<b>0.2252</b>	<b>0.0593</b>	<b>1.4700e-003</b>	<b>0.0608</b>		<b>199.7073</b>	<b>199.7073</b>	<b>5.0100e-003</b>		<b>199.8326</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
<b>Total</b>	<b>3.6248</b>	<b>38.8435</b>	<b>29.0415</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.6349</b>	<b>10.3082</b>	<b>3.5965</b>	<b>1.5041</b>	<b>5.1006</b>	<b>0.0000</b>	<b>6,011.4105</b>	<b>6,011.4105</b>	<b>1.9442</b>		<b>6,060.0158</b>

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**3.4 Grading - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0868	0.0541	0.6250	2.0000e-003	0.2236	1.6000e-003	0.2252	0.0593	1.4700e-003	0.0608		199.7073	199.7073	5.0100e-003		199.8326
<b>Total</b>	<b>0.0868</b>	<b>0.0541</b>	<b>0.6250</b>	<b>2.0000e-003</b>	<b>0.2236</b>	<b>1.6000e-003</b>	<b>0.2252</b>	<b>0.0593</b>	<b>1.4700e-003</b>	<b>0.0608</b>		<b>199.7073</b>	<b>199.7073</b>	<b>5.0100e-003</b>		<b>199.8326</b>

**3.4 Grading - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105		6,011.4777	6,011.4777	1.9442		6,060.0836
<b>Total</b>	<b>3.3217</b>	<b>34.5156</b>	<b>28.0512</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.4245</b>	<b>10.0978</b>	<b>3.5965</b>	<b>1.3105</b>	<b>4.9070</b>		<b>6,011.4777</b>	<b>6,011.4777</b>	<b>1.9442</b>		<b>6,060.0836</b>

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**3.4 Grading - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0818	0.0490	0.5760	1.9300e-003	0.2236	1.5600e-003	0.2251	0.0593	1.4300e-003	0.0607		192.2593	192.2593	4.5200e-003		192.3722
<b>Total</b>	<b>0.0818</b>	<b>0.0490</b>	<b>0.5760</b>	<b>1.9300e-003</b>	<b>0.2236</b>	<b>1.5600e-003</b>	<b>0.2251</b>	<b>0.0593</b>	<b>1.4300e-003</b>	<b>0.0607</b>		<b>192.2593</b>	<b>192.2593</b>	<b>4.5200e-003</b>		<b>192.3722</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.3217	34.5156	28.0512	0.0621		1.4245	1.4245		1.3105	1.3105	0.0000	6,011.4777	6,011.4777	1.9442		6,060.0836
<b>Total</b>	<b>3.3217</b>	<b>34.5156</b>	<b>28.0512</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.4245</b>	<b>10.0978</b>	<b>3.5965</b>	<b>1.3105</b>	<b>4.9070</b>	<b>0.0000</b>	<b>6,011.4777</b>	<b>6,011.4777</b>	<b>1.9442</b>		<b>6,060.0836</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.4 Grading - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0818	0.0490	0.5760	1.9300e-003	0.2236	1.5600e-003	0.2251	0.0593	1.4300e-003	0.0607		192.2593	192.2593	4.5200e-003		192.3722
<b>Total</b>	<b>0.0818</b>	<b>0.0490</b>	<b>0.5760</b>	<b>1.9300e-003</b>	<b>0.2236</b>	<b>1.5600e-003</b>	<b>0.2251</b>	<b>0.0593</b>	<b>1.4300e-003</b>	<b>0.0607</b>		<b>192.2593</b>	<b>192.2593</b>	<b>4.5200e-003</b>		<b>192.3722</b>

**3.4 Grading - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621		1.3354	1.3354		1.2286	1.2286		6,009.7487	6,009.7487	1.9437		6,058.3405
<b>Total</b>	<b>3.2181</b>	<b>32.3770</b>	<b>27.7228</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.3354</b>	<b>10.0087</b>	<b>3.5965</b>	<b>1.2286</b>	<b>4.8251</b>		<b>6,009.7487</b>	<b>6,009.7487</b>	<b>1.9437</b>		<b>6,058.3405</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.4 Grading - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0777	0.0446	0.5370	1.8600e-003	0.2236	1.5400e-003	0.2251	0.0593	1.4100e-003	0.0607		185.9245	185.9245	4.1400e-003		186.0279
<b>Total</b>	<b>0.0777</b>	<b>0.0446</b>	<b>0.5370</b>	<b>1.8600e-003</b>	<b>0.2236</b>	<b>1.5400e-003</b>	<b>0.2251</b>	<b>0.0593</b>	<b>1.4100e-003</b>	<b>0.0607</b>		<b>185.9245</b>	<b>185.9245</b>	<b>4.1400e-003</b>		<b>186.0279</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.2181	32.3770	27.7228	0.0621		1.3354	1.3354		1.2286	1.2286	0.0000	6,009.7487	6,009.7487	1.9437		6,058.3405
<b>Total</b>	<b>3.2181</b>	<b>32.3770</b>	<b>27.7228</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.3354</b>	<b>10.0087</b>	<b>3.5965</b>	<b>1.2286</b>	<b>4.8251</b>	<b>0.0000</b>	<b>6,009.7487</b>	<b>6,009.7487</b>	<b>1.9437</b>		<b>6,058.3405</b>

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**3.4 Grading - 2024**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0777	0.0446	0.5370	1.8600e-003	0.2236	1.5400e-003	0.2251	0.0593	1.4100e-003	0.0607		185.9245	185.9245	4.1400e-003		186.0279
<b>Total</b>	<b>0.0777</b>	<b>0.0446</b>	<b>0.5370</b>	<b>1.8600e-003</b>	<b>0.2236</b>	<b>1.5400e-003</b>	<b>0.2251</b>	<b>0.0593</b>	<b>1.4100e-003</b>	<b>0.0607</b>		<b>185.9245</b>	<b>185.9245</b>	<b>4.1400e-003</b>		<b>186.0279</b>

**3.4 Grading - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404		6,008.2814	6,008.2814	1.9432		6,056.8614
<b>Total</b>	<b>2.9012</b>	<b>27.9429</b>	<b>26.3311</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.1309</b>	<b>9.8042</b>	<b>3.5965</b>	<b>1.0404</b>	<b>4.6369</b>		<b>6,008.2814</b>	<b>6,008.2814</b>	<b>1.9432</b>		<b>6,056.8614</b>



Redlands General Plan - South Coast AQMD Air District, Winter

**3.4 Grading - 2025**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0408	0.4986	1.7900e-003	0.2236	1.5100e-003	0.2251	0.0593	1.3900e-003	0.0607		178.6007	178.6007	3.7700e-003		178.6949
<b>Total</b>	<b>0.0740</b>	<b>0.0408</b>	<b>0.4986</b>	<b>1.7900e-003</b>	<b>0.2236</b>	<b>1.5100e-003</b>	<b>0.2251</b>	<b>0.0593</b>	<b>1.3900e-003</b>	<b>0.0607</b>		<b>178.6007</b>	<b>178.6007</b>	<b>3.7700e-003</b>		<b>178.6949</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404	0.0000	6,008.2814	6,008.2814	1.9432		6,056.8614
<b>Total</b>	<b>2.9012</b>	<b>27.9429</b>	<b>26.3311</b>	<b>0.0621</b>	<b>8.6733</b>	<b>1.1309</b>	<b>9.8042</b>	<b>3.5965</b>	<b>1.0404</b>	<b>4.6369</b>	<b>0.0000</b>	<b>6,008.2814</b>	<b>6,008.2814</b>	<b>1.9432</b>		<b>6,056.8614</b>

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**3.4 Grading - 2025**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0408	0.4986	1.7900e-003	0.2236	1.5100e-003	0.2251	0.0593	1.3900e-003	0.0607		178.6007	178.6007	3.7700e-003		178.6949
<b>Total</b>	<b>0.0740</b>	<b>0.0408</b>	<b>0.4986</b>	<b>1.7900e-003</b>	<b>0.2236</b>	<b>1.5100e-003</b>	<b>0.2251</b>	<b>0.0593</b>	<b>1.3900e-003</b>	<b>0.0607</b>		<b>178.6007</b>	<b>178.6007</b>	<b>3.7700e-003</b>		<b>178.6949</b>

**3.5 Building Construction - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>		<b>2,556.4744</b>	<b>2,556.4744</b>	<b>0.6010</b>		<b>2,571.4981</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.5 Building Construction - 2025**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	4.1664	143.3369	42.6884	0.5017	13.6385	0.1663	13.8048	3.9264	0.1590	4.0854		53,722.18 17	53,722.18 17	3.0376		53,798.12 13
Worker	21.7854	12.0079	146.8399	0.5273	65.8363	0.4438	66.2801	17.4601	0.4084	17.8685		52,597.90 54	52,597.90 54	1.1093		52,625.63 80
<b>Total</b>	<b>25.9518</b>	<b>155.3448</b>	<b>189.5282</b>	<b>1.0290</b>	<b>79.4748</b>	<b>0.6101</b>	<b>80.0849</b>	<b>21.3865</b>	<b>0.5674</b>	<b>21.9539</b>		<b>106,320.0 871</b>	<b>106,320.0 871</b>	<b>4.1469</b>		<b>106,423.7 593</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>	<b>0.0000</b>	<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.5 Building Construction - 2025**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	4.1664	143.3369	42.6884	0.5017	13.6385	0.1663	13.8048	3.9264	0.1590	4.0854		53,722.18 17	53,722.18 17	3.0376		53,798.12 13
Worker	21.7854	12.0079	146.8399	0.5273	65.8363	0.4438	66.2801	17.4601	0.4084	17.8685		52,597.90 54	52,597.90 54	1.1093		52,625.63 80
<b>Total</b>	<b>25.9518</b>	<b>155.3448</b>	<b>189.5282</b>	<b>1.0290</b>	<b>79.4748</b>	<b>0.6101</b>	<b>80.0849</b>	<b>21.3865</b>	<b>0.5674</b>	<b>21.9539</b>		<b>106,320.0 871</b>	<b>106,320.0 871</b>	<b>4.1469</b>		<b>106,423.7 593</b>

**3.5 Building Construction - 2026**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>		<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.5 Building Construction - 2026**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	4.0708	141.9960	41.8030	0.4988	13.6386	0.1628	13.8014	3.9264	0.1556	4.0820		53,437.00 96	53,437.00 96	2.9860		53,511.65 99
Worker	20.8522	11.0530	137.1998	0.5086	65.8363	0.4291	66.2654	17.4601	0.3949	17.8550		50,732.76 34	50,732.76 34	1.0159		50,758.15 98
<b>Total</b>	<b>24.9229</b>	<b>153.0490</b>	<b>179.0028</b>	<b>1.0073</b>	<b>79.4749</b>	<b>0.5919</b>	<b>80.0668</b>	<b>21.3865</b>	<b>0.5505</b>	<b>21.9370</b>		<b>104,169.7 731</b>	<b>104,169.7 731</b>	<b>4.0019</b>		<b>104,269.8 197</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>	<b>0.0000</b>	<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

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**3.5 Building Construction - 2026**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	4.0708	141.9960	41.8030	0.4988	13.6386	0.1628	13.8014	3.9264	0.1556	4.0820		53,437.00 96	53,437.00 96	2.9860		53,511.65 99
Worker	20.8522	11.0530	137.1998	0.5086	65.8363	0.4291	66.2654	17.4601	0.3949	17.8550		50,732.76 34	50,732.76 34	1.0159		50,758.15 98
<b>Total</b>	<b>24.9229</b>	<b>153.0490</b>	<b>179.0028</b>	<b>1.0073</b>	<b>79.4749</b>	<b>0.5919</b>	<b>80.0668</b>	<b>21.3865</b>	<b>0.5505</b>	<b>21.9370</b>		<b>104,169.7 731</b>	<b>104,169.7 731</b>	<b>4.0019</b>		<b>104,269.8 197</b>

**3.5 Building Construction - 2027**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>		<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.5 Building Construction - 2027**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.9906	140.6979	41.0888	0.4962	13.6386	0.1595	13.7981	3.9264	0.1525	4.0789		53,181.76 17	53,181.76 17	2.9351		53,255.13 87
Worker	19.9288	10.1936	128.6038	0.4920	65.8363	0.4057	66.2420	17.4601	0.3733	17.8334		49,087.68 42	49,087.68 42	0.9317		49,110.97 78
<b>Total</b>	<b>23.9194</b>	<b>150.8915</b>	<b>169.6926</b>	<b>0.9882</b>	<b>79.4749</b>	<b>0.5652</b>	<b>80.0401</b>	<b>21.3865</b>	<b>0.5257</b>	<b>21.9122</b>		<b>102,269.4 459</b>	<b>102,269.4 459</b>	<b>3.8668</b>		<b>102,366.1 165</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>	<b>0.0000</b>	<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.5 Building Construction - 2027**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.9906	140.6979	41.0888	0.4962	13.6386	0.1595	13.7981	3.9264	0.1525	4.0789		53,181.76 17	53,181.76 17	2.9351		53,255.13 87
Worker	19.9288	10.1936	128.6038	0.4920	65.8363	0.4057	66.2420	17.4601	0.3733	17.8334		49,087.68 42	49,087.68 42	0.9317		49,110.97 78
<b>Total</b>	<b>23.9194</b>	<b>150.8915</b>	<b>169.6926</b>	<b>0.9882</b>	<b>79.4749</b>	<b>0.5652</b>	<b>80.0401</b>	<b>21.3865</b>	<b>0.5257</b>	<b>21.9122</b>		<b>102,269.4 459</b>	<b>102,269.4 459</b>	<b>3.8668</b>		<b>102,366.1 165</b>

**3.5 Building Construction - 2028**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>		<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>



Redlands General Plan - South Coast AQMD Air District, Winter

**3.5 Building Construction - 2028**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.9221	139.6302	40.5379	0.4939	13.6387	0.1568	13.7955	3.9264	0.1499	4.0763		52,965.63 43	52,965.63 43	2.8874		53,037.82 04
Worker	18.9620	9.4223	121.0692	0.4774	65.8363	0.3758	66.2122	17.4601	0.3458	17.8059		47,638.74 56	47,638.74 56	0.8592		47,660.22 65
<b>Total</b>	<b>22.8841</b>	<b>149.0525</b>	<b>161.6071</b>	<b>0.9713</b>	<b>79.4750</b>	<b>0.5327</b>	<b>80.0077</b>	<b>21.3865</b>	<b>0.4957</b>	<b>21.8822</b>		<b>100,604.3 798</b>	<b>100,604.3 798</b>	<b>3.7467</b>		<b>100,698.0 469</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>	<b>0.0000</b>	<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.5 Building Construction - 2028**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.9221	139.6302	40.5379	0.4939	13.6387	0.1568	13.7955	3.9264	0.1499	4.0763		52,965.63 43	52,965.63 43	2.8874		53,037.82 04
Worker	18.9620	9.4223	121.0692	0.4774	65.8363	0.3758	66.2122	17.4601	0.3458	17.8059		47,638.74 56	47,638.74 56	0.8592		47,660.22 65
<b>Total</b>	<b>22.8841</b>	<b>149.0525</b>	<b>161.6071</b>	<b>0.9713</b>	<b>79.4750</b>	<b>0.5327</b>	<b>80.0077</b>	<b>21.3865</b>	<b>0.4957</b>	<b>21.8822</b>		<b>100,604.3 798</b>	<b>100,604.3 798</b>	<b>3.7467</b>		<b>100,698.0 469</b>

**3.5 Building Construction - 2029**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>		<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.5 Building Construction - 2029**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.8596	138.5835	40.0242	0.4920	13.6388	0.1538	13.7926	3.9265	0.1470	4.0735		52,772.66 86	52,772.66 86	2.8454		52,843.80 26
Worker	17.8680	8.6768	113.6398	0.4645	65.8363	0.3492	66.1855	17.4601	0.3212	17.7813		46,353.59 15	46,353.59 15	0.7882		46,373.29 64
<b>Total</b>	<b>21.7276</b>	<b>147.2603</b>	<b>153.6640</b>	<b>0.9564</b>	<b>79.4751</b>	<b>0.5030</b>	<b>79.9780</b>	<b>21.3866</b>	<b>0.4682</b>	<b>21.8548</b>		<b>99,126.26 01</b>	<b>99,126.26 01</b>	<b>3.6336</b>		<b>99,217.09 90</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>	<b>0.0000</b>	<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.5 Building Construction - 2029**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.8596	138.5835	40.0242	0.4920	13.6388	0.1538	13.7926	3.9265	0.1470	4.0735		52,772.6686	52,772.6686	2.8454		52,843.8026
Worker	17.8680	8.6768	113.6398	0.4645	65.8363	0.3492	66.1855	17.4601	0.3212	17.7813		46,353.5915	46,353.5915	0.7882		46,373.2964
<b>Total</b>	<b>21.7276</b>	<b>147.2603</b>	<b>153.6640</b>	<b>0.9564</b>	<b>79.4751</b>	<b>0.5030</b>	<b>79.9780</b>	<b>21.3866</b>	<b>0.4682</b>	<b>21.8548</b>		<b>99,126.2601</b>	<b>99,126.2601</b>	<b>3.6336</b>		<b>99,217.0990</b>

**3.5 Building Construction - 2030**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
<b>Total</b>	<b>1.3091</b>	<b>7.9346</b>	<b>16.1570</b>	<b>0.0310</b>		<b>0.1481</b>	<b>0.1481</b>		<b>0.1481</b>	<b>0.1481</b>		<b>2,897.5468</b>	<b>2,897.5468</b>	<b>0.1162</b>		<b>2,900.4529</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.5 Building Construction - 2030**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.8061	137.5756	39.6341	0.4902	13.6388	0.1509	13.7897	3.9265	0.1442	4.0707		52,599.01 15	52,599.01 15	2.8067		52,669.17 94
Worker	16.7458	7.9718	106.7723	0.4530	65.8363	0.3251	66.1614	17.4601	0.2990	17.7591		45,213.33 69	45,213.33 69	0.7228		45,231.40 78
<b>Total</b>	<b>20.5520</b>	<b>145.5474</b>	<b>146.4063</b>	<b>0.9431</b>	<b>79.4751</b>	<b>0.4760</b>	<b>79.9512</b>	<b>21.3866</b>	<b>0.4433</b>	<b>21.8299</b>		<b>97,812.34 84</b>	<b>97,812.34 84</b>	<b>3.5296</b>		<b>97,900.58 72</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.546 8	2,897.546 8	0.1162		2,900.452 9
<b>Total</b>	<b>1.3091</b>	<b>7.9346</b>	<b>16.1570</b>	<b>0.0310</b>		<b>0.1481</b>	<b>0.1481</b>		<b>0.1481</b>	<b>0.1481</b>	<b>0.0000</b>	<b>2,897.546 8</b>	<b>2,897.546 8</b>	<b>0.1162</b>		<b>2,900.452 9</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.5 Building Construction - 2030**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.8061	137.5756	39.6341	0.4902	13.6388	0.1509	13.7897	3.9265	0.1442	4.0707		52,599.01 15	52,599.01 15	2.8067		52,669.17 94
Worker	16.7458	7.9718	106.7723	0.4530	65.8363	0.3251	66.1614	17.4601	0.2990	17.7591		45,213.33 69	45,213.33 69	0.7228		45,231.40 78
<b>Total</b>	<b>20.5520</b>	<b>145.5474</b>	<b>146.4063</b>	<b>0.9431</b>	<b>79.4751</b>	<b>0.4760</b>	<b>79.9512</b>	<b>21.3866</b>	<b>0.4433</b>	<b>21.8299</b>		<b>97,812.34 84</b>	<b>97,812.34 84</b>	<b>3.5296</b>		<b>97,900.58 72</b>

**3.6 Paving - 2030**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3845	7.1202	15.8495	0.0281		0.3306	0.3306		0.3306	0.3306		2,656.516 8	2,656.516 8	0.1245		2,659.630 2
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.3845</b>	<b>7.1202</b>	<b>15.8495</b>	<b>0.0281</b>		<b>0.3306</b>	<b>0.3306</b>		<b>0.3306</b>	<b>0.3306</b>		<b>2,656.516 8</b>	<b>2,656.516 8</b>	<b>0.1245</b>		<b>2,659.630 2</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.6 Paving - 2030**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0203	0.2719	1.1500e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		115.1443	115.1443	1.8400e-003		115.1903
<b>Total</b>	<b>0.0427</b>	<b>0.0203</b>	<b>0.2719</b>	<b>1.1500e-003</b>	<b>0.1677</b>	<b>8.3000e-004</b>	<b>0.1685</b>	<b>0.0445</b>	<b>7.6000e-004</b>	<b>0.0452</b>		<b>115.1443</b>	<b>115.1443</b>	<b>1.8400e-003</b>		<b>115.1903</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3845	7.1202	15.8495	0.0281		0.3306	0.3306		0.3306	0.3306	0.0000	2,656.5168	2,656.5168	0.1245		2,659.6302
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.3845</b>	<b>7.1202</b>	<b>15.8495</b>	<b>0.0281</b>		<b>0.3306</b>	<b>0.3306</b>		<b>0.3306</b>	<b>0.3306</b>	<b>0.0000</b>	<b>2,656.5168</b>	<b>2,656.5168</b>	<b>0.1245</b>		<b>2,659.6302</b>

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**3.6 Paving - 2030**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0203	0.2719	1.1500e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		115.1443	115.1443	1.8400e-003		115.1903
<b>Total</b>	<b>0.0427</b>	<b>0.0203</b>	<b>0.2719</b>	<b>1.1500e-003</b>	<b>0.1677</b>	<b>8.3000e-004</b>	<b>0.1685</b>	<b>0.0445</b>	<b>7.6000e-004</b>	<b>0.0452</b>		<b>115.1443</b>	<b>115.1443</b>	<b>1.8400e-003</b>		<b>115.1903</b>

**3.6 Paving - 2031**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3845	7.1202	15.8495	0.0281		0.3306	0.3306		0.3306	0.3306		2,656.5168	2,656.5168	0.1245		2,659.6302
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.3845</b>	<b>7.1202</b>	<b>15.8495</b>	<b>0.0281</b>		<b>0.3306</b>	<b>0.3306</b>		<b>0.3306</b>	<b>0.3306</b>		<b>2,656.5168</b>	<b>2,656.5168</b>	<b>0.1245</b>		<b>2,659.6302</b>



Redlands General Plan - South Coast AQMD Air District, Winter

**3.6 Paving - 2031**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0395	0.0185	0.2555	1.1300e-003	0.1677	7.7000e-004	0.1684	0.0445	7.1000e-004	0.0452		112.7540	112.7540	1.6900e-003		112.7961
<b>Total</b>	<b>0.0395</b>	<b>0.0185</b>	<b>0.2555</b>	<b>1.1300e-003</b>	<b>0.1677</b>	<b>7.7000e-004</b>	<b>0.1684</b>	<b>0.0445</b>	<b>7.1000e-004</b>	<b>0.0452</b>		<b>112.7540</b>	<b>112.7540</b>	<b>1.6900e-003</b>		<b>112.7961</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3845	7.1202	15.8495	0.0281		0.3306	0.3306		0.3306	0.3306	0.0000	2,656.5168	2,656.5168	0.1245		2,659.6302
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.3845</b>	<b>7.1202</b>	<b>15.8495</b>	<b>0.0281</b>		<b>0.3306</b>	<b>0.3306</b>		<b>0.3306</b>	<b>0.3306</b>	<b>0.0000</b>	<b>2,656.5168</b>	<b>2,656.5168</b>	<b>0.1245</b>		<b>2,659.6302</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.6 Paving - 2031**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0395	0.0185	0.2555	1.1300e-003	0.1677	7.7000e-004	0.1684	0.0445	7.1000e-004	0.0452		112.7540	112.7540	1.6900e-003		112.7961
<b>Total</b>	<b>0.0395</b>	<b>0.0185</b>	<b>0.2555</b>	<b>1.1300e-003</b>	<b>0.1677</b>	<b>7.7000e-004</b>	<b>0.1684</b>	<b>0.0445</b>	<b>7.1000e-004</b>	<b>0.0452</b>		<b>112.7540</b>	<b>112.7540</b>	<b>1.6900e-003</b>		<b>112.7961</b>

**3.6 Paving - 2032**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3845	7.1202	15.8495	0.0281		0.3306	0.3306		0.3306	0.3306		2,656.5168	2,656.5168	0.1245		2,659.6302
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.3845</b>	<b>7.1202</b>	<b>15.8495</b>	<b>0.0281</b>		<b>0.3306</b>	<b>0.3306</b>		<b>0.3306</b>	<b>0.3306</b>		<b>2,656.5168</b>	<b>2,656.5168</b>	<b>0.1245</b>		<b>2,659.6302</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.6 Paving - 2032**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0367	0.0170	0.2402	1.1100e-003	0.1677	7.2000e-004	0.1684	0.0445	6.6000e-004	0.0451		110.4867	110.4867	1.5500e-003		110.5253
<b>Total</b>	<b>0.0367</b>	<b>0.0170</b>	<b>0.2402</b>	<b>1.1100e-003</b>	<b>0.1677</b>	<b>7.2000e-004</b>	<b>0.1684</b>	<b>0.0445</b>	<b>6.6000e-004</b>	<b>0.0451</b>		<b>110.4867</b>	<b>110.4867</b>	<b>1.5500e-003</b>		<b>110.5253</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3845	7.1202	15.8495	0.0281		0.3306	0.3306		0.3306	0.3306	0.0000	2,656.5168	2,656.5168	0.1245		2,659.6302
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.3845</b>	<b>7.1202</b>	<b>15.8495</b>	<b>0.0281</b>		<b>0.3306</b>	<b>0.3306</b>		<b>0.3306</b>	<b>0.3306</b>	<b>0.0000</b>	<b>2,656.5168</b>	<b>2,656.5168</b>	<b>0.1245</b>		<b>2,659.6302</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.6 Paving - 2032**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0367	0.0170	0.2402	1.1100e-003	0.1677	7.2000e-004	0.1684	0.0445	6.6000e-004	0.0451		110.4867	110.4867	1.5500e-003		110.5253
<b>Total</b>	<b>0.0367</b>	<b>0.0170</b>	<b>0.2402</b>	<b>1.1100e-003</b>	<b>0.1677</b>	<b>7.2000e-004</b>	<b>0.1684</b>	<b>0.0445</b>	<b>6.6000e-004</b>	<b>0.0451</b>		<b>110.4867</b>	<b>110.4867</b>	<b>1.5500e-003</b>		<b>110.5253</b>

**3.7 Architectural Coating - 2032**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.2176					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328
<b>Total</b>	<b>13.3484</b>	<b>0.8563</b>	<b>1.7977</b>	<b>2.9700e-003</b>		<b>0.0203</b>	<b>0.0203</b>		<b>0.0203</b>	<b>0.0203</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0114</b>		<b>281.7328</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.7 Architectural Coating - 2032**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.8822	1.3347	18.8639	0.0869	13.1673	0.0567	13.2240	3.4920	0.0522	3.5442		8,676.887 2	8,676.887 2	0.1214		8,679.920 9
<b>Total</b>	<b>2.8822</b>	<b>1.3347</b>	<b>18.8639</b>	<b>0.0869</b>	<b>13.1673</b>	<b>0.0567</b>	<b>13.2240</b>	<b>3.4920</b>	<b>0.0522</b>	<b>3.5442</b>		<b>8,676.887 2</b>	<b>8,676.887 2</b>	<b>0.1214</b>		<b>8,679.920 9</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.2176					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328
<b>Total</b>	<b>13.3484</b>	<b>0.8563</b>	<b>1.7977</b>	<b>2.9700e-003</b>		<b>0.0203</b>	<b>0.0203</b>		<b>0.0203</b>	<b>0.0203</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0114</b>		<b>281.7328</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.7 Architectural Coating - 2032**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.8822	1.3347	18.8639	0.0869	13.1673	0.0567	13.2240	3.4920	0.0522	3.5442		8,676.887 2	8,676.887 2	0.1214		8,679.920 9
<b>Total</b>	<b>2.8822</b>	<b>1.3347</b>	<b>18.8639</b>	<b>0.0869</b>	<b>13.1673</b>	<b>0.0567</b>	<b>13.2240</b>	<b>3.4920</b>	<b>0.0522</b>	<b>3.5442</b>		<b>8,676.887 2</b>	<b>8,676.887 2</b>	<b>0.1214</b>		<b>8,679.920 9</b>

**3.7 Architectural Coating - 2033**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.2176					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328
<b>Total</b>	<b>13.3484</b>	<b>0.8563</b>	<b>1.7977</b>	<b>2.9700e-003</b>		<b>0.0203</b>	<b>0.0203</b>		<b>0.0203</b>	<b>0.0203</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0114</b>		<b>281.7328</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**3.7 Architectural Coating - 2033**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.6938	1.2323	17.8389	0.0853	13.1673	0.0530	13.2203	3.4920	0.0488	3.5408		8,521.452 1	8,521.452 1	0.1119		8,524.248 3
<b>Total</b>	<b>2.6938</b>	<b>1.2323</b>	<b>17.8389</b>	<b>0.0853</b>	<b>13.1673</b>	<b>0.0530</b>	<b>13.2203</b>	<b>3.4920</b>	<b>0.0488</b>	<b>3.5408</b>		<b>8,521.452 1</b>	<b>8,521.452 1</b>	<b>0.1119</b>		<b>8,524.248 3</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.2176					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328
<b>Total</b>	<b>13.3484</b>	<b>0.8563</b>	<b>1.7977</b>	<b>2.9700e-003</b>		<b>0.0203</b>	<b>0.0203</b>		<b>0.0203</b>	<b>0.0203</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0114</b>		<b>281.7328</b>

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**3.7 Architectural Coating - 2033**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.6938	1.2323	17.8389	0.0853	13.1673	0.0530	13.2203	3.4920	0.0488	3.5408		8,521.452 1	8,521.452 1	0.1119		8,524.248 3
<b>Total</b>	<b>2.6938</b>	<b>1.2323</b>	<b>17.8389</b>	<b>0.0853</b>	<b>13.1673</b>	<b>0.0530</b>	<b>13.2203</b>	<b>3.4920</b>	<b>0.0488</b>	<b>3.5408</b>		<b>8,521.452 1</b>	<b>8,521.452 1</b>	<b>0.1119</b>		<b>8,524.248 3</b>

**3.7 Architectural Coating - 2034**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.2176					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328
<b>Total</b>	<b>13.3484</b>	<b>0.8563</b>	<b>1.7977</b>	<b>2.9700e-003</b>		<b>0.0203</b>	<b>0.0203</b>		<b>0.0203</b>	<b>0.0203</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0114</b>		<b>281.7328</b>



Redlands General Plan - South Coast AQMD Air District, Winter

**3.7 Architectural Coating - 2034**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.5346	1.1467	16.8512	0.0840	13.1673	0.0495	13.2168	3.4920	0.0455	3.5375		8,385.380 2	8,385.380 2	0.1028		8,387.950 6
<b>Total</b>	<b>2.5346</b>	<b>1.1467</b>	<b>16.8512</b>	<b>0.0840</b>	<b>13.1673</b>	<b>0.0495</b>	<b>13.2168</b>	<b>3.4920</b>	<b>0.0455</b>	<b>3.5375</b>		<b>8,385.380 2</b>	<b>8,385.380 2</b>	<b>0.1028</b>		<b>8,387.950 6</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.2176					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328
<b>Total</b>	<b>13.3484</b>	<b>0.8563</b>	<b>1.7977</b>	<b>2.9700e-003</b>		<b>0.0203</b>	<b>0.0203</b>		<b>0.0203</b>	<b>0.0203</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0114</b>		<b>281.7328</b>

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**3.7 Architectural Coating - 2034**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.5346	1.1467	16.8512	0.0840	13.1673	0.0495	13.2168	3.4920	0.0455	3.5375		8,385.380 2	8,385.380 2	0.1028		8,387.950 6
<b>Total</b>	<b>2.5346</b>	<b>1.1467</b>	<b>16.8512</b>	<b>0.0840</b>	<b>13.1673</b>	<b>0.0495</b>	<b>13.2168</b>	<b>3.4920</b>	<b>0.0455</b>	<b>3.5375</b>		<b>8,385.380 2</b>	<b>8,385.380 2</b>	<b>0.1028</b>		<b>8,387.950 6</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

Redlands General Plan - South Coast AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	117.0324	821.7571	859.1539	3.6077	324.6898	1.9668	326.6566	86.8385	1.8248	88.6634		373,262.0 162	373,262.0 162	19.9045		373,759.6 291
Unmitigated	117.0324	821.7571	859.1539	3.6077	324.6898	1.9668	326.6566	86.8385	1.8248	88.6634		373,262.0 162	373,262.0 162	19.9045		373,759.6 291

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Government (Civic Center)	0.00	0.00	0.00		
Research & Development	0.00	0.00	0.00		
Single Family Housing	44,772.56	44,772.56	44,772.56	38,461,420	38,461,420
Strip Mall	152,552.57	152,552.57	152,552.57	76,074,914	76,074,914
Apartments Mid Rise	10,678.44	10,728.81	10,728.81	38,065,624	38,065,624
<b>Total</b>	<b>208,003.57</b>	<b>208,053.94</b>	<b>208,053.94</b>	<b>152,601,958</b>	<b>152,601,958</b>

4.3 Trip Type Information

Redlands General Plan - South Coast AQMD Air District, Winter

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Government (Civic Center)	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Research & Development	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Single Family Housing	2.36	0.00	0.00	100.00	0.00	0.00	100	0	0
Strip Mall	0.00	1.37	0.00	0.00	100.00	0.00	100	0	0
Apartments Mid Rise	9.78	0.00	0.00	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.551603	0.041085	0.206475	0.110641	0.012172	0.005739	0.022664	0.039599	0.002222	0.001434	0.004920	0.000715	0.000730
Government (Civic Center)	0.551603	0.041085	0.206475	0.110641	0.012172	0.005739	0.022664	0.039599	0.002222	0.001434	0.004920	0.000715	0.000730
Research & Development	0.551603	0.041085	0.206475	0.110641	0.012172	0.005739	0.022664	0.039599	0.002222	0.001434	0.004920	0.000715	0.000730
General Light Industry	0.551603	0.041085	0.206475	0.110641	0.012172	0.005739	0.022664	0.039599	0.002222	0.001434	0.004920	0.000715	0.000730
Single Family Housing	0.551603	0.041085	0.206475	0.110641	0.012172	0.005739	0.022664	0.039599	0.002222	0.001434	0.004920	0.000715	0.000730
Strip Mall	0.551603	0.041085	0.206475	0.110641	0.012172	0.005739	0.022664	0.039599	0.002222	0.001434	0.004920	0.000715	0.000730
Apartments Mid Rise	0.551603	0.041085	0.206475	0.110641	0.012172	0.005739	0.022664	0.039599	0.002222	0.001434	0.004920	0.000715	0.000730

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Redlands General Plan - South Coast AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	10.9771	96.4720	59.4831	0.5988		7.5841	7.5841		7.5841	7.5841		119,749.6280	119,749.6280	2.2952	2.1954	120,461.2401
NaturalGas Unmitigated	10.9771	96.4720	59.4831	0.5988		7.5841	7.5841		7.5841	7.5841		119,749.6280	119,749.6280	2.2952	2.1954	120,461.2401

Redlands General Plan - South Coast AQMD Air District, Winter

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	85912.3	0.9265	7.9174	3.3691	0.0505		0.6401	0.6401		0.6401	0.6401		10,107.3311	10,107.3311	0.1937	0.1853	10,167.3939
General Light Industry	142684	1.5388	13.9887	11.7505	0.0839		1.0631	1.0631		1.0631	1.0631		16,786.4038	16,786.4038	0.3217	0.3078	16,886.1570
General Office Building	2875.22	0.0310	0.2819	0.2368	1.6900e-003		0.0214	0.0214		0.0214	0.0214		338.2617	338.2617	6.4800e-003	6.2000e-003	340.2718
Government (Civic Center)	1107.38	0.0119	0.1086	0.0912	6.5000e-004		8.2500e-003	8.2500e-003		8.2500e-003	8.2500e-003		130.2802	130.2802	2.5000e-003	2.3900e-003	131.0544
Research & Development	284751	3.0709	27.9168	23.4501	0.1675		2.1217	2.1217		2.1217	2.1217		33,500.1418	33,500.1418	0.6421	0.6142	33,699.2164
Single Family Housing	478371	5.1589	44.0852	18.7597	0.2814		3.5643	3.5643		3.5643	3.5643		56,278.9554	56,278.9554	1.0787	1.0318	56,613.3931
Strip Mall	22170.2	0.2391	2.1736	1.8258	0.0130		0.1652	0.1652		0.1652	0.1652		2,608.2540	2,608.2540	0.0500	0.0478	2,623.7536
<b>Total</b>		<b>10.9771</b>	<b>96.4720</b>	<b>59.4831</b>	<b>0.5987</b>		<b>7.5841</b>	<b>7.5841</b>		<b>7.5841</b>	<b>7.5841</b>		<b>119,749.6280</b>	<b>119,749.6280</b>	<b>2.2952</b>	<b>2.1954</b>	<b>120,461.2401</b>

Redlands General Plan - South Coast AQMD Air District, Winter

**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	85.9123	0.9265	7.9174	3.3691	0.0505		0.6401	0.6401		0.6401	0.6401		10,107.3311	10,107.3311	0.1937	0.1853	10,167.3939
General Light Industry	142.684	1.5388	13.9887	11.7505	0.0839		1.0631	1.0631		1.0631	1.0631		16,786.4038	16,786.4038	0.3217	0.3078	16,886.1570
General Office Building	2.87522	0.0310	0.2819	0.2368	1.6900e-003		0.0214	0.0214		0.0214	0.0214		338.2617	338.2617	6.4800e-003	6.2000e-003	340.2718
Government (Civic Center)	1.10738	0.0119	0.1086	0.0912	6.5000e-004		8.2500e-003	8.2500e-003		8.2500e-003	8.2500e-003		130.2802	130.2802	2.5000e-003	2.3900e-003	131.0544
Research & Development	284.751	3.0709	27.9168	23.4501	0.1675		2.1217	2.1217		2.1217	2.1217		33,500.1418	33,500.1418	0.6421	0.6142	33,699.2164
Single Family Housing	478.371	5.1589	44.0852	18.7597	0.2814		3.5643	3.5643		3.5643	3.5643		56,278.9554	56,278.9554	1.0787	1.0318	56,613.3931
Strip Mall	22.1702	0.2391	2.1736	1.8258	0.0130		0.1652	0.1652		0.1652	0.1652		2,608.2540	2,608.2540	0.0500	0.0478	2,623.7536
<b>Total</b>		<b>10.9771</b>	<b>96.4720</b>	<b>59.4831</b>	<b>0.5987</b>		<b>7.5841</b>	<b>7.5841</b>		<b>7.5841</b>	<b>7.5841</b>		<b>119,749.6280</b>	<b>119,749.6280</b>	<b>2.2952</b>	<b>2.1954</b>	<b>120,461.2401</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Redlands General Plan - South Coast AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2,103.746 0	138.4771	3,771.147 3	8.3076		490.4333	490.4333		490.4333	490.4333	59,779.67 32	115,825.9 948	175,605.6 680	179.1820	4.0574	181,294.3 296
Unmitigated	2,103.746 0	138.4771	3,771.147 3	8.3076		490.4333	490.4333		490.4333	490.4333	59,779.67 32	115,825.9 948	175,605.6 680	179.1820	4.0574	181,294.3 296

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	39.8339					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	375.8288					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1,672.313 8	132.4158	3,245.577 8	8.2798		487.5103	487.5103		487.5103	487.5103	59,779.67 32	114,876.0 000	174,655.6 732	178.2745	4.0574	180,321.6 478
Landscaping	15.7696	6.0613	525.5695	0.0279		2.9230	2.9230		2.9230	2.9230		949.9948	949.9948	0.9075		972.6818
<b>Total</b>	<b>2,103.746 0</b>	<b>138.4771</b>	<b>3,771.147 3</b>	<b>8.3076</b>		<b>490.4333</b>	<b>490.4333</b>		<b>490.4333</b>	<b>490.4333</b>	<b>59,779.67 32</b>	<b>115,825.9 948</b>	<b>175,605.6 680</b>	<b>179.1820</b>	<b>4.0574</b>	<b>181,294.3 296</b>



Redlands General Plan - South Coast AQMD Air District, Winter

**6.2 Area by SubCategory**

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	39.8339					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	375.8288					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1,672.3138	132.4158	3,245.5778	8.2798		487.5103	487.5103		487.5103	487.5103	59,779.6732	114,876.000	174,655.6732	178.2745	4.0574	180,321.6478
Landscaping	15.7696	6.0613	525.5695	0.0279		2.9230	2.9230		2.9230	2.9230		949.9948	949.9948	0.9075		972.6818
<b>Total</b>	<b>2,103.7460</b>	<b>138.4771</b>	<b>3,771.1473</b>	<b>8.3076</b>		<b>490.4333</b>	<b>490.4333</b>		<b>490.4333</b>	<b>490.4333</b>	<b>59,779.6732</b>	<b>115,825.9948</b>	<b>175,605.6680</b>	<b>179.1820</b>	<b>4.0574</b>	<b>181,294.3296</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

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Redlands General Plan - South Coast AQMD Air District, Winter

**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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**Appendix D:**  
**Cultural Resources Records Search Results**



BERKELEY  
CARLSBAD  
FRESNO  
IRVINE  
PALM SPRINGS  
POINT RICHMOND  
RIVERSIDE  
ROSEVILLE  
SAN LUIS OBISPO

April 11, 2017

Mr. Rajeev Bhatia, AICP, ASLA  
DYETT & BHATIA  
Urban and Regional Planners  
755 Sansome Street, Suite 400  
San Francisco, California 94111

Subject: Summary of the Cultural Resources Records Search Results for the Redlands General Plan Update in the City of Redlands, San Bernardino County, California (LSA Project No. DBH1501)

Dear Mr. Bhatia:

Per your request, LSA conducted a cultural resources records search and sensitivity assessment for the City of Redlands, San Bernardino County, California. The objective of this archival research was to establish the status and extent of previously recorded resources within and adjacent to the City and its sphere of influence and to note what types of resources might be expected to occur with regard to future proposed projects based on the existing data from known cultural resource sites within a one-mile radius of the City Planning Area.

## METHODS

The records search was performed by LSA Archaeologist Gini Austerman at the South Central Coastal Information Center (SCCIC), located at California State University, Fullerton, and at the Eastern Information Center (EIC), located at the University of California Riverside. It included a review of all recorded historic and prehistoric cultural resources within one mile of the City and its sphere of influence as well as a review of known cultural resources survey and excavation reports. The SCCIC and EIC collect and maintain information on historic and prehistoric cultural resources in San Bernardino County and Riverside County, respectively.

In addition, the California State Historic Property Data File (HRI), which includes the National Register of Historic Places (National Register), California Historical Landmarks (CHL), California Points of Historical Interest (CPHI), and various local historic registers and historic maps, was examined. The HRI is maintained by California State Parks Office of Historic Preservation (OHP) and includes only information on historical resources that have been identified and evaluated through one of the programs that OHP administers under the National Historic Preservation Act or the California Public Resources Code.

## SENSITIVITY LEVEL DETERMINATION

Determination of the level of sensitivity for cultural resources was based primarily on the type and density of resources that have been previously documented. The higher level of sensitivity reflected the density of sites within a particular area. Also considered were geographical locations that are known to be used for a particular type of activity. For example, prehistoric sites are typically found near natural water sources, rock outcroppings or quarries, and available plant resources. Historic sites can be found in areas of early settlement, agricultural use, and along transportation routes.

Areas of sensitivity were mapped on topographic maps and represented by shades of green for historical resources and red for prehistoric resources; the greater density is represented by the darker shade of color for both types of resources. The maps also indicate the boundary of Redlands as well as the one-mile buffer around the City and its sphere of influence. The maps are omitted from this Appendix due to the sensitivity of the information.

## RESULTS

Attachment A presents two tables that list the cultural resources within a one-mile radius of the City and its sphere of influence (Planning Area). Table A lists the resources that are mapped and documented on Department of Parks and Recreation (DPR) forms, and on file at the SCCIC and the EIC. Table B lists all cultural resources listed in the California State Historic Property Data File within the same boundaries; the data presented on this table include (where applicable) the name of the resource, the date it was built, and the Status Code assigned to it. Attachment B provides an explanation of the California Historical Resources Status Codes. Attachment C contains a series of maps exhibiting the sensitivity levels for prehistoric and historic cultural resources but has been omitted from this Appendix due to the sensitivity of the information.

The records search area has not been 100 percent studied; therefore, there are areas within Redlands and the one-mile buffer that have never been examined or researched. The data from the SCCIC and EIC reflect the results of only those areas that have been subjected to previous research or field survey.

- **Table A: Information Center List of Cultural Resources.** The records search indicates that approximately 380 cultural resources have been documented within Redlands and the one-mile planning area. Of these, 11 are prehistoric resources and the remaining resources are historic resources (50 years or older). The prehistoric resources include habitation areas, artifact scatters, bedrock milling sites, and isolated artifacts. The historic resources include single-family and multiple-family residences or other standing structures and their remnants, foundations, wall or fences, and water conveyance-related features such as reservoirs, wells, or cisterns. Also included are orchards, refuse scatters, and roads or trails.

Table A presents a list of the cultural resources that have been documented on DPR forms on file at the SCCIC and the EIC. This list includes the primary number and a description of the resource and its associated features and attributes. Other details such as the physical address and/or U.S. Geological Survey (USGS) 7.5-minute quadrangle topographic map (quad) on which

the resource is located have been omitted from this Appendix due to the sensitivity of the information.

- **Table B: Historic Resources Inventory List.** Table B presents the information provided in the Historic Resources Inventory, which is compiled by the California Office of Historic Preservation. This list includes the Primary Number, the name and address of each property, the date it was built, and the status code assigned to it. The California Historical Resources Status Code is used to indicate the level of identification, evaluation, and designation to which the property has been subjected. The status code is further explained in Attachment B. The Historic Property Directory List (Table B) includes the list of approximately 1,000 properties that are included in the HRI for the cities of Redlands and Mentone.

## SENSITIVITY DISCUSSION

The results of the records search and review of the HRI were used to predict the level of sensitivity for subsurface deposits related to the prehistoric and historic cultural resources. Archeologists study artifacts to understand the Native Americans who populated the Redlands area for thousands of years before the arrival of Europeans.

Redlands was settled in the 1880s as a residential and commercial center southeast of San Bernardino. The surrounding areas have been developed for citrus and agricultural use for more than 100 years; remnants of early settlement and agricultural activity exist today. Historic cultural resources have been noted near the areas of early settlement and the development of Redlands and the neighboring communities. The sensitivity for subsurface historic deposits can be expected in the areas that were developed with the settling of Redlands.

The surrounding agricultural fields and citrus orchards typically included residential and grove-related buildings as well as water conveyance features. These features include canals, reservoirs, wells, and cisterns. Many of these types of resources have been identified, as indicated by the data from the SCCIC and EIC. Areas of sensitivity for these types of historic resources can be expected in currently undeveloped agricultural fields and vacant orchards.

If you would like to discuss these findings or require further information, please contact me at (951) 781-9310 or [gini.austerman@lsa.net](mailto:gini.austerman@lsa.net). Thank you for the opportunity to assist you with this records search and cultural resources sensitivity analysis.

Sincerely,

**LSA ASSOCIATES, INC.**



Gini Austerman, M.A.  
Senior Archaeologist

Attachments: Attachment A: Tables A and B  
Attachment B: Guide to the California Historical Resource Status Codes  
Attachment C: Figure 1 Cultural Sensitivity Maps (Omitted from this Appendix due to the sensitivity of the information).

**Attachment A:**

**Tables A and B**



**Table A: Information Center List of Cultural Resources**

<b>Primary No.</b>	<b>Description</b>	<b>Attribute</b>
573		refuse scatter
915		lithic scatter, milling feature, other
2307	San Bernardino Asistencia	foundation, standing structure, church
2311	Guachama Rancheria	unknown, ceramic scatter, milling feature, wall/fence, other, farm, adobe structure
2312	University of Redlands site	lithic scatter, ceramic scatter, milling feature, wall/fence, other
2316	Crystal Springs Ranch Site	unknown, foundation, orchard, refuse scatter, water conveyance, road/trail, mine, wall/fence, standing structure, lithic scatter, milling feature, habitation site, single-family residence, reservoir, trees, farm, trail, wall/fence
2663	Mission Commons Site 1	refuse scatter, water conveyance
3841		lithic scatter, milling feature
3972		historic refuse
4185	ATSF Rail road Redlands Station	well/cistern
4220	Cram Ranch & House	standing structure
5084H		historic refuse
5313	Redway House Site	refuse scatter, other
5508		refuse, water, wells
5509	Alpin Railroad Siding	foundation, refuse scatter, road/trail
5516	Santa Ana River No. 3	foundation, water conveyance, standing structure
5517	Mill Creek Powerhouses Nos 2 and 3	foundation, orchard, well/cistern, water conveyance, road/trail, wall/fence, standing structure
5526		foundation, refuse scatter, well/cistern, water conveyance, machinery
5972		water conveyance
5973		foundation, refuse scatter, road/trail
5974		refuse scatter
5976		wall/fence
5977		foundation, refuse scatter, water conveyance, wall/fence, standing structure
5978		foundation, orchard, refuse scatter, water conveyance, standing structure, single-family residence
5979		well/cistern, standing structure
5981		refuse scatter
5982		refuse scatter

**Table A: Information Center List of Cultural Resources**

<b>Primary No.</b>	<b>Description</b>	<b>Attribute</b>
5983		water conveyance, wall/fence, standing structure
5984		refuse scatter, water conveyance
5985		foundation, refuse scatter, water conveyance, other
5986		water conveyance
5987		refuse scatter
5988		refuse scatter
5989		foundation, refuse scatter
5990		refuse scatter
5991		foundation, other
5992		refuse scatter
6001	Brown Ranch, Sunset Ranch	orchard, water conveyance, machinery, wall/fence, standing structure
6002	Brown Ranch, Sunset Ranch	foundation, water conveyance, road/trail
6003		well/cistern, water conveyance, other
6004		foundation, orchard, well/cistern, water conveyance, wall/fence
6006		foundation, refuse scatter, well/cistern, water conveyance, wall/fence, other
6008		foundation, refuse scatter
6060		refuse scatter
6061		refuse scatter
6062		refuse scatter
6063		refuse scatter
6064		refuse scatter
6066		refuse scatter
6067		refuse scatter
6068		orchard, refuse scatter, water conveyance, road/trail
6070		refuse scatter
6072		refuse scatter
6073		refuse scatter

**Table A: Information Center List of Cultural Resources**

<b>Primary No.</b>	<b>Description</b>	<b>Attribute</b>
6074		refuse scatter
6075		refuse scatter
6076		refuse scatter
6078		foundation, refuse scatter
6079		refuse scatter
6080		refuse scatter
6081		refuse scatter
6082		refuse scatter
6083		refuse scatter
6084		refuse scatter
6087		refuse scatter
6088		foundation, refuse scatter, wall/fence
6089		refuse scatter
6090		refuse scatter
6091	Upper Santa Ana River	
6092		refuse scatter
6093		Other
6094		refuse scatter
6095		refuse scatter
6096		refuse scatter
6097		refuse scatter
6098		refuse scatter
6100		road/trail, standing structure, other
6118	Yucaipa Adobe, Sepulveda Adobe, Dunlap Adobe	well/cistern, standing structure
6123		milling feature
6125		grave/cemetery

**Table A: Information Center List of Cultural Resources**

<b>Primary No.</b>	<b>Description</b>	<b>Attribute</b>
6169		refuse scatter
6174		standing structure, other
6336	Spoor Creek Site	Orchard
6847	Old Kite Route	road/trail, engineering structure, hp18
6848	Cram-Van Leuven Ditch	refuse scatter, water conveyance
6849		water conveyance
6851		foundation, refuse scatter
6852		trash scatter
6853		refuse scatter
6856		foundation, well/cistern, wall/fence, standing structure
7050		water conveyance
7051		water conveyance
7052	Arth Ranch	foundation, water conveyance, single-family residence, hp04
7165	Plunge Creek Bridge	other
7166	Plunge M-1	foundation, orchard, refuse scatter, well/cistern, water conveyance, road/trail
7167		foundation, standing structure, church
7168	Gage Canal	water conveyance, canal
7215		orchard, water conveyance, road/trail
7350		foundation, wall/fence
7433		water conveyance
7434		Other
7662	Quinton Property	well/cistern, water conveyance, standing structure, other
7764		water conveyance, standing structure, other
7765		water conveyance, other
7766		water conveyance, other
7767		water conveyance, wall/fence, other
7768		foundation, well/cistern, water conveyance, wall/fence, standing structure, other

**Table A: Information Center List of Cultural Resources**

<b>Primary No.</b>	<b>Description</b>	<b>Attribute</b>
7835		foundation, orchard, refuse scatter, well/cistern, other
7995		water conveyance
7996	Cram School	foundation, other
8092	Mill Creek Zanja	water conveyance
8099		orchard, well/cistern, water conveyance, standing structure, other
8137		orchard, standing structure
8546	Redlands/Bear Valley Canal	water conveyance, canal
8846		orchard, refuse scatter, wall/fence
9172	Vache-Brookside Winery	standing structure, single-family residence
9355		foundation, wall/fence
9594		milling feature
9861		refuse scatter, water conveyance,
9990		foundation, well/cistern
9991		orchard, trees
10182		milling feature
10184		refuse scatter
10330		road/trail, other
10681	Cone Camp	foundation, well/cistern, wall/fence
10793	Wabash Citrus Grove	foundation, orchard, water conveyance
10863		foundation, refuse scatter, water conveyance, other, single-family residence, multiple-family residence, hp04
10877		foundation, orchard, road/trail, standing structure
10929		Canal
11242		water conveyance
11263	Hinkley Ranch	foundation, refuse scatter, other, farm
11287		refuse scatter
11377	The Glob Top Site	refuse scatter
11504		Orchard

**Table A: Information Center List of Cultural Resources**

<b>Primary No.</b>	<b>Description</b>	<b>Attribute</b>
11760		Orchard
11761		Orchard
11763		foundation, orchard, refuse scatter, well/cistern, water conveyance
11764		foundation, orchard, refuse scatter, water conveyance
11765		orchard, water conveyance
11766		foundation, orchard, refuse scatter, water conveyance, standing structure
11767		orchard, water conveyance
11768		orchard, water conveyance
11769		orchard, refuse scatter
11770		orchard, water conveyance
11771		water conveyance
11772		foundation, orchard, well/cistern, water conveyance, road/trail
11807		foundation, orchard, refuse scatter, water conveyance, other
11854		refuse scatter, ceramic scatter, wall/fence
11856	Elephant Orchard Packing Plant	foundation, wall/fence
12013		refuse scatter, well/cistern
12014		refuse scatter, well/cistern
12128		refuse scatter
12228	Mill Creek Ranger Station	standing structure
12264		refuse scatter
12265	Delameter Property	foundation, well/cistern, water conveyance, wall/fence, standing structure
12313	Miko Property	single-family residence
12532	RUSD New School #3	
12617	Richards Olive Orchard	
12694	Newport rock wall channel	
12836	Crossroads Bar and Grill	
12842	Fred H. Baker House	

**Table A: Information Center List of Cultural Resources**

<b>Primary No.</b>	<b>Description</b>	<b>Attribute</b>
12852		orchard, refuse scatter, water conveyance
12853		refuse scatter, water conveyance
12854		standing structure
12871		single-family residence
12872		standing structure
12873		standing structure
12874		standing structure
12957		other
13095		refuse scatter
13491	Mountain Avenue Bridge over Zanja	other
13514		single-family residence
13547		foundation
13548		foundation
13549	Judson Brown Ditch/Redlands Canal	canal
13559		canal
13560		canal
13561		refuse scatter
13562		canal
13563		refuse scatter, other
13564		refuse scatter, water conveyance, canal
13565		canal
13566		canal
13567		canal
13568		canal
13569		canal
13570		canal
13573		refuse scatter

**Table A: Information Center List of Cultural Resources**

<b>Primary No.</b>	<b>Description</b>	<b>Attribute</b>
13574	Seven W Debris Scatter	other
13575		water conveyance
13576		water conveyance
13577		refuse scatter
13578		wall/fence
13579		water conveyance
13580		refuse scatter
13581		refuse scatter
13582		refuse scatter
13622		other
13725		single-family residence
13750		orchard, refuse scatter, standing structure, single-family residence
13751		refuse scatter, other
13752		refuse scatter
13758		farm
13759		single-family residence
13760		single-family residence
13761		1-3 story commercial bldg.
13783	Redlands CC Site 001	water conveyance
13887	Cole Ranch residence	standing structure
13888	Nat Hinckley House	single-family residence
13890		single-family residence
13892		standing structure
13893	Mission School	standing structure
13894	Soffel Residence	standing structure
13975	Rock Crusher Complex	foundation
13976	Wolverton Grove House/Raisin grapes Site/Mentone Land Co	other



**Table A: Information Center List of Cultural Resources**

<b>Primary No.</b>	<b>Description</b>	<b>Attribute</b>
13979	T.P. Christian House and Orange Grove/Mentone Land Company	other
13980	Marion Cram Jones House and Orange Groves, Mentone Land Co	other
13981	Hugh Brothers House Site and Orange Groves, Mentone Land Co	other
13982	Mentone Irrigation Company Pipeline, Mentone Land Co	water conveyance, other
13986	Zanja Intake	water conveyance
13989	Citrus Irrigation System	water conveyance
13990	Chinese Ditch	well/cistern
13992	Reservoir	reservoir
14410		refuse scatter
14484		milling feature, burial
14989		refuse scatter
14990		refuse scatter
14991		water conveyance
16502	Prospect Park	orchard, standing structure
16503	Smiley Park Historical District	orchard, road/trail, standing structure
17086	Grant Street Redlands Bowl	civic building
17152	Italian Gardens	landscape architecture
17484		
18020	Residence and water conveyance	single-family residence, water conveyance
18771	Mill Creek Powerhouses #2 and #3	standing structure, other
18774		standing structure
19917		single-family residence
19918		orchard
19919	Stone Carriage House and Arch	standing structure
19920		standing structure

**Table A: Information Center List of Cultural Resources**

<b>Primary No.</b>	<b>Description</b>	<b>Attribute</b>
19921	Curtis House	standing structure
19922	Raymond Curtis House	standing structure
19923	Burned Adobe	standing structure
19924	Cha Cha's Restaurant	standing structure
19925	Mission Mobile Home House	orchard, standing structure, other
19926	Howard Vander Wall House	single-family residence
19927	Helen Hinckley House	single-family residence, ancillary building
19928		single-family residence, ancillary bldg
19929		single-family residence
19930		single-family residence
19931		single-family residence
20133	Fiori Residence	single-family residence
20135	Curtis-Fisk House	single-family residence
20251	Mill Creek and Garnet Bridge	bridge
20252	Arrowhead Motel/Kool Kactus Kafe	standing structure, hotel/motel
20339	Tri City Drive-in Site	standing structure
20377	Roach House	single-family residence
20458		single-family residence
20651		single-family residence
20652		single-family residence
20653		single-family residence
20654		single-family residence
20655		single-family residence
20656		single-family residence
20771	Lugonia Homes	multiple-family residence
21110	Magnolia Pool Supply BTS	1–3 story commercial building
21713		engineering structure
21714		refuse scatter

**Table A: Information Center List of Cultural Resources**

<b>Primary No.</b>	<b>Description</b>	<b>Attribute</b>
22232	YMCA of the East Valley	foundation, wall, civic center, street furniture
22622	Redlands Country Club	open space, other
23112	Auerbacher Residence	multiple-family residence
23343	Park Once Trash Scatter	refuse scatter
23401		orchard, water conveyance
23402		refuse scatter
23403		other
23404		water conveyance, canal
23405		canal
23406	Lee O. Younts Property	foundation, orchard, refuse scatter
23471		1–3 story commercial building
23473		1–3 story commercial building
23476		single-family residence
23477		single-family residence
23484	Memphis 12 kV distribution line	engineering structure
23549		1–3 story commercial building
23550		1–3 story commercial building
23572	Parker House	single-family residence, farm
23573		
23574		orchard, water conveyance, farm
23575		orchard, water conveyance, farm
24013		road, trail
24014		road, trail
24016		road, trail
24017		road, trail
24018		road, trail
24019		road, trail

**Table A: Information Center List of Cultural Resources**

<b>Primary No.</b>	<b>Description</b>	<b>Attribute</b>
24021		road, trail
24024		road, trail
24029		foundation
24030		road, trail
24031		
24063		road, trail
24064		road, trail
24082		road, trail
24083		hp26
24296	Gist Irrigation System	water conveyance
24857		road, canal, trail
25788	Van Grouw Dairy, The Grove School	farm
25790		single-family residence, ancillary building, fence
25791		single-family residence, fence
25792		single-family residence, fence
25797		single-family residence
25798		single-family residence, ancillary building
25799		single-family residence, ancillary building, fence
25800		single-family residence, fence
25801		single-family residence, ancillary building, fence
25802		single-family residence, fence
25803		multiple-family residence, fence
25804		1–3 story commercial building
25805		single-family residence, fence
25806		single-family residence, ancillary building, fence
25807		single-family residence, fence
25808		single-family residence, fence

**Table A: Information Center List of Cultural Resources**

<b>Primary No.</b>	<b>Description</b>	<b>Attribute</b>
25809		single-family residence, landscape architecture, fence
25811		single-family residence
25812		single-family residence, ancillary building, fence
25813		single-family residence, fence
25814		1–3 story commercial building, fence
25815		1–3 story commercial building, fence
25816		ancillary building, 1–3 story commercial building
25817		1–3 story commercial building
25818		1–3 story commercial building
25819		1–3 story commercial building
26030		other
26031		refuse scatter, water conveyance
26032		single-family residence
26033		single-family residence
26034		single-family residence
26037		single-family residence
26038		single-family residence
26039		single-family residence
26040		single-family residence
26041		single-family residence
26044		single-family residence
26045		single-family residence
26048		single-family residence
26050		engineering structure
26051		engineering structure
26220	Timoteo Substation	engineering structure
26222	Tennessee Substation	engineering structure

**Table A: Information Center List of Cultural Resources**

<b>Primary No.</b>	<b>Description</b>	<b>Attribute</b>
26223		engineering structure
26224		engineering structure
26225		single-family residence
26226		single-family residence
26227		single-family residence
26228		single-family residence
26291	San Bernardino Substation	engineering structure
26686		ancillary building, fence
27670	California Street Alignment	road
27671	Citrus Avenue Alignment	road
27672	Redlands Central Railway (Dinky) Alignment/The Redlands Dinky Line	
27718		water conveyance
27731	Redlands Community Hospital	
29387	Furney/Yount Orchards	orchard, refuse scatter
29388	Morey Ditch/Morey Arroyo	water conveyance
29389	Orange Avenue Alignment	road, trail
29390	New Jersey Street Alignment	road, trail
60197	milling slick fragment	prehistoric other
60198	prehistoric sherd	prehistoric other
60201	prehistoric painted sandstone concretion	prehistoric other
60202	manos	lithic scatter
60203		prehistoric other
60206	metate	prehistoric other
60207	manos	prehistoric other
60208	core	prehistoric other

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
16494	Redlands	Mill Creek 1 Powerhouse		1892	2S2
16495	Redlands	Mill Creek 1 and 2 Company House		1910	2S2
16496	Redlands	Mill Creek Powerhouse		1902	2S2
16497	Redlands	Mill Creek 1 and 2 Cottage		1910	2S2
16498	Redlands	Mill Creek 1 and 2 Bunkhouse		1910	2S2
16499	Redlands	Plant Superintendent House-Mill		1910	2S2
16500	Redlands	Mill Creek 1 and 2 Cottage Barn		1910	2S2
16501	Redlands	Lytle Creek Powerhouse		1901	6Y
16502	Redlands	Prospect Park		1896	7L
16503	Redlands	Smiley Park Historic District		1887	1S NR
16504	Redlands	University of Redlands Memorial Chapel			2S2
16505	Redlands	Horse-drawn road-grader		1898	2D2
16506	Redlands	Presbyterian Church office	115 4th Street	1888	3S
16507	Redlands	Lincoln Memorial Shrine	120 4th Street	1932	6X
16508	Redlands	Mrs. W.A. Holiday House	148 4th Street	1888	1D
16509	Redlands		152 4th Street	1888	1D
16510	Redlands	John Mason House	154 4th Street	1892	1D
16511	Redlands	Religious Education Center	210 4th Street	1915	5S2
16512	Redlands	Sacred Heart Convent	216 4th Street	1915	5S2
16513	Redlands		242 4th Street	1895	5S2
16514	Redlands		243 4th Street	1920	5S2
16515	Redlands		245 4th Street	1920	7N
16516	Redlands		246 4th Street	1895	5S2
16517	Redlands		247 4th Street	1920	5S2
16518	Redlands		248 4th Street	1900	5S2
16519	Redlands		249 4th Street	1920	7N
16520	Redlands		251 4th Street	1889	1D/5S2

**Table B: Historic Resources Inventory Directory**

Primary	City	Description	Address	Year Built	Status Code
16521	Redlands		255 4th Street	1892	1D/5S2
16522	Redlands		303 4th Street	1892	1D/5S2
16523	Redlands	Unity Church, Church of the Living...	304 4th Street	1904	1D
16524	Redlands		309 4th Street	1898	1D/5S2
16525	Redlands		310 4th Street	1895	5S2
16526	Redlands		310 4th Street	1898	1D
16527	Redlands		315 4th Street	1888	1D/5S2
16528	Redlands		316 4th Street	1889	1D/5S2
16529	Redlands	U.L. Duke House	322 4th Street	1892	1D/5S2
16530	Redlands		326 4th Street	1890	1D/5S2
16531	Redlands		330 4th Street	1900	1D/5S2
16532	Redlands		336 4th Street	1891	1D/5S2
16533	Redlands		337 4th Street	1920	5S2
16534	Redlands		342 4th Street	1890	1D/5S2
16535	Redlands		346 4th Street	1889	1D/5S2
16536	Redlands		419 4th Street	1904	1D
16537	Redlands		420 4th Street	1925	6X/5S2
16539	Redlands	J.H. Kemble House	424 4th Street	1910	none listed
16540	Redlands		432 4th Street	1902	6X
16541	Redlands		438 4th Street	1900	1D/5S2
16542	Redlands		439 4th Street	1900	1D
16543	Redlands		442 4th Street	1910	1D/5S2
16544	Redlands		443 4th Street	1910	5S2
16545	Redlands		444 4th Street	1900	1D
16546	Redlands		445 4th Street	1908	1D/5S2
16547	Redlands		446 4th Street	1910	1D/5S2
16548	Redlands		451 4th Street	1905	1D/5S2



**Table B: Historic Resources Inventory Directory**

Primary	City	Description	Address	Year Built	Status Code
16549	Redlands		454 4th Street	1940	6X
16550	Redlands		457 4th Street	1900	1D/5S2
16551	Redlands		502 4th Street	1904	1D/5S2
16552	Redlands		509 4th Street	1912	1D
16553	Redlands		510 4th Street	1904	1D/5S2
16554	Redlands		516 4th Street	1905	1D/5S2
16555	Redlands		517 4th Street	1900	1D/5S2
16556	Redlands		521 4th Street	1910	1D/5S2
16557	Redlands		522 4th Street	1920	1D/5S2
16558	Redlands	Wade House	527 4th Street	1893	1D
16559	Redlands		528 4th Street	1912	1D/5S2
16560	Redlands		534 4th Street	1905	1D/5S2
16561	Redlands		535 4th Street	1900	1D/5S2
16562	Redlands		541 4th Street	1900	1D/5S2
16563	Redlands		542 4th Street	1900	1D/5S2
16564	Redlands		544 4th Street	none listed	6X/5S2
16565	Redlands		548 4th Street	1900	1D/5S2
16566	Redlands		584 4th Street	1900	5S2
16567	Redlands	Fletcher Planing Mill, Turn of the ...	501 5th Street	1914	3S/5S2
16568	Redlands		515 5th Street	1908	5S2
16569	Redlands	Redlands Citrus Association Antiqu...	333 6th Street	1903	7N
16570	Redlands		903 6th Street	1920	5S2
16571	Redlands		904 6th Street	1915	5S2
16572	Redlands		903 6th Street		
16573	Redlands		904 6th Street	1900	5S2
16574	Redlands		908 6th Street	1900	5S2
16575	Redlands		915 6th Street	1895	5S2

**Table B: Historic Resources Inventory Directory**

Primary	City	Description	Address	Year Built	Status Code
16576	Redlands		918 6th Street	1920	5S2
16577	Redlands		921 6th Street	1895	5S2
16578	Redlands		922 6th Street	1895	5S2
16579	Redlands		937 6th Street	1890	5S2
16580	Redlands	Hatfield Buick	7th Street	1926	5S2
16581	Redlands		304 7th Street	1946	5S2
16582	Redlands		304 9th Street	1949	5S2
16583	Redlands		217 Alvarado Street	1904	1D
16584	Redlands		224 Alvarado Street	1903	1D
16585	Redlands		225 Alvarado Street	1905	1D
16586	Redlands		225 Alvarado Street	1902	1D
16587	Redlands		226 Alvarado Street	1903	1D
16588	Redlands		232 Alvarado Street	1904	1D
16589	Redlands		235 Alvarado Street	1908	1D
16590	Redlands		238 Alvarado Street	1901	1D/5S2
16591	Redlands		243 Alvarado Street	1902	1D
16592	Redlands		244 Alvarado Street	1901	1D/5S2
16593	Redlands	Waldo O'Kelly residence	248 Alvarado Street	1908	1D/5S2
16594	Redlands		249 Alvarado Street	1920	6X
16595	Redlands	Jerome O. Boger House	256 Alvarado Street	1902	1D/3S
16596	Redlands		257 Alvarado Street	1919	6X
16597	Redlands		302 Alvarado Street	1903	1D/5S2
16598	Redlands		305 Alvarado Street	1924	6X
16599	Redlands		308 Alvarado Street	1911	1D/5S2
16600	Redlands		309 Alvarado Street	1917	6X/5S2
16601	Redlands		315 Alvarado Street	1904	1D/5S2
16602	Redlands		316 Alvarado Street	1907	1D/5S2

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
16603	Redlands		317 Alvarado Street	1906	1D/5S2
16604	Redlands		321 Alvarado Street	1923	6X
16605	Redlands		322 Alvarado Street	1908	1D/5S2
16606	Redlands		327 Alvarado Street	1902	1D/5S2
16607	Redlands	Shreck House	328 Alvarado Street	1905	1D/5S2
16608	Redlands	Carriage House	328 Alvarado Street	1905	1D
16609	Redlands		334 Alvarado Street	1920	5S2
16610	Redlands		342 Alvarado Street	1920	5S2
16611	Redlands	Gair House	346 Alvarado Street	1929	5S2
16612	Redlands	Gray House	349 Alvarado Street	1928	5S2
16613	Redlands		502 Alvarado Street	1912	5S2
16614	Redlands		505 Alvarado Street	1910	1D
16615	Redlands		508 Alvarado Street	1910	1D
16616	Redlands		510 Alvarado Street	1900	5S2
16617	Redlands		511 Alvarado Street	1911	1D
16618	Redlands		512 Alvarado Street	1910	1D
16619	Redlands		515 Alvarado Street	1909	1D/5S2
16620	Redlands		516 Alvarado Street	1911	1D
16621	Redlands		519 Alvarado Street	1910	1D/5S2
16622	Redlands		521 Alvarado Street	1909	1D
16623	Redlands		522 Alvarado Street	1910	1D/5S2
16624	Redlands		525 Alvarado Street	1950	6X
16625	Redlands		526 Alvarado Street	1910	1D/5S2
16626	Redlands		538 Alvarado Street	1912	1D/5S2
16627	Redlands		540 Alvarado Street	1910	1D/5S2
16628	Redlands		602 Alvarado Street	1910	1D
16629	Redlands		610 Alvarado Street	1910	1D/5S2

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
16630	Redlands		614 Alvarado Street	1911	1D/5S2
16631	Redlands		618 Alvarado Street	1910	1D/5S2
16632	Redlands		621 Alvarado Street	1910	1D/5S2
16633	Redlands		624 Alvarado Street	1906	1D/5S2
16634	Redlands		627 Alvarado Street	1910	1D/5S2
16635	Redlands	Eaton House	628 Alvarado Street	1900	5S2
16636	Redlands		631 Alvarado Street	1910	1D
16637	Redlands		632 Alvarado Street	1911	1D/5S2
16638	Redlands	Karaak House	728 Alvarado Street	1922	5S2
16639	Redlands		832 Alvarado Street	1895	5S2
16640	Redlands	White House	26849 Barton Road	none listed	2S
16641	Redlands	Marshall House	27297 Barton Road	none listed	2S
16642	Redlands		208 Bellevue Avenue	1910	5S2
16643	Redlands		302 Bellevue Avenue	1910	5S2
16644	Redlands		306 Bellevue Avenue	1910	5S2
16645	Redlands		320 Bellevue Avenue	1910	5S2
16646	Redlands		220 Bond Street	1913	5S2
16647	Redlands		233 Bond Street	1900	5S2
16648	Redlands	Redlands Main U.S. Post Office	201 Brookside Avenue	1932	1S NR
16649	Redlands		312 Brookside Avenue	1917	5S2
16650	Redlands		404 Brookside Avenue	1910	5S2
16651	Redlands		529 Brookside Avenue	1911	5S2
16652	Redlands		533 Brookside Avenue	1895	5S2
16653	Redlands		611 Brookside Avenue	1920	5S2
16654	Redlands		645 Brookside Avenue	1895	3S
16655	Redlands		1076 Brookside Avenue	1888	3S
16656	Redlands	The Donald House	1201 Brookside Avenue	1892	5S2

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
16659	Redlands	City Florist	122 Cajon Street	1927	5S2
16660	Redlands	Redlands Theater	123 Cajon Street	1958	2S3/3S
16661	Redlands	Redland's Lodge #300, Masonic Temple	131 Cajon Street	1909	5S2
16662	Redlands		215 Cajon Street	1906	5S2
16663	Redlands		229 Cajon Street	1937	5S2
16664	Redlands	James W. Narrows House	243 Cajon Street	1902	7J/5S2
16665	Redlands		248 Cajon Street	1899	1D/5S2
16666	Redlands		256 Cajon Street	1906	1D/5S2
16667	Redlands		261 Cajon Street	1902	5S2
16668	Redlands		312 Cajon Street	1949	7R
16669	Redlands		317 Cajon Street	none listed	none listed
16670	Redlands		321 Cajon Street	none listed	none listed
16671	Redlands		325 Cajon Street	1892	5S2
16672	Redlands	El Nido Apartments	331 Cajon Street	1928	5S2
16673	Redlands	Dr. Mary Denison House	339 Cajon Street	1905	5S2
16674	Redlands		351 Cajon Street	1905	5S2
16675	Redlands		403 Cajon Street	1903	3S
16676	Redlands		411 Cajon Street	1896	5S2
16677	Redlands		415 Cajon Street	1900	5S2
16678	Redlands		419 Cajon Street	1903	5S2
16679	Redlands		425 Cajon Street	1897	5S2
16680	Redlands		429 Cajon Street	1900	5S2
16681	Redlands		440 Cajon Street	1892	5S2
16682	Redlands		451 Cajon Street	1895	5S2
16683	Redlands		454 Cajon Street	1893	1D/5S2
16684	Redlands		501 Cajon Street	1895	1D/5S2
16685	Redlands		502 Cajon Street	1901	5S2

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
16686	Redlands		503 Cajon Street	1899	1D/5S2
16687	Redlands		508 Cajon Street	1965	6X
16688	Redlands		511 Cajon Street	1896	1D/5S2
16689	Redlands		519 Cajon Street	1900	1D/5S2
16690	Redlands		523 Cajon Street	1901	1D/5S2
16691	Redlands		529 Cajon Street	1902	1D/5S2
16692	Redlands		532 Cajon Street	1906	1D/5S2
16693	Redlands		537 Cajon Street	1897	1D/5S2
16694	Redlands		538 Cajon Street	1895	1D/5S2
16695	Redlands		544 Cajon Street	1900	1D/5S2
16696	Redlands		552 Cajon Street	1899	1D/5S2
16697	Redlands		617 Cajon Street	1915	5S2
16698	Redlands		635 Cajon Street	1910	5S2
16699	Redlands		645 Cajon Street	1910	5S2
16700	Redlands		657 Cajon Street	1912	5S2
16701	Redlands		1004 Cajon Street	1900	5S2
16702	Redlands	A.S. Auchincloss House	1403 Cajon Street	1894	5S2
16703	Redlands		833 Calhoun Street	1910	5S2
16704	Redlands		907 Calhoun Street	1910	5S2
16705	Redlands		922 Calhoun Street	1915	5S2
16706	Redlands		16 Campbell Avenue	1895	5S2
16707	Redlands	Cassius M. Hall residence	731 Cedar Avenue	1895	3S
16709	Redlands	Wells House	Center Street	1887	7L
16710	Redlands		310 Center Street	1925	5S2
16711	Redlands		330 Center Street	1900	5S2
16712	Redlands		344 Center Street	1920	5S2
16713	Redlands		516 Center Street	1923	5S2

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
16714	Redlands	Elon J. Waite House	5565 Center Street	1891	3S
16715	Redlands		801 Center Street	1906	5S2
16716	Redlands	Villa Lucia	924 Center Street	1904	5S2
16717	Redlands		926 Center Street	1904	5S2
16718	Redlands	Fisher House	1227 Center Street	1894	7L
16719	Redlands		440 Chestnut Avenue	1910	5S2
16720	Redlands	Daniel Shepard House	446 Chestnut Avenue	1895	5S2
16721	Redlands	James P. Squires House	711 Chestnut Avenue	1889	5S2
16722	Redlands		731 Chestnut Avenue	1912	5S2
16723	Redlands		757 Chestnut Avenue	1900	5S2
16724	Redlands	Mosley House	849 Chestnut Avenue	1905	5S2
16725	Redlands		946 Chestnut Avenue	1900	5S2
16726	Redlands		1036 Chestnut Avenue	1907	5S2
16727	Redlands		1046 Chestnut Avenue	1930	6Y
16728	Redlands		1102 Chestnut Avenue	1900	5S2
16729	Redlands	Lugonia School Monument	Church Street	1935	7L
16730	Redlands	Storm Drain Channel	Church Street	none listed	6Y
16731	Redlands		1119 Church Street	none listed	6Y
16732	Redlands	Academy of Music Bldg/Hubbard BL	5 Citrus Street	1890	5S2
16733	Redlands		212 Clark Street	1900	5S2
16734	Redlands		216 Clark Street	1912	5S2
16735	Redlands		816 Clay Street	1900	5S2
16736	Redlands		820 Clay Street	1900	5S2
16737	Redlands		825 Clay Street	1895	5S2
16738	Redlands		826 Clay Street	1895	5S2
16739	Redlands		834 Clay Street	1925	5S2
16740	Redlands		837 Clay Street	1895	5S2

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
16741	Redlands		838 Clay Street	1895	5S2
16742	Redlands		904 Clay Street	1900	5S2
16743	Redlands		908 Clay Street	1915	5S2
16744	Redlands		911 Clay Street	1925	5S2
16745	Redlands		914 Clay Street	1900	5S2
16746	Redlands		917 Clay Street	1915	5S2
16747	Redlands		920 Clay Street	1895	5S2
16748	Redlands		925 Clay Street	1925	5S2
16749	Redlands		930 Clay Street	1900	5S2
16750	Redlands		936 Clay Street	1915	5S2
16751	Redlands		937 Clay Street	1895	5S2
16752	Redlands		910 Columbus Street	1910	5S2
16753	Redlands		913 Columbus Street	1905	5S2
16754	Redlands		914 Columbus Street	1905	5S2
16755	Redlands		936 Columbus Street	1905	5S2
16756	Redlands		651 Cypress Circle	1915	5S2
16757	Redlands		1665 Dwight Street	1901	5S2
16758	Redlands		509 E. Central Avenue	none listed	6Y
16759	Redlands		511 E. Central Avenue	none listed	6Y
16760	Redlands	W.H. Goodrich Furniture Company	19 E. Citrus Avenue	1903	5S2
16761	Redlands	Redlands Central Railway Co. Car	746 E. Citrus Avenue	1907	1S NR/3S
16762	Redlands	Administration Building, University of Redlands	1200 E. Colton Avenue	1909	3S
16763	Redlands		104 E. Cypress Avenue	1915	5S2
16764	Redlands	B.H. Jacobs House	221 E. Cypress Avenue	1895	3S
16765	Redlands		347 E. Cypress Avenue	1920	5S2
16766	Redlands	Clarence E. Blance House	21 E. Fern Avenue	1924	7N
16767	Redlands	T.S. Holiday House	25 E. Fern Avenue	1904	7N



**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
16768	Redlands		104 E. Fern Avenue	1889	5S2
16769	Redlands		406 E. Fern Avenue	1924	7N
16770	Redlands	Lee and Mildred Johnson House	107 E. Fern Avenue	1924	7N
16771	Redlands		109 E. Fern Avenue	1906	7N
16772	Redlands		112 E. Fern Avenue	1895	5S2
16773	Redlands		116 E. Fern Avenue	1927	7N
16774	Redlands	Charles E. Goodale House	120 E. Fern Avenue	1892	7N
16775	Redlands		121 E. Fern Avenue	1905	7N
16776	Redlands		123 E. Fern Avenue	1907	7N
16777	Redlands	William Hinckle House	125 E. Fern Avenue	1903	7N
16778	Redlands		126 E. Fern Avenue	1912	5S2
16779	Redlands		201 E. Fern Avenue	1950	7R
16780	Redlands		202 E. Fern Avenue	1915	5S2
16781	Redlands		209 E. Fern Avenue	1958	7R
16782	Redlands		210 E. Fern Avenue	1937	7N
16783	Redlands		215 E. Fern Avenue	1911	7N
16784	Redlands		216 E. Fern Avenue	1911	7N
16785	Redlands	Howard S. Trotter House	217 E. Fern Avenue	1908	7N
16786	Redlands		224 E. Fern Avenue	1927	7N
16787	Redlands	Mack W.H. Williams House	225 E. Fern Avenue	1905	7N
16788	Redlands	Cyrus J. Willis House	230 E. Fern Avenue	1928	7N
16789	Redlands		301 E. Fern Avenue	1900	5S2
16790	Redlands		304 E. Fern Avenue	1932	7N
16791	Redlands		309 E. Fern Avenue	1909	7N
16792	Redlands		316 E. Fern Avenue	1928	7N
16793	Redlands		420 E. Fern Avenue	none listed	5S2
16794	Redlands	Fred A. Hill House	430 E. Fern Avenue	1930	7N

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
16795	Redlands	The Peppers, El Carmelo	926 E. Fern Avenue	1904	3S
16796	Redlands	Redlands Methodist Church Education	1 E. Olive Avenue	1924	5S2
16797	Redlands		10 E. Olive Avenue	1904	7N
16798	Redlands	Corner Brothers Funeral Parlor	37 E. Olive Avenue	1910	7N
16799	Redlands		101 E. Olive Avenue	1980	7R
16800	Redlands		104 E. Olive Avenue	1890	7N/5S2
16801	Redlands		108 E. Olive Avenue	1899	7N
16802	Redlands	Winston House	111 E. Olive Avenue	1904	5S2
16803	Redlands		124 E. Olive Avenue	1902	7N
16804	Redlands		201 E. Olive Avenue	1901	5S2
16805	Redlands		204 E. Olive Avenue	1928	7N
16806	Redlands		205 E. Olive Avenue	1893	5S2/7N
16807	Redlands		208 E. Olive Avenue	1920	7R/7N
16808	Redlands		213 E. Olive Avenue	1893	7N/5S2
16809	Redlands	Lee Walmarth House	214 E. Olive Avenue	1891	5S2/3S
16810	Redlands		215 E. Olive Avenue	1904	5S2/7N
16811	Redlands		219 E. Olive Avenue	1980	7R
16812	Redlands	Redlands Seventh-day Adventist Church	255 E. Olive Avenue	none listed	5S2
16813	Redlands	Charles Kendall Adams House	210 E. Palm Avenue	1902	3S
16814	Redlands		1 E. Redlands Boulevard	1960	6X
16815	Redlands		14 E. Redlands Boulevard	1904	5S2
16816	Redlands		21 E. Redlands Boulevard	1904	5S2
16817	Redlands		214 E. Redlands Boulevard	1903	5S2
16818	Redlands	Gold Banner Packing, Packing House	215 E. Redlands Boulevard	1924	7N
16819	Redlands	Keystone Drugs	1 E. State Street	1959	7R
16820	Redlands	Star Grocery	2 E. State Street	1887	5S2
16821	Redlands	Redlands Photographers	6 E. State Street	1908	5S2

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
16822	Redlands		7 E. State Street	1891	5S2
16823	Redlands	Frame N Lens	10 E. State Street	1889	5S2
16824	Redlands	Underpinings/Computer Café	14 E. State Street	1888	5S2
16825	Redlands		15 E. State Street	1888	5S2
16826	Redlands	McMahan's	17 E. State Street	1903	5S2
16827	Redlands	State Street East	18 E. State Street	1887	5S2
16828	Redlands	Rose of Sharon Salon	22 State Street	1957	5S2
16829	Redlands	Goodie Shop	24 E. State Street	1887	5S2
16830	Redlands	Children's Carousel	25 E. State Street	1900	7N
16831	Redlands		27 E. State Street	1887	5S2
16832	Redlands		28 E. State Street	1887	5S2
16833	Redlands		101 E. State Street	1903	7R
16834	Redlands	J.C. Penney	104 E. State Street	1905	5S2
16835	Redlands	Sligers Music	109 E. State Street	1894	5S2
16836	Redlands		110 E. State Street	1887	5S2
16837	Redlands		112 E. State Street	1895	5S2
16838	Redlands	Cirtograph Printing	113 E. State Street	1901	5S2
16839	Redlands	L and T Hobby	114 E. State Street	1903	5S2
16840	Redlands	Waldo Buroughs Appliance	117 E. State Street	1904	5S
16841	Redlands	Pizza Chalet	118 E. State Street	1907	5S2
16842	Redlands	Pizza Chalet	120 E. State Street	1907	5S2
16843	Redlands	Branch Cooch Real Estate		1905	5S2
16844	Redlands	Patio Shop	127 E. State Street	1953	5S2
16845	Redlands	Serrs Old Building	204 E. State Street	1905	5S2
16846	Redlands		430 E. State Street	1925	5S2
16847	Redlands		609 E. State Street	1893	5S2
16848	Redlands	Medical Arts Building Courtyard	147 E. Vine Street	1927	5S2

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
16849	Redlands	Redlands Motorcycle Club	150 E. Vine Street	1911	5S2
16851	Redlands		18 Eureka Street	1899	7N
16852	Redlands	Smiley City Park	Eureka Street	1898	1D/7N
16853	Redlands		28 Eureka Street	1896	7N
16854	Redlands		32 Eureka Street	1897	7N
16855	Redlands		36 Eureka Street	1897	7N
16856	Redlands	L.B. Bean House	40 Eureka Street	1897	7N
16857	Redlands	Mission Gables Apartments	168 Eureka street	1898	7N/1D
16858	Redlands	Dow-Bowman House	172 Eureka Street	1900	7N
16859	Redlands	E.D. Donham	179 Eureka Street	1891	7R
16860	Redlands	S.R. Thorne House	180 Eureka Street	1900	7N
16861	Redlands		183 Eureka Street	1904	7N
16862	Redlands	Walter Lynn House	184 Eureka Street	1887	7N
16863	Redlands	Daniel Cotcher House	185 Eureka Street	1904	7N
16864	Redlands	Dr. M.M. Horton House	188 Eureka Street	1898	7N
16865	Redlands		222 Eureka Street	1895	5S2
16866	Redlands		226 Eureka Street	1895	5S2
16867	Redlands		230 Eureka Street	1895	5S2
16868	Redlands		234 Eureka Street	1895	5S2
16869	Redlands		238 Eureka Street	1895	5S2
16870	Redlands		241 Eureka Street	1895	5S2
16871	Redlands		244 Eureka Street	1895	5S2
16872	Redlands		247 Eureka Street	1895	5S2
16873	Redlands		248 Eureka Street	1895	5S2
16874	Redlands		253 Eureka Street	1920	5S2
16875	Redlands		255 Eureka Street	1920	5S2
16876	Redlands		256 Eureka Street	1895	5S2

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
16877	Redlands		301 Eureka Street	1895	5S2
16878	Redlands		305 Eureka Street	1895	5S2
16879	Redlands		311 Eureka Street	1895	5S2
16880	Redlands		317 Eureka Street	1895	5S2
16881	Redlands		318 Eureka Street	1889	5S2
16882	Redlands		321 Eureka Street	1895	5S2
16883	Redlands		324 Eureka Street	1910	5S2
16884	Redlands		325 Eureka Street	1895	5S2
16885	Redlands		328 Eureka Street	1900	5S2
16886	Redlands		331 Eureka Street	1895	5S2
16887	Redlands		332 Eureka Street	1890	5S2
16888	Redlands		335 Eureka Street	1895	5S2
16889	Redlands		337 Eureka Street	1895	5S2
16890	Redlands		338 Eureka Street	1895	5S2
16891	Redlands		344 Eureka Street	1895	5S2
16892	Redlands		350 Eureka Street	1895	5S2
16893	Redlands		417 Eureka Street	1895	5S2
16894	Redlands		420 Eureka Street	1925	5S2
16895	Redlands		424 Eureka Street	1915	5S2
16897	Redlands		429 Eureka Street	1900	5S2
16898	Redlands		430 Eureka Street	1920	5S2
16899	Redlands		434 Eureka Street	1920	5S2
16900	Redlands		437 Eureka Street	1895	5S2
16901	Redlands		439 Eureka Street	1920	5S2
16902	Redlands		440 Eureka Street	1920	5S2
16903	Redlands		444 Eureka Street	1920	5S2
16904	Redlands		448 Eureka Street	1910	1D/5S2

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
16905	Redlands		455 Eureka Street	1920	5S2
16906	Redlands		502 Eureka Street	1909	1D/5S2
16907	Redlands		503 Eureka Street	1911	1D/5S2
16908	Redlands		507 Eureka Street	1911	1D/5S2
16909	Redlands		508 Eureka Street	1909	1D/5S2
16910	Redlands		510 Eureka Street	1909	5S2
16911	Redlands		511 Eureka Street	1911	1D/5S2
16912	Redlands		514 Eureka Street	1910	1D/5S2
16913	Redlands		518 Eureka Street	1910	1D/5S2
16915	Redlands		519 Eureka Street	1911	1D/5S2
16916	Redlands		521 Eureka Street	1911	1D/5S2
16917	Redlands		522 Eureka Street	1911	5S2
16918	Redlands		525 Eureka Street	1920	5S2
16920	Redlands		5 Grant Street	1892	1D/7N
16921	Redlands		7 Grant Street	1893	1D/7N
16922	Redlands		7 Grant Street	1970	6X
16923	Redlands		9 Grant Street	1892	1D/7N
16924	Redlands	Jay D. Clark House	11 Grant Street	1893	1D/7N
16925	Redlands	Truesdell House	13 Grant Street	1887	1D/7N
16926	Redlands		16 Grant Street	1926	7N
16927	Redlands		18 Grant Street	1925	7N
16928	Redlands		20 Grant Street	1925	7N
16929	Redlands	Prosellis Apartments	24 Grant Street	1905	1D/7N
16930	Redlands	Park Place Boarding House	126 Grant Street	1905	1D/7N
16931	Redlands	J.E. Fairchild House	128 Grant Street	1906	1D/7N
16932	Redlands	Ferguson House	129 Grant Street	1899	1D/7N
16933	Redlands	Frank C. Prescott House	130 Grant Street	1898	1D/7N

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
16934	Redlands		132 Grant Street	1901	1D/7N
16935	Redlands		133 Grant Street	1898	1D/7N
16936	Redlands	John Albright House	134 Grant Street	1903	1D/7N
16937	Redlands	William M. Smith House	135 Grant Street	1898	1D/7N
16938	Redlands	J.J. Thamann House	36 Grant Street	1901	1D/7N
16939	Redlands	Robert Hornbeck House	137 Grant Street	1899	1D/7N
16940	Redlands		218 Grant Street	1902	1D
16941	Redlands		219 Grant Street	1902	1D
16942	Redlands		220 Grant Street	1901	1D
16943	Redlands		222 Grant Street	1902	1D
16944	Redlands		225 Grant Street	1903	1D
16945	Redlands		225 Grant Street	1923	6X
16946	Redlands		231 Grant Street	1903	1D
16947	Redlands		233 Grant Street	1901	6X
16948	Redlands		234 Grant Street	1901	1D
16949	Redlands		236 Grant Street	1903	1D
16950	Redlands		239 Grant Street	1903	1D
16951	Redlands		245 Grant Street	1901	1D
16952	Redlands		246 Grant Street	1905	1D
16953	Redlands		247 Grant Street	1909	1D
16954	Redlands		250 Grant Street	1902	1D
16955	Redlands		254 Grant Street	1903	1D
16956	Redlands		301 Grant Street	1904	1D
16957	Redlands		307 Grant Street	1950	6X
16958	Redlands	Jose Rivera House	308 Grant Street	1895	1D/5S2
16959	Redlands		314 Grant Street	1892	1D
16960	Redlands		315 Grant Street	1900	1D

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
16961	Redlands		316 Grant Street	1950	6X
16962	Redlands		319 Grant Street	1909	1D
16963	Redlands		320 Grant Street	1892	1D/5S2
16964	Redlands		323 Grant Street	1900	1D/5S2
16965	Redlands		327 Grant Street	1900	1D/5S2
16966	Redlands		333 Grant Street	1909	1D/5S2
16967	Redlands		337 Grant Street	1892	1D/5S2
16968	Redlands		338 Grant Street	1892	1D/5S2
16969	Redlands		343 Grant Street	1891	1D/5S2
16970	Redlands		351 Grant Street	1925	6X
16971	Redlands		417 Grant Street	1900	1D/5S2
16972	Redlands		420 Grant Street	1900	5S2
16973	Redlands		424 Grant Street	1900	5S2
16974	Redlands		425 Grant Street	1950	6X
16975	Redlands		429 Grant Street	1910	1D/5S2
16976	Redlands		430 Grant Street	1900	5S2
16977	Redlands		433 Grant Street	1920	6X/5S2
16978	Redlands		434 Grant Street	1907	1D/5S2
16979	Redlands		437 Grant Street	1920	5S2
16980	Redlands		440 Grant Street	1904	1D/5S2
16981	Redlands		444 Grant Street	1895	1D/5S2
16982	Redlands		447 Grant Street	1912	1D/5S2
16983	Redlands		450 Grant Street	1904	1D
16984	Redlands		451 Grant Street	1910	1D/5S2
16985	Redlands		454 Grant Street	1904	6X
16986	Redlands		455 Grant Street	1912	1D/5S2
16987	Redlands	Bridge #54C-368	Greenspot Road	1912	2S/3S



**Table B: Historic Resources Inventory Directory**

Primary	City	Description	Address	Year Built	Status Code
16988	Redlands		402 High Avenue	1906	5S2
16989	Redlands		408 High Avenue	1900	5S2
16990	Redlands		412 High Avenue	1905	5S2
16991	Redlands		416 High Avenue	1904	5S2
16992	Redlands		420 High Avenue	1906	5S2
16993	Redlands		424 High Avenue	1908	5S2
16994	Redlands		504 High Avenue	1926	3S
16995	Redlands	I.N. Houg House	816 High Avenue	1888	5S2
16996	Redlands	Oliver Hicks House	1321 Knoll Road	1905	3S
16997	Redlands		417 La Verne Street	1895	5S2
16998	Redlands		421 La Verne Street	1890	5S2
16999	Redlands		429 La Verne Street	1890	5S2
17000	Redlands		435 La Verne Street	1895	5S2
17001	Redlands		451 La Verne Street	1895	5S2
17002	Redlands	Spence-Stewart House	1507 Laurel Street	none listed	5S2
17003	Redlands	Spencer House	1515 Laurel Street	none listed	5S2
17004	Redlands		1619 Laurel Street	none listed	5S2
17005	Redlands	Towers-Ford House	1623 Laurel Street	none listed	5S2
17006	Redlands	House of Neighborly Services, Boys/	612 Lawton Street	1927	5S2
17007	Redlands		914 Lawton Street	1895	5S2
17008	Redlands		123 Lugonia Avenue	1942	6Y
17009	Redlands		221 Michigan Street	1902	1D
17010	Redlands		225 Michigan Street	1907	1D
17011	Redlands		229 Michigan Street	1903	1D
17012	Redlands		223 Michigan Street	1905	1D
17013	Redlands		241 Michigan Street	1908	1D
17014	Redlands		253 Michigan Street	1905	1D

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
17015	Redlands	Gauchama Rancheria	Mission Road	none listed	7L
17016	Redlands		1121 Monterey Street	1904	5S2
17017	Redlands		214 Myrtle Street	1927	7N
17018	Redlands		218 Myrtle Street	1927	7N
17019	Redlands		2226 Myrtle Street	1894	7N
17020	Redlands		232 Myrtle Street	1898	7N
17021	Redlands		238 Myrtle Street	1904	7N
17022	Redlands		240 Myrtle Street	1892	7R
17023	Redlands		246 Myrtle Street	1955	7R
17024	Redlands	Underwood House	249 Myrtle Street	1892	7N
17025	Redlands		250 Myrtle Street	1893	7N
17026	Redlands		253 Myrtle Street	1892	7N
17027	Redlands		254 Myrtle Street	1906	7N
17028	Redlands		257 Myrtle Street	1894	7N
17029	Redlands		260 Myrtle Street	1892	7N
17030	Redlands		305 Myrtle Street	1909	7N
17031	Redlands		309 Myrtle Street	1903	7N
17032	Redlands		313 Myrtle Street	1908	7N
17033	Redlands		317 Myrtle Street	1909	6Y
17034	Redlands		321 Myrtle Street	1904	7N
17035	Redlands		321 Myrtle Street	1904	7N
17036	Redlands		325 Myrtle Street	1905	7N
17037	Redlands		328 Myrtle Street	1917	7N
17038	Redlands		329 Myrtle Street	1905	7N
17039	Redlands		330 Myrtle Street	1925	7N
17040	Redlands	J. J. Prendergast Packing House	301 N. 3rd Street	1903	1D/3D
17041	Redlands	Redlands Mutual Orange Company	330 N. 4th Street	1906	1D/3D

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
17042	Redlands		14 N. 5th Street	1905	5S2
17043	Redlands		113 N. 5th Street	1905	5S2
17044	Redlands	Redlands hall of Justice	215 N. 5th Street	1935	1D/3D
17045	Redlands	H. Jacobsons Warehouse	215 N. 5th Street	1898	1D/3D
17046	Redlands	Haight Packing House/ Mitten Disp	345 N. 5th Street	1890	1D/3D
17047	Redlands	President's Mansion, University of Redlands	625 N. Grove Street	1910	3S/1D
17048	Redlands	Barton Villa Wood Barn Stable	11245 Nevada Street	1950	6X
17050	Redlands	Barton Villa Brick Masonry Outbuilding	11245 Nevada Street	1866	1D
17052	Redlands		11245 Nevada Street	1905	7N
17053	Redlands		215 Nordina Street	1891	7N
17054	Redlands		219 Nordina Street	1894	7N
17055	Redlands		220 Nordina Street	1907	7N
17056	Redlands		223 Nordina Street	1897	7N
17057	Redlands	Henry Norris House	223 Nordina Street	1897	7N
17058	Redlands	Emma M. Hall House	236 Nordina Street	1900	7N
17059	Redlands	Avis Ashby House	229 Nordina Street	1899	7N
17060	Redlands		235 Nordina Street	1898	7N
17061	Redlands	Louise E. Wellman House	239 Nordina Street	1902	7N
17062	Redlands	J.O. Steward House	240 Nordina Street	1899	7N
17063	Redlands	J.J. Reeves House	243 Nordina Street	1899	7N
17064	Redlands		247 Nordina Street	1899	7N
17065	Redlands	Lydia J. Pratt House	251 Nordina Street	1904	7N
17066	Redlands		255 Nordina Street	1941	7N
17067	Redlands		256 Nordina Street	1894	7N
17068	Redlands		257 Nordina Street	1891	3S
17069	Redlands		260 Nordina Street	1894	7N
17070	Redlands	Robbins Retreat Retirement Center	302 Nordina Street	1904	3S

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
17071	Redlands	Ernest K. Carey House	303 Nordina Street	1903	7N
17072	Redlands		305 Nordina Street	1912	7N
17073	Redlands		309 Nordina Street	1903	7N
17074	Redlands		314 Nordina Street	1903	7N
17075	Redlands		315 Nordina Street	1903	7N
17076	Redlands		317 Nordina Street	1903	7N
17077	Redlands		318 Nordina Street	1909	7N
17078	Redlands		322 Nordina Street	1904	7N
17079	Redlands		323 Nordina Street	none listed	7R
17080	Redlands		325 Nordina Street	1910	7N
17081	Redlands		326 Nordina Street	1905	7N
17082	Redlands		330 Nordina Street	1904	7N
17083	Redlands		331 Nordina Street	1904	5S2
17084	Redlands		333 Nordina Street	1903	7N
17085	Redlands		314 Olive Avenue	1901	1D
17086	Redlands	Prosellis, Redlands Bowl	Grant Street	1930	6X
17086	Redlands	Grant Street Redlands Bowl	Orange Street	none listed	none listed
17087	Redlands	Academy of Music Building	Orange Street	1890	5S2
17088	Redlands	Redlands Santa Fe Depot Historic District	108 Orange Street	1888	1S/3S
17089	Redlands	Meserve Sanborn Building	118 Orange Street	1891	5S2
17090	Redlands	McLean wagon Shop	120 Orange Street	1891	5S2
17091	Redlands	Walter C. Hargrave Block	122 Orange Street	1894	5S2
17092	Redlands	A.C. Chittenden Building	206 Orange Street	1894	5S2
17093	Redlands	Hamilton Block	208 Orange Street	1888	6X/6Z
17094	Redlands	Levines, Caleb	216 Orange Street	1894	6X/6Z
17095	Redlands	Gregg Block	220 Orange Street	1888	6X/6Z
17096	Redlands	Phinney Block/Joe Greensleeves	328 Orange Street	1892	1D/3B

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
17097	Redlands	E.I. Martin Home and Nursery	330 Orange Street	1902	6X
17098	Redlands	Hamilton Block/Carlson Hardware	333 Orange Street	1888	1D/7N
17099	Redlands		Orange Street	1980	6X
17100	Redlands	Beacon Printing	336 Orange Street	1902	1D/7N
17101	Redlands	Redlands Board of Trade	337 Orange Street	1912	1D/3D
17102	Redlands	The Worley Building	338 Orange Street	1892	1D/3D
17103	Redlands	The Poundstone and Hamilton Building	342 Orange Street	1898	1D/3D
17104	Redlands	Livery and Feed Palace	346 Orange Street	1908	1D/3D
17105	Redlands	Pioneer Transfer/Palace Livery	348 Orange Street	1897	1D/3D
17106	Redlands	Atchison, Topeka, Santa Fe Rail	351 Orange Street	1909	1D/3B/7L
17107	Redlands	Redlands City Transfer Lite	360 Orange Street	1906	1D/3D
17108	Redlands	Inland Auto Works Site	402 Orange Street	1927	7R
17109	Redlands	Packard Motor Company Sales Office	415 Orange Street	1923	1D/6X
17110	Redlands		418 Orange Street	1919	5S2
17111	Redlands	E.F. Edwards Photography Shop	501 Orange Street	1898	5S2
17112	Redlands		510 Orange Street	1893	5S2
17113	Redlands	Linsley Furniture Company	515 Orange Street	1902	5S2
17114	Redlands	Durant Building	526 Orange Street	1923	5S2
17115	Redlands	Deming Building	527 Orange Street	1913	3S
17116	Redlands		921 Orange Street	1894	5S2
17117	Redlands		928 Orange Street	none listed	6Y
17118	Redlands		930 Orange Street	1900	5S2
17119	Redlands		931 Orange Street	1900	5S2
17120	Redlands		1001 Orange Street	1895	5S2
17121	Redlands		1101 Orange Street	1895	5S2
17122	Redlands		1157 Orange Street	1890	5S2
17123	Redlands	Jerome E. Seymore House	1234 Orange Street	1890	5S2

**Table B: Historic Resources Inventory Directory**

Primary	City	Description	Address	Year Built	Status Code
17124	Redlands		1407 Orange Street	1900	5S2
17125	Redlands		418 Orange Street	1938	6Y
17126	Redlands	Gregory Packing House	Oriental Avenue	1903	6X/3D
17127	Redlands		202 Oriental Avenue	1907	3B
17128	Redlands		203 Oriental Avenue	1950	6X
17129	Redlands	Quality Slacks of California	225 Oriental Avenue	1946	6X/3D
17130	Redlands	Redlands Fruit Association Warehouse	241 Oriental Avenue	1908	1D
17131	Redlands	Oriental Street	Oriental Street	1880	7R
17132	Redlands		440 Oriental Street	1906	5S2
17133	Redlands		808 Pacific Street	1898	5S2
17134	Redlands	Nordoff Home	1124 Pacific Street	1899	3S/7L
17135	Redlands		100 Parkwood Drive	1901	1D/7N
17136	Redlands		114 Parkwood Drive	1927	6X/7N
17137	Redlands		116 Parkwood Drive	1903	1D/7N
17138	Redlands	Willard and Alice Cannady House	118 Parkwood Drive	1901	1D/7N
17139	Redlands	Ada E. White House	124 Parkwood Drive	1901	1D/7N
17140	Redlands	The Hermosa	128 Parkwood Drive	1902	1D/7N
17141	Redlands	William E. Willis House	134 Parkwood Drive	1902	1D/7N
17142	Redlands		138 Parkwood Drive	1903	1D/7N
17143	Redlands	Margaret Carmichael House	144 Parkwood Drive	1901	1D/7N
17144	Redlands	Kimberly Crest	1325 Parkwood Drive	1897	1D/1CL/7N/3/3S
17145	Redlands	Pergola	1325 Prospect Drive	none listed	6X
17146	Redlands	Semi Circular Pergola	1325 Prospect Drive	none listed	1D/1CL
17147	Redlands	Cast-Iron Fountain 'Venus Rising'	1325 Prospect Drive	1897	1D/1CL
17148	Redlands	Recessed Water Fountain	1325 Prospect Drive	1909	1D/1CL
17149	Redlands	Carriage House	1325 Prospect Drive	1897	1D/1CL
17150	Redlands	Kimberly Crest	1325 Prospect Drive	1896	1S/3S/1CL

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
17151	Redlands	Pergola	1325 Prospect Drive	1909	1D/1CL
17152	Redlands	Italian Gardens	1325 Prospect Drive	1909	1D/1CL
17153	Redlands	J.H. Kemble House	432 S. 4th Street	1900	5S2
17154	Redlands		438 S. 4th Street	1902	5S2
17155	Redlands		442 S. 4th Street	1900	5S2
17156	Redlands		102 S. Buena Vista Street	1901	1D
17157	Redlands		103 S. Buena Vista Street	1901	1D
17158	Redlands		107 S. Buena Vista Street	none listed	none listed
17159	Redlands		108 S. Buena Vista Street	1902	1D
17160	Redlands		113 S. Buena Vista Street	none listed	none listed
17161	Redlands		114 S. Buena Vista Street	1901	1D
17162	Redlands		118 S. Buena Vista Street	1901	1D
17163	Redlands		119 S. Buena Vista Street	1901	1D
17164	Redlands		121 S. Buena Vista Street	1950	6X
17165	Redlands		124 S. Buena Vista Street	1902	1D
17166	Redlands		126 S. Buena Vista Street	1901	1D
17167	Redlands		127 S. Buena Vista Street	1950	6X
17168	Redlands		128 S. Buena Vista Street	1902	1D
17169	Redlands		133 S. Buena Vista Street	1901	1D
17170	Redlands		137 S. Buena Vista Street	1901	1D
17171	Redlands		142 S. Buena Vista Street	1901	1D
17172	Redlands		143 S. Buena Vista Street	1901	1D
17173	Redlands		220 S. Buena Vista Street	1890	5S2
17174	Redlands		220 S. Buena Vista Street	1902	1D
17175	Redlands		221 S. Buena Vista Street	1902	1D
17176	Redlands		222 S. Buena Vista Street	1895	5S2
17177	Redlands		222 S. Buena Vista Street	1895	1D

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
17178	Redlands		224 S. Buena Vista Street	1905	1D
17179	Redlands		225 S. Buena Vista Street	1905	6X
17180	Redlands		226 S. Buena Vista Street	1904	5S2
17181	Redlands		226 S. Buena Vista Street	1908	1D
17182	Redlands		230 S. Buena Vista Street	1910	1D
17183	Redlands		231 S. Buena Vista Street	1903	1D
17184	Redlands		239 S. Buena Vista Street	1902	1D
17185	Redlands	Ewing Newton Residence	243 S. Buena Vista Street	1902	1D
17186	Redlands		249 S. Buena Vista Street	1903	1D
17187	Redlands		250 S. Buena Vista Street	1909	1D
17188	Redlands		255 S. Buena Vista Street	1902	1D
17189	Redlands		256 S. Buena Vista Street	1902	1D
17190	Redlands		304 S. Buena Vista Street	1902	1D
17191	Redlands		305 S. Buena Vista Street	1910	1D/5S2
17192	Redlands		307 S. Buena Vista Street	1910	1D/5S2
17193	Redlands		311 S. Buena Vista Street	1910	1D
17194	Redlands		314 S. Buena Vista Street	1903	1D
17195	Redlands		319 S. Buena Vista Street	1911	1D
17196	Redlands		320 S. Buena Vista Street	1912	1D
17197	Redlands		324 S. Buena Vista Street	1912	1D
17198	Redlands		325 S. Buena Vista Street	1906	1D
17199	Redlands		330 S. Buena Vista Street	1902	1D
17200	Redlands		332 S. Buena Vista Street	1905	1D
17201	Redlands		335 S. Buena Vista Street	1913	5S2
17202	Redlands		236 S. Center Street	1905	5S2
17203	Redlands		18 S. Eureka Street	1899	1D
17204	Redlands		24 S. Eureka Street	1890	1D



**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
17205	Redlands		28 S. Eureka Street	1896	1D
17206	Redlands		32 S. Eureka Street	1893	1D
17207	Redlands		36 S. Eureka Street	1897	1D
17208	Redlands		40 S. Eureka Street	1897	1D
17210	Redlands	Dow-Bowman House	172 S. Eureka Street	1900	1D
17211	Redlands	S.R. Thorne House	180 S. Eureka Street	1900	1D
17212	Redlands		183 S. Eureka Street	1904	1D
17213	Redlands	Walter Lynn House	184 S. Eureka Street	1887	1D
17214	Redlands		185 S. Eureka Street	1904	1D
17215	Redlands	Dr. M.M. Hooten Home	188 S. Eureka Street	1898	1D
17216	Redlands		226 S. Eureka Street	1895	1D
17217	Redlands		230 S. Eureka Street	1896	1D
17218	Redlands		234 S. Eureka Street	1895	1D
17219	Redlands		238 S. Eureka Street	1887	1D
17220	Redlands	Cousin Home	244 S. Eureka Street	1896	1D
17221	Redlands		248 S. Eureka Street	1892	1D
17222	Redlands		255 S. Eureka Street	1896	1D
17223	Redlands		256 S. Eureka Street	1898	1D
17224	Redlands		301 S. Eureka Street	1898	1D
17225	Redlands		304 S. Eureka Street	1891	1D
17226	Redlands		305 S. Eureka Street	1901	1D
17227	Redlands		310 S. Eureka Street	1960	6X
17228	Redlands		311 S. Eureka Street	1901	1D
17229	Redlands		317 S. Eureka Street	1902	1D
17230	Redlands	Simpson Home	318 S. Eureka Street	1892	1D
17231	Redlands		321 S. Eureka Street	1901	1D
17232	Redlands	Wolcott Residence	324 S. Eureka Street	1888	1D

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
17233	Redlands		325 S. Eureka Street	1901	1D
17234	Redlands		328 S. Eureka Street	1983	6X
17235	Redlands		331 S. Eureka Street	1903	1D
17236	Redlands		332 S. Eureka Street	1889	1D
17237	Redlands		335 S. Eureka Street	1891	1D
17238	Redlands		337 S. Eureka Street	1899	1D
17239	Redlands		338 S. Eureka Street	1889	1D
17240	Redlands		344 S. Eureka Street	1894	1D
17241	Redlands		350 S. Eureka Street	1895	1D
17242	Redlands		417 S. Eureka Street	1895	1D
17243	Redlands		420 S. Eureka Street	1925	6X
17244	Redlands		424 S. Eureka Street	1895	1D
17245	Redlands		425 S. Eureka Street	1903	1D
17246	Redlands		429 S. Eureka Street	1900	1D
17247	Redlands		430 S. Eureka Street	1920	6X
17248	Redlands		433 S. Eureka Street	1926	6X
17249	Redlands		434 S. Eureka Street	none listed	1D
17250	Redlands		437 S. Eureka Street	1910	1D
17251	Redlands		439 S. Eureka Street	1910	1D
17252	Redlands		440 S. Eureka Street	1908	1D
17253	Redlands		444 S. Eureka Street	1910	1D
17254	Redlands		449 S. Eureka Street	1927	1D
17255	Redlands		455 S. Eureka Street	1910	1D
17256	Redlands		456 S. Eureka Street	1906	1D
17257	Redlands	S.C. Haver House, Shiloh House	1056 San Jacinto Street	1888	5S2
17258	Redlands		214 San Mateo Street	1889	5S2
17259	Redlands	Chinese Bunkhouse	San Timoteo Canyon Road	1888	3S

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
17260	Redlands	Brookside Winery, Creative Education	San Timoteo Canyon Road	1888	3S
17261	Redlands		214 Sonora Street	1903	7N
17262	Redlands		215 Sonora Street	1924	7N
17263	Redlands		219 Sonora Street	1925	7N
17264	Redlands	L.O. Hammond House	220 Sonora Street	1893	7N
17265	Redlands	Alexander M. Foster House	221 Sonora Street	1892	7N
17266	Redlands		224 Sonora Street	1893	7N
17268	Redlands	Bernard H. Jacobs House	227 Sonora Street	1894	7N
17269	Redlands	John T. Tolle House	228 Sonora Street	1892	7N
17270	Redlands	J.H. Dutro House	231 Sonora Street	1893	7N
17271	Redlands		238 Sonora Street	none listed	7N
17272	Redlands		239 Sonora Street	none listed	7N
17273	Redlands		241 Sonora Street	none listed	7N
17274	Redlands		243 Sonora Street	1899	7N
17275	Redlands	J.C. Bingham House	244 Sonora Street	1893	7N
17276	Redlands	Robert C. Avery House	247 Sonora Street	1893	7N
17277	Redlands	Alexander M. Foster House	250 Sonora Street	1903	7N
17278	Redlands	Ezra Strong House	252 Sonora Street	1904	7N
17279	Redlands		255 Sonora Street	1960	7R
17280	Redlands		259 Sonora Street	1895	7N
17281	Redlands		260 Sonora Street	1950	7N
17282	Redlands	Fannie Wolfenberger House	302 Sonora Street	1904	7N
17283	Redlands	G.W. Holliday House	303 Sonora Street	1905	7N
17284	Redlands	Alex Fletcher House	305 Sonora Street	1904	7N
17285	Redlands		310 Sonora Street	1908	7N
17286	Redlands		315 Sonora Street	1908	7N
17287	Redlands		318 Sonora Street	1908	7R

**Table B: Historic Resources Inventory Directory**

Primary	City	Description	Address	Year Built	Status Code
17288	Redlands		319 Sonora Street	1960	7R
17289	Redlands		321 Sonora Street	1904	7N
17290	Redlands		322 Sonora Street	1910	7N
17291	Redlands		325 Sonora Street	1907	7N
17292	Redlands		326 Sonora Street	1939	6Y
17293	Redlands		326 Sonora Street	1903	7N
17294	Redlands		328 Sonora Street	1911	7N
17295	Redlands		329 Sonora Street	1912	7N
17296	Redlands		336 Sonora Street	1903	7N
17298	Redlands	Benton Johnson Home	52 Summit	1889	3S
17299	Redlands		134 Summit	1888	5S2
17300	Redlands	Tall Trees, C.H. Meigs, Samuel Sew	419 Summit	1897	3S
17301	Redlands	Mill Creek Zanja	Sylvan Boulevard	1819	2S2/2S2/1S/1S/7L
17302	Redlands	Morey House/Morey-Cheney House	190 Terracina Boulevard	1890	3S/7L
17303	Redlands	Moore House	220 Terracina Boulevard	1890	5S2
17304	Redlands		224 Terracina Boulevard	1900	5S2
17305	Redlands	Hilliard House	543 Terracina Boulevard	1901	5S2
17306	Redlands	Grigsby House	560 Terracina Boulevard	1902	3S
17307	Redlands	B.W. Cave Residence	122 The Terrace	1890	5S2
17308	Redlands	Clark House	162 The Terrace	1890	3S
17310	Redlands		212 W. Clark Street	1912	1D
17311	Redlands		216 W. Clark Street	1936	6X
17312	Redlands		222 W. Clark Street	1909	6X
17313	Redlands		416 W. Clark Street	1919	6X
17314	Redlands		514 W. Clark Street	1929	6Y
17315	Redlands		107 W. Colton Avenue	1910	6Y
17316	Redlands	Property Rehabilitation	206 W. Colton Avenue	none listed	6Y

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
17317	Redlands	La Casada, Edward C. Sterling Mansi	208 W. Colton Avenue	1897	3S
17318	Redlands	A.C. Burrage Mansion	1115 W. Crescent Avenue	1901	7L
17319	Redlands		1205 W. Crescent Avenue	1910	1D
17320	Redlands		202 W. Cypress Avenue	1920	6X
17321	Redlands		210 W. Cypress Avenue	1905	1D
17322	Redlands		214 W. Cypress Avenue	1910	1D
17323	Redlands		217 W. Cypress Avenue	1910	1D
17324	Redlands		220 W. Cypress Avenue	1920	6X
17325	Redlands		325 W. Cypress Avenue	1912	1D
17326	Redlands		329 W. Cypress Avenue	1911	1D/5S2
17327	Redlands	Frank E. Brown House	330 W. Cypress Avenue	1882	5S2
17328	Redlands		815 W. Cypress Avenue	1890	5S2
17329	Redlands		921 W. Cypress Avenue	1901	5S2
17330	Redlands		1478 W. Cypress Avenue	1910	6Y
17331	Redlands		110 W. Delaware Avenue	1901	1D
17332	Redlands		101 W. Fern Avenue	1912	1D
17333	Redlands		108 W. Fern Avenue	1901	1D/5S2
17334	Redlands		109 W. Fern Avenue	1903	1D/5S2
17335	Redlands		115 W. Fern Avenue	1908	1D
17336	Redlands		116 W. Fern Avenue	1898	1D/5S2
17337	Redlands		118 W. Fern Avenue	1903	1D/5S2
17338	Redlands		119 W. Fern Avenue	1909	1D/5S2
17339	Redlands		124 W. Fern Avenue	1908	1D
17340	Redlands		201 W. Fern Avenue	1903	1D
17341	Redlands		202 W. Fern Avenue	1910	1D
17342	Redlands		205 W. Fern Avenue	1940	6X
17343	Redlands		211 W. Fern Avenue	1908	1D

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
17344	Redlands		217 W. Fern Avenue	1910	1D
17345	Redlands		218 W. Fern Avenue	1895	1D/5S2
17346	Redlands		223 W. Fern Avenue	1924	6X
17347	Redlands		227 W. Fern Avenue	1915	6X
17348	Redlands		228 W. Fern Avenue	1940	6X
17349	Redlands		301 W. Fern Avenue	1903	1D
17350	Redlands		302 W. Fern Avenue	1904	1D
17351	Redlands		305 W. Fern Avenue	1908	1D/5S2
17352	Redlands		308 W. Fern Avenue	1902	1D/5S2
17353	Redlands		314 W. Fern Avenue	1900	1D/5S2
17354	Redlands		316 W. Fern Avenue	1895	1D/5S2
17355	Redlands		412 W. Fern Avenue	1910	5S2
17356	Redlands		424 W. Fern Avenue	1900	5S2
17357	Redlands		428 W. Fern Avenue	1924	5S2
17358	Redlands		504 W. Fern Avenue	1903	1D
17359	Redlands		504 W. Fern Avenue	1903	1D
17360	Redlands		519 W. Fern Avenue	1907	5S2
17362	Redlands		611 W. Fern Avenue	1915	5S2
17363	Redlands		615 W. Fern Avenue	1910	5S2
17364	Redlands	C.S. Lombard House	635 W. Fern Avenue	1890	5S2
17365	Redlands	Beverly Ranch/Fisk-Burgess House	702 W. Fern Avenue	1890	1S
17366	Redlands	Crawford House	923 W. Fern Avenue	1895	5S2
17367	Redlands		16 W. Highland Avenue	1914	5S2
17368	Redlands		28 W. Highland Avenue	1887	5S2
17369	Redlands		38 W. Highland Avenue	1914	5S2
17370	Redlands		160 W. Highland Avenue	1889	5S2
17371	Redlands		178 W. Highland Avenue	1905	5S2

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
17372	Redlands		404 W. Highland Avenue	1902	5S2
17373	Redlands	Robert Resor House	430 W. Highland Avenue	1901	5S2
17374	Redlands	Mary A.K. Hamilton House, Odell H	440 W. Highland Avenue	1908	5S2
17375	Redlands		460 W. Highland Avenue	1910	3S
17377	Redlands	Webster House	516 W. Highland Avenue	1901	5S2
17378	Redlands	The Highlander, Wissahickon Inn	534 W. Highland Avenue	1897	5S2
17379	Redlands	Percy Harley House	635 W. Highland Avenue	1911	3S
17380	Redlands	Judson House	653 W. Highland Avenue	1888	3S
17381	Redlands	William Roggenkamp Residence	704 W. Highland Avenue	1891	5S2
17382	Redlands	The Partridge House, Paul F. Allend	705 W. Highland Avenue	1905	7N/7L
17383	Redlands	C.A. Witter House	722 W. Highland Avenue	1887	5S2
17384	Redlands		731 W. Highland Avenue	1929	5S2
17385	Redlands	Myralee Cottage, Field House	734 W. Highland Avenue	1890	5S2
17386	Redlands	Myralee Cottage	834 W. Highland Avenue	1890	5S2
17387	Redlands	Miraflores	851 W. Highland Avenue	1904	3S
17388	Redlands		905 W. Highland Avenue	1896	7N
17389	Redlands	Mary Curtis House	914 W. Highland Avenue	1899	3S
17390	Redlands		925 W. Highland Avenue	1897	3S
17391	Redlands		942 W. Highland Avenue	1897	5S2
17392	Redlands		945 W. Highland Avenue	1911	5S2
17393	Redlands	The Hoppock House	954 W. Highland Avenue	1896	5S2
17394	Redlands	Hotchkiss House	1003 W. Highland Avenue	1910	5S2
17395	Redlands		1012 W. Highland Avenue	1898	5S2
17396	Redlands		1021 W. Highland Avenue	1897	5S2
17397	Redlands		1039 W. Highland Avenue	1904	5S2
17398	Redlands		1055 W. Highland Avenue	1927	5S2
17399	Redlands	Brier House	1106 W. Highland Avenue	1902	5S2

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
17400	Redlands	Frank Brown Barn	1121 W. Highland Avenue	1890	5S2
17401	Redlands	Dr. Stillman Berry House	1145 W. Highland Avenue	1899	3S
17402	Redlands	L.W. Gist House	1154 W. Highland Avenue	1943	7R
17403	Redlands		1165 W. Highland Avenue	1913	5S2
17404	Redlands		1205 W. Highland Avenue	1911	5S2
17405	Redlands	Lefferts House	1210 W. Highland Avenue	1910	3S
17406	Redlands		1216 W. Highland Avenue	1891	5S2
17407	Redlands	Leon Benson House	1217 W. Highland Avenue	1890	5S2
17408	Redlands		14 W. Home Place	1900	1D
17409	Redlands		20 W. Home Place	1900	1D
17410	Redlands		215 W. Home Place	1940	6X
17411	Redlands		219 W. Home Place	1910	1D
17412	Redlands		221 W. Home Place	1910	1D
17413	Redlands		106 W. Lugonia Avenue	1895	5S2
17414	Redlands		706 W. Lugonia Avenue	1895	5S2
17415	Redlands	First Congregational Church	2 W. Olive Avenue	1899	3S
17416	Redlands	Olive Apartments	24 W. Olive Avenue	1898	7N
17417	Redlands		104 W. Olive Avenue	1887	1D/5S2
17418	Redlands		108 W. Olive Avenue	1902	1D/5S2
17419	Redlands		112 W. Olive Avenue	1901	1D/7N
17420	Redlands	O.H. Norris House	120 W. Olive Avenue	1895	7N
17421	Redlands		126 W. Olive Avenue	1898	1D/7N
17422	Redlands		203 W. Olive Avenue	1906	1D/7N
17423	Redlands		206 W. Olive Avenue	1898	1D/5S2
17424	Redlands		208 W. Olive Avenue	1898	1D/5S2
17425	Redlands		211 W. Olive Avenue	1900	1D/7N
17426	Redlands	William Pyle House	214 W. Olive Avenue	1900	1D/7N



**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
17427	Redlands		215 W. Olive Avenue	1904	1D/5S2
17428	Redlands		218 W. Olive Avenue	1953	6X/7R
17429	Redlands		219 W. Olive Avenue	1902	1D/7N
17430	Redlands	Lucia Apartments	223 W. Olive Avenue	1902	1D/7N
17431	Redlands	Morton Apartments	224 W. Olive Avenue	1891	1D/7N
17432	Redlands	W.T. Ferguson House	232 W. Olive Avenue	1898	1D/7N
17433	Redlands	Edward E. Rossler House	304 W. Olive Avenue	1900	1D/7N
17434	Redlands	El Hogar	305 W. Olive Avenue	1901	1D/3S
17435	Redlands	Theron Haywad House	310 W. Olive Avenue	1901	1D/7N
17436	Redlands	Miss Zonna Prickett Residence	311 W. Olive Avenue	1901	1D/7N
17437	Redlands		314 W. Olive Avenue	1901	7N
17438	Redlands	B.P. Fessler House	317 W. Olive Avenue	1903	1D/7N
17439	Redlands	Abram S. Fox House	320 W. Olive Avenue	1900	1D/7N
17440	Redlands	Albert G. Simonds House	324 W. Olive Avenue	1900	1D/7N
17441	Redlands	Charles Milton Brown House	325 W. Olive Avenue	1907	1D/7N
17442	Redlands	W.F. Holt House	405 W. Olive Avenue	1903	1D/3S
17443	Redlands		408 W. Olive Avenue	1908	1D
17444	Redlands		409 W. Olive Avenue	1909	1D
17445	Redlands		416 W. Olive Avenue	1900	1D
17446	Redlands		424 W. Olive Avenue	1909	1D
17447	Redlands		425 W. Olive Avenue	1903	1D
17448	Redlands	Colonial Inn	426 W. Olive Avenue	1900	1D
17449	Redlands	Dole or Skinner Residence	432 W. Olive Avenue	1902	1D
17450	Redlands		433 W. Olive Avenue	1905	1D
17451	Redlands		433 W. Olive Avenue	1905	1D
17452	Redlands		501 W. Olive Avenue	1920	6X
17453	Redlands		504 W. Olive Avenue	1900	1D

**Table B: Historic Resources Inventory Directory**

Primary	City	Description	Address	Year Built	Status Code
17454	Redlands		509 W. Olive Avenue	1901	1D/5S2
17455	Redlands		510 W. Olive Avenue	1905	1D
17456	Redlands		511 W. Olive Avenue	1903	1D
17457	Redlands	Laferty House	518 W. Olive Avenue	1904	1D
17458	Redlands		519 W. Olive Avenue	1903	1D
17459	Redlands	Welch House	527 W. Olive Avenue	1903	1D
17460	Redlands		701 W. Olive Avenue	1903	5S2
17461	Redlands		703 W. Olive Avenue	1898	5S2
17462	Redlands		705 W. Olive Avenue	1910	5S2
17463	Redlands		723 W. Olive Avenue	1905	5S2
17464	Redlands		901 W. Olive Avenue	1919	5S2
17465	Redlands		909 W. Olive Avenue	1915	5S2
17466	Redlands		1617 W. Olive Avenue	1885	3S
17467	Redlands		511 W. Palm Avenue	1895	5S2
17468	Redlands		635 W. Palm Avenue	1895	5S2
17469	Redlands		645 W. Palm Avenue	1895	5S2
17470	Redlands	B.O. Johnson House	709 W. Palm Avenue	1887	3S
17471	Redlands	Suess Home	840 W. Palm Avenue	1895	5S2
17472	Redlands	Glass House	850 W. Palm Avenue	1889	5S2
17473	Redlands		911 W. Palm Avenue	1928	5S2
17474	Redlands		1015 W. Palm Avenue	1892	5S2
17475	Redlands	Crafts House	1108 W. Palm Avenue	none listed	7L
17476	Redlands	McKenzie Building	329 W. State Street	1894	7N
17477	Redlands	Cope Commercial Co. Warehouse, GRI	21 W. Stuart Avenue	1889	1D/3D
17478	Redlands	Retting Machine Shop	205 W. Stuart Avenue	1941	1D/3D
17479	Redlands	Addi to Impact Presbyterian Ch	320 W. Union Street		6Y
17480	Redlands	Family Service Center	114 W. Vine Street	1902	1D/3S

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
17481	Redlands	Dr. William J. Morris House	120 W. Vine Street	1902	1D/7N
17482	Redlands		124 W. Vine Street	1901	7N
17483	Redlands	A.K. Smiley Public Library	125 W. Vine Street	1878	1D/1CL/7L/3/3/3S/1S
17485	Redlands		130 W. Vine Street	1926	7N
17486	Redlands		736 Walnut Avenue	1900	5S2
17487	Redlands	Hotchkiss	837 Walnut Avenue	1886	7N
17488	Redlands		844 Walnut Avenue	1898	5S2
17489	Redlands	Kingsley-Rhodes	907 Walnut Avenue	1891	5S2
17490	Redlands	Partidge-Green-Miller	910 Walnut Avenue	1911	5S2
17491	Redlands		933 Walnut Avenue	1900	7N
17492	Redlands		805 Washington Street	1920	5S2
17493	Redlands		824 Washington Street	1895	5S2
17494	Redlands		825 Washington Street	1895	5S2
17495	Redlands		832 Washington Street	1895	5S2
17496	Redlands		835 Washington Street	1915	5S2
17497	Redlands		836 Washington Street	1895	5S2
17498	Redlands		901 Washington Street	1910	5S2
17499	Redlands		902 Washington Street	1900	5S2
17500	Redlands		907 Washington Street	1900	5S2
17501	Redlands		908 Washington Street	1900	5S2
17502	Redlands		910 Washington Street	1900	5S2
17503	Redlands		911 Washington Street	1895	5S2
17504	Redlands		917 Washington Street	1895	5S2
17505	Redlands		922 Washington Street	1895	5S2
17506	Redlands		923 Washington Street	1895	5S2
17507	Redlands		926 Washington Street	1895	5S2
17508	Redlands		927 Washington Street	1895	5S2

**Table B: Historic Resources Inventory Directory**

<b>Primary</b>	<b>City</b>	<b>Description</b>	<b>Address</b>	<b>Year Built</b>	<b>Status Code</b>
17509	Redlands		929 Washington Street	1900	5S2
17510	Redlands		937 Washington Street	1900	5S2
17511	Redlands		940 Washington Street	1900	5S2
17512	Redlands		1033 Washington Street	1895	5S2
17513	Redlands		1101 Washington Street	1920	5S2
17514	Redlands		1102 Washington Street	1895	5S2
17515	Redlands		1107 Washington Street	1900	5S2
17516	Redlands		1108 Washington Street	1920	5S2
17517	Redlands		1114 Washington Street	1895	5S2
17518	Redlands		1115 Washington Street	1915	5S2
17519	Redlands		1117 Washington Street	1910	5S2
17520	Redlands		1118 Washington Street	1900	5S2
17521	Redlands		1121 Washington Street	1920	5S2
17522	Redlands		1122 Washington Street	1900	5S2
17523	Redlands		1126 Washington Street	1920	5S2
17524	Redlands		1127 Washington Street	1920	5S2
17525	Redlands		1131 Washington Street	1910	5S2
17526	Redlands		1136 Washington Street	1915	5S2
17528	Redlands		1140 Washington Street	1900	5S2
17529	Redlands		1141 Washington Street	1900	5S2
17530	Redlands		1144 Washington Street	1925	5S2
17531	Redlands		1145 Washington Street	1925	5S2
17532	Redlands		1155 Washington Street	1900	5S2
no #	Redlands		837 Webster Street	1901	6Y
17533	Redlands	Mound City (Loma Linda)	1211 Washington Street	none listed	7L
17534	Redlands	San Bernardino Asistencia	26930 Barton Road	1927	3/3/3S/7L
17535	Redlands	Marshall House	27297 Barton Road		2S

**Table B: Historic Resources Inventory Directory**

Primary	City	Description	Address	Year Built	Status Code
17536	Redlands	Bridge #54-341		1916	7R
17537	Redlands	Bridge #54-342		1932	7R
17676		L.L. Seaman House, Frances E. Wil		1908	5S2
18759	Redlands	Southern California Edison Co, Santa Ana River		1897	2S2
18760	Redlands	SAR I Powerhouse, barn, and shop		1898	2D2
18761	Redlands	SAR 1 original switching equipment		1898	2D2
18762	Redlands	SAR I Original Unit		1898	2D2
18763	Redlands	Machine Shop Equipment		1898	2D2
18764	Redlands	SAR 1 House site		1898	2D2
18765	Redlands	SAR 2 Powerhouse		1904	2D2
18766	Redlands	SAR 1 unit and exciter		1904	2D2
18767	Redlands	SAR telephone booth and telephone		none listed	2D2
18768	Redlands	SAR 1 house sites		none listed	2D2
18769	Redlands	SAR flume and tunnels		none listed	2D2
18770	Redlands	SAR 3 Powerhouse		none listed	2D2
18771	Redlands	Mill Creek Powerhouses		none listed	2S2
18774	Redlands			none listed	none listed
19645	Redlands	Property Acquisition and Rehab		1930	6Y
19646	Redlands	Property Acquisition and Rehab		1950	6Y
19647	Redlands	Property Acquisition and Rehab		1930	6Y
19648	Redlands	Property Acquisition and Rehab		1895	6Y
19649	Redlands	Property Acquisition and Rehab		1905	6Y
no #	Mentone	Fred E. Baker House	1703 Mentone Boulevard	1919	6Y
15509	Mentone	SAR #54-455	SR 38	none listed	7R

**Attachment B:**

**Guide to the California Historical Resource Status Codes**

# GUIDE TO THE CALIFORNIA HISTORICAL RESOURCE STATUS CODES

## ***Background***

The Office of Historic Preservation (OHP) initially created the *National Register Status Codes* in 1975 as a database tool to classify historical resources in the state's inventory which had been identified through a regulatory process or local government survey. In the early 1990s, a system of complex elaborations on the code groups was adopted which resulted in nearly 150 individual codes. Many were ambiguously defined; others were never even used. Implicit within the status codes was a hierarchy reflecting the level of identification, evaluation and designation to which a property had been subjected which did not always convey the significance of the resource for purposes of the *California Environmental Quality Act* (CEQA).

The *California Register of Historical Resources* was created in 1998 by an act of the State Legislature. Under the provisions of that legislation, the following resources are automatically included in the California Register:

- Resources formally determined eligible for, or listed in, the *National Register of Historic Places* through federal preservation programs administered by the Office of Historic Preservation, including the National Register program; the Tax Certification program; National Historic Preservation Act Section 106 reviews of federal undertakings;
- State Historical Landmarks (SHL) numbered 770 or higher; and
- Points of Historical Interest (PHI) recommended for listing in the California Register by the State Historical Resources Commission.

For the purposes of CEQA, resources eligible for or listed in the California Register are, by definition, "historical resources." Additionally, resources included in a local register of historical resources or deemed significant, i.e., given a status code 3-5 in a survey meeting OHP's requirements, are presumed to be historically or culturally significant for purposes of CEQA.

In spite of the need to identify resources eligible for the California Register for CEQA purposes, the NRHP codes only addressed National Register and local eligibility. As a consequence, by failing to address California Register eligibility, environmental review and local land use planning decisions which relied on the status codes assigned prior to 2004 may have been made on the basis of incomplete information.

Effective August 2003, in order to simplify and clarify the identification, evaluation, and understanding of California's historic resources and better promote their recognition and

preservation, the (former) National Register status codes were revised to reflect the application of California Register and local criteria and the name was changed to "California Historical Resource Status Codes."

## CALIFORNIA HISTORICAL RESOURCE STATUS CODES

(effective as of August 2003)

Available online in a single page format at [http://www.ohp.parks.ca.gov/default.asp?page\\_id=1069](http://www.ohp.parks.ca.gov/default.asp?page_id=1069)

### **1 Properties listed in the National Register (NR) or the California Register (CR)**

- 1D Contributor to a district or multiple resource property listed in NR by the Keeper. Listed in the CR.
- 1S Individual property listed in NR by the Keeper. Listed in the CR.
  
- 1CD Listed in the CR as a contributor to a district or multiple resource property by the SHRC
- 1CS Listed in the CR as individual property by the SHRC.
- 1CL Automatically listed in the California Register – Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC.

### **2 Properties determined eligible for listing in the National Register (NR) or the California Register (CR)**

- 2B Determined eligible for NR as an individual property and as a contributor to an eligible district in a federal regulatory process. Listed in the CR.
- 2D Contributor to a district determined eligible for NR by the Keeper. Listed in CR.
- 2D2 Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in CR.
- 2D3 Contributor to a district determined eligible for NR by Part I Tax Certification. Listed in CR.
- 2D4 Contributor to a district determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in CR.
- 2S Individual property determined eligible for NR by the Keeper. Listed in CR.
- 2S2 Individual property determined eligible for NR by a consensus through Section 106 process. Listed in CR.
- 2S3 Individual property determined eligible for NR by Part I Tax Certification. Listed in CR.
- 2S4 Individual property determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in CR.
  
- 2CB Determined eligible for CR as an individual property and as a contributor to an eligible district by the SHRC.
- 2CD Contributor to a district determined eligible for listing in the CR by the SHRC.
- 2CS Individual property determined eligible for listing in the CR by the SHRC.

### **3 Appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation**

- 3B Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation.
- 3D Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
- 3S Appears eligible for NR as an individual property through survey evaluation.
  
- 3CB Appears eligible for CR both individually and as a contributor to a CR eligible district through a survey evaluation.
- 3CD Appears eligible for CR as a contributor to a CR eligible district through a survey evaluation.
- 3CS Appears eligible for CR as an individual property through survey evaluation.

### **4 Appears eligible for National Register (NR) or California Register (CR) through other evaluation**

- 4CM Master List - State Owned Properties – PRC §5024.



## **5 Properties Recognized as Historically Significant by Local Government**

- 5D1 Contributor to a district that is listed or designated locally.
- 5D2 Contributor to a district that is eligible for local listing or designation.
- 5D3 Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.
  
- 5S1 Individual property that is listed or designated locally.
- 5S2 Individual property that is eligible for local listing or designation.
- 5S3 Appears to individually eligible for local listing or designation through survey evaluation.
  
- 5B Locally significant both individually (listed, eligible, or appears eligible) and as contributor to a district that is locally listed, designated, determined eligible, or appears eligible through survey evaluation.

## **6 Not Eligible for Listing or Designation as specified**

- 6C Determined ineligible for or removed from California Register by SHRC.
- 6J Landmarks or Points of Interest found ineligible for designation by SHRC.
- 6L Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.
- 6T Determined ineligible for NR through Part I Tax Certification process.
- 6U Determined ineligible for NR pursuant to Section 106 without review by SHPO.
- 6W Removed from NR by the Keeper.
- 6X Determined ineligible for the NR by SHRC or Keeper.
- 6Y Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.
- 6Z Found ineligible for NR, CR or Local designation through survey evaluation.

## **7 Not Evaluated for National Register (NR) or California Register (CR) or Needs Reevaluation**

- 7J Received by OHP for evaluation or action but not yet evaluated.
- 7K Resubmitted to OHP for action but not reevaluated.
- 7L State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1998 – Needs to be reevaluated using current standards.
- 7M Submitted to OHP but not evaluated - referred to NPS.
- 7N Needs to be reevaluated (Formerly NR Status Code 4)
- 7N1 Needs to be reevaluated (Formerly NR SC4) – may become eligible for NR w/restoration or when meets other specific conditions.
- 7R Identified in Reconnaissance Level Survey: Not evaluated.
- 7W Submitted to OHP for action – withdrawn.

### ***Using Status Codes***

**Users of the California Historic Resource Status Codes should keep in mind that the status codes are broad indicators which, in most cases, serve as a starting place for further consideration and evaluations.** Because the assigned status code reflects an *opinion* or *action* taken at a *specific point in time*, the assigned status code may not accurately reflect the resource's eligibility for the National Register, California Register, or local listing or designation at some later time.

**Attachment C:**

**Cultural Sensitivity Maps**

**(Omitted from this Appendix due to the sensitivity of the information)**

**Appendix E:**  
**Letters Pertaining to Tribal Consultation**

**NATIVE AMERICAN HERITAGE COMMISSION**

1550 Harbor Blvd., Suite 100  
West Sacramento, CA 95691  
(916) 373-3710  
(916) 373-5471 - Fax



August 8, 2016

Troy Clark  
City of Redlands

Sent via e-mail: troy.clark@cityofredlands.org

RE: Proposed General Plan Update Project, City of Redlands, San Bernardino South, Redlands, and Yucaipa USGS Quadrangles, San Bernardino County, California

Dear Mr. Clark:

Government Code §65352.3 **requires local governments to consult** with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places in creating or amending general plans, including specific plans. Attached is a consultation list of tribes traditionally and culturally affiliated with the area that may have cultural places located within the boundaries of the project referenced above.

As a part of consultation, the NAHC recommends that local governments conduct record searches through the NAHC and California Historic Resources Information System (CHRIS) to determine if any cultural places are located within the area(s) affected by the proposed action. A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above with negative results. Please note that the area is sensitive for potential cultural resources. Also note that the absence of specific site information in the *Sacred Lands File* does not indicate the absence of Native American cultural resources in any APE. Records maintained by the NAHC and CHRIS are not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of tribal cultural resources.

The list should provide a starting place to locate areas of potential adverse impact within the APE. I suggest you contact all of those listed, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult. If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes on the attached list, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: [gayle.totton@nahc.ca.gov](mailto:gayle.totton@nahc.ca.gov).

Sincerely,

A handwritten signature in blue ink that reads "Gayle Totton".

Gayle Totton, M.A., PhD.  
Associate Governmental Program Analyst

**Native American Heritage Commission  
Tribal Consultation List  
San Bernardino County  
8/8/2016**

**Agua Caliente Band of Cahuilla  
Indians**

Jeff Grubbe, Chairperson  
5401 Dinah Shore Drive                      Cahuilla  
Palm Springs, CA, 92264                      Luiseno  
Phone: (760)699-6800  
Fax: (760)699-6919

**Morongo Band of Mission  
Indians**

Robert Martin, Chairperson  
12700 Pumarra Rroad                      Cahuilla  
Banning, CA, 92220                      Serrano  
Phone: (951)849-8807  
Fax: (951)922-8146

**Augustine Band of Cahuilla  
Mission Indians**

Amanda Vance, Chairperson  
P.O. Box 846                      Cahuilla  
Coachella, CA, 92236  
Phone: (760)398-4722  
Fax: (760)369-7161

**Ramona Band of Cahuilla  
Mission Indians**

Joseph Hamilton, Chairperson  
P.O. Box 391670                      Cahuilla  
Anza, CA, 92539  
Phone: (951)763-4105  
Fax: (951)763-4325  
admin@ramonatribe.com

**Cabazon Band of Mission  
Indians**

Doug Welmas, Chairperson  
84-245 Indio Springs Parkway                      Cahuilla  
Indio, CA, 92203  
Phone: (760)342-2593  
Fax: (760)347-7880

**San Fernando Band of Mission  
Indians**

John Valenzuela, Chairperson  
P.O. Box 221838  
Newhall, CA, 91322                      Kitanemuk  
Phone: (760) 885 - 0955                      Serrano  
tsen2u@hotmail.com                      Tataviam

**Cahuilla Band of Indians**

Luther Salgado, Chairperson  
52701 U.S. Highway 371                      Cahuilla  
Anza, CA, 92539  
Phone: (951) 763 - 5549  
Fax: (951) 763-2808  
Chairman@cahuilla.net

**San Manuel Band of Mission  
Indians**

Lee Clauss, Director of Cultural  
Resources  
26569 Community Center Drive                      Serrano  
Highland, CA, 92346  
Phone: (909) 864 - 8933  
Fax: (909) 864-3370  
lclauss@sanmanuel-nsn.gov

**Los Coyotes Band of Mission  
Indians**

Shane Chapparosa, Chairperson  
P.O. Box 189                      Cahuilla  
Warner Springs, CA, 92086-0189  
Phone: (760)782-0711  
Fax: (760)782-0712  
Chapparosa@msn.com

**Santa Rosa Band of Mission  
Indians**

Steven Estrada, Chairperson  
P.O. Box 391820                      Cahuilla  
Anza, CA, 92539  
Phone: (951)659-2700  
Fax: (951)659-2228

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 6097.98 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Government Code Sections 65352.3 and 65362.4 et seq for the proposed City of Redlands General Plan Update, San Bernardino County.

**Native American Heritage Commission  
Tribal Consultation List  
San Bernardino County  
8/8/2016**

***Serrano Nation of Mission  
Indians***

Goldie Walker, Chairperson  
P.O. Box 343  
Patton, CA, 92369  
Phone: (909)528-9027

Serrano

***Soboba Band of Luiseno  
Indians***

Rosemary Morillo, Chairperson  
P. O. Box 487  
San Jacinto, CA, 92583  
Phone: (951) 654 - 2765  
Fax: (951) 654-4198  
rmorillo@soboba-nsn.gov

Cahuilla  
Luiseno

***Torres-Martinez Desert Cahuilla  
Indians***

Mary Resvaloso, Chairperson  
P.O. Box 1160  
Thermal, CA, 92274  
Phone: (760)397-0300  
Fax: (760)397-8146  
tmchair@torresmartinez.org

Cahuilla

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 6097.98 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Government Code Sections 65352.3 and 65362.4 et seq for the proposed City of Redlands General Plan Update, San Bernardino County.



August 30, 2016

[VIA EMAIL TO:Troy.Clark@cityofredlands.org]  
City of Redlands  
Troy Clark

Redlands, CA 92373

**Re: Notice of Preparation of a Program Environmental Impact Report for the City of Redlands General Plan Update**

Dear Troy Clark,

The Agua Caliente Band of Cahuilla Indians (ACBCI) appreciates your efforts to include the Tribal Historic Preservation Office (THPO) in the City of Redlands General Plan Update project. The project area is not located within the boundaries of the ACBCI Reservation. However, it is within the Tribe's Traditional Use Area (TUA). For this reason, the ACBCI THPO requests the following:

- \*Continued consultation on this project.
- \* Please provide the draft cultural resources section for the Environmental Impact Report..
- \* Please provide a copy of the Program Environmental Impact Report for review.

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760)699-6828. You may also email me at [hfeeny@aguacaliente.net](mailto:hfeeny@aguacaliente.net).

Cordially,

Hannah Feeny  
Archaeological and Archives Technician  
Tribal Historic Preservation Office  
AGUA CALIENTE BAND  
OF CAHUILLA INDIANS

**From:** [Clark, Troy](#)  
**To:** [Leslie Mouriquand](#)  
**Cc:** [Clark, Troy](#)  
**Subject:** RE: General Plan Update  
**Date:** Thursday, August 18, 2016 11:55:33 AM

---

Hi Leslie,

Thank you for your message. Please find below the existing and proposed language for cultural resources in Redlands. (The numbering format will change in the final document.)

As we produce draft chapters of the General Plan, they will be uploaded to the project website: <http://www.redlands2035.org/>

See you on August 30th. And please do not hesitate to ask any questions that you may have.

Troy

## **2.1 ARCHEOLOGICAL AND PALEONTOLOGICAL RESOURCES**

---

### **Principles**

- 2-P.1 Work with local paleontologists to identify significant non-renewable paleontological resources. (1995 General Plan modified)
- 2-P.2 Protect archaeological and paleontological resources for their aesthetic, scientific, educational, and cultural values. (1995 General Plan)

### **Actions**

- 2-A.1 Using an annually updated Archaeological Resource Sensitivity Map, review proposed development projects to determine whether a site contains known prehistoric or historic cultural resources and/or to determine the potential for discovery of additional cultural resources. (1995 General Plan)
- 2-A.2 Require that applicants for projects identified by the South Coastal Information Center as potentially affecting sensitive resource sites hire a consulting archaeologist to develop an archaeological resource mitigation plan and to monitor the project to ensure that mitigation measures are implemented. (1995 General Plan)
- 2-A.3 Require that areas found during construction to contain significant historic or prehistoric archaeological artifacts be examined by a qualified consulting archaeologist (RPA)



certified) or historian for appropriate protection and preservation. (1995 General Plan)

2-A.4 Proactively coordinate with the area's native tribes in the review of archeological and paleontological resources at development sites. (Staff recommendation)

---

**From:** Leslie Mouriquand [mailto:lmoriquand@sanmanuel-nsn.gov]  
**Sent:** Thursday, August 18, 2016 10:56 AM  
**To:** Clark, Troy  
**Subject:** [Possible Spam] General Plan Update

Mr. Clark,

The Tribe received the City's Notice of Preparation of a Program Environmental Impact Report for the City of Redlands General Plan Update. As the City is within the Tribe's ancestral territory we take great interest in the proposed update and potential impact to tribal cultural resources as addressed by policies. In order to prepare our comments and recommendations for policy language purposes, would you kindly forward the City's existing policy language regarding tribal cultural resources to our office. We intend to have a representative at the August 30, 2016 Scoping Session and would like to be prepared to provide meaningful comments.

Thank you,  
Leslie Mouriquand Ma, RPA  
Consultant

**THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW.** If the reader of this message is not the intended recipient or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination or copying of this communication is strictly prohibited. If you have received this electronic transmission in error, please delete it from your system without copying it and notify the sender by reply e-mail so that the email address record can be corrected. Thank You

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## **Appendix F: Noise Measurements**

**Existing**

TABLE Existing-01  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: 5th Avenue between Ford Street and Dearborn Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8600      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.61	12.58	9.35
M-TRUCKS	0.93	0.05	0.11
H-TRUCKS	1.17	0.04	0.15

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.11

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	75.1	155.1	331.0

TABLE Existing-02  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: 5th Avenue between Dearborn Street and Wabash Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8600      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.61	12.58	9.35
M-TRUCKS	0.93	0.05	0.11
H-TRUCKS	1.17	0.04	0.15

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.11

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	75.1	155.1	331.0

TABLE Existing-03  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Alabama Street north of Palmetto Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 16800      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.34	12.54	9.32
M-TRUCKS	0.64	0.04	0.08
H-TRUCKS	1.76	0.06	0.22

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.46

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
57.2	121.1	259.8	559.2

TABLE Existing-04  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Alabama Street between Palmetto Avenue and Pioneer Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 17000      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.34	12.54	9.32
M-TRUCKS	0.64	0.04	0.08
H-TRUCKS	1.76	0.06	0.22

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.51

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
57.6	122.0	261.9	563.6



TABLE Existing-05  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Alabama Street between Pioneer Avenue and San Bernardino Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 16600      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.34	12.54	9.32
M-TRUCKS	0.64	0.04	0.08
H-TRUCKS	1.76	0.06	0.22

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.48

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
60.4	121.8	258.3	554.5

TABLE Existing-06  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Alabama Street between San Bernardino Avenue and  
Lugonia Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 35100      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.34	12.54	9.32
M-TRUCKS	0.64	0.04	0.08
H-TRUCKS	1.76	0.06	0.22

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.01

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
98.1	199.7	424.7	912.3

TABLE Existing-07  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Alabama Street between Lugonia Avenue and I-10  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 35100      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.34	12.54	9.32
M-TRUCKS	0.64	0.04	0.08
H-TRUCKS	1.76	0.06	0.22

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
84.7	169.0	357.5	767.1

TABLE Existing-08  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Alabama Street between I-10 and Redlands Boulevard  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 26700      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.72	12.27	9.12
M-TRUCKS	0.81	0.05	0.10
H-TRUCKS	3.40	0.11	0.42

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
84.1	175.4	375.0	806.4

TABLE Existing-09  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Alabama Street between Redlands Boulevard and Park Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 16400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.72	12.27	9.12
M-TRUCKS	0.81	0.05	0.10
H-TRUCKS	3.40	0.11	0.42

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
63.0	127.8	271.5	582.9

TABLE Existing-10  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Alabama Street between Park Avenue and Citrus Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 16400      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.72	12.27	9.12
M-TRUCKS	0.81	0.05	0.10
H-TRUCKS	3.40	0.11	0.42

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
72.3	148.8	317.2	681.7

TABLE Existing-11  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Alabama Street between Citrus Avenue and Orange Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 14800      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.72	12.27	9.12
M-TRUCKS	0.81	0.05	0.10
H-TRUCKS	3.40	0.11	0.42

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
68.0	139.2	296.3	636.6

TABLE Existing-12  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Alabama Street between Orange Avenue and Barton Road

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12300      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.06	12.66	9.41
M-TRUCKS	0.63	0.04	0.08
H-TRUCKS	0.98	0.03	0.12

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	89.1	186.4	398.9



TABLE Existing-13  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Alessandro Road between Crescent Avenue and Creekside Drive  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4700      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.35	12.54	9.32
M-TRUCKS	0.82	0.05	0.10
H-TRUCKS	1.57	0.05	0.20

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	50.9	109.0	234.6

TABLE Existing-14  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Alessandro Road between Creekside Drive and San Timoteo Canyon Road  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4700      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.35	12.54	9.32
M-TRUCKS	0.82	0.05	0.10
H-TRUCKS	1.57	0.05	0.20

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	50.9	109.0	234.6

TABLE Existing-15  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Barton Road between Nevada Street and Terracina Boulevard  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 25200      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.58	12.58	9.35
M-TRUCKS	0.80	0.05	0.10
H-TRUCKS	1.33	0.04	0.17

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.91

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
73.1	150.5	321.0	690.0

TABLE Existing-16  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Barton Road between Terracina Boulevard and Alabama Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 25200      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.58	12.58	9.35
M-TRUCKS	0.80	0.05	0.10
H-TRUCKS	1.33	0.04	0.17

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.91

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
73.1	150.5	321.0	690.0

TABLE Existing-17  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Barton Road between Alabama Street and Bellevue Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 11700      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.58	12.58	9.35
M-TRUCKS	0.80	0.05	0.10
H-TRUCKS	1.33	0.04	0.17

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.40

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	78.2	162.0	346.0

TABLE Existing-18  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Barton Road between Bellevue Avenue and San Mateo Street

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 11700      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.58	12.58	9.35
M-TRUCKS	0.80	0.05	0.10
H-TRUCKS	1.33	0.04	0.17

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.40

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	78.2	162.0	346.0

TABLE Existing-19  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Beaumont Avenue east of Nevada Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 2600      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.10	12.67	9.42
M-TRUCKS	1.14	0.07	0.14
H-TRUCKS	0.41	0.01	0.05

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.78

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	85.5

TABLE Existing-20  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cajon Street between Citrus Avenue and Vine Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10200      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.98	12.64	9.40
M-TRUCKS	0.71	0.04	0.09
H-TRUCKS	0.99	0.03	0.12

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	71.0	145.8



TABLE Existing-21  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cajon Street between Vine Street and Olive Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10200      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.98	12.64	9.40
M-TRUCKS	0.71	0.04	0.09
H-TRUCKS	0.99	0.03	0.12

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.62

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	67.9	144.5

TABLE Existing-22  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cajon Street between Olive Avenue and Fern Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10200      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.98	12.64	9.40
M-TRUCKS	0.71	0.04	0.09
H-TRUCKS	0.99	0.03	0.12

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	67.2	144.2

TABLE Existing-23  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cajon Street between Fern Avenue and Cypress Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10200      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.98	12.64	9.40
M-TRUCKS	0.71	0.04	0.09
H-TRUCKS	0.99	0.03	0.12

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	87.8	188.7

TABLE Existing-24  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cajon Street between Cypress Avenue and Palm Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10200      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.98	12.64	9.40
M-TRUCKS	0.71	0.04	0.09
H-TRUCKS	0.99	0.03	0.12

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	87.8	188.7

TABLE Existing-25  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cajon Street between Palm Avenue and Highland Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10200      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.98	12.64	9.40
M-TRUCKS	0.71	0.04	0.09
H-TRUCKS	0.99	0.03	0.12

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	87.8	188.7

TABLE Existing-26  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cajon Street south of Highland Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4000      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.98	12.64	9.40
M-TRUCKS	0.71	0.04	0.09
H-TRUCKS	0.99	0.03	0.12

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	101.3

TABLE Existing-27  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: California Street north of San Bernardino Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6000      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.34	12.54	9.32
M-TRUCKS	0.64	0.04	0.08
H-TRUCKS	1.76	0.06	0.22

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.93

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	56.3	112.3	237.5

TABLE Existing-28  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: California Street between San Bernardino Avenue and I-10

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.34	12.54	9.32
M-TRUCKS	0.64	0.04	0.08
H-TRUCKS	1.76	0.06	0.22

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.13

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	65.7	134.0	284.9



TABLE Existing-29  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: California Street between I-10 and Redland Boulevard  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.34	12.54	9.32
M-TRUCKS	0.64	0.04	0.08
H-TRUCKS	1.76	0.06	0.22

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	79.5	165.1	352.7

TABLE Existing-30  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Center Street between Brookside Avenue and Glenwood Drive

NOTES: Redlands - Existing

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7600      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.33	12.54	9.32
M-TRUCKS	1.48	0.09	0.18
H-TRUCKS	0.92	0.03	0.12

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	93.9	201.9

TABLE Existing-31  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Center Street between Glenwood and Olive Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7600      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.33	12.54	9.32
M-TRUCKS	1.48	0.09	0.18
H-TRUCKS	0.92	0.03	0.12

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	93.9	201.9

TABLE Existing-32  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Center Street between Olive Avenue and Fern Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7600      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.33	12.54	9.32
M-TRUCKS	1.48	0.09	0.18
H-TRUCKS	0.92	0.03	0.12

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	93.9	201.9

TABLE Existing-33  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Center Street between Fern Avenue and Cypress Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7600      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.33	12.54	9.32
M-TRUCKS	1.48	0.09	0.18
H-TRUCKS	0.92	0.03	0.12

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	93.9	201.9

TABLE Existing-34  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Center Street between Cypress Avenue and Highland Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4700      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.33	12.54	9.32
M-TRUCKS	1.48	0.09	0.18
H-TRUCKS	0.92	0.03	0.12

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.31

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	68.3	146.6

TABLE Existing-35  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Center Street south of Highland Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6000      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.33	12.54	9.32
M-TRUCKS	1.48	0.09	0.18
H-TRUCKS	0.92	0.03	0.12

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	80.3	172.5

TABLE Existing-36  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Church Street between San Bernardino Avenue and Lugonia Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7000      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.79	12.61	9.38
M-TRUCKS	0.93	0.05	0.11
H-TRUCKS	0.98	0.03	0.12

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.80

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	69.8	148.6



TABLE Existing-37  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Church Street between Lugonia Avenue and Colton Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7300      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.79	12.61	9.38
M-TRUCKS	0.93	0.05	0.11
H-TRUCKS	0.98	0.03	0.12

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.56

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	71.0	152.6

TABLE Existing-38  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Church Street between Colton Avenue and Stewart Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7300      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.79	12.61	9.38
M-TRUCKS	0.93	0.05	0.11
H-TRUCKS	0.98	0.03	0.12

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.56

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	71.0	152.6

TABLE Existing-39  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Church Street between Stuart Avenue and Central Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7300      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.27	12.53	9.31
M-TRUCKS	1.67	0.10	0.20
H-TRUCKS	0.79	0.02	0.10

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	70.6	151.7

TABLE Existing-40  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Church Street between Central Avenue and Citrus Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7300      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.27	12.53	9.31
M-TRUCKS	1.67	0.10	0.20
H-TRUCKS	0.79	0.02	0.10

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	70.6	151.7

TABLE Existing-41  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Church Street south of Citrus Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7300      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.27	12.53	9.31
M-TRUCKS	1.67	0.10	0.20
H-TRUCKS	0.79	0.02	0.10

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	70.6	151.7

TABLE Existing-42  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Citrus Avenue between San Mateo Street and 6th Street

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9300      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.50	12.57	9.34
M-TRUCKS	0.94	0.05	0.11
H-TRUCKS	1.28	0.04	0.16

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	70.2	149.4

TABLE Existing-43  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Citrus Avenue between 6th Street and Olive Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9300      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.50	12.57	9.34
M-TRUCKS	0.94	0.05	0.11
H-TRUCKS	1.28	0.04	0.16

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	70.2	149.4

TABLE Existing-44  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Citrus Avenue between Olive Avenue and Redlands Boulevard  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9300      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.50	12.57	9.34
M-TRUCKS	0.94	0.05	0.11
H-TRUCKS	1.28	0.04	0.16

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	70.2	149.4



TABLE Existing-45  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Citrus Avenue between between Redlands Boulevard and University Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 3100      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.50	12.57	9.34
M-TRUCKS	0.94	0.05	0.11
H-TRUCKS	1.28	0.04	0.16

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	72.6

TABLE Existing-46  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Citrus Avenue between between University Street and Cypress Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 3100      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.50	12.57	9.34
M-TRUCKS	0.94	0.05	0.11
H-TRUCKS	1.28	0.04	0.16

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	68.4	143.4

TABLE Existing-47  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Citrus Avenue between between Cypress Avenue and Judson Street

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 11700      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.50	12.57	9.34
M-TRUCKS	0.94	0.05	0.11
H-TRUCKS	1.28	0.04	0.16

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	76.4	161.0	345.1

TABLE Existing-48  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Citrus Avenue between Jubudson Street and Dearborn Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.50	12.57	9.34
M-TRUCKS	0.94	0.05	0.11
H-TRUCKS	1.28	0.04	0.16

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	70.1	147.1	315.1

TABLE Existing-49  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Citrus Avenue between Dearborn Street and La Salle Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.59	12.58	9.35
M-TRUCKS	0.56	0.03	0.07
H-TRUCKS	1.58	0.05	0.20

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.67

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	56.4	116.6	248.7

TABLE Existing-50  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Colton Avenue between Alabama Street and Tennessee Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5300      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.36	12.54	9.32
M-TRUCKS	0.87	0.05	0.11
H-TRUCKS	1.51	0.05	0.19

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	83.9	174.7

TABLE Existing-51  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Colton Avenue between Tennessee Street and Texas Street

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5300      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.36	12.54	9.32
M-TRUCKS	0.87	0.05	0.11
H-TRUCKS	1.51	0.05	0.19

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	83.9	174.7

TABLE Existing-52  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Colton Avenue between Texas Street and Orange Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5300      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.36	12.54	9.32
M-TRUCKS	0.87	0.05	0.11
H-TRUCKS	1.51	0.05	0.19

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.40

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	80.7	173.5



TABLE Existing-53  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Colton Avenue between Orange Street and Church Street

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8300      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.36	12.54	9.32
M-TRUCKS	0.87	0.05	0.11
H-TRUCKS	1.51	0.05	0.19

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.35

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	50.7	108.7	233.9

TABLE Existing-54  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Colton Avenue between Church Street and University Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 13500      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.36	12.54	9.32
M-TRUCKS	0.87	0.05	0.11
H-TRUCKS	1.51	0.05	0.19

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	56.2	120.5	259.3

TABLE Existing-55  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Colton Avenue between University Street and Judson Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 13500      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.36	12.54	9.32
M-TRUCKS	0.87	0.05	0.11
H-TRUCKS	1.51	0.05	0.19

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.44

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	57.1	120.9	259.3

TABLE Existing-56  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Colton Avenue between Judson Street and Dearborn Street

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9300      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.36	12.54	9.32
M-TRUCKS	0.87	0.05	0.11
H-TRUCKS	1.51	0.05	0.19

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	54.7	117.2	252.3

TABLE Existing-57  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Colton Avenue between Dearborn Street and Kensington Drive  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6000      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.36	12.54	9.32
M-TRUCKS	0.87	0.05	0.11
H-TRUCKS	1.51	0.05	0.19

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	106.6	229.4

TABLE Existing-58  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Colton Avenue between Kensington Drive and Wabash Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6000      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.36	12.54	9.32
M-TRUCKS	0.87	0.05	0.11
H-TRUCKS	1.51	0.05	0.19

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	107.8	229.7

TABLE Existing-59  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Crafton Avenue between Mentone Boulevard and Nice Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6300      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.66	12.59	9.36
M-TRUCKS	0.96	0.06	0.12
H-TRUCKS	1.08	0.03	0.14

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	67.0	142.5

TABLE Existing-60  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Crafton Avenue between Nice Avenue and Colton Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6300      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.66	12.59	9.36
M-TRUCKS	0.96	0.06	0.12
H-TRUCKS	1.08	0.03	0.14

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.11

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	66.2	142.2



TABLE Existing-61  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Crafton Avenue between Colton Avenue and Citrus Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6300      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.66	12.59	9.36
M-TRUCKS	0.96	0.06	0.12
H-TRUCKS	1.08	0.03	0.14

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.11

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	66.2	142.2

TABLE Existing-62  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Crafton Avenue between Citrus Avenue and Sand Canyon Road  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5600      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.66	12.59	9.36
M-TRUCKS	0.96	0.06	0.12
H-TRUCKS	1.08	0.03	0.14

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	61.3	131.5

TABLE Existing-63  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cypress Avenue between Citrus Avenue and I-10 Ramps  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9100      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.42	12.72	9.45
M-TRUCKS	0.59	0.03	0.07
H-TRUCKS	0.62	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	65.7	141.1	303.7

TABLE Existing-64  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cypress Avenue between I-10 Ramps and Lytle Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9100      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.42	12.72	9.45
M-TRUCKS	0.59	0.03	0.07
H-TRUCKS	0.62	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	66.5	141.4	303.6

TABLE Existing-65  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cypress Avenue between Lytle Street and Roosevelt Road

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9100      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.42	12.72	9.45
M-TRUCKS	0.59	0.03	0.07
H-TRUCKS	0.62	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	66.5	141.4	303.6

TABLE Existing-66  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cypress Avenue between Roosevelt Road and Redlands Boulevard  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9100      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.42	12.72	9.45
M-TRUCKS	0.59	0.03	0.07
H-TRUCKS	0.62	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	67.8	141.9	303.7

TABLE Existing-67  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cypress Avenue between Redlands Boulevard and Cajon Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7500      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.42	12.72	9.45
M-TRUCKS	0.59	0.03	0.07
H-TRUCKS	0.62	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	60.2	125.0	267.1

TABLE Existing-68  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cypress Avenue between Cajon Street and Buena Vista

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7400      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.42	12.72	9.45
M-TRUCKS	0.59	0.03	0.07
H-TRUCKS	0.62	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.08

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	59.7	124.0	264.8



TABLE Existing-69  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cypress Avenue between Buena Vista and Center Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7400      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.13	12.67	9.42
M-TRUCKS	0.92	0.05	0.11
H-TRUCKS	0.61	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	60.8	126.3	269.9

TABLE Existing-70  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cypress Avenue between Center Street and San Mateo Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7400      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.13	12.67	9.42
M-TRUCKS	0.92	0.05	0.11
H-TRUCKS	0.61	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	60.8	126.3	269.9

TABLE Existing-71  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cypress Avenue south of San Mateo Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7400      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.13	12.67	9.42
M-TRUCKS	0.92	0.05	0.11
H-TRUCKS	0.61	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	60.8	126.3	269.9

TABLE Existing-72  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Eureka Street north of Redlands Boulevard  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 14900      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.17	12.51	9.30
M-TRUCKS	0.46	0.03	0.06
H-TRUCKS	2.14	0.07	0.27

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.31

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
59.1	118.7	251.6	540.1

TABLE Existing-73  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Fern Avenue between Redlands Boulevard and Myrtle Street

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.41	12.55	9.33
M-TRUCKS	1.89	0.11	0.23
H-TRUCKS	0.42	0.01	0.05

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.01

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	83.7	178.8

TABLE Existing-74  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Fern Avenue between Myrtle Street and Cajon Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.41	12.55	9.33
M-TRUCKS	1.89	0.11	0.23
H-TRUCKS	0.42	0.01	0.05

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	83.1	178.7

TABLE Existing-75  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Fern Avenue between Cajon Street and Center Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.41	12.55	9.33
M-TRUCKS	1.89	0.11	0.23
H-TRUCKS	0.42	0.01	0.05

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	80.5	171.9

TABLE Existing-76  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Fern Avenue between Center Street and San Mateo Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.41	12.55	9.33
M-TRUCKS	1.89	0.11	0.23
H-TRUCKS	0.42	0.01	0.05

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	80.5	171.9



TABLE Existing-77  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Fern Avenue between San Mateo Street and Bellevue Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6300      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.41	12.55	9.33
M-TRUCKS	1.89	0.11	0.23
H-TRUCKS	0.42	0.01	0.05

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	75.5	162.2

TABLE Existing-78  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Fern Avenue between Bellevue Avenue and Terracina Boulevard  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7100      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.41	12.55	9.33
M-TRUCKS	1.89	0.11	0.23
H-TRUCKS	0.42	0.01	0.05

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.48

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	81.7	175.6

TABLE Existing-79  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Ford Street between Citrus Avenue and Highland Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.80	12.62	9.38
M-TRUCKS	1.23	0.07	0.15
H-TRUCKS	0.66	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	100.9	216.0

TABLE Existing-80  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Ford Street between Highland Avenue and I-10 Ramps

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.80	12.62	9.38
M-TRUCKS	1.23	0.07	0.15
H-TRUCKS	0.66	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	100.4	215.9

TABLE Existing-81  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Ford Street between I-10 Ramps and Sunset Drive  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 11800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.24	12.52	9.31
M-TRUCKS	1.21	0.07	0.15
H-TRUCKS	1.30	0.04	0.16

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	79.6	165.3	353.2

TABLE Existing-82  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Ford Street south of Sunset Drive  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 3000      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.24	12.52	9.31
M-TRUCKS	1.21	0.07	0.15
H-TRUCKS	1.30	0.04	0.16

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.78

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	54.1	116.0

TABLE Existing-83  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Highland Avenue between Ford Street and Redlands Boulevard  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.18	12.51	9.30
M-TRUCKS	1.16	0.07	0.14
H-TRUCKS	1.41	0.04	0.18

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.27

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	61.3	127.5	272.5

TABLE Existing-84  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Highland Avenue between Redlands Boulevard and York Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.18	12.51	9.30
M-TRUCKS	1.16	0.07	0.14
H-TRUCKS	1.41	0.04	0.18

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	59.9	126.9	272.4



TABLE Existing-85  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Highland Avenue between York Street and Cajon Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.18	12.51	9.30
M-TRUCKS	1.16	0.07	0.14
H-TRUCKS	1.41	0.04	0.18

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	59.9	126.9	272.4

TABLE Existing-86  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Highland Avenue between Cajon Street and Center Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8900      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.18	12.51	9.30
M-TRUCKS	1.16	0.07	0.14
H-TRUCKS	1.41	0.04	0.18

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.62

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	52.9	113.3	243.7

TABLE Existing-87  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Highland Avenue between Center Street and San Mateo Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5100      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.18	12.51	9.30
M-TRUCKS	1.16	0.07	0.14
H-TRUCKS	1.41	0.04	0.18

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	78.3	168.2

TABLE Existing-88  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Highland Avenue south of San Mateo Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 640      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.18	12.51	9.30
M-TRUCKS	1.16	0.07	0.14
H-TRUCKS	1.41	0.04	0.18

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 50.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE Existing-89  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Judson Street north of Pennsylvania Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 3600      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.80	12.62	9.38
M-TRUCKS	1.23	0.07	0.15
H-TRUCKS	0.66	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.49

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	66.6	141.7

TABLE Existing-90  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Judson Street between Pennsylvania Avenue and Lugonia Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 3600      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.80	12.62	9.38
M-TRUCKS	1.23	0.07	0.15
H-TRUCKS	0.66	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.07

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	65.9	141.4

TABLE Existing-91  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Judson Street between Lugonia Avenue and Colton Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5300      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.80	12.62	9.38
M-TRUCKS	1.23	0.07	0.15
H-TRUCKS	0.66	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	85.7	183.1

TABLE Existing-92  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Judson Street between Colton Avenue and Citrus Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.80	12.62	9.38
M-TRUCKS	1.23	0.07	0.15
H-TRUCKS	0.66	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	52.3	110.4	236.6



TABLE Existing-93  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Lugonia Avenue west of California Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5000      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.96	12.64	9.40
M-TRUCKS	0.45	0.03	0.05
H-TRUCKS	1.27	0.04	0.16

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.93

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	90.0	190.8

TABLE Existing-94  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Lugonia Avenue between California Street and Alabama Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5500      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.96	12.64	9.40
M-TRUCKS	0.45	0.03	0.05
H-TRUCKS	1.27	0.04	0.16

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	94.8	202.9

TABLE Existing-95  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between Alabama Street and Citrus Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 17800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.96	12.64	9.40
M-TRUCKS	0.45	0.03	0.05
H-TRUCKS	1.27	0.04	0.16

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	98.3	206.8	443.2

TABLE Existing-96  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between Citrus Avenue and SR-210 Ramps

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 17800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.75	12.61	9.37
M-TRUCKS	0.52	0.03	0.06
H-TRUCKS	1.43	0.04	0.18

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	101.6	214.0	458.6

TABLE Existing-97  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Lugonia Avenue between SR-210 Ramps and Texas Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 25200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.75	12.61	9.37
M-TRUCKS	0.52	0.03	0.06
H-TRUCKS	1.43	0.04	0.18

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
62.5	126.7	269.1	577.8

TABLE Existing-98  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Lugonia Avenue between Texas Street and Orange Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 25200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.75	12.61	9.37
M-TRUCKS	0.52	0.03	0.06
H-TRUCKS	1.43	0.04	0.18

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.18

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
60.5	125.8	268.8	577.9

TABLE Existing-99  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between Orange Street and Herald Street

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 26100      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.75	12.61	9.37
M-TRUCKS	0.52	0.03	0.06
H-TRUCKS	1.43	0.04	0.18

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
61.8	128.7	275.1	591.6

TABLE Existing-100  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between Herald Street and Church Street

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 18200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.33	12.54	9.32
M-TRUCKS	0.84	0.05	0.10
H-TRUCKS	1.58	0.05	0.20

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	105.2	225.5	485.3



TABLE Existing-101  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Lugonia Avenue between Church Street and University Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 18200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.33	12.54	9.32
M-TRUCKS	0.84	0.05	0.10
H-TRUCKS	1.58	0.05	0.20

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.04

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	106.0	225.8	485.1

TABLE Existing-102  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Lugonia Avenue between University Street and Judson Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22100      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.33	12.54	9.32
M-TRUCKS	0.84	0.05	0.10
H-TRUCKS	1.58	0.05	0.20

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
58.1	120.3	256.8	552.0

TABLE Existing-103  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between Judson Street and Dearborn Street

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22100      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.33	12.54	9.32
M-TRUCKS	0.84	0.05	0.10
H-TRUCKS	1.58	0.05	0.20

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
58.1	120.3	256.8	552.0

TABLE Existing-104  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Lugonia Avenue between Dearborn Street and Revelation  
(up to Wabash Avenue)  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22100      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.33	12.54	9.32
M-TRUCKS	0.82	0.05	0.10
H-TRUCKS	1.60	0.05	0.20

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
60.3	121.5	257.7	553.1

TABLE Existing-105  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Mentone Boulevard between Wabash Avenue and Opal Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 15400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.01	12.48	9.28
M-TRUCKS	1.09	0.06	0.13
H-TRUCKS	1.68	0.05	0.21

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	97.0	207.7	446.9

TABLE Existing-106  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Mentone Boulevard between Opal Avenue and Crafton Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 15400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.01	12.48	9.28
M-TRUCKS	1.09	0.06	0.13
H-TRUCKS	1.68	0.05	0.21

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	97.0	207.7	446.9

TABLE Existing-107  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Mentone Boulevard between Crafton Avenue and Plumwood Lane  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 11900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.01	12.48	9.28
M-TRUCKS	1.09	0.06	0.13
H-TRUCKS	1.68	0.05	0.21

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	81.3	174.9	376.5

TABLE Existing-108  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Nevada Street north of San Bernardino Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4200      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.02	12.65	9.41
M-TRUCKS	0.47	0.03	0.06
H-TRUCKS	1.18	0.04	0.15

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	63.5	136.3



TABLE Existing-109  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Nevada Street between San Bernardino Avenue and Almond Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4200      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.02	12.65	9.41
M-TRUCKS	0.47	0.03	0.06
H-TRUCKS	1.18	0.04	0.15

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	63.5	136.3

TABLE Existing-110  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Nevada Street between Almond Avenue and Lugonia Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.02	12.65	9.41
M-TRUCKS	0.47	0.03	0.06
H-TRUCKS	1.18	0.04	0.15

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	69.4	148.9

TABLE Existing-111  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Nevada Street between Lugonia Avenue and Redlands Boulevard

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.02	12.65	9.41
M-TRUCKS	0.47	0.03	0.06
H-TRUCKS	1.18	0.04	0.15

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	69.4	148.9

TABLE Existing-112  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Nevada Street south of Redlands Boulevard  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.02	12.65	9.41
M-TRUCKS	0.47	0.03	0.06
H-TRUCKS	1.18	0.04	0.15

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	69.4	148.9

TABLE Existing-113  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Orange Street north of Pioneer Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 14300      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.79	12.61	9.38
M-TRUCKS	0.79	0.05	0.10
H-TRUCKS	1.11	0.03	0.14

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	81.9	176.0	379.0

TABLE Existing-114  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Orange Street between Pioneer Avenue and San Bernardino Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 15000      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.79	12.61	9.38
M-TRUCKS	0.79	0.05	0.10
H-TRUCKS	1.11	0.03	0.14

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	87.5	182.8	391.2

TABLE Existing-115  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Orange Street between San Bernardino Avenue and Lugonia Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 15000      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.79	12.61	9.38
M-TRUCKS	0.79	0.05	0.10
H-TRUCKS	1.11	0.03	0.14

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.12

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	85.1	181.9	391.1

TABLE Existing-116  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Orange Street between Lugonia Avenue and Colton Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 17400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.79	12.61	9.38
M-TRUCKS	0.79	0.05	0.10
H-TRUCKS	1.11	0.03	0.14

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.35

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	93.3	200.6	431.9



TABLE Existing-117  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Orange Street between Colton Avenue and I-10 Ramps

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 17400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.79	12.61	9.38
M-TRUCKS	0.79	0.05	0.10
H-TRUCKS	1.11	0.03	0.14

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	96.0	201.6	431.7

TABLE Existing-118  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Orange Street between I-10 Ramps and Stuart Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 18600      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.79	12.61	9.38
M-TRUCKS	0.79	0.05	0.10
H-TRUCKS	1.11	0.03	0.14

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	105.4	224.5

TABLE Existing-119  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Orange Street between Stuart Avenue and Oriental Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 18600      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.75	12.61	9.37
M-TRUCKS	0.60	0.03	0.07
H-TRUCKS	1.35	0.04	0.17

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	54.1	111.3	237.3

TABLE Existing-120  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Orange Street between Oriental Avenue and Redlands Boulevard

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 18600      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.75	12.61	9.37
M-TRUCKS	0.60	0.03	0.07
H-TRUCKS	1.35	0.04	0.17

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	54.1	111.3	237.3

TABLE Existing-121  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Orange Street between Redlands Boulevard and Citrus Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 18600      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.75	12.61	9.37
M-TRUCKS	0.60	0.03	0.07
H-TRUCKS	1.35	0.04	0.17

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.93

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	56.3	112.4	237.7

TABLE Existing-122  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Palm Avenue north of Redlands Boulevard  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.28	12.69	9.44
M-TRUCKS	0.75	0.04	0.09
H-TRUCKS	0.62	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	51.0	109.3	235.1

TABLE Existing-123  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Palm Avenue between Redlands Boulevard and Hibiscus Drive  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4500      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.28	12.69	9.44
M-TRUCKS	0.75	0.04	0.09
H-TRUCKS	0.62	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.78

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	73.4	157.7

TABLE Existing-124  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Palm Avenue between Hibiscus Drive and Cajon Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4500      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.28	12.69	9.44
M-TRUCKS	0.75	0.04	0.09
H-TRUCKS	0.62	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.78

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	73.4	157.7



TABLE Existing-125  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Palm Avenue between Cajon Street and Center Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.28	12.69	9.44
M-TRUCKS	0.75	0.04	0.09
H-TRUCKS	0.62	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.35

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	68.8	147.7	318.0

TABLE Existing-126  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Palm Avenue between Center Street and San Mateo Street

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.28	12.69	9.44
M-TRUCKS	0.75	0.04	0.09
H-TRUCKS	0.62	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.35

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	68.8	147.7	318.0

TABLE Existing-127  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Palm Avenue south San Mateo Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12900      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.28	12.69	9.44
M-TRUCKS	0.75	0.04	0.09
H-TRUCKS	0.62	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.31

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	92.7	199.3

TABLE Existing-128  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Pioneer Avenue between Alabama Street and SR-210  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 1700      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.28	12.53	9.31
M-TRUCKS	0.66	0.04	0.08
H-TRUCKS	1.82	0.06	0.23

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.78

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	85.4

TABLE Existing-129  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Pioneer Avenue between SR-210 and Texas Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 1700      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.28	12.53	9.31
M-TRUCKS	0.66	0.04	0.08
H-TRUCKS	1.82	0.06	0.23

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	86.0

TABLE Existing-130  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Pioneer Avenue between Texas Street and Webster Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6500      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.28	12.53	9.31
M-TRUCKS	0.66	0.04	0.08
H-TRUCKS	1.82	0.06	0.23

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	96.9	208.4

TABLE Existing-131  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Pioneer Avenue between Webster Street and Orange Street

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6500      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.28	12.53	9.31
M-TRUCKS	0.66	0.04	0.08
H-TRUCKS	1.82	0.06	0.23

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	96.9	208.4

TABLE Existing-132  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Pioneer Avenue between Orange Street and Brookstone Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4900      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.28	12.53	9.31
M-TRUCKS	0.66	0.04	0.08
H-TRUCKS	1.82	0.06	0.23

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	80.3	172.7



TABLE Existing-133  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Pioneer Avenue between Brookstone Street and Church Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4900      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.67	12.59	9.36
M-TRUCKS	0.87	0.05	0.11
H-TRUCKS	1.16	0.04	0.15

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	71.5	153.6

TABLE Existing-134  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Pioneer Avenue between Church Street and Occidental Drive  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.67	12.59	9.36
M-TRUCKS	0.87	0.05	0.11
H-TRUCKS	1.16	0.04	0.15

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	70.5	151.5

TABLE Existing-135  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Pioneer Avenue between Occidental Drive and Judson Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4100      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.67	12.59	9.36
M-TRUCKS	0.87	0.05	0.11
H-TRUCKS	1.16	0.04	0.15

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	63.5	136.4

TABLE Existing-136  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Pioneer Avenue east of Judson Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 1600      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.67	12.59	9.36
M-TRUCKS	0.87	0.05	0.11
H-TRUCKS	1.16	0.04	0.15

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	73.0

TABLE Existing-137  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Redlands Boulevard between Bryn Mawr Avenue and California Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 15200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.48	12.39	9.21
M-TRUCKS	1.20	0.07	0.15
H-TRUCKS	2.17	0.07	0.27

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	106.0	223.6	479.4

TABLE Existing-138  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Redlands Boulevard between California Street and Iowa Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 21200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.48	12.39	9.21
M-TRUCKS	1.20	0.07	0.15
H-TRUCKS	2.17	0.07	0.27

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
64.4	131.0	278.5	598.1

TABLE Existing-139  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Redlands Boulevard between Iowa Street and Alabama Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 21200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.24	12.52	9.31
M-TRUCKS	0.96	0.06	0.12
H-TRUCKS	1.55	0.05	0.19

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.28

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
58.9	118.2	250.5	537.6

TABLE Existing-140  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between Alabama Street and Tennessee Street

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 79400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.24	12.52	9.31
M-TRUCKS	0.96	0.06	0.12
H-TRUCKS	1.55	0.05	0.19

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.01

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
131.8	280.2	601.8	1295.5



TABLE Existing-141  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between Tennessee Street and Center Street

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 80300      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.24	12.52	9.31
M-TRUCKS	0.96	0.06	0.12
H-TRUCKS	1.55	0.05	0.19

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
132.8	282.3	606.3	1305.3

TABLE Existing-142  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Redlands Boulevard between Center Street and Eureka Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 31800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.24	12.52	9.31
M-TRUCKS	0.96	0.06	0.12
H-TRUCKS	1.55	0.05	0.19

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
62.7	127.0	269.6	578.9

TABLE Existing-143  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Redlands Boulevard between Eureka Street and Orange Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 31800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.24	12.52	9.31
M-TRUCKS	0.96	0.06	0.12
H-TRUCKS	1.55	0.05	0.19

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
62.7	127.0	269.6	578.9

TABLE Existing-144  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Redlands Boulevard between Orange Street and Citrus Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10500      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.24	12.52	9.31
M-TRUCKS	0.96	0.06	0.12
H-TRUCKS	1.55	0.05	0.19

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	105.7	223.1

TABLE Existing-145  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between Citrus Avenue and Fern Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12900      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.24	12.52	9.31
M-TRUCKS	0.96	0.06	0.12
H-TRUCKS	1.55	0.05	0.19

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	57.7	119.5	255.2

TABLE Existing-146  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Redlands Boulevard between Fern Avenue and Cypress Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12900      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.24	12.52	9.31
M-TRUCKS	0.96	0.06	0.12
H-TRUCKS	1.55	0.05	0.19

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	72.4	149.1	317.9

TABLE Existing-147  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Redlands Boulevard between Cypress Avenue and Palm Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12900      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.98	12.65	9.40
M-TRUCKS	0.66	0.04	0.08
H-TRUCKS	1.03	0.03	0.13

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.04

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	65.0	132.2	281.2

TABLE Existing-148  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Redlands Boulevard between Palm Avenue and Highland Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12900      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.98	12.65	9.40
M-TRUCKS	0.66	0.04	0.08
H-TRUCKS	1.03	0.03	0.13

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.04

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	65.0	132.2	281.2



TABLE Existing-149  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Redlands Boulevard south of Highland Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 19500      SPEED (MPH): 50      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.98	12.65	9.40
M-TRUCKS	0.66	0.04	0.08
H-TRUCKS	1.03	0.03	0.13

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.51

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
69.2	141.8	302.0	648.9

TABLE Existing-150  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between Mountain View Avenue and Marigold Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 15800      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.31	12.70	9.44
M-TRUCKS	0.36	0.02	0.04
H-TRUCKS	0.97	0.03	0.12

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	105.9	217.6	463.7

TABLE Existing-151  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: San Bernardino Avenue between Marigold Avenue and California Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7800      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.31	12.70	9.44
M-TRUCKS	0.36	0.02	0.04
H-TRUCKS	0.97	0.03	0.12

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	71.9	138.8	291.0

TABLE Existing-152  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: San Bernardino Avenue between California Street and Nevada Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10800      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.31	12.70	9.44
M-TRUCKS	0.36	0.02	0.04
H-TRUCKS	0.97	0.03	0.12

ACTIVE HALF-WIDTH (FT): 30      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.28

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	83.0	169.3	360.2

TABLE Existing-153  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between Nevada Street and Alabama Street

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10800      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.31	12.70	9.44
M-TRUCKS	0.36	0.02	0.04
H-TRUCKS	0.97	0.03	0.12

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	77.8	167.2	359.9

TABLE Existing-154  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: San Bernardino Avenue between Alabama Street and SR-210  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9100      SPEED (MPH): 50      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.31	12.70	9.44
M-TRUCKS	0.36	0.02	0.04
H-TRUCKS	0.97	0.03	0.12

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.31

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	89.4	179.9	381.4

TABLE Existing-155  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: San Bernardino Avenue between SR-210 and Orange Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 11000      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.31	12.70	9.44
M-TRUCKS	0.36	0.02	0.04
H-TRUCKS	0.97	0.03	0.12

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	78.7	169.2	364.3

TABLE Existing-156  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: San Bernardino Avenue between Orange Street and Church Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7600      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.31	12.70	9.44
M-TRUCKS	0.36	0.02	0.04
H-TRUCKS	0.97	0.03	0.12

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	89.1	191.6



TABLE Existing-157  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: San Bernardino Avenue between Church Street and Cheyl Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7600      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.31	12.70	9.44
M-TRUCKS	0.36	0.02	0.04
H-TRUCKS	0.97	0.03	0.12

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	89.1	191.6

TABLE Existing-158  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between Cheryl Street and Judson Street

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7400      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.77	12.61	9.37
M-TRUCKS	0.68	0.04	0.08
H-TRUCKS	1.25	0.04	0.16

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	94.8	203.8

TABLE Existing-159  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: San Bernardino Avenue between Judson Street and Dearborn Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8500      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.77	12.61	9.37
M-TRUCKS	0.68	0.04	0.08
H-TRUCKS	1.25	0.04	0.16

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.56

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	71.0	152.4	328.1

TABLE Existing-160  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between Dearborn Street and Wabash Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 3600      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.77	12.61	9.37
M-TRUCKS	0.68	0.04	0.08
H-TRUCKS	1.25	0.04	0.16

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	86.7	185.3

TABLE Existing-161  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: San Bernardino Avenue east of Wabash Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 3500      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.77	12.61	9.37
M-TRUCKS	0.68	0.04	0.08
H-TRUCKS	1.25	0.04	0.16

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	84.5	181.7

TABLE Existing-162  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: San Mateo Street between Brookside Avenue and Olive Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.92	12.64	9.39
M-TRUCKS	0.76	0.04	0.09
H-TRUCKS	1.00	0.03	0.12

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.26

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	53.4	109.7	233.7

TABLE Existing-163  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: San Mateo Street between Olive Avenue and Fern Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.92	12.64	9.39
M-TRUCKS	0.76	0.04	0.09
H-TRUCKS	1.00	0.03	0.12

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.26

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	53.4	109.7	233.7

TABLE Existing-164  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Mateo Street between Fern Avenue and Cypress Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6000      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.92	12.64	9.39
M-TRUCKS	0.76	0.04	0.09
H-TRUCKS	1.00	0.03	0.12

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	64.3	134.1



TABLE Existing-165  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: San Mateo Street south of Cypress Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6000      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.92	12.64	9.39
M-TRUCKS	0.76	0.04	0.09
H-TRUCKS	1.00	0.03	0.12

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	64.3	134.1

TABLE Existing-166  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: San Timoteo Canyon Road between Barton Road and  
Alessandro Road  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7700      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.68	12.60	9.36
M-TRUCKS	0.77	0.04	0.09
H-TRUCKS	1.25	0.04	0.16

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	66.8	143.5	308.8

TABLE Existing-167  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: San Timoteo Canyon Road east of Alessandro Road  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8900      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.59	12.58	9.35
M-TRUCKS	0.69	0.04	0.08
H-TRUCKS	1.44	0.04	0.18

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	89.3	192.0

TABLE Existing-168  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Sand Canyon Road east of Crafton Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 11200      SPEED (MPH): 50      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.93	12.64	9.39
M-TRUCKS	0.76	0.04	0.09
H-TRUCKS	0.99	0.03	0.12

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	98.3	208.9	448.7

TABLE Existing-169  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Tennessee Street between San Bernardino Avenue and  
Lugonia Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10600      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.26	12.53	9.31
M-TRUCKS	0.62	0.04	0.08
H-TRUCKS	1.88	0.06	0.24

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	76.2	163.7	352.4

TABLE Existing-170  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Tennessee Street between Lugonia Avenue and I-10  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 14300      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.26	12.53	9.31
M-TRUCKS	0.62	0.04	0.08
H-TRUCKS	1.88	0.06	0.24

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	94.3	200.3	430.0

TABLE Existing-171  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Tennessee Street between I-10 and Colton Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.26	12.53	9.31
M-TRUCKS	0.62	0.04	0.08
H-TRUCKS	1.88	0.06	0.24

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
62.7	127.1	269.9	579.5

TABLE Existing-172  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Tennessee Street between Colton Avenue and Redlands Boulevard  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.26	12.53	9.31
M-TRUCKS	0.62	0.04	0.08
H-TRUCKS	1.88	0.06	0.24

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
60.7	126.2	269.6	579.6



TABLE Existing-173  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Tennessee Street between Redlands Boulevard and State Street

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 13700      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.26	12.53	9.31
M-TRUCKS	0.62	0.04	0.08
H-TRUCKS	1.88	0.06	0.24

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	91.8	194.7	417.9

TABLE Existing-174  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Tennessee Street between State Street and Orange Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.03	12.49	9.28
M-TRUCKS	0.71	0.04	0.09
H-TRUCKS	2.05	0.06	0.26

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	90.5	191.8	411.7

TABLE Existing-175  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Terracina Boulevard south Barton Road and Brookside Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12000      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	76.62	12.75	9.48
M-TRUCKS	0.51	0.03	0.06
H-TRUCKS	0.48	0.01	0.06

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	63.3	134.5	288.8

TABLE Existing-176  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Texas Street between Pennsylvania Avenue and Lugonia Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5300      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.49	12.56	9.34
M-TRUCKS	0.80	0.05	0.10
H-TRUCKS	1.44	0.05	0.18

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	96.7	208.1

TABLE Existing-177  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Texas Street between Lugonia Avenue and Colton Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 3900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.49	12.56	9.34
M-TRUCKS	0.80	0.05	0.10
H-TRUCKS	1.44	0.05	0.18

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.26

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	78.9	169.6

TABLE Existing-178  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Texas Street south Colton Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 3400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.49	12.56	9.34
M-TRUCKS	0.80	0.05	0.10
H-TRUCKS	1.44	0.05	0.18

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	74.0	155.6

TABLE Existing-179  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: University Street between Pennsylvania Avenue and  
Lugonia Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 2900      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.72	12.60	9.37
M-TRUCKS	1.32	0.08	0.16
H-TRUCKS	0.65	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.28

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	58.5

TABLE Existing-180  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: University Street between Lugonia Avenue and Colton Avenue  
NOTES: Redlands - Existing

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10400      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.72	12.60	9.37
M-TRUCKS	1.32	0.08	0.16
H-TRUCKS	0.65	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.68

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	84.3	181.1



TABLE Existing-181  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Wabash Avenue between San Bernardino Avenue and Lugonia Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 1500      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.59	12.58	9.35
M-TRUCKS	0.89	0.05	0.11
H-TRUCKS	1.24	0.04	0.16

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	71.9

TABLE Existing-182  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Wabash Avenue between Lugonia Avenue and Colton Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 3300      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.59	12.58	9.35
M-TRUCKS	0.89	0.05	0.11
H-TRUCKS	1.24	0.04	0.16

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.42

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	56.9	120.5

TABLE Existing-183  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Wabash Avenue between Colton Avenue and Citrus Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.59	12.58	9.35
M-TRUCKS	0.89	0.05	0.11
H-TRUCKS	1.24	0.04	0.16

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	84.5	178.6

TABLE Existing-184  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Wabash Avenue between Citrus Avenue and Highland Avenue

NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4400      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.59	12.58	9.35
M-TRUCKS	0.89	0.05	0.11
H-TRUCKS	1.24	0.04	0.16

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	99.3	213.7

TABLE Existing-185  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Wabash Avenue between Highland Avenue and 5th Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4400      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.59	12.58	9.35
M-TRUCKS	0.89	0.05	0.11
H-TRUCKS	1.24	0.04	0.16

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	99.3	213.7

TABLE Existing-01  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: I-210 between 5th Street and Pioneer Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 79800      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	72.25	12.03	8.94
M-TRUCKS	0.72	0.04	0.09
H-TRUCKS	5.13	0.16	0.64

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 81.56

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
413.2	888.9	1914.2	4123.0

TABLE Existing-02  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: I-210 between San Bernardino Avenue and Lugonia Avenue  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 112000      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	71.15	11.84	8.80
M-TRUCKS	0.82	0.05	0.10
H-TRUCKS	6.26	0.20	0.78

ACTIVE HALF-WIDTH (FT): 42      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 82.48

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
557.5	1198.1	2579.5	5555.7

TABLE Existing-03  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: I-10 between Mountain Avenue and California Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 164000      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	71.54	11.91	8.85
M-TRUCKS	0.62	0.04	0.08
H-TRUCKS	6.02	0.19	0.75

ACTIVE HALF-WIDTH (FT): 48      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 83.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
703.8	1513.2	3258.2	7017.5



TABLE Existing-04  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: I-10 between California Street and Alabama Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 130600      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	71.69	11.93	8.87
M-TRUCKS	0.61	0.04	0.07
H-TRUCKS	5.87	0.18	0.73

ACTIVE HALF-WIDTH (FT): 48      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 82.67

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
599.4	1287.9	2772.7	5971.7

TABLE Existing-05  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: I-10 between Tennessee Street and Orange Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 104000      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	70.49	11.73	8.72
M-TRUCKS	0.69	0.04	0.08
H-TRUCKS	7.13	0.22	0.89

ACTIVE HALF-WIDTH (FT): 48      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 82.18

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
555.7	1193.5	2569.1	5533.1

TABLE Existing-06  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: I-10 between 6th Street and University Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 157000      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	70.03	11.65	8.66
M-TRUCKS	0.73	0.04	0.09
H-TRUCKS	7.60	0.24	0.95

ACTIVE HALF-WIDTH (FT): 48      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 84.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
750.0	1612.8	3472.9	7480.0

TABLE Existing-07  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: I-10 between Cypress Avenue and Ford Street  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 138000      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	69.20	11.52	8.56
M-TRUCKS	0.78	0.04	0.09
H-TRUCKS	8.48	0.26	1.06

ACTIVE HALF-WIDTH (FT): 48      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 83.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
720.9	1550.1	3337.6	7188.6

TABLE Existing-08  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: I-10 between Wabash Avenue and Yucaipa Boulevard  
NOTES: Redlands - Existing

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 138000      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	69.09	11.50	8.55
M-TRUCKS	0.79	0.05	0.10
H-TRUCKS	8.59	0.27	1.07

ACTIVE HALF-WIDTH (FT): 48      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 83.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
725.0	1558.9	3356.6	7229.6

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**Future No Project**





TABLE Future No Project-01  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: 5th Avenue between Ford Street and Dearborn Street  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9000      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.94	12.47	9.27
M-TRUCKS	1.20	0.07	0.15
H-TRUCKS	1.64	0.05	0.21

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	83.6	174.1	372.3

TABLE Future No Project-02  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: 5th Avenue between Dearborn Street and Wabash Avenue  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9000      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.94	12.47	9.27
M-TRUCKS	1.20	0.07	0.15
H-TRUCKS	1.64	0.05	0.21

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	83.6	174.1	372.3

TABLE Future No Project-03  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Alabama Street north of Palmetto Avenue  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 21400      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.82	12.45	9.26
M-TRUCKS	0.80	0.05	0.10
H-TRUCKS	2.19	0.07	0.27

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.30

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
78.9	155.4	327.6	702.3

TABLE Future No Project-04  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Alabama Street between Palmetto Avenue and Pioneer Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 19200      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.82	12.45	9.26
M-TRUCKS	0.80	0.05	0.10
H-TRUCKS	2.19	0.07	0.27

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
74.5	145.2	305.0	653.4

TABLE Future No Project-05  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Alabama Street between Pioneer Avenue and San Bernardino Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 19000      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.82	12.45	9.26
M-TRUCKS	0.80	0.05	0.10
H-TRUCKS	2.19	0.07	0.27

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.79

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
74.1	144.2	302.9	648.9

TABLE Future No Project-06  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Alabama Street between San Bernardino Avenue and  
Lugonia Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 40200      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.82	12.45	9.26
M-TRUCKS	0.80	0.05	0.10
H-TRUCKS	2.19	0.07	0.27

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.04

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
112.7	232.9	497.0	1068.4

TABLE Future No Project-07  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Alabama Street between Lugonia Avenue and I-10  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 40200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.82	12.45	9.26
M-TRUCKS	0.80	0.05	0.10
H-TRUCKS	2.19	0.07	0.27

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
97.2	197.8	420.5	903.2

TABLE Future No Project-08  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Alabama Street between I-10 and Redlands Boulevard

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 30200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	72.56	12.08	8.98
M-TRUCKS	1.20	0.07	0.15
H-TRUCKS	4.30	0.13	0.54

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.44

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
103.9	213.0	453.6	974.6



TABLE Future No Project-09  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Alabama Street between Redlands Boulevard and Park Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 16400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	72.56	12.08	8.98
M-TRUCKS	1.20	0.07	0.15
H-TRUCKS	4.30	0.13	0.54

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.79

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
74.2	144.3	303.1	649.3

TABLE Future No Project-10  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Alabama Street between Park Avenue and Citrus Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 16400      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	72.56	12.08	8.98
M-TRUCKS	1.20	0.07	0.15
H-TRUCKS	4.30	0.13	0.54

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.78

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
83.6	166.5	352.0	755.1

TABLE Future No Project-11  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Alabama Street between Citrus Avenue and Orange Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 14900      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	72.56	12.08	8.98
M-TRUCKS	1.20	0.07	0.15
H-TRUCKS	4.30	0.13	0.54

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
79.4	156.7	330.4	708.5

TABLE Future No Project-12  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Alabama Street between Orange Avenue and Barton Road

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12600      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.38	12.38	9.20
M-TRUCKS	0.94	0.05	0.11
H-TRUCKS	2.53	0.08	0.32

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
63.1	117.3	243.3	519.5

TABLE Future No Project-13  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Alessandro Road between Crescent Avenue and Creekside Drive

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5200      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.27	12.36	9.19
M-TRUCKS	1.13	0.07	0.14
H-TRUCKS	2.47	0.08	0.31

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	62.4	133.9	288.1

TABLE Future No Project-14  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Alessandro Road between Creekside Drive and San Timoteo Canyon Road

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5200      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.27	12.36	9.19
M-TRUCKS	1.13	0.07	0.14
H-TRUCKS	2.47	0.08	0.31

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	62.4	133.9	288.1

TABLE Future No Project-15  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Barton Road between Nevada Street and Terracina Boulevard

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 28700      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.90	12.30	9.14
M-TRUCKS	1.10	0.06	0.13
H-TRUCKS	2.91	0.09	0.36

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
97.6	205.2	439.7	946.1

TABLE Future No Project-16  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Barton Road between Terracina Boulevard and Alabama Street

NOTES: Redlands - Future No Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 28700      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.90	12.30	9.14
M-TRUCKS	1.10	0.06	0.13
H-TRUCKS	2.91	0.09	0.36

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
97.6	205.2	439.7	946.1



TABLE Future No Project-17  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Barton Road between Alabama Street and Bellevue Avenue

NOTES: Redlands - Future No Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 13300      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.90	12.30	9.14
M-TRUCKS	1.10	0.06	0.13
H-TRUCKS	2.91	0.09	0.36

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	106.7	225.1	482.8

TABLE Future No Project-18  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Barton Road between Bellevue Avenue and San Mateo Street

NOTES: Redlands - Future No Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 13300      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.90	12.30	9.14
M-TRUCKS	1.10	0.06	0.13
H-TRUCKS	2.91	0.09	0.36

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	106.7	225.1	482.8

TABLE Future No Project-19  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Beaumont Avenue east of Nevada Street  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 2900      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.81	12.62	9.38
M-TRUCKS	1.13	0.06	0.14
H-TRUCKS	0.74	0.02	0.09

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	100.1

TABLE Future No Project-20  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cajon Street between Citrus Avenue and Vine Street  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10400      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.17	12.51	9.30
M-TRUCKS	0.93	0.05	0.11
H-TRUCKS	1.66	0.05	0.21

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	84.9	177.1

TABLE Future No Project-21  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cajon Street between Vine Street and Olive Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10400      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.17	12.51	9.30
M-TRUCKS	0.93	0.05	0.11
H-TRUCKS	1.66	0.05	0.21

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.91

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	82.4	176.1

TABLE Future No Project-22  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cajon Street between Olive Avenue and Fern Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10400      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.17	12.51	9.30
M-TRUCKS	0.93	0.05	0.11
H-TRUCKS	1.66	0.05	0.21

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.49

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	81.8	175.9

TABLE Future No Project-23  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cajon Street between Fern Avenue and Cypress Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10400      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.17	12.51	9.30
M-TRUCKS	0.93	0.05	0.11
H-TRUCKS	1.66	0.05	0.21

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.11

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	104.8	225.5

TABLE Future No Project-24  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cajon Street between Cypress Avenue and Palm Avenue

NOTES: Redlands - Future No Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10400      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.17	12.51	9.30
M-TRUCKS	0.93	0.05	0.11
H-TRUCKS	1.66	0.05	0.21

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.11

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	104.8	225.5



TABLE Future No Project-25  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cajon Street between Palm Avenue and Highland Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10400      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.17	12.51	9.30
M-TRUCKS	0.93	0.05	0.11
H-TRUCKS	1.66	0.05	0.21

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.11

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	104.8	225.5

TABLE Future No Project-26  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cajon Street south of Highland Avenue  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4100      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.17	12.51	9.30
M-TRUCKS	0.93	0.05	0.11
H-TRUCKS	1.66	0.05	0.21

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.07

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	56.6	121.4

TABLE Future No Project-27  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: California Street north of San Bernardino Avenue  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6000      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.82	12.45	9.26
M-TRUCKS	0.80	0.05	0.10
H-TRUCKS	2.19	0.07	0.27

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.69

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	65.5	123.3	256.5

TABLE Future No Project-28  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: California Street between San Bernardino Avenue and I-10

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 19600      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.82	12.45	9.26
M-TRUCKS	0.80	0.05	0.10
H-TRUCKS	2.19	0.07	0.27

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
66.5	125.8	262.0	560.2

TABLE Future No Project-29  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: California Street between I-10 and Redland Boulevard  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 39800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.82	12.45	9.26
M-TRUCKS	0.80	0.05	0.10
H-TRUCKS	2.19	0.07	0.27

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
96.6	196.5	417.7	897.2

TABLE Future No Project-30  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Center Street between Brookside Avenue and Glenwood Drive

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7700      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.44	12.39	9.21
M-TRUCKS	1.96	0.11	0.24
H-TRUCKS	1.43	0.04	0.18

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.27

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	107.4	231.0

TABLE Future No Project-31  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Center Street between Glenwood and Olive Avenue  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7700      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.44	12.39	9.21
M-TRUCKS	1.96	0.11	0.24
H-TRUCKS	1.43	0.04	0.18

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.27

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	107.4	231.0

TABLE Future No Project-32  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Center Street between Olive Avenue and Fern Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7700      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.44	12.39	9.21
M-TRUCKS	1.96	0.11	0.24
H-TRUCKS	1.43	0.04	0.18

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.27

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	107.4	231.0



TABLE Future No Project-33  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Center Street between Fern Avenue and Cypress Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7700      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.44	12.39	9.21
M-TRUCKS	1.96	0.11	0.24
H-TRUCKS	1.43	0.04	0.18

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.27

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	107.4	231.0

TABLE Future No Project-34  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Center Street between Cypress Avenue and Highland Avenue

NOTES: Redlands - Future No Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.44	12.39	9.21
M-TRUCKS	1.96	0.11	0.24
H-TRUCKS	1.43	0.04	0.18

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	78.4	168.6

TABLE Future No Project-35  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Center Street south of Highland Avenue  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6100      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.44	12.39	9.21
M-TRUCKS	1.96	0.11	0.24
H-TRUCKS	1.43	0.04	0.18

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.26

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	92.0	197.8

TABLE Future No Project-36  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Church Street between San Bernardino Avenue and Lugonia Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7000      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.73	12.27	9.12
M-TRUCKS	1.82	0.11	0.22
H-TRUCKS	2.36	0.07	0.30

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	95.2	203.7

TABLE Future No Project-37  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Church Street between Lugonia Avenue and Colton Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7300      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.73	12.27	9.12
M-TRUCKS	1.82	0.11	0.22
H-TRUCKS	2.36	0.07	0.30

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	97.3	209.3

TABLE Future No Project-38  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Church Street between Colton Avenue and Stewart Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7300      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.73	12.27	9.12
M-TRUCKS	1.82	0.11	0.22
H-TRUCKS	2.36	0.07	0.30

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	97.3	209.3

TABLE Future No Project-39  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Church Street between Stuart Avenue and Central Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7300      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.98	12.31	9.15
M-TRUCKS	2.35	0.14	0.29
H-TRUCKS	1.54	0.05	0.19

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	86.1	185.0

TABLE Future No Project-40  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Church Street between Central Avenue and Citrus Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7300      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.98	12.31	9.15
M-TRUCKS	2.35	0.14	0.29
H-TRUCKS	1.54	0.05	0.19

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	86.1	185.0



TABLE Future No Project-41  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Church Street south of Citrus Avenue  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7300      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.98	12.31	9.15
M-TRUCKS	2.35	0.14	0.29
H-TRUCKS	1.54	0.05	0.19

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	86.1	185.0

TABLE Future No Project-42  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Citrus Avenue between San Mateo Street and 6th Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9500      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.10	12.33	9.17
M-TRUCKS	1.47	0.08	0.18
H-TRUCKS	2.31	0.07	0.29

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.01

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	91.1	193.2

TABLE Future No Project-43  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Citrus Avenue between 6th Street and Olive Avenue

NOTES: Redlands - Future No Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9500      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.10	12.33	9.17
M-TRUCKS	1.47	0.08	0.18
H-TRUCKS	2.31	0.07	0.29

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.01

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	91.1	193.2

TABLE Future No Project-44  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Citrus Avenue between Olive Avenue and Redlands Boulevard  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9500      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.10	12.33	9.17
M-TRUCKS	1.47	0.08	0.18
H-TRUCKS	2.31	0.07	0.29

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.01

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	91.1	193.2

TABLE Future No Project-45  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Citrus Avenue between between Redlands Boulevard and University Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7100      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.10	12.33	9.17
M-TRUCKS	1.47	0.08	0.18
H-TRUCKS	2.31	0.07	0.29

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	75.7	159.4

TABLE Future No Project-46  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Citrus Avenue between between University Street and  
Cypress Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7100      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.10	12.33	9.17
M-TRUCKS	1.47	0.08	0.18
H-TRUCKS	2.31	0.07	0.29

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	66.6	139.3	298.1

TABLE Future No Project-47  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Citrus Avenue between between Cypress Avenue and Judson Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12100      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.10	12.33	9.17
M-TRUCKS	1.47	0.08	0.18
H-TRUCKS	2.31	0.07	0.29

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	93.3	197.9	425.0

TABLE Future No Project-48  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Citrus Avenue between Jubudson Street and Dearborn Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10700      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.10	12.33	9.17
M-TRUCKS	1.47	0.08	0.18
H-TRUCKS	2.31	0.07	0.29

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	86.2	182.5	391.6



TABLE Future No Project-49  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Citrus Avenue between Dearborn Street and La Salle Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.24	12.36	9.19
M-TRUCKS	0.80	0.05	0.10
H-TRUCKS	2.83	0.09	0.35

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	67.6	141.5	302.9

TABLE Future No Project-50  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Colton Avenue between Alabama Street and Tennessee Street

NOTES: Redlands - Future No Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5500      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.25	12.36	9.19
M-TRUCKS	1.17	0.07	0.14
H-TRUCKS	2.45	0.08	0.31

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	100.6	211.8

TABLE Future No Project-51  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Colton Avenue between Tennessee Street and Texas Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5500      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.25	12.36	9.19
M-TRUCKS	1.17	0.07	0.14
H-TRUCKS	2.45	0.08	0.31

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	100.6	211.8

TABLE Future No Project-52  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Colton Avenue between Texas Street and Orange Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5500      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.25	12.36	9.19
M-TRUCKS	1.17	0.07	0.14
H-TRUCKS	2.45	0.08	0.31

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.68

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	98.1	210.9

TABLE Future No Project-53  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Colton Avenue between Orange Street and Church Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8700      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.25	12.36	9.19
M-TRUCKS	1.17	0.07	0.14
H-TRUCKS	2.45	0.08	0.31

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.67

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	62.0	133.0	286.2

TABLE Future No Project-54  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Colton Avenue between Church Street and University Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 14000      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.25	12.36	9.19
M-TRUCKS	1.17	0.07	0.14
H-TRUCKS	2.45	0.08	0.31

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.40

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	69.2	148.7	320.1

TABLE Future No Project-55  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Colton Avenue between University Street and Judson Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 14000      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.25	12.36	9.19
M-TRUCKS	1.17	0.07	0.14
H-TRUCKS	2.45	0.08	0.31

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	70.0	149.0	320.1

TABLE Future No Project-56  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Colton Avenue between Judson Street and Dearborn Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9700      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.25	12.36	9.19
M-TRUCKS	1.17	0.07	0.14
H-TRUCKS	2.45	0.08	0.31

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	66.6	143.0	307.8



TABLE Future No Project-57  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Colton Avenue between Dearborn Street and Kensington Drive

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.25	12.36	9.19
M-TRUCKS	1.17	0.07	0.14
H-TRUCKS	2.45	0.08	0.31

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	59.4	127.4	274.3

TABLE Future No Project-58  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Colton Avenue between Kensington Drive and Wabash Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.25	12.36	9.19
M-TRUCKS	1.17	0.07	0.14
H-TRUCKS	2.45	0.08	0.31

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.32

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	61.7	128.4	274.4

TABLE Future No Project-59  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Crafton Avenue between Mentone Boulevard and Nice Avenue

NOTES: Redlands - Future No Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6800      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.39	12.55	9.33
M-TRUCKS	1.08	0.06	0.13
H-TRUCKS	1.26	0.04	0.16

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.18

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	73.9	157.4

TABLE Future No Project-60  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Crafton Avenue between Nice Avenue and Colton Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9500      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.39	12.55	9.33
M-TRUCKS	1.08	0.06	0.13
H-TRUCKS	1.26	0.04	0.16

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	91.3	196.4

TABLE Future No Project-61  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Crafton Avenue between Colton Avenue and Citrus Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 11800      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.39	12.55	9.33
M-TRUCKS	1.08	0.06	0.13
H-TRUCKS	1.26	0.04	0.16

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	105.5	226.9

TABLE Future No Project-62  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Crafton Avenue between Citrus Avenue and Sand Canyon Road

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 11800      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.39	12.55	9.33
M-TRUCKS	1.08	0.06	0.13
H-TRUCKS	1.26	0.04	0.16

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	105.5	226.9

TABLE Future No Project-63  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cypress Avenue between Citrus Avenue and I-10 Ramps  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9100      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.65	12.59	9.36
M-TRUCKS	0.91	0.05	0.11
H-TRUCKS	1.15	0.04	0.14

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	75.7	159.5	341.8

TABLE Future No Project-64  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cypress Avenue between I-10 Ramps and Lytle Street  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9100      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.65	12.59	9.36
M-TRUCKS	0.91	0.05	0.11
H-TRUCKS	1.15	0.04	0.14

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	75.7	159.5	341.8



TABLE Future No Project-65  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cypress Avenue between Lytle Street and Roosevelt Road

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9100      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.65	12.59	9.36
M-TRUCKS	0.91	0.05	0.11
H-TRUCKS	1.15	0.04	0.14

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	75.7	159.5	341.8

TABLE Future No Project-66  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cypress Avenue between Roosevelt Road and Redlands Boulevard  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9100      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.65	12.59	9.36
M-TRUCKS	0.91	0.05	0.11
H-TRUCKS	1.15	0.04	0.14

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	75.7	159.5	341.8

TABLE Future No Project-67  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cypress Avenue between Redlands Boulevard and Cajon Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10600      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.65	12.59	9.36
M-TRUCKS	0.91	0.05	0.11
H-TRUCKS	1.15	0.04	0.14

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	83.4	176.3	378.3

TABLE Future No Project-68  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cypress Avenue between Cajon Street and Buena Vista  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10600      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.65	12.59	9.36
M-TRUCKS	0.91	0.05	0.11
H-TRUCKS	1.15	0.04	0.14

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	83.4	176.3	378.3

TABLE Future No Project-69  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cypress Avenue between Buena Vista and Center Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7600      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.10	12.50	9.29
M-TRUCKS	1.19	0.07	0.15
H-TRUCKS	1.47	0.05	0.18

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.40

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	72.0	151.2	323.8

TABLE Future No Project-70  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cypress Avenue between Center Street and San Mateo Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8000      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.10	12.50	9.29
M-TRUCKS	1.19	0.07	0.15
H-TRUCKS	1.47	0.05	0.18

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.62

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	74.3	156.4	335.1

TABLE Future No Project-71  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cypress Avenue south of San Mateo Street  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8000      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.10	12.50	9.29
M-TRUCKS	1.19	0.07	0.15
H-TRUCKS	1.47	0.05	0.18

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.62

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	74.3	156.4	335.1

TABLE Future No Project-72  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Eureka Street north of Redlands Boulevard  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 15400      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.20	12.35	9.18
M-TRUCKS	0.62	0.04	0.08
H-TRUCKS	3.06	0.10	0.38

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.26

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
67.0	136.8	291.0	625.1



TABLE Future No Project-73  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Fern Avenue between Redlands Boulevard and Myrtle Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.72	12.27	9.12
M-TRUCKS	3.19	0.18	0.39
H-TRUCKS	0.98	0.03	0.12

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	99.6	213.3

TABLE Future No Project-74  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Fern Avenue between Myrtle Street and Cajon Street  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.72	12.27	9.12
M-TRUCKS	3.19	0.18	0.39
H-TRUCKS	0.98	0.03	0.12

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	99.1	213.2

TABLE Future No Project-75  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Fern Avenue between Cajon Street and Center Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5100      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.72	12.27	9.12
M-TRUCKS	3.19	0.18	0.39
H-TRUCKS	0.98	0.03	0.12

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.08

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	98.3	210.6

TABLE Future No Project-76  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Fern Avenue between Center Street and San Mateo Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8300      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.72	12.27	9.12
M-TRUCKS	3.19	0.18	0.39
H-TRUCKS	0.98	0.03	0.12

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	63.8	135.5	291.1

TABLE Future No Project-77  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Fern Avenue between San Mateo Street and Bellevue Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8300      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.72	12.27	9.12
M-TRUCKS	3.19	0.18	0.39
H-TRUCKS	0.98	0.03	0.12

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.42

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	51.3	109.8	236.2

TABLE Future No Project-78  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Fern Avenue between Bellevue Avenue and Terracina Boulevard

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8300      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.72	12.27	9.12
M-TRUCKS	3.19	0.18	0.39
H-TRUCKS	0.98	0.03	0.12

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.42

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	51.3	109.8	236.2

TABLE Future No Project-79  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Ford Street between Citrus Avenue and Highland Avenue

NOTES: Redlands - Future No Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.45	12.39	9.21
M-TRUCKS	1.75	0.10	0.21
H-TRUCKS	1.62	0.05	0.20

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	60.5	128.2	275.2

TABLE Future No Project-80  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Ford Street between Highland Avenue and I-10 Ramps

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.45	12.39	9.21
M-TRUCKS	1.75	0.10	0.21
H-TRUCKS	1.62	0.05	0.20

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	59.6	127.9	275.2



TABLE Future No Project-81  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Ford Street between I-10 Ramps and Sunset Drive  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 13600      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.42	12.39	9.21
M-TRUCKS	1.48	0.09	0.18
H-TRUCKS	1.93	0.06	0.24

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	96.7	203.2	435.2

TABLE Future No Project-82  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Ford Street south of Sunset Drive  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 3400      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.42	12.39	9.21
M-TRUCKS	1.48	0.09	0.18
H-TRUCKS	1.93	0.06	0.24

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	66.6	143.0

TABLE Future No Project-83  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Highland Avenue between Ford Street and Redlands Boulevard

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 11800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.86	12.46	9.26
M-TRUCKS	1.17	0.07	0.14
H-TRUCKS	1.77	0.06	0.22

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.46

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.0	177.6	381.1

TABLE Future No Project-84  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Highland Avenue between Redlands Boulevard and York Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 11800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.86	12.46	9.26
M-TRUCKS	1.17	0.07	0.14
H-TRUCKS	1.77	0.06	0.22

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	83.0	177.2	381.1

TABLE Future No Project-85  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Highland Avenue between York Street and Cajon Street  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 11800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.86	12.46	9.26
M-TRUCKS	1.17	0.07	0.14
H-TRUCKS	1.77	0.06	0.22

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	83.0	177.2	381.1

TABLE Future No Project-86  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Highland Avenue between Cajon Street and Center Street  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 13500      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.86	12.46	9.26
M-TRUCKS	1.17	0.07	0.14
H-TRUCKS	1.77	0.06	0.22

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.87

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	74.4	159.8	343.9

TABLE Future No Project-87  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Highland Avenue between Center Street and San Mateo Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5200      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.86	12.46	9.26
M-TRUCKS	1.17	0.07	0.14
H-TRUCKS	1.77	0.06	0.22

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	84.8	182.2

TABLE Future No Project-88  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Highland Avenue south of San Mateo Street  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 650      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.86	12.46	9.26
M-TRUCKS	1.17	0.07	0.14
H-TRUCKS	1.77	0.06	0.22

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 50.67

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0



TABLE Future No Project-89  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Judson Street north of Pennsylvania Avenue

NOTES: Redlands - Future No Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 3900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.45	12.39	9.21
M-TRUCKS	1.75	0.10	0.21
H-TRUCKS	1.62	0.05	0.20

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	85.7	183.1

TABLE Future No Project-90  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Judson Street between Pennsylvania Avenue and Lugonia Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 3900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.45	12.39	9.21
M-TRUCKS	1.75	0.10	0.21
H-TRUCKS	1.62	0.05	0.20

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	85.1	183.0

TABLE Future No Project-91  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Judson Street between Lugonia Avenue and Colton Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.45	12.39	9.21
M-TRUCKS	1.75	0.10	0.21
H-TRUCKS	1.62	0.05	0.20

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	61.5	130.6	280.3

TABLE Future No Project-92  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Judson Street between Colton Avenue and Citrus Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.45	12.39	9.21
M-TRUCKS	1.75	0.10	0.21
H-TRUCKS	1.62	0.05	0.20

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	79.0	168.7	362.7

TABLE Future No Project-93  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Lugonia Avenue west of California Street  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.73	12.60	9.37
M-TRUCKS	0.61	0.04	0.07
H-TRUCKS	1.36	0.04	0.17

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	61.1	127.2	271.7

TABLE Future No Project-94  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between California Street and Alabama Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7000      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.73	12.60	9.37
M-TRUCKS	0.61	0.04	0.07
H-TRUCKS	1.36	0.04	0.17

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	54.0	114.0	244.4

TABLE Future No Project-95  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between Alabama Street and Citrus Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22700      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.73	12.60	9.37
M-TRUCKS	0.61	0.04	0.07
H-TRUCKS	1.36	0.04	0.17

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
58.6	117.6	249.1	534.7

TABLE Future No Project-96  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between Citrus Avenue and SR-210 Ramps

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22700      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.14	12.50	9.30
M-TRUCKS	0.63	0.04	0.08
H-TRUCKS	2.01	0.06	0.25

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
64.3	130.7	277.8	596.7



TABLE Future No Project-97  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between SR-210 Ramps and Texas Street

NOTES: Redlands - Future No Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 35000      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.14	12.50	9.30
M-TRUCKS	0.63	0.04	0.08
H-TRUCKS	2.01	0.06	0.25

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
83.2	173.2	370.2	796.0

TABLE Future No Project-98  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between Texas Street and Orange Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 26200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.14	12.50	9.30
M-TRUCKS	0.63	0.04	0.08
H-TRUCKS	2.01	0.06	0.25

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.01

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
68.1	142.6	305.3	656.6

TABLE Future No Project-99  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between Orange Street and Herald Street

NOTES: Redlands - Future No Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 27100      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.14	12.50	9.30
M-TRUCKS	0.63	0.04	0.08
H-TRUCKS	2.01	0.06	0.25

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
69.5	145.8	312.2	671.6

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TABLE Future No Project-100  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between Herald Street and Church Street

NOTES: Redlands - Future No Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 20900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.25	12.36	9.19
M-TRUCKS	1.09	0.06	0.13
H-TRUCKS	2.53	0.08	0.32

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
64.6	134.9	288.6	620.7

TABLE Future No Project-101  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between Church Street and University Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 20900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.25	12.36	9.19
M-TRUCKS	1.09	0.06	0.13
H-TRUCKS	2.53	0.08	0.32

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
64.6	134.9	288.6	620.7

TABLE Future No Project-102  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between University Street and Judson Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 23300      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.25	12.36	9.19
M-TRUCKS	1.09	0.06	0.13
H-TRUCKS	2.53	0.08	0.32

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.12

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
69.1	144.9	310.2	667.3

TABLE Future No Project-103  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between Judson Street and Dearborn Street

NOTES: Redlands - Future No Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 23300      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.25	12.36	9.19
M-TRUCKS	1.09	0.06	0.13
H-TRUCKS	2.53	0.08	0.32

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.12

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
69.1	144.9	310.2	667.3

TABLE Future No Project-104  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between Dearborn Street and Revelation  
(up to Wabash Avenue)

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 23300      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.44	12.39	9.21
M-TRUCKS	0.97	0.06	0.12
H-TRUCKS	2.44	0.08	0.30

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
69.8	143.3	305.2	655.8



TABLE Future No Project-105  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Mentone Boulevard between Wabash Avenue and Opal Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 18800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.44	12.39	9.21
M-TRUCKS	1.16	0.07	0.14
H-TRUCKS	2.24	0.07	0.28

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
60.7	122.4	259.7	557.4

TABLE Future No Project-106  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Mentone Boulevard between Opal Avenue and Crafton Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 18600      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.44	12.39	9.21
M-TRUCKS	1.16	0.07	0.14
H-TRUCKS	2.24	0.07	0.28

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
60.3	121.6	257.8	553.5

TABLE Future No Project-107  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Mentone Boulevard between Crafton Avenue and Plumwood Lane

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 14300      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.44	12.39	9.21
M-TRUCKS	1.16	0.07	0.14
H-TRUCKS	2.24	0.07	0.28

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	101.7	216.4	464.8

TABLE Future No Project-108  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Nevada Street north of San Bernardino Avenue  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.97	12.48	9.28
M-TRUCKS	1.04	0.06	0.13
H-TRUCKS	1.77	0.06	0.22

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	80.0	171.9

TABLE Future No Project-109  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Nevada Street between San Bernardino Avenue and Almond Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.97	12.48	9.28
M-TRUCKS	1.04	0.06	0.13
H-TRUCKS	1.77	0.06	0.22

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	80.0	171.9

TABLE Future No Project-110  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Nevada Street between Almond Avenue and Lugonia Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.97	12.48	9.28
M-TRUCKS	1.04	0.06	0.13
H-TRUCKS	1.77	0.06	0.22

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	80.0	171.9

TABLE Future No Project-111  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Nevada Street between Lugonia Avenue and Redlands Boulevard

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.97	12.48	9.28
M-TRUCKS	1.04	0.06	0.13
H-TRUCKS	1.77	0.06	0.22

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	80.0	171.9

TABLE Future No Project-112  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Nevada Street south of Redlands Boulevard  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.97	12.48	9.28
M-TRUCKS	1.04	0.06	0.13
H-TRUCKS	1.77	0.06	0.22

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	80.0	171.9



TABLE Future No Project-113  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Orange Street north of Pioneer Avenue  
NOTES: Redlands - Future No Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 18800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.32	12.54	9.32
M-TRUCKS	0.95	0.05	0.12
H-TRUCKS	1.48	0.05	0.18

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.67

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	108.1	228.3	489.7

---

TABLE Future No Project-114  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Orange Street between Pioneer Avenue and San Bernardino Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 18800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.32	12.54	9.32
M-TRUCKS	0.95	0.05	0.12
H-TRUCKS	1.48	0.05	0.18

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.67

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	108.1	228.3	489.7

TABLE Future No Project-115  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Orange Street between San Bernardino Avenue and Lugonia Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 17100      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.32	12.54	9.32
M-TRUCKS	0.95	0.05	0.12
H-TRUCKS	1.48	0.05	0.18

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.26

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	101.8	214.5	459.8

TABLE Future No Project-116  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Orange Street between Lugonia Avenue and Colton Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.32	12.54	9.32
M-TRUCKS	0.95	0.05	0.12
H-TRUCKS	1.48	0.05	0.18

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
60.7	122.6	260.0	558.2

TABLE Future No Project-117  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Orange Street between Colton Avenue and I-10 Ramps

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.32	12.54	9.32
M-TRUCKS	0.95	0.05	0.12
H-TRUCKS	1.48	0.05	0.18

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
60.7	122.6	260.0	558.2

TABLE Future No Project-118  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Orange Street between I-10 Ramps and Stuart Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22000      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.32	12.54	9.32
M-TRUCKS	0.95	0.05	0.12
H-TRUCKS	1.48	0.05	0.18

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.40

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	62.4	129.9	277.8

TABLE Future No Project-119  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Orange Street between Stuart Avenue and Oriental Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22000      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.00	12.48	9.28
M-TRUCKS	0.77	0.04	0.09
H-TRUCKS	2.02	0.06	0.25

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	69.4	145.4	311.4

TABLE Future No Project-120  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Orange Street between Oriental Avenue and Redlands Boulevard

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22000      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.00	12.48	9.28
M-TRUCKS	0.77	0.04	0.09
H-TRUCKS	2.02	0.06	0.25

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	69.4	145.4	311.4



TABLE Future No Project-121  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Orange Street between Redlands Boulevard and Citrus Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22000      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.00	12.48	9.28
M-TRUCKS	0.77	0.04	0.09
H-TRUCKS	2.02	0.06	0.25

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	71.1	146.2	311.6

TABLE Future No Project-122  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Palm Avenue north of Redlands Boulevard

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8700      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.68	12.60	9.36
M-TRUCKS	0.95	0.05	0.12
H-TRUCKS	1.07	0.03	0.13

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.35

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	59.0	126.6	272.4

TABLE Future No Project-123  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Palm Avenue between Redlands Boulevard and Hibiscus Drive

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4500      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.68	12.60	9.36
M-TRUCKS	0.95	0.05	0.12
H-TRUCKS	1.07	0.03	0.13

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.48

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	81.7	175.6

TABLE Future No Project-124  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Palm Avenue between Hibiscus Drive and Cajon Street  
NOTES: Redlands - Future No Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4500      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.68	12.60	9.36
M-TRUCKS	0.95	0.05	0.12
H-TRUCKS	1.07	0.03	0.13

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.48

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	81.7	175.6

TABLE Future No Project-125  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Palm Avenue between Cajon Street and Center Street

NOTES: Redlands - Future No Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 13200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.68	12.60	9.36
M-TRUCKS	0.95	0.05	0.12
H-TRUCKS	1.07	0.03	0.13

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	77.7	167.0	359.6

TABLE Future No Project-126  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Palm Avenue between Center Street and San Mateo Street

NOTES: Redlands - Future No Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 13200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.68	12.60	9.36
M-TRUCKS	0.95	0.05	0.12
H-TRUCKS	1.07	0.03	0.13

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	77.7	167.0	359.6

---

TABLE Future No Project-127  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Palm Avenue south San Mateo Street  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 13200      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.68	12.60	9.36
M-TRUCKS	0.95	0.05	0.12
H-TRUCKS	1.07	0.03	0.13

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.30

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	107.8	232.0

TABLE Future No Project-128  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Pioneer Avenue between Alabama Street and SR-210

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 2000      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.28	12.36	9.19
M-TRUCKS	0.81	0.05	0.10
H-TRUCKS	2.78	0.09	0.35

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.51

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	52.0	111.4



TABLE Future No Project-129  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Pioneer Avenue between SR-210 and Texas Street  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 2000      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.28	12.36	9.19
M-TRUCKS	0.81	0.05	0.10
H-TRUCKS	2.78	0.09	0.35

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.93

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	53.0	111.8

TABLE Future No Project-130  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Pioneer Avenue between Texas Street and Webster Street

NOTES: Redlands - Future No Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10500      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.28	12.36	9.19
M-TRUCKS	0.81	0.05	0.10
H-TRUCKS	2.78	0.09	0.35

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	72.6	156.0	335.9

TABLE Future No Project-131  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Pioneer Avenue between Webster Street and Orange Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10500      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.28	12.36	9.19
M-TRUCKS	0.81	0.05	0.10
H-TRUCKS	2.78	0.09	0.35

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	72.6	156.0	335.9

TABLE Future No Project-132  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Pioneer Avenue between Orange Street and Brookstone Street  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.28	12.36	9.19
M-TRUCKS	0.81	0.05	0.10
H-TRUCKS	2.78	0.09	0.35

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.94

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	64.6	138.7	298.6

TABLE Future No Project-133  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Pioneer Avenue between Brookstone Street and Church Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.72	12.44	9.25
M-TRUCKS	0.97	0.06	0.12
H-TRUCKS	2.12	0.07	0.26

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	58.9	126.3	271.9

TABLE Future No Project-134  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Pioneer Avenue between Church Street and Occidental Drive

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9700      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.72	12.44	9.25
M-TRUCKS	0.97	0.06	0.12
H-TRUCKS	2.12	0.07	0.26

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	62.8	134.8	290.1

TABLE Future No Project-135  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Pioneer Avenue between Occidental Drive and Judson Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.72	12.44	9.25
M-TRUCKS	0.97	0.06	0.12
H-TRUCKS	2.12	0.07	0.26

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	58.9	126.3	271.9

TABLE Future No Project-136  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Pioneer Avenue east of Judson Street  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 3700      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.72	12.44	9.25
M-TRUCKS	0.97	0.06	0.12
H-TRUCKS	2.12	0.07	0.26

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.57

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	71.1	152.7



TABLE Future No Project-137  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Redlands Boulevard between Bryn Mawr Avenue and California Street  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 16100      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	72.99	12.15	9.03
M-TRUCKS	1.95	0.11	0.24
H-TRUCKS	3.05	0.10	0.38

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
67.7	128.7	268.6	574.4

TABLE Future No Project-138  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between California Street and Iowa Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22000      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	72.99	12.15	9.03
M-TRUCKS	1.95	0.11	0.24
H-TRUCKS	3.05	0.10	0.38

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.35

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
79.3	156.3	329.7	706.8

TABLE Future No Project-139  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between Iowa Street and Alabama Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22000      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.60	12.42	9.23
M-TRUCKS	1.28	0.07	0.16
H-TRUCKS	1.94	0.06	0.24

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
69.5	133.0	278.1	595.0

TABLE Future No Project-140  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between Alabama Street and Tennessee Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 88900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.60	12.42	9.23
M-TRUCKS	1.28	0.07	0.16
H-TRUCKS	1.94	0.06	0.24

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.29

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
155.0	326.7	700.4	1507.1

TABLE Future No Project-141  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between Tennessee Street and Center Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 89800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.60	12.42	9.23
M-TRUCKS	1.28	0.07	0.16
H-TRUCKS	1.94	0.06	0.24

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
156.0	328.9	705.1	1517.2

TABLE Future No Project-142  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between Center Street and Eureka Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 35600      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.60	12.42	9.23
M-TRUCKS	1.28	0.07	0.16
H-TRUCKS	1.94	0.06	0.24

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.07

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
76.7	150.3	316.3	677.8

TABLE Future No Project-143  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between Eureka Street and Orange Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 35600      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.60	12.42	9.23
M-TRUCKS	1.28	0.07	0.16
H-TRUCKS	1.94	0.06	0.24

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.07

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
76.7	150.3	316.3	677.8

TABLE Future No Project-144  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between Orange Street and Citrus Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 13800      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.60	12.42	9.23
M-TRUCKS	1.28	0.07	0.16
H-TRUCKS	1.94	0.06	0.24

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.57

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	72.3	139.7	293.0



TABLE Future No Project-145  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between Citrus Avenue and Fern Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 15800      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.60	12.42	9.23
M-TRUCKS	1.28	0.07	0.16
H-TRUCKS	1.94	0.06	0.24

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	77.5	152.1	320.3

TABLE Future No Project-146  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between Fern Avenue and Cypress Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 15800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.60	12.42	9.23
M-TRUCKS	1.28	0.07	0.16
H-TRUCKS	1.94	0.06	0.24

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.55

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	92.2	186.4	395.6

TABLE Future No Project-147  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between Cypress Avenue and Palm Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 15800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.20	12.52	9.30
M-TRUCKS	0.79	0.05	0.10
H-TRUCKS	1.77	0.06	0.22

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.93

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.2	175.5	375.3

TABLE Future No Project-148  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between Palm Avenue and Highland Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 15800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.20	12.52	9.30
M-TRUCKS	0.79	0.05	0.10
H-TRUCKS	1.77	0.06	0.22

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.93

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.2	175.5	375.3

TABLE Future No Project-149  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Redlands Boulevard south of Highland Avenue  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 28400      SPEED (MPH): 50      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.20	12.52	9.30
M-TRUCKS	0.79	0.05	0.10
H-TRUCKS	1.77	0.06	0.22

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
96.6	203.1	435.0	936.0

TABLE Future No Project-150  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between Mountain View Avenue and Marigold Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 17900      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.31	12.53	9.32
M-TRUCKS	0.73	0.04	0.09
H-TRUCKS	1.71	0.05	0.21

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
68.3	130.0	271.5	580.8

TABLE Future No Project-151  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between Marigold Avenue and California Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8900      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.31	12.53	9.32
M-TRUCKS	0.73	0.04	0.09
H-TRUCKS	1.71	0.05	0.21

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.03

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	86.3	172.7	365.7

TABLE Future No Project-152  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between California Street and Nevada Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12300      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.31	12.53	9.32
M-TRUCKS	0.73	0.04	0.09
H-TRUCKS	1.71	0.05	0.21

ACTIVE HALF-WIDTH (FT): 30      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	101.9	211.8	452.7



TABLE Future No Project-153  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between Nevada Street and Alabama Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12300      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.31	12.53	9.32
M-TRUCKS	0.73	0.04	0.09
H-TRUCKS	1.71	0.05	0.21

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.66

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	97.8	210.3	452.8

TABLE Future No Project-154  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between Alabama Street and SR-210

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10300      SPEED (MPH): 50      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.31	12.53	9.32
M-TRUCKS	0.73	0.04	0.09
H-TRUCKS	1.71	0.05	0.21

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	107.6	221.4	471.8

TABLE Future No Project-155  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between SR-210 and Orange Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12500      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.31	12.53	9.32
M-TRUCKS	0.73	0.04	0.09
H-TRUCKS	1.71	0.05	0.21

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	100.2	213.0	457.5

TABLE Future No Project-156  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between Orange Street and Church Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8600      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.31	12.53	9.32
M-TRUCKS	0.73	0.04	0.09
H-TRUCKS	1.71	0.05	0.21

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	56.1	115.9	247.3

TABLE Future No Project-157  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between Church Street and Cheyl Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8600      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.31	12.53	9.32
M-TRUCKS	0.73	0.04	0.09
H-TRUCKS	1.71	0.05	0.21

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	56.1	115.9	247.3

TABLE Future No Project-158  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between Cheryl Street and Judson Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9600      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.82	12.45	9.26
M-TRUCKS	0.89	0.05	0.11
H-TRUCKS	2.09	0.07	0.26

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	64.1	133.8	286.2

TABLE Future No Project-159  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between Judson Street and Dearborn Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 14900      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.82	12.45	9.26
M-TRUCKS	0.89	0.05	0.11
H-TRUCKS	2.09	0.07	0.26

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
57.6	119.3	254.6	547.3

TABLE Future No Project-160  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between Dearborn Street and Wabash Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7700      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.82	12.45	9.26
M-TRUCKS	0.89	0.05	0.11
H-TRUCKS	2.09	0.07	0.26

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	78.0	164.6	352.8



TABLE Future No Project-161  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: San Bernardino Avenue east of Wabash Avenue  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4400      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.82	12.45	9.26
M-TRUCKS	0.89	0.05	0.11
H-TRUCKS	2.09	0.07	0.26

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	55.3	114.1	243.3

TABLE Future No Project-162  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Mateo Street between Brookside Avenue and Olive Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10000      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.82	12.45	9.26
M-TRUCKS	1.05	0.06	0.13
H-TRUCKS	1.93	0.06	0.24

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	64.5	134.7	288.0

TABLE Future No Project-163  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: San Mateo Street between Olive Avenue and Fern Avenue  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10000      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.82	12.45	9.26
M-TRUCKS	1.05	0.06	0.13
H-TRUCKS	1.93	0.06	0.24

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	64.5	134.7	288.0

TABLE Future No Project-164  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: San Mateo Street between Fern Avenue and Cypress Avenue  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10000      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.82	12.45	9.26
M-TRUCKS	1.05	0.06	0.13
H-TRUCKS	1.93	0.06	0.24

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	53.2	109.3	233.0

TABLE Future No Project-165  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: San Mateo Street south of Cypress Avenue  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10000      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.82	12.45	9.26
M-TRUCKS	1.05	0.06	0.13
H-TRUCKS	1.93	0.06	0.24

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	53.2	109.3	233.0

TABLE Future No Project-166  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Timoteo Canyon Road between Barton Road and  
Alessandro Road

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7700      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.10	12.17	9.04
M-TRUCKS	1.31	0.08	0.16
H-TRUCKS	3.58	0.11	0.45

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.28

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	92.3	198.5	427.5

TABLE Future No Project-167  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: San Timoteo Canyon Road east of Alessandro Road  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10000      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.48	12.23	9.09
M-TRUCKS	1.06	0.06	0.13
H-TRUCKS	3.42	0.11	0.43

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	63.6	136.5	293.7

TABLE Future No Project-168  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Sand Canyon Road east of Crafton Avenue  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 11900      SPEED (MPH): 50      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.44	12.56	9.33
M-TRUCKS	0.95	0.05	0.12
H-TRUCKS	1.34	0.04	0.17

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	108.8	231.8	498.1



TABLE Future No Project-169  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Tennessee Street between San Bernardino Avenue and  
Lugonia Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 13800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	72.94	12.14	9.03
M-TRUCKS	0.76	0.04	0.09
H-TRUCKS	4.32	0.13	0.54

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
57.7	123.8	266.4	573.7

TABLE Future No Project-170  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Tennessee Street between Lugonia Avenue and I-10  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 24200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	72.94	12.14	9.03
M-TRUCKS	0.76	0.04	0.09
H-TRUCKS	4.32	0.13	0.54

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.57

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
85.3	180.5	387.2	833.4

TABLE Future No Project-171  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Tennessee Street between I-10 and Colton Avenue  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 24200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	72.94	12.14	9.03
M-TRUCKS	0.76	0.04	0.09
H-TRUCKS	4.32	0.13	0.54

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
86.7	181.1	387.3	833.0

TABLE Future No Project-172  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Tennessee Street between Colton Avenue and Redlands Boulevard

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 25400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	72.94	12.14	9.03
M-TRUCKS	0.76	0.04	0.09
H-TRUCKS	4.32	0.13	0.54

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.78

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
88.0	186.3	399.9	860.7

TABLE Future No Project-173  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Tennessee Street between Redlands Boulevard and State Street

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 13900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	72.94	12.14	9.03
M-TRUCKS	0.76	0.04	0.09
H-TRUCKS	4.32	0.13	0.54

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
60.4	125.4	267.9	576.0

TABLE Future No Project-174  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Tennessee Street between State Street and Orange Avenue

NOTES: Redlands - Future No Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.83	12.45	9.26
M-TRUCKS	0.86	0.05	0.11
H-TRUCKS	2.11	0.07	0.26

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.07

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	91.9	195.0	418.5

TABLE Future No Project-175  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Terracina Boulevard south Barton Road and Brookside Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12700      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.50	12.40	9.22
M-TRUCKS	0.89	0.05	0.11
H-TRUCKS	2.45	0.08	0.31

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	95.0	203.4	437.5

TABLE Future No Project-176  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Texas Street between Pennsylvania Avenue and Lugonia Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5300      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.53	12.40	9.22
M-TRUCKS	0.92	0.05	0.11
H-TRUCKS	2.38	0.07	0.30

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.51

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	55.2	113.8	242.7



TABLE Future No Project-177  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Texas Street between Lugonia Avenue and Colton Avenue  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5600      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.53	12.40	9.22
M-TRUCKS	0.92	0.05	0.11
H-TRUCKS	2.38	0.07	0.30

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	57.0	117.9	251.7

TABLE Future No Project-178  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Texas Street south Colton Avenue  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4300      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.53	12.40	9.22
M-TRUCKS	0.92	0.05	0.11
H-TRUCKS	2.38	0.07	0.30

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	99.4	211.3

TABLE Future No Project-179  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: University Street between Pennsylvania Avenue and  
Lugonia Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 2900      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.38	12.38	9.20
M-TRUCKS	2.08	0.12	0.25
H-TRUCKS	1.37	0.04	0.17

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	73.9

TABLE Future No Project-180  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: University Street between Lugonia Avenue and Colton Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10500      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.38	12.38	9.20
M-TRUCKS	2.08	0.12	0.25
H-TRUCKS	1.37	0.04	0.17

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.10

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	104.6	225.1

TABLE Future No Project-181  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Wabash Avenue between San Bernardino Avenue and Lugonia Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 1800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.80	12.45	9.25
M-TRUCKS	1.10	0.06	0.13
H-TRUCKS	1.91	0.06	0.24

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.67

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	92.4

TABLE Future No Project-182  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Wabash Avenue between Lugonia Avenue and Colton Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4100      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.80	12.45	9.25
M-TRUCKS	1.10	0.06	0.13
H-TRUCKS	1.91	0.06	0.24

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	74.6	159.0

TABLE Future No Project-183  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Wabash Avenue between Colton Avenue and Citrus Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5000      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.80	12.45	9.25
M-TRUCKS	1.10	0.06	0.13
H-TRUCKS	1.91	0.06	0.24

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	103.1	219.5

TABLE Future No Project-184  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Wabash Avenue between Citrus Avenue and Highland Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5000      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.80	12.45	9.25
M-TRUCKS	1.10	0.06	0.13
H-TRUCKS	1.91	0.06	0.24

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	56.4	120.9	260.2



TABLE Future No Project-185  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Wabash Avenue between Highland Avenue and 5th Avenue

NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5000      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.80	12.45	9.25
M-TRUCKS	1.10	0.06	0.13
H-TRUCKS	1.91	0.06	0.24

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	56.4	120.9	260.2

TABLE Future No Project-01  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/18/2017  
ROADWAY SEGMENT: I-210 between 5th Street and Pioneer Avenue  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 96100      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	70.49	11.73	8.72
M-TRUCKS	1.08	0.06	0.13
H-TRUCKS	6.73	0.21	0.84

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 82.35

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
521.1	1120.3	2412.1	5195.2

TABLE Future No Project-02  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/18/2017  
ROADWAY SEGMENT: I-210 between San Bernardino Avenue and Lugonia Avenue  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 124600      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	69.03	11.49	8.54
M-TRUCKS	1.27	0.07	0.16
H-TRUCKS	8.16	0.25	1.02

ACTIVE HALF-WIDTH (FT): 42      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 83.69

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
670.7	1442.6	3106.2	6690.3

TABLE Future No Project-03  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/18/2017  
ROADWAY SEGMENT: I-10 between Mountain Avenue and California Street  
NOTES: Redlands - Future No Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 187000      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	69.81	11.62	8.64
M-TRUCKS	0.92	0.05	0.11
H-TRUCKS	7.65	0.24	0.96

ACTIVE HALF-WIDTH (FT): 72      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 84.01

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
848.8	1823.3	3924.9	8453.1

---

TABLE Future No Project-04  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/18/2017  
ROADWAY SEGMENT: I-10 between California Street and Alabama Street  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 147500      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	69.83	11.62	8.64
M-TRUCKS	0.92	0.05	0.11
H-TRUCKS	7.63	0.24	0.95

ACTIVE HALF-WIDTH (FT): 60      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 83.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
724.1	1555.6	3348.7	7212.3

TABLE Future No Project-05  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/18/2017  
ROADWAY SEGMENT: I-10 between Tennessee Street and Orange Street  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 125600      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	68.20	11.35	8.44
M-TRUCKS	1.11	0.06	0.14
H-TRUCKS	9.25	0.29	1.16

ACTIVE HALF-WIDTH (FT): 60      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 83.26

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
708.2	1521.2	3274.8	7052.9

TABLE Future No Project-06  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/18/2017  
ROADWAY SEGMENT: I-10 between 6th Street and University Street  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 181500      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	67.80	11.28	8.39
M-TRUCKS	1.17	0.07	0.14
H-TRUCKS	9.65	0.30	1.21

ACTIVE HALF-WIDTH (FT): 60      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 84.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
921.5	1981.6	4266.9	9190.2

TABLE Future No Project-07  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/18/2017  
ROADWAY SEGMENT: I-10 between Cypress Avenue and Ford Street  
NOTES: Redlands - Future No Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 165200      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	67.10	11.17	8.30
M-TRUCKS	1.22	0.07	0.15
H-TRUCKS	10.37	0.32	1.30

ACTIVE HALF-WIDTH (FT): 60      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 84.79

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
894.5	1923.4	4141.5	8920.0

---



TABLE Future No Project-08  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/18/2017  
ROADWAY SEGMENT: I-10 between Wabash Avenue and Yucaipa Boulevard  
NOTES: Redlands - Future No Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 169500      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	67.20	11.18	8.31
M-TRUCKS	1.22	0.07	0.15
H-TRUCKS	10.26	0.32	1.28

ACTIVE HALF-WIDTH (FT): 48      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 85.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
905.7	1948.7	4196.5	9038.9

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# **Future Plus Project**



TABLE Future Plus Project-01  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: 5th Avenue between Ford Street and Dearborn Street  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8800      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.74	12.44	9.25
M-TRUCKS	1.29	0.07	0.16
H-TRUCKS	1.77	0.06	0.22

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.93

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.2	175.5	375.2

TABLE Future Plus Project-02  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: 5th Avenue between Dearborn Street and Wabash Avenue

NOTES: Redlands - Future Plus Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8800      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.74	12.44	9.25
M-TRUCKS	1.29	0.07	0.16
H-TRUCKS	1.77	0.06	0.22

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.93

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.2	175.5	375.2

TABLE Future Plus Project-03  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Alabama Street north of Palmetto Avenue  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 21700      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.90	12.47	9.27
M-TRUCKS	0.78	0.04	0.09
H-TRUCKS	2.12	0.07	0.26

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
74.2	153.0	326.4	701.6

TABLE Future Plus Project-04  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Alabama Street between Palmetto Avenue and Pioneer Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 19500      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.90	12.47	9.27
M-TRUCKS	0.78	0.04	0.09
H-TRUCKS	2.12	0.07	0.26

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.55

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
69.6	142.8	304.1	653.4



TABLE Future Plus Project-05  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Alabama Street between Pioneer Avenue and San Bernardino Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 19300      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.90	12.47	9.27
M-TRUCKS	0.78	0.04	0.09
H-TRUCKS	2.12	0.07	0.26

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.51

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
69.2	141.8	302.0	648.9

TABLE Future Plus Project-06  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Alabama Street between San Bernardino Avenue and  
Lugonia Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 40800      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.90	12.47	9.27
M-TRUCKS	0.78	0.04	0.09
H-TRUCKS	2.12	0.07	0.26

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.04

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
112.7	232.8	496.7	1067.6

TABLE Future Plus Project-07  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Alabama Street between Lugonia Avenue and I-10

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 40800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.90	12.47	9.27
M-TRUCKS	0.78	0.04	0.09
H-TRUCKS	2.12	0.07	0.26

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.94

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
97.1	197.5	419.9	901.8

TABLE Future Plus Project-08  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Alabama Street between I-10 and Redlands Boulevard

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 30200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	72.76	12.11	9.00
M-TRUCKS	1.15	0.07	0.14
H-TRUCKS	4.13	0.13	0.52

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.04

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
98.7	207.7	445.0	957.5

TABLE Future Plus Project-09  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Alabama Street between Redlands Boulevard and Park Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 16400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	72.76	12.11	9.00
M-TRUCKS	1.15	0.07	0.14
H-TRUCKS	4.13	0.13	0.52

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
68.1	139.4	296.8	637.6

TABLE Future Plus Project-10  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Alabama Street between Park Avenue and Citrus Avenue

NOTES: Redlands - Future Plus Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 16400      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	72.76	12.11	9.00
M-TRUCKS	1.15	0.07	0.14
H-TRUCKS	4.13	0.13	0.52

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
78.0	161.7	345.3	742.3

TABLE Future Plus Project-11  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Alabama Street between Citrus Avenue and Orange Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 14900      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	72.76	12.11	9.00
M-TRUCKS	1.15	0.07	0.14
H-TRUCKS	4.13	0.13	0.52

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
73.7	151.9	324.0	696.4

TABLE Future Plus Project-12  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Alabama Street between Orange Avenue and Barton Road

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12900      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.53	12.40	9.22
M-TRUCKS	0.90	0.05	0.11
H-TRUCKS	2.41	0.08	0.30

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.04

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
57.1	114.2	241.7	518.6



TABLE Future Plus Project-13  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Alessandro Road between Crescent Avenue and Creekside Drive

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5200      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.25	12.36	9.19
M-TRUCKS	1.13	0.07	0.14
H-TRUCKS	2.48	0.08	0.31

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.73

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	62.5	134.2	288.8

TABLE Future Plus Project-14  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Alessandro Road between Creekside Drive and San Timoteo Canyon Road

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5200      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.25	12.36	9.19
M-TRUCKS	1.13	0.07	0.14
H-TRUCKS	2.48	0.08	0.31

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.73

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	62.5	134.2	288.8

TABLE Future Plus Project-15  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Barton Road between Nevada Street and Terracina Boulevard

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 28900      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.93	12.30	9.15
M-TRUCKS	1.09	0.06	0.13
H-TRUCKS	2.89	0.09	0.36

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
97.8	205.6	440.5	947.8

TABLE Future Plus Project-16  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Barton Road between Terracina Boulevard and Alabama Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 28900      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.93	12.30	9.15
M-TRUCKS	1.09	0.06	0.13
H-TRUCKS	2.89	0.09	0.36

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
97.8	205.6	440.5	947.8

TABLE Future Plus Project-17  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Barton Road between Alabama Street and Bellevue Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 13400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.93	12.30	9.15
M-TRUCKS	1.09	0.06	0.13
H-TRUCKS	2.89	0.09	0.36

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	106.9	225.6	483.7

TABLE Future Plus Project-18  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Barton Road between Bellevue Avenue and San Mateo Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 13400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.93	12.30	9.15
M-TRUCKS	1.09	0.06	0.13
H-TRUCKS	2.89	0.09	0.36

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	106.9	225.6	483.7

TABLE Future Plus Project-19  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Beaumont Avenue east of Nevada Street  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 2900      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.79	12.61	9.38
M-TRUCKS	1.14	0.07	0.14
H-TRUCKS	0.76	0.02	0.09

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	100.4

TABLE Future Plus Project-20  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cajon Street between Citrus Avenue and Vine Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10500      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.18	12.51	9.30
M-TRUCKS	0.93	0.05	0.11
H-TRUCKS	1.65	0.05	0.21

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	85.2	177.8



TABLE Future Plus Project-21  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cajon Street between Vine Street and Olive Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10500      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.18	12.51	9.30
M-TRUCKS	0.93	0.05	0.11
H-TRUCKS	1.65	0.05	0.21

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.94

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	82.8	176.8

TABLE Future Plus Project-22  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cajon Street between Olive Avenue and Fern Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10500      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.18	12.51	9.30
M-TRUCKS	0.93	0.05	0.11
H-TRUCKS	1.65	0.05	0.21

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	82.2	176.6

TABLE Future Plus Project-23  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cajon Street between Fern Avenue and Cypress Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10500      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.18	12.51	9.30
M-TRUCKS	0.93	0.05	0.11
H-TRUCKS	1.65	0.05	0.21

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	105.3	226.6

TABLE Future Plus Project-24  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cajon Street between Cypress Avenue and Palm Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10500      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.18	12.51	9.30
M-TRUCKS	0.93	0.05	0.11
H-TRUCKS	1.65	0.05	0.21

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	105.3	226.6

TABLE Future Plus Project-25  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cajon Street between Palm Avenue and Highland Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10500      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.18	12.51	9.30
M-TRUCKS	0.93	0.05	0.11
H-TRUCKS	1.65	0.05	0.21

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	105.3	226.6

TABLE Future Plus Project-26  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cajon Street south of Highland Avenue  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4100      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.18	12.51	9.30
M-TRUCKS	0.93	0.05	0.11
H-TRUCKS	1.65	0.05	0.21

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	56.5	121.1

TABLE Future Plus Project-27  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: California Street north of San Bernardino Avenue  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6000      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.90	12.47	9.27
M-TRUCKS	0.78	0.04	0.09
H-TRUCKS	2.12	0.07	0.26

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	59.3	119.1	252.5

TABLE Future Plus Project-28  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: California Street between San Bernardino Avenue and I-10

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 19600      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.90	12.47	9.27
M-TRUCKS	0.78	0.04	0.09
H-TRUCKS	2.12	0.07	0.26

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
60.3	121.6	258.0	553.8



TABLE Future Plus Project-29  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: California Street between I-10 and Redland Boulevard  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 39800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.90	12.47	9.27
M-TRUCKS	0.78	0.04	0.09
H-TRUCKS	2.12	0.07	0.26

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.55

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
92.0	192.7	412.6	887.5

TABLE Future Plus Project-30  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Center Street between Brookside Avenue and Glenwood Drive

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.61	12.42	9.23
M-TRUCKS	1.86	0.11	0.23
H-TRUCKS	1.34	0.04	0.17

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	106.0	228.1

TABLE Future Plus Project-31  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Center Street between Glenwood and Olive Avenue  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.61	12.42	9.23
M-TRUCKS	1.86	0.11	0.23
H-TRUCKS	1.34	0.04	0.17

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	106.0	228.1

TABLE Future Plus Project-32  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Center Street between Olive Avenue and Fern Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.61	12.42	9.23
M-TRUCKS	1.86	0.11	0.23
H-TRUCKS	1.34	0.04	0.17

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	106.0	228.1

TABLE Future Plus Project-33  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Center Street between Fern Avenue and Cypress Avenue

NOTES: Redlands - Future Plus Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.61	12.42	9.23
M-TRUCKS	1.86	0.11	0.23
H-TRUCKS	1.34	0.04	0.17

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	106.0	228.1

TABLE Future Plus Project-34  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Center Street between Cypress Avenue and Highland Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.61	12.42	9.23
M-TRUCKS	1.86	0.11	0.23
H-TRUCKS	1.34	0.04	0.17

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.08

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	76.8	165.1

TABLE Future Plus Project-35  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Center Street south of Highland Avenue  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6200      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.61	12.42	9.23
M-TRUCKS	1.86	0.11	0.23
H-TRUCKS	1.34	0.04	0.17

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	91.0	195.7

TABLE Future Plus Project-36  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Church Street between San Bernardino Avenue and Lugonia Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7000      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.78	12.28	9.13
M-TRUCKS	1.80	0.10	0.22
H-TRUCKS	2.33	0.07	0.29

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	94.7	202.6



TABLE Future Plus Project-37  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Church Street between Lugonia Avenue and Colton Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7300      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.78	12.28	9.13
M-TRUCKS	1.80	0.10	0.22
H-TRUCKS	2.33	0.07	0.29

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	96.8	208.2

TABLE Future Plus Project-38  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Church Street between Colton Avenue and Stewart Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7300      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.78	12.28	9.13
M-TRUCKS	1.80	0.10	0.22
H-TRUCKS	2.33	0.07	0.29

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	96.8	208.2

TABLE Future Plus Project-39  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Church Street between Stuart Avenue and Central Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7300      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.87	12.29	9.14
M-TRUCKS	2.41	0.14	0.29
H-TRUCKS	1.60	0.05	0.20

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	87.3	187.7

TABLE Future Plus Project-40  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Church Street between Central Avenue and Citrus Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7300      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.87	12.29	9.14
M-TRUCKS	2.41	0.14	0.29
H-TRUCKS	1.60	0.05	0.20

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	87.3	187.7

TABLE Future Plus Project-41  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Church Street south of Citrus Avenue  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7300      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.87	12.29	9.14
M-TRUCKS	2.41	0.14	0.29
H-TRUCKS	1.60	0.05	0.20

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	87.3	187.7

TABLE Future Plus Project-42  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Citrus Avenue between San Mateo Street and 6th Street

NOTES: Redlands - Future Plus Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9500      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.07	12.33	9.16
M-TRUCKS	1.48	0.09	0.18
H-TRUCKS	2.33	0.07	0.29

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.54

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	90.6	193.7

TABLE Future Plus Project-43  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Citrus Avenue between 6th Street and Olive Avenue

NOTES: Redlands - Future Plus Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9500      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.07	12.33	9.16
M-TRUCKS	1.48	0.09	0.18
H-TRUCKS	2.33	0.07	0.29

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.54

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	90.6	193.7

TABLE Future Plus Project-44  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Citrus Avenue between Olive Avenue and Redlands Boulevard  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9500      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.07	12.33	9.16
M-TRUCKS	1.48	0.09	0.18
H-TRUCKS	2.33	0.07	0.29

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.54

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	90.6	193.7



TABLE Future Plus Project-45  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Citrus Avenue between between Redlands Boulevard and University Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7100      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.07	12.33	9.16
M-TRUCKS	1.48	0.09	0.18
H-TRUCKS	2.33	0.07	0.29

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.27

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	74.9	159.7

TABLE Future Plus Project-46  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Citrus Avenue between between University Street and  
Cypress Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7100      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.07	12.33	9.16
M-TRUCKS	1.48	0.09	0.18
H-TRUCKS	2.33	0.07	0.29

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	66.8	139.8	299.2

TABLE Future Plus Project-47  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Citrus Avenue between between Cypress Avenue and Judson Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12100      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.07	12.33	9.16
M-TRUCKS	1.48	0.09	0.18
H-TRUCKS	2.33	0.07	0.29

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	93.6	198.6	426.5

TABLE Future Plus Project-48  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Citrus Avenue between Jubudson Street and Dearborn Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10700      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.07	12.33	9.16
M-TRUCKS	1.48	0.09	0.18
H-TRUCKS	2.33	0.07	0.29

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.66

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	86.5	183.1	393.0

TABLE Future Plus Project-49  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Citrus Avenue between Dearborn Street and La Salle Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.21	12.35	9.18
M-TRUCKS	0.80	0.05	0.10
H-TRUCKS	2.86	0.09	0.36

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	67.8	142.0	304.0

TABLE Future Plus Project-50  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Colton Avenue between Alabama Street and Tennessee Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5600      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.31	12.37	9.19
M-TRUCKS	1.15	0.07	0.14
H-TRUCKS	2.40	0.08	0.30

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	101.1	212.8

TABLE Future Plus Project-51  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Colton Avenue between Tennessee Street and Texas Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5600      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.31	12.37	9.19
M-TRUCKS	1.15	0.07	0.14
H-TRUCKS	2.40	0.08	0.30

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	101.1	212.8

TABLE Future Plus Project-52  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Colton Avenue between Texas Street and Orange Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5600      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.31	12.37	9.19
M-TRUCKS	1.15	0.07	0.14
H-TRUCKS	2.40	0.08	0.30

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	98.5	211.9



TABLE Future Plus Project-53  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Colton Avenue between Orange Street and Church Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.31	12.37	9.19
M-TRUCKS	1.15	0.07	0.14
H-TRUCKS	2.40	0.08	0.30

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.67

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	62.0	133.0	286.3

TABLE Future Plus Project-54  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Colton Avenue between Church Street and University Street  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 14200      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.31	12.37	9.19
M-TRUCKS	1.15	0.07	0.14
H-TRUCKS	2.40	0.08	0.30

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	69.4	148.9	320.6

TABLE Future Plus Project-55  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Colton Avenue between University Street and Judson Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 14200      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.31	12.37	9.19
M-TRUCKS	1.15	0.07	0.14
H-TRUCKS	2.40	0.08	0.30

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	70.1	149.2	320.6

TABLE Future Plus Project-56  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Colton Avenue between Judson Street and Dearborn Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.31	12.37	9.19
M-TRUCKS	1.15	0.07	0.14
H-TRUCKS	2.40	0.08	0.30

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	66.6	142.9	307.6

TABLE Future Plus Project-57  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Colton Avenue between Dearborn Street and Kensington Drive

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6300      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.31	12.37	9.19
M-TRUCKS	1.15	0.07	0.14
H-TRUCKS	2.40	0.08	0.30

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.42

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	59.6	127.9	275.3

TABLE Future Plus Project-58  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Colton Avenue between Kensington Drive and Wabash Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6300      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.31	12.37	9.19
M-TRUCKS	1.15	0.07	0.14
H-TRUCKS	2.40	0.08	0.30

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	61.9	128.9	275.5

TABLE Future Plus Project-59  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Crafton Avenue between Mentone Boulevard and Nice Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6800      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.45	12.56	9.34
M-TRUCKS	1.05	0.06	0.13
H-TRUCKS	1.23	0.04	0.15

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.12

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	73.2	155.9

TABLE Future Plus Project-60  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Crafton Avenue between Nice Avenue and Colton Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9500      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.45	12.56	9.34
M-TRUCKS	1.05	0.06	0.13
H-TRUCKS	1.23	0.04	0.15

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	90.5	194.5



TABLE Future Plus Project-61  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Crafton Avenue between Colton Avenue and Citrus Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 11800      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.45	12.56	9.34
M-TRUCKS	1.05	0.06	0.13
H-TRUCKS	1.23	0.04	0.15

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.09

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	104.5	224.7

TABLE Future Plus Project-62  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Crafton Avenue between Citrus Avenue and Sand Canyon Road

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 11800      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.45	12.56	9.34
M-TRUCKS	1.05	0.06	0.13
H-TRUCKS	1.23	0.04	0.15

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.09

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	104.5	224.7

TABLE Future Plus Project-63  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cypress Avenue between Citrus Avenue and I-10 Ramps

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9100      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.64	12.59	9.36
M-TRUCKS	0.91	0.05	0.11
H-TRUCKS	1.16	0.04	0.14

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	74.0	159.0	342.3

TABLE Future Plus Project-64  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cypress Avenue between I-10 Ramps and Lytle Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9100      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.64	12.59	9.36
M-TRUCKS	0.91	0.05	0.11
H-TRUCKS	1.16	0.04	0.14

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	74.7	159.2	342.2

TABLE Future Plus Project-65  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cypress Avenue between Lytle Street and Roosevelt Road

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9100      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.64	12.59	9.36
M-TRUCKS	0.91	0.05	0.11
H-TRUCKS	1.16	0.04	0.14

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	74.7	159.2	342.2

TABLE Future Plus Project-66  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cypress Avenue between Roosevelt Road and Redlands Boulevard  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9100      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.64	12.59	9.36
M-TRUCKS	0.91	0.05	0.11
H-TRUCKS	1.16	0.04	0.14

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	75.8	159.7	342.3

TABLE Future Plus Project-67  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cypress Avenue between Redlands Boulevard and Cajon Street  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10500      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.64	12.59	9.36
M-TRUCKS	0.91	0.05	0.11
H-TRUCKS	1.16	0.04	0.14

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	83.0	175.5	376.4

TABLE Future Plus Project-68  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cypress Avenue between Cajon Street and Buena Vista

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10500      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.64	12.59	9.36
M-TRUCKS	0.91	0.05	0.11
H-TRUCKS	1.16	0.04	0.14

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	83.0	175.5	376.4



TABLE Future Plus Project-69  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cypress Avenue between Buena Vista and Center Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7500      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.08	12.50	9.29
M-TRUCKS	1.20	0.07	0.15
H-TRUCKS	1.48	0.05	0.18

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	71.5	150.2	321.7

TABLE Future Plus Project-70  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Cypress Avenue between Center Street and San Mateo Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7900      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.08	12.50	9.29
M-TRUCKS	1.20	0.07	0.15
H-TRUCKS	1.48	0.05	0.18

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	73.9	155.4	333.0

TABLE Future Plus Project-71  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Cypress Avenue south of San Mateo Street  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7900      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.08	12.50	9.29
M-TRUCKS	1.20	0.07	0.15
H-TRUCKS	1.48	0.05	0.18

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	73.9	155.4	333.0

TABLE Future Plus Project-72  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Eureka Street north of Redlands Boulevard

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 15400      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.18	12.35	9.18
M-TRUCKS	0.63	0.04	0.08
H-TRUCKS	3.08	0.10	0.38

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.28

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
67.1	137.1	291.6	626.5

TABLE Future Plus Project-73  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Fern Avenue between Redlands Boulevard and Myrtle Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.67	12.26	9.12
M-TRUCKS	3.23	0.19	0.39
H-TRUCKS	0.99	0.03	0.12

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	100.0	214.1

TABLE Future Plus Project-74  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Fern Avenue between Myrtle Street and Cajon Street

NOTES: Redlands - Future Plus Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.67	12.26	9.12
M-TRUCKS	3.23	0.19	0.39
H-TRUCKS	0.99	0.03	0.12

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	99.5	214.0

TABLE Future Plus Project-75  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Fern Avenue between Cajon Street and Center Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5100      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.67	12.26	9.12
M-TRUCKS	3.23	0.19	0.39
H-TRUCKS	0.99	0.03	0.12

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.11

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	98.7	211.4

TABLE Future Plus Project-76  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Fern Avenue between Center Street and San Mateo Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8300      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.67	12.26	9.12
M-TRUCKS	3.23	0.19	0.39
H-TRUCKS	0.99	0.03	0.12

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	64.1	136.1	292.2



TABLE Future Plus Project-77  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Fern Avenue between San Mateo Street and Bellevue Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8300      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.67	12.26	9.12
M-TRUCKS	3.23	0.19	0.39
H-TRUCKS	0.99	0.03	0.12

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.44

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	51.5	110.3	237.2

TABLE Future Plus Project-78  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Fern Avenue between Bellevue Avenue and Terracina Boulevard

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8300      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.67	12.26	9.12
M-TRUCKS	3.23	0.19	0.39
H-TRUCKS	0.99	0.03	0.12

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.44

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	51.5	110.3	237.2

TABLE Future Plus Project-79  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Ford Street between Citrus Avenue and Highland Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.46	12.39	9.21
M-TRUCKS	1.74	0.10	0.21
H-TRUCKS	1.63	0.05	0.20

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	60.5	128.2	275.2

TABLE Future Plus Project-80  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Ford Street between Highland Avenue and I-10 Ramps  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.46	12.39	9.21
M-TRUCKS	1.74	0.10	0.21
H-TRUCKS	1.63	0.05	0.20

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	59.6	127.9	275.2

TABLE Future Plus Project-81  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Ford Street between I-10 Ramps and Sunset Drive  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 13600      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.42	12.39	9.21
M-TRUCKS	1.49	0.09	0.18
H-TRUCKS	1.93	0.06	0.24

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	96.7	203.3	435.4

TABLE Future Plus Project-82  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Ford Street south of Sunset Drive  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 3400      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.42	12.39	9.21
M-TRUCKS	1.49	0.09	0.18
H-TRUCKS	1.93	0.06	0.24

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.14

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	66.6	143.0

TABLE Future Plus Project-83  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Highland Avenue between Ford Street and Redlands Boulevard  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 11800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.85	12.46	9.26
M-TRUCKS	1.17	0.07	0.14
H-TRUCKS	1.78	0.06	0.22

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.1	178.0	381.8

TABLE Future Plus Project-84  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Highland Avenue between Redlands Boulevard and York Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 11800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.85	12.46	9.26
M-TRUCKS	1.17	0.07	0.14
H-TRUCKS	1.78	0.06	0.22

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	83.1	177.6	381.8



TABLE Future Plus Project-85  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Highland Avenue between York Street and Cajon Street  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 11800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.85	12.46	9.26
M-TRUCKS	1.17	0.07	0.14
H-TRUCKS	1.78	0.06	0.22

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	83.1	177.6	381.8

TABLE Future Plus Project-86  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Highland Avenue between Cajon Street and Center Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 13500      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.85	12.46	9.26
M-TRUCKS	1.17	0.07	0.14
H-TRUCKS	1.78	0.06	0.22

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	74.5	160.1	344.6

TABLE Future Plus Project-87  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Highland Avenue between Center Street and San Mateo Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5200      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.85	12.46	9.26
M-TRUCKS	1.17	0.07	0.14
H-TRUCKS	1.78	0.06	0.22

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.74

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	84.9	182.6

TABLE Future Plus Project-88  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Highland Avenue south of San Mateo Street  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 650      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.85	12.46	9.26
M-TRUCKS	1.17	0.07	0.14
H-TRUCKS	1.78	0.06	0.22

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 50.69

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE Future Plus Project-89  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Judson Street north of Pennsylvania Avenue  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 3900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.46	12.39	9.21
M-TRUCKS	1.74	0.10	0.21
H-TRUCKS	1.63	0.05	0.20

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	85.7	183.1

TABLE Future Plus Project-90  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Judson Street between Pennsylvania Avenue and Lugonia Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 3900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.46	12.39	9.21
M-TRUCKS	1.74	0.10	0.21
H-TRUCKS	1.63	0.05	0.20

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	85.1	182.9

TABLE Future Plus Project-91  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Judson Street between Lugonia Avenue and Colton Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.46	12.39	9.21
M-TRUCKS	1.74	0.10	0.21
H-TRUCKS	1.63	0.05	0.20

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	61.5	130.5	280.3

TABLE Future Plus Project-92  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Judson Street between Colton Avenue and Citrus Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.46	12.39	9.21
M-TRUCKS	1.74	0.10	0.21
H-TRUCKS	1.63	0.05	0.20

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	79.0	168.7	362.7



TABLE Future Plus Project-93  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Lugonia Avenue west of California Street  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8300      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.72	12.60	9.37
M-TRUCKS	0.61	0.04	0.07
H-TRUCKS	1.37	0.04	0.17

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.32

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	61.7	128.4	274.4

TABLE Future Plus Project-94  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between California Street and Alabama Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 6900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.72	12.60	9.37
M-TRUCKS	0.61	0.04	0.07
H-TRUCKS	1.37	0.04	0.17

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.01

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	53.6	113.1	242.6

TABLE Future Plus Project-95  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between Alabama Street and Citrus Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.72	12.60	9.37
M-TRUCKS	0.61	0.04	0.07
H-TRUCKS	1.37	0.04	0.17

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
58.2	116.8	247.4	530.9

TABLE Future Plus Project-96  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between Citrus Avenue and SR-210 Ramps

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.17	12.51	9.30
M-TRUCKS	0.62	0.04	0.08
H-TRUCKS	1.98	0.06	0.25

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.87

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
63.5	129.0	274.0	588.4

TABLE Future Plus Project-97  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between SR-210 Ramps and Texas Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 34600      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.17	12.51	9.30
M-TRUCKS	0.62	0.04	0.08
H-TRUCKS	1.98	0.06	0.25

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
82.2	171.0	365.5	786.0

TABLE Future Plus Project-98  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between Texas Street and Orange Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 25800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.17	12.51	9.30
M-TRUCKS	0.62	0.04	0.08
H-TRUCKS	1.98	0.06	0.25

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.91

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
67.1	140.5	300.6	646.7

TABLE Future Plus Project-99  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between Orange Street and Herald Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 26700      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.17	12.51	9.30
M-TRUCKS	0.62	0.04	0.08
H-TRUCKS	1.98	0.06	0.25

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
68.6	143.7	307.6	661.6

TABLE Future Plus Project-100  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between Herald Street and Church Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 20800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.26	12.36	9.19
M-TRUCKS	1.08	0.06	0.13
H-TRUCKS	2.53	0.08	0.32

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.62

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
64.4	134.4	287.5	618.3



TABLE Future Plus Project-101  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between Church Street and University Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 20800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.26	12.36	9.19
M-TRUCKS	1.08	0.06	0.13
H-TRUCKS	2.53	0.08	0.32

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.62

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
64.4	134.4	287.5	618.3

TABLE Future Plus Project-102  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between University Street and Judson Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 23400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.26	12.36	9.19
M-TRUCKS	1.08	0.06	0.13
H-TRUCKS	2.53	0.08	0.32

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.13

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
69.3	145.2	310.9	668.8

TABLE Future Plus Project-103  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between Judson Street and Dearborn Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 23400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.26	12.36	9.19
M-TRUCKS	1.08	0.06	0.13
H-TRUCKS	2.53	0.08	0.32

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.13

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
69.3	145.2	310.9	668.8

TABLE Future Plus Project-104  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Lugonia Avenue between Dearborn Street and Revelation  
(up to Wabash Avenue)

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 23400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.46	12.39	9.21
M-TRUCKS	0.96	0.06	0.12
H-TRUCKS	2.42	0.08	0.30

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
69.8	143.3	305.2	655.7

TABLE Future Plus Project-105  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Mentone Boulevard between Wabash Avenue and Opal Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 18900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.49	12.40	9.22
M-TRUCKS	1.14	0.07	0.14
H-TRUCKS	2.20	0.07	0.28

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
60.5	122.1	258.9	555.9

TABLE Future Plus Project-106  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Mentone Boulevard between Opal Avenue and Crafton Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 18700      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.49	12.40	9.22
M-TRUCKS	1.14	0.07	0.14
H-TRUCKS	2.20	0.07	0.28

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
60.2	121.2	257.1	551.9

TABLE Future Plus Project-107  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Mentone Boulevard between Crafton Avenue and Plumwood Lane

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 14400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.49	12.40	9.22
M-TRUCKS	1.14	0.07	0.14
H-TRUCKS	2.20	0.07	0.28

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	101.5	216.0	464.0

TABLE Future Plus Project-108  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Nevada Street north of San Bernardino Avenue  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.11	12.50	9.29
M-TRUCKS	0.98	0.06	0.12
H-TRUCKS	1.68	0.05	0.21

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	78.4	168.4



TABLE Future Plus Project-109  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Nevada Street between San Bernardino Avenue and Almond Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.11	12.50	9.29
M-TRUCKS	0.98	0.06	0.12
H-TRUCKS	1.68	0.05	0.21

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	78.4	168.4

TABLE Future Plus Project-110  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Nevada Street between Almond Avenue and Lugonia Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.11	12.50	9.29
M-TRUCKS	0.98	0.06	0.12
H-TRUCKS	1.68	0.05	0.21

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	78.4	168.4

TABLE Future Plus Project-111  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Nevada Street between Lugonia Avenue and Redlands Boulevard

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.11	12.50	9.29
M-TRUCKS	0.98	0.06	0.12
H-TRUCKS	1.68	0.05	0.21

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	78.4	168.4

TABLE Future Plus Project-112  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Nevada Street south of Redlands Boulevard

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.11	12.50	9.29
M-TRUCKS	0.98	0.06	0.12
H-TRUCKS	1.68	0.05	0.21

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	78.4	168.4

TABLE Future Plus Project-113  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Orange Street north of Pioneer Avenue  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 18800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.32	12.54	9.32
M-TRUCKS	0.95	0.05	0.12
H-TRUCKS	1.48	0.05	0.18

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.67

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	108.1	228.4	489.8

TABLE Future Plus Project-114  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Orange Street between Pioneer Avenue and San Bernardino Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 18800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.32	12.54	9.32
M-TRUCKS	0.95	0.05	0.12
H-TRUCKS	1.48	0.05	0.18

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.67

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	108.1	228.4	489.8

TABLE Future Plus Project-115  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Orange Street between San Bernardino Avenue and Lugonia Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 17100      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.32	12.54	9.32
M-TRUCKS	0.95	0.05	0.12
H-TRUCKS	1.48	0.05	0.18

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.26

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	101.9	214.6	459.9

TABLE Future Plus Project-116  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Orange Street between Lugonia Avenue and Colton Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.32	12.54	9.32
M-TRUCKS	0.95	0.05	0.12
H-TRUCKS	1.48	0.05	0.18

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
60.8	122.6	260.1	558.4



TABLE Future Plus Project-117  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Orange Street between Colton Avenue and I-10 Ramps

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22900      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.32	12.54	9.32
M-TRUCKS	0.95	0.05	0.12
H-TRUCKS	1.48	0.05	0.18

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
60.8	122.6	260.1	558.4

TABLE Future Plus Project-118  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Orange Street between I-10 Ramps and Stuart Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22200      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.32	12.54	9.32
M-TRUCKS	0.95	0.05	0.12
H-TRUCKS	1.48	0.05	0.18

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.44

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	62.8	130.8	279.6

TABLE Future Plus Project-119  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Orange Street between Stuart Avenue and Oriental Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22200      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.99	12.48	9.28
M-TRUCKS	0.77	0.04	0.09
H-TRUCKS	2.03	0.06	0.25

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	69.8	146.4	313.5

TABLE Future Plus Project-120  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Orange Street between Oriental Avenue and Redlands Boulevard

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22200      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.99	12.48	9.28
M-TRUCKS	0.77	0.04	0.09
H-TRUCKS	2.03	0.06	0.25

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	69.8	146.4	313.5

TABLE Future Plus Project-121  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Orange Street between Redlands Boulevard and Citrus Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22200      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.99	12.48	9.28
M-TRUCKS	0.77	0.04	0.09
H-TRUCKS	2.03	0.06	0.25

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	71.6	147.2	313.7

TABLE Future Plus Project-122  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Palm Avenue north of Redlands Boulevard

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8700      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.69	12.60	9.37
M-TRUCKS	0.94	0.05	0.11
H-TRUCKS	1.07	0.03	0.13

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	58.9	126.4	272.0

TABLE Future Plus Project-123  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Palm Avenue between Redlands Boulevard and Hibiscus Drive

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4500      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.69	12.60	9.37
M-TRUCKS	0.94	0.05	0.11
H-TRUCKS	1.07	0.03	0.13

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	81.6	175.3

TABLE Future Plus Project-124  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Palm Avenue between Hibiscus Drive and Cajon Street  
NOTES: Redlands - Future Plus Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4500      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.69	12.60	9.37
M-TRUCKS	0.94	0.05	0.11
H-TRUCKS	1.07	0.03	0.13

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	81.6	175.3



TABLE Future Plus Project-125  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Palm Avenue between Cajon Street and Center Street  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 13200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.69	12.60	9.37
M-TRUCKS	0.94	0.05	0.11
H-TRUCKS	1.07	0.03	0.13

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	77.6	166.8	359.1

TABLE Future Plus Project-126  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Palm Avenue between Center Street and San Mateo Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 13200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.69	12.60	9.37
M-TRUCKS	0.94	0.05	0.11
H-TRUCKS	1.07	0.03	0.13

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	77.6	166.8	359.1

TABLE Future Plus Project-127  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Palm Avenue south San Mateo Street  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 13200      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.69	12.60	9.37
M-TRUCKS	0.94	0.05	0.11
H-TRUCKS	1.07	0.03	0.13

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.29

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	107.6	231.6

TABLE Future Plus Project-128  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Pioneer Avenue between Alabama Street and SR-210

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 2000      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.27	12.36	9.19
M-TRUCKS	0.81	0.05	0.10
H-TRUCKS	2.79	0.09	0.35

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	52.1	111.6

TABLE Future Plus Project-129  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Pioneer Avenue between SR-210 and Texas Street  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 2000      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.27	12.36	9.19
M-TRUCKS	0.81	0.05	0.10
H-TRUCKS	2.79	0.09	0.35

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.94

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	53.1	112.0

TABLE Future Plus Project-130  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Pioneer Avenue between Texas Street and Webster Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10300      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.27	12.36	9.19
M-TRUCKS	0.81	0.05	0.10
H-TRUCKS	2.79	0.09	0.35

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	71.8	154.3	332.2

TABLE Future Plus Project-131  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Pioneer Avenue between Webster Street and Orange Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10300      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.27	12.36	9.19
M-TRUCKS	0.81	0.05	0.10
H-TRUCKS	2.79	0.09	0.35

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	71.8	154.3	332.2

TABLE Future Plus Project-132  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Pioneer Avenue between Orange Street and Brookstone Street  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.27	12.36	9.19
M-TRUCKS	0.81	0.05	0.10
H-TRUCKS	2.79	0.09	0.35

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	64.7	139.0	299.1



TABLE Future Plus Project-133  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Pioneer Avenue between Brookstone Street and Church Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.71	12.43	9.24
M-TRUCKS	0.98	0.06	0.12
H-TRUCKS	2.13	0.07	0.27

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.35

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	59.0	126.6	272.5

TABLE Future Plus Project-134  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Pioneer Avenue between Church Street and Occidental Drive

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9700      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.71	12.43	9.24
M-TRUCKS	0.98	0.06	0.12
H-TRUCKS	2.13	0.07	0.27

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	62.9	135.1	290.8

TABLE Future Plus Project-135  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Pioneer Avenue between Occidental Drive and Judson Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.71	12.43	9.24
M-TRUCKS	0.98	0.06	0.12
H-TRUCKS	2.13	0.07	0.27

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.35

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	59.0	126.6	272.5

TABLE Future Plus Project-136  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Pioneer Avenue east of Judson Street  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 3700      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.71	12.43	9.24
M-TRUCKS	0.98	0.06	0.12
H-TRUCKS	2.13	0.07	0.27

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	71.3	153.1

TABLE Future Plus Project-137  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Redlands Boulevard between Bryn Mawr Avenue and California Street  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 16800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.77	12.28	9.13
M-TRUCKS	1.61	0.09	0.20
H-TRUCKS	2.52	0.08	0.32

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
59.7	120.2	254.9	547.0

TABLE Future Plus Project-138  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between California Street and Iowa Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.77	12.28	9.13
M-TRUCKS	1.61	0.09	0.20
H-TRUCKS	2.52	0.08	0.32

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
70.5	144.7	308.3	662.5

TABLE Future Plus Project-139  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between Iowa Street and Alabama Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 22400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.03	12.49	9.28
M-TRUCKS	1.09	0.06	0.13
H-TRUCKS	1.65	0.05	0.21

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.67

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
61.9	125.2	265.8	570.8

TABLE Future Plus Project-140  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between Alabama Street and Tennessee Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 90500      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.03	12.49	9.28
M-TRUCKS	1.09	0.06	0.13
H-TRUCKS	1.65	0.05	0.21

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.73

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
146.7	312.7	672.0	1446.8



TABLE Future Plus Project-141  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between Tennessee Street and Center Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 91500      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.03	12.49	9.28
M-TRUCKS	1.09	0.06	0.13
H-TRUCKS	1.65	0.05	0.21

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 74.78

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
147.8	315.0	676.9	1457.4

TABLE Future Plus Project-142  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between Center Street and Eureka Street

NOTES: Redlands - Future Plus Project

---

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 36300      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.03	12.49	9.28
M-TRUCKS	1.09	0.06	0.13
H-TRUCKS	1.65	0.05	0.21

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
69.1	141.7	301.7	648.2

TABLE Future Plus Project-143  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between Eureka Street and Orange Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 36300      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.03	12.49	9.28
M-TRUCKS	1.09	0.06	0.13
H-TRUCKS	1.65	0.05	0.21

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
69.1	141.7	301.7	648.2

TABLE Future Plus Project-144  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between Orange Street and Citrus Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 13900      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.03	12.49	9.28
M-TRUCKS	1.09	0.06	0.13
H-TRUCKS	1.65	0.05	0.21

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.91

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	63.9	129.8	275.7

TABLE Future Plus Project-145  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between Citrus Avenue and Fern Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 15900      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.03	12.49	9.28
M-TRUCKS	1.09	0.06	0.13
H-TRUCKS	1.65	0.05	0.21

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	67.2	140.7	301.1

TABLE Future Plus Project-146  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between Fern Avenue and Cypress Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 15900      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.03	12.49	9.28
M-TRUCKS	1.09	0.06	0.13
H-TRUCKS	1.65	0.05	0.21

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.0	175.1	374.4

TABLE Future Plus Project-147  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between Cypress Avenue and Palm Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 15900      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.20	12.51	9.30
M-TRUCKS	0.79	0.05	0.10
H-TRUCKS	1.77	0.06	0.22

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.6	176.5	377.4

TABLE Future Plus Project-148  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Redlands Boulevard between Palm Avenue and Highland Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 15900      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.20	12.51	9.30
M-TRUCKS	0.79	0.05	0.10
H-TRUCKS	1.77	0.06	0.22

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.6	176.5	377.4



TABLE Future Plus Project-149  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Redlands Boulevard south of Highland Avenue  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 28600      SPEED (MPH): 50      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.20	12.51	9.30
M-TRUCKS	0.79	0.05	0.10
H-TRUCKS	1.77	0.06	0.22

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.93

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
97.2	204.2	437.5	941.3

TABLE Future Plus Project-150  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between Mountain View Avenue and Marigold Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 18000      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.31	12.53	9.32
M-TRUCKS	0.74	0.04	0.09
H-TRUCKS	1.71	0.05	0.21

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.09

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
68.4	130.5	272.5	582.9

TABLE Future Plus Project-151  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between Marigold Avenue and California Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8900      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.31	12.53	9.32
M-TRUCKS	0.74	0.04	0.09
H-TRUCKS	1.71	0.05	0.21

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.03

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	86.3	172.7	365.6

TABLE Future Plus Project-152  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between California Street and Nevada Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12300      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.31	12.53	9.32
M-TRUCKS	0.74	0.04	0.09
H-TRUCKS	1.71	0.05	0.21

ACTIVE HALF-WIDTH (FT): 30      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	101.9	211.8	452.7

TABLE Future Plus Project-153  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between Nevada Street and Alabama Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12300      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.31	12.53	9.32
M-TRUCKS	0.74	0.04	0.09
H-TRUCKS	1.71	0.05	0.21

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.66

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	97.8	210.3	452.8

TABLE Future Plus Project-154  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between Alabama Street and SR-210

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10400      SPEED (MPH): 50      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.31	12.53	9.32
M-TRUCKS	0.74	0.04	0.09
H-TRUCKS	1.71	0.05	0.21

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.74

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	108.2	222.7	474.8

TABLE Future Plus Project-155  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between SR-210 and Orange Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12600      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.31	12.53	9.32
M-TRUCKS	0.74	0.04	0.09
H-TRUCKS	1.71	0.05	0.21

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	99.3	213.7	460.1

TABLE Future Plus Project-156  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between Orange Street and Church Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8600      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.31	12.53	9.32
M-TRUCKS	0.74	0.04	0.09
H-TRUCKS	1.71	0.05	0.21

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	53.6	114.8	247.0



TABLE Future Plus Project-157  
 FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
 ROADWAY SEGMENT: San Bernardino Avenue between Church Street and Cheyl Street  
 NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 8600      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.31	12.53	9.32
M-TRUCKS	0.74	0.04	0.09
H-TRUCKS	1.71	0.05	0.21

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	53.6	114.8	247.0

TABLE Future Plus Project-158  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between Cheryl Street and Judson Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 9600      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.79	12.45	9.25
M-TRUCKS	0.90	0.05	0.11
H-TRUCKS	2.11	0.07	0.26

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.69

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	62.2	133.4	287.2

TABLE Future Plus Project-159  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between Judson Street and Dearborn Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 14900      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.79	12.45	9.25
M-TRUCKS	0.90	0.05	0.11
H-TRUCKS	2.11	0.07	0.26

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
55.3	118.6	255.2	549.5

TABLE Future Plus Project-160  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Bernardino Avenue between Dearborn Street and Wabash Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7700      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.79	12.45	9.25
M-TRUCKS	0.90	0.05	0.11
H-TRUCKS	2.11	0.07	0.26

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	77.2	164.6	353.9

TABLE Future Plus Project-161  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: San Bernardino Avenue east of Wabash Avenue  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4400      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.79	12.45	9.25
M-TRUCKS	0.90	0.05	0.11
H-TRUCKS	2.11	0.07	0.26

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.62

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	52.9	113.3	243.8

TABLE Future Plus Project-162  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Mateo Street between Brookside Avenue and Olive Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10100      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.85	12.46	9.26
M-TRUCKS	1.03	0.06	0.13
H-TRUCKS	1.91	0.06	0.24

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	64.7	135.0	288.8

TABLE Future Plus Project-163  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Mateo Street between Olive Avenue and Fern Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10100      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.85	12.46	9.26
M-TRUCKS	1.03	0.06	0.13
H-TRUCKS	1.91	0.06	0.24

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	64.7	135.0	288.8

TABLE Future Plus Project-164  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Mateo Street between Fern Avenue and Cypress Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10100      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.85	12.46	9.26
M-TRUCKS	1.03	0.06	0.13
H-TRUCKS	1.91	0.06	0.24

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.26

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	53.3	109.6	233.6



TABLE Future Plus Project-165  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: San Mateo Street south of Cypress Avenue  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10100      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.85	12.46	9.26
M-TRUCKS	1.03	0.06	0.13
H-TRUCKS	1.91	0.06	0.24

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.26

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	53.3	109.6	233.6

TABLE Future Plus Project-166  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: San Timoteo Canyon Road between Barton Road and  
Alessandro Road

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 7700      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.12	12.17	9.05
M-TRUCKS	1.31	0.08	0.16
H-TRUCKS	3.57	0.11	0.45

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.27

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	92.2	198.3	426.9

TABLE Future Plus Project-167  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: San Timoteo Canyon Road east of Alessandro Road  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10100      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.53	12.24	9.10
M-TRUCKS	1.04	0.06	0.13
H-TRUCKS	3.38	0.11	0.42

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	63.6	136.6	294.0

TABLE Future Plus Project-168  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Sand Canyon Road east of Crafton Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 11900      SPEED (MPH): 50      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.41	12.55	9.33
M-TRUCKS	0.96	0.06	0.12
H-TRUCKS	1.36	0.04	0.17

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.23

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
53.1	109.2	232.7	500.0

TABLE Future Plus Project-169  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Tennessee Street between San Bernardino Avenue and  
Lugonia Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 14400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.26	12.19	9.06
M-TRUCKS	0.70	0.04	0.09
H-TRUCKS	4.03	0.13	0.50

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.18

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
57.5	123.3	265.4	571.5

TABLE Future Plus Project-170  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Tennessee Street between Lugonia Avenue and I-10

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 25200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.26	12.19	9.06
M-TRUCKS	0.70	0.04	0.09
H-TRUCKS	4.03	0.13	0.50

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
84.9	179.6	385.2	829.1

TABLE Future Plus Project-171  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Tennessee Street between I-10 and Colton Avenue  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 25200      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.26	12.19	9.06
M-TRUCKS	0.70	0.04	0.09
H-TRUCKS	4.03	0.13	0.50

ACTIVE HALF-WIDTH (FT): 24      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.10

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
86.3	180.1	385.3	828.7

TABLE Future Plus Project-172  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Tennessee Street between Colton Avenue and Redlands Boulevard

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 26500      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.26	12.19	9.06
M-TRUCKS	0.70	0.04	0.09
H-TRUCKS	4.03	0.13	0.50

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
87.6	185.6	398.3	857.3



TABLE Future Plus Project-173  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Tennessee Street between Redlands Boulevard and State Street

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 14400      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	73.26	12.19	9.06
M-TRUCKS	0.70	0.04	0.09
H-TRUCKS	4.03	0.13	0.50

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.10

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
59.9	124.3	265.6	571.1

TABLE Future Plus Project-174  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Tennessee Street between State Street and Orange Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.89	12.46	9.27
M-TRUCKS	0.84	0.05	0.10
H-TRUCKS	2.06	0.06	0.26

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	91.1	193.3	414.9

TABLE Future Plus Project-175  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Terracina Boulevard south Barton Road and Brookside Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 12700      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.49	12.40	9.22
M-TRUCKS	0.89	0.05	0.11
H-TRUCKS	2.46	0.08	0.31

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	95.1	203.6	438.0

TABLE Future Plus Project-176  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Texas Street between Pennsylvania Avenue and Lugonia Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5500      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.64	12.42	9.24
M-TRUCKS	0.89	0.05	0.11
H-TRUCKS	2.30	0.07	0.29

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.66

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	53.2	113.9	245.2

TABLE Future Plus Project-177  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Texas Street between Lugonia Avenue and Colton Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5800      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.64	12.42	9.24
M-TRUCKS	0.89	0.05	0.11
H-TRUCKS	2.30	0.07	0.29

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	55.1	118.0	254.0

TABLE Future Plus Project-178  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: Texas Street south Colton Avenue  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4500      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.64	12.42	9.24
M-TRUCKS	0.89	0.05	0.11
H-TRUCKS	2.30	0.07	0.29

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	101.0	214.9

TABLE Future Plus Project-179  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: University Street between Pennsylvania Avenue and  
Lugonia Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 2900      SPEED (MPH): 25      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.38	12.38	9.20
M-TRUCKS	2.08	0.12	0.25
H-TRUCKS	1.37	0.04	0.17

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	73.9

TABLE Future Plus Project-180  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: University Street between Lugonia Avenue and Colton Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 10500      SPEED (MPH): 30      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.38	12.38	9.20
M-TRUCKS	2.08	0.12	0.25
H-TRUCKS	1.37	0.04	0.17

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.10

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	104.6	225.1



TABLE Future Plus Project-181  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Wabash Avenue between San Bernardino Avenue and Lugonia Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 1800      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.76	12.44	9.25
M-TRUCKS	1.11	0.06	0.14
H-TRUCKS	1.93	0.06	0.24

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	92.8

TABLE Future Plus Project-182  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Wabash Avenue between Lugonia Avenue and Colton Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 4100      SPEED (MPH): 35      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.76	12.44	9.25
M-TRUCKS	1.11	0.06	0.14
H-TRUCKS	1.93	0.06	0.24

ACTIVE HALF-WIDTH (FT): 12      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.28

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	74.9	159.8

TABLE Future Plus Project-183  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Wabash Avenue between Colton Avenue and Citrus Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5000      SPEED (MPH): 40      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.76	12.44	9.25
M-TRUCKS	1.11	0.06	0.14
H-TRUCKS	1.93	0.06	0.24

ACTIVE HALF-WIDTH (FT): 18      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	103.6	220.5

TABLE Future Plus Project-184  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Wabash Avenue between Citrus Avenue and Highland Avenue

NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5000      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.76	12.44	9.25
M-TRUCKS	1.11	0.06	0.14
H-TRUCKS	1.93	0.06	0.24

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.07

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	56.6	121.4	261.3

TABLE Future Plus Project-185  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017

ROADWAY SEGMENT: Wabash Avenue between Highland Avenue and 5th Avenue

NOTES: Redlands - Future Plus Project

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\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 5000      SPEED (MPH): 45      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	74.76	12.44	9.25
M-TRUCKS	1.11	0.06	0.14
H-TRUCKS	1.93	0.06	0.24

ACTIVE HALF-WIDTH (FT): 6      SITE CHARACTERISTICS: SOFT

---

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.07

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	56.6	121.4	261.3

TABLE Future Plus Project-01  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: I-210 between 5th Street and Pioneer Avenue  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 97000      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	70.45	11.72	8.72
M-TRUCKS	1.08	0.06	0.13
H-TRUCKS	6.78	0.21	0.85

ACTIVE HALF-WIDTH (FT): 36      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 82.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
525.5	1129.9	2432.8	5239.8

TABLE Future Plus Project-02  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: I-210 between San Bernardino Avenue and Lugonia Avenue  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 125100      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	68.96	11.48	8.53
M-TRUCKS	1.27	0.07	0.16
H-TRUCKS	8.25	0.26	1.03

ACTIVE HALF-WIDTH (FT): 42      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 83.74

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
675.4	1452.6	3127.9	6737.1

TABLE Future Plus Project-03  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: I-10 between Mountain Avenue and California Street  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 188500      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	69.91	11.64	8.65
M-TRUCKS	0.91	0.05	0.11
H-TRUCKS	7.55	0.24	0.94

ACTIVE HALF-WIDTH (FT): 72      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 84.01

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
848.5	1822.5	3923.2	8449.5



TABLE Future Plus Project-04  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: I-10 between California Street and Alabama Street  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 148300      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	69.91	11.64	8.65
M-TRUCKS	0.91	0.05	0.11
H-TRUCKS	7.55	0.24	0.94

ACTIVE HALF-WIDTH (FT): 60      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 83.40

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
723.6	1554.3	3346.1	7206.6

TABLE Future Plus Project-05  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: I-10 between Tennessee Street and Orange Street  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 126100      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	68.22	11.35	8.44
M-TRUCKS	1.11	0.06	0.14
H-TRUCKS	9.24	0.29	1.15

ACTIVE HALF-WIDTH (FT): 60      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 83.27

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
709.6	1524.2	3281.2	7066.8

TABLE Future Plus Project-06  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: I-10 between 6th Street and University Street  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 181900      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	67.81	11.29	8.39
M-TRUCKS	1.17	0.07	0.14
H-TRUCKS	9.63	0.30	1.20

ACTIVE HALF-WIDTH (FT): 60      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 84.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
922.2	1983.1	4270.1	9197.0

TABLE Future Plus Project-07  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: I-10 between Cypress Avenue and Ford Street  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 165600      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	67.11	11.17	8.30
M-TRUCKS	1.22	0.07	0.15
H-TRUCKS	10.35	0.32	1.29

ACTIVE HALF-WIDTH (FT): 60      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 84.80

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
895.4	1925.3	4145.4	8928.6

TABLE Future Plus Project-08  
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 04/19/2017  
ROADWAY SEGMENT: I-10 between Wabash Avenue and Yucaipa Boulevard  
NOTES: Redlands - Future Plus Project

\* \* ASSUMPTIONS \* \*

AVERAGE DAILY TRAFFIC: 169700      SPEED (MPH): 70      GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	67.21	11.18	8.32
M-TRUCKS	1.22	0.07	0.15
H-TRUCKS	10.26	0.32	1.28

ACTIVE HALF-WIDTH (FT): 48      SITE CHARACTERISTICS: SOFT

\* \* CALCULATED NOISE LEVELS \* \*

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 85.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
906.2	1949.8	4198.9	9044.0

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**Appendix G:  
Existing Traffic Counts**







# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Thu, Dec 8, 16

**LOCATION:** Redlands  
NORTH & SOUTH: Orange  
EAST & WEST: San Bernardino

**PROJECT #:** SC1151  
**LOCATION #:** 3  
**CONTROL:** SIGNAL

**NOTES:**

AM		▲	
PM			
MD	◀ W		E ▶
OTHER		▼	
OTHER			

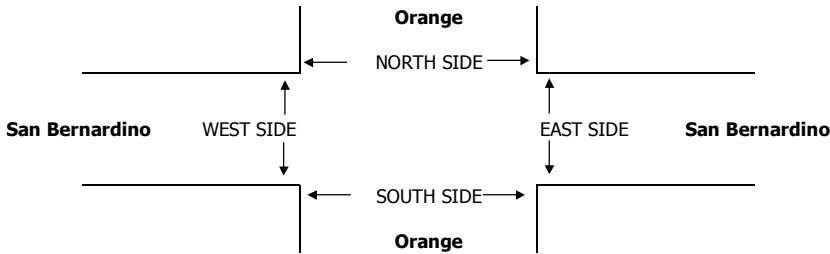


LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Orange	Orange	Orange	San Bernardino	San Bernardino	San Bernardino	San Bernardino	San Bernardino	San Bernardino	San Bernardino	San Bernardino		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	2	0	1	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Orange	Orange	Orange	San Bernardino	San Bernardino	San Bernardino	San Bernardino	San Bernardino	San Bernardino	San Bernardino	San Bernardino		
<b>AM</b>													
7:00 AM	18	28	7	16	47	33	6	41	16	11	141	16	380
7:15 AM	27	39	6	32	85	39	9	51	21	15	145	19	488
7:30 AM	32	41	11	45	100	19	5	65	18	19	134	30	519
7:45 AM	21	60	5	19	100	31	11	40	10	13	133	27	470
8:00 AM	28	53	5	25	64	22	8	51	8	6	87	24	381
8:15 AM	20	55	6	33	61	17	7	60	21	7	93	20	400
8:30 AM	28	61	10	20	60	11	11	49	9	9	78	30	376
8:45 AM	17	32	3	20	51	15	2	32	13	8	92	15	300
VOLUMES	191	369	53	210	568	187	59	389	116	88	903	181	3,314
APPROACH %	31%	60%	9%	22%	59%	19%	10%	69%	21%	8%	77%	15%	
APP/DEPART	613	/	609	965	/	772	564	/	652	1,172	/	1,281	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	108	193	27	121	349	111	33	207	57	53	499	100	1,858
APPROACH %	33%	59%	8%	21%	60%	19%	11%	70%	19%	8%	77%	15%	
PEAK HR FACTOR	0.953			0.886			0.844			0.891			0.895
APP/DEPART	328	/	326	581	/	459	297	/	355	652	/	718	0
<b>PM</b>													
4:00 PM	11	68	10	21	50	13	17	104	13	5	57	16	385
4:15 PM	15	81	11	27	82	7	34	148	25	14	64	15	523
4:30 PM	22	90	8	27	89	27	26	145	21	7	68	21	551
4:45 PM	16	92	9	45	101	26	37	156	19	6	66	27	600
5:00 PM	18	85	13	47	116	7	42	182	35	6	67	26	644
5:15 PM	24	96	13	46	102	16	30	181	33	7	85	25	658
5:30 PM	24	74	13	35	90	11	33	192	31	9	74	24	610
5:45 PM	16	73	8	37	85	13	24	180	20	10	66	21	553
VOLUMES	146	659	85	285	715	120	243	1,288	197	64	547	175	4,524
APPROACH %	16%	74%	10%	25%	64%	11%	14%	75%	11%	8%	70%	22%	
APP/DEPART	890	/	1,077	1,120	/	976	1,728	/	1,658	786	/	813	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	82	347	48	173	409	60	142	711	118	28	292	102	2,512
APPROACH %	17%	73%	10%	27%	64%	9%	15%	73%	12%	7%	69%	24%	
PEAK HR FACTOR	0.897			0.933			0.937			0.902			0.954
APP/DEPART	477	/	591	642	/	555	971	/	932	422	/	434	0

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
<b>AM</b>					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
<b>PM</b>					
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
<b>AM</b>					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
<b>PM</b>					
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
<b>AM</b>					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
<b>PM</b>					
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
<b>AM</b>					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
<b>PM</b>					
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0





## INTERSECTION TURNING MOVEMENT COUNTS

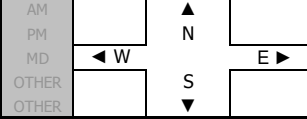
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Thu, Dec 8, 16

**LOCATION:** Redlands  
**NORTH & SOUTH:** Alabama  
**EAST & WEST:** Lugonia

**PROJECT #:** SC1151  
**LOCATION #:** 6  
**CONTROL:** SIGNAL

NOTES:

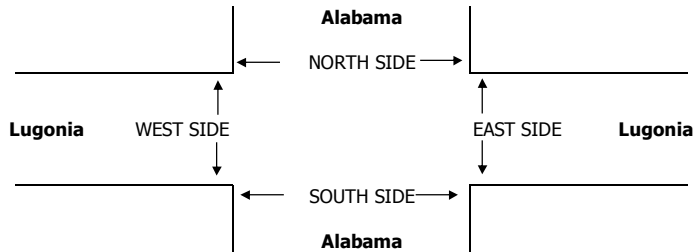


LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Alabama			Alabama			Lugonia			Lugonia			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	3	0	1	2	0	1	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	Alabama			Alabama			Lugonia			Lugonia				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
<b>AM</b>	7:00 AM	11	56	21	5	65	11	5	15	8	34	48	8	287
	7:15 AM	12	69	19	7	62	13	8	9	7	53	67	10	336
	7:30 AM	19	70	20	7	108	13	14	14	8	49	98	15	435
	7:45 AM	28	85	42	4	97	17	10	18	6	64	94	20	485
	8:00 AM	28	93	36	10	87	27	9	18	13	46	71	14	452
	8:15 AM	29	74	31	5	79	8	10	34	13	62	44	10	399
	8:30 AM	16	93	23	6	79	13	14	22	20	49	58	9	402
	8:45 AM	40	90	40	10	88	17	14	26	16	57	63	9	470
	VOLUMES	183	630	232	54	665	119	84	156	91	414	543	95	3,266
	APPROACH %	18%	60%	22%	6%	79%	14%	25%	47%	27%	39%	52%	9%	
APP/DEPART	1,045	/	810	838	/	1,180	331	/	441	1,052	/	835	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	104	322	129	26	371	65	43	84	40	221	307	59	1,771	
APPROACH %	19%	58%	23%	6%	80%	14%	26%	50%	24%	38%	52%	10%		
PEAK HR FACTOR	0.884			0.902			0.732			0.824			0.913	
APP/DEPART	555	/	425	462	/	641	167	/	238	587	/	467	0	
<b>PM</b>	4:00 PM	36	179	86	32	144	31	48	111	27	79	111	17	901
	4:15 PM	42	157	88	35	135	21	37	90	31	67	88	20	811
	4:30 PM	34	178	108	24	129	28	38	122	29	83	97	24	894
	4:45 PM	21	131	105	37	134	15	46	117	33	91	102	28	860
	5:00 PM	25	144	109	44	153	15	53	125	28	82	95	23	896
	5:15 PM	30	156	81	43	124	28	44	135	27	83	78	25	854
	5:30 PM	28	169	69	27	155	38	52	86	28	77	110	24	863
	5:45 PM	28	134	64	31	121	33	45	113	31	82	110	27	819
	VOLUMES	244	1,248	710	273	1,095	209	363	899	234	644	791	188	6,898
	APPROACH %	11%	57%	32%	17%	69%	13%	24%	60%	16%	40%	49%	12%	
APP/DEPART	2,202	/	1,819	1,577	/	1,983	1,496	/	1,862	1,623	/	1,234	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	110	609	403	148	540	86	181	499	117	339	372	100	3,504	
APPROACH %	10%	54%	36%	19%	70%	11%	23%	63%	15%	42%	46%	12%		
PEAK HR FACTOR	0.877			0.913			0.967			0.917			0.978	
APP/DEPART	1,122	/	897	774	/	1,003	797	/	1,043	811	/	561	0	

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
3	1	0	0	4
0	0	0	0	0
2	0	0	0	2
4	0	0	0	4
0	0	0	0	0
1	0	0	0	1
10	1	0	0	11
1	0	0	0	1
1	0	0	0	1
4	0	0	0	4
0	0	0	0	0
1	1	0	0	2
2	6	0	0	8
0	6	0	0	6
1	7	0	0	8
10	20	0	0	30



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
<b>AM</b>	7:00 AM	0	0	0	0
	7:15 AM	0	0	0	0
	7:30 AM	0	0	0	0
	7:45 AM	0	0	0	0
	8:00 AM	0	0	0	0
	8:15 AM	0	0	0	0
	8:30 AM	0	0	0	0
	8:45 AM	0	0	0	0
TOTAL	0	0	0	0	
<b>PM</b>	4:00 PM	0	0	0	0
	4:15 PM	0	0	0	0
	4:30 PM	0	0	0	0
	4:45 PM	0	0	0	0
	5:00 PM	0	0	0	0
	5:15 PM	0	0	0	0
	5:30 PM	0	0	0	0
	5:45 PM	0	0	0	0
TOTAL	0	0	0	0	

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
<b>AM</b>	7:00 AM	0	0	0	0
	7:15 AM	0	0	0	0
	7:30 AM	0	0	0	0
	7:45 AM	0	0	0	0
	8:00 AM	0	0	0	0
	8:15 AM	0	0	0	0
	8:30 AM	0	0	0	0
	8:45 AM	0	0	0	0
TOTAL	0	0	0	0	
<b>PM</b>	4:00 PM	0	0	0	0
	4:15 PM	0	0	0	0
	4:30 PM	0	0	0	0
	4:45 PM	0	0	0	0
	5:00 PM	0	0	0	0
	5:15 PM	0	0	0	0
	5:30 PM	0	0	0	0
	5:45 PM	0	0	0	0
TOTAL	0	0	0	0	

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
<b>AM</b>	7:00 AM	0	0	0	0
	7:15 AM	0	0	0	0
	7:30 AM	0	0	0	0
	7:45 AM	0	0	0	0
	8:00 AM	0	0	0	0
	8:15 AM	0	0	0	0
	8:30 AM	0	0	0	0
	8:45 AM	0	0	0	0
TOTAL	0	0	0	0	
<b>PM</b>	4:00 PM	0	0	0	0
	4:15 PM	0	0	0	0
	4:30 PM	0	0	0	0
	4:45 PM	0	0	0	0
	5:00 PM	0	0	0	0
	5:15 PM	0	0	0	0
	5:30 PM	0	0	0	0
	5:45 PM	0	0	0	0
TOTAL	0	0	0	0	













# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Tue, Dec 6, 16

**LOCATION:**  
NORTH & SOUTH: Alabama  
EAST & WEST: Redlands

**PROJECT #:** SC1151  
**LOCATION #:** 12  
**CONTROL:** SIGNAL

NOTES:	AM PM MD OTHER OTHER	▲ N ▼ S	← W E →	
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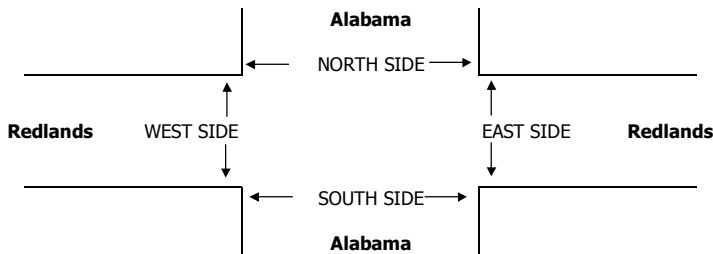
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Alabama	Alabama	Alabama	Redlands	Redlands	Redlands	Redlands	Redlands	Redlands	Redlands	Redlands		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	3	0	2	2	0	2	2	1	2	2	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Alabama	Alabama	Alabama	Redlands	Redlands	Redlands	Redlands	Redlands	Redlands	Redlands	Redlands		
<b>AM</b>													
7:00 AM	13	118	1	17	68	31	14	28	5	7	26	9	337
7:15 AM	19	119	1	18	95	37	14	23	11	9	61	18	425
7:30 AM	38	132	6	20	113	38	25	56	6	13	68	20	535
7:45 AM	25	135	3	20	143	52	25	51	13	6	94	20	587
8:00 AM	26	108	5	20	128	63	33	56	16	13	96	23	587
8:15 AM	20	90	5	36	134	68	33	54	16	17	122	25	620
8:30 AM	34	101	6	19	100	49	37	50	14	14	92	27	543
8:45 AM	18	101	13	23	139	66	47	65	12	8	77	22	591
VOLUMES	193	904	40	173	920	404	228	383	93	87	636	164	4,225
APPROACH %	17%	80%	4%	12%	61%	27%	32%	54%	13%	10%	72%	18%	
APP/DEPART	1,137	/	1,335	1,497	/	1,102	704	/	563	887	/	1,225	0
BEGIN PEAK HR	8:00 AM												
VOLUMES	98	400	29	98	501	246	150	225	58	52	387	97	2,341
APPROACH %	19%	76%	6%	12%	59%	29%	35%	52%	13%	10%	72%	18%	
PEAK HR FACTOR	0.934			0.888			0.873			0.817			0.944
APP/DEPART	527	/	666	845	/	614	433	/	337	536	/	724	0
<b>PM</b>													
4:00 PM	36	145	12	26	117	40	103	169	34	21	97	45	845
4:15 PM	37	145	12	37	127	57	72	140	17	22	106	21	793
4:30 PM	29	144	20	28	119	38	74	177	21	26	90	35	801
4:45 PM	32	110	27	30	120	44	86	173	31	28	113	40	834
5:00 PM	45	174	13	39	139	46	81	171	28	21	109	47	913
5:15 PM	38	138	14	44	109	46	92	140	26	34	89	37	807
5:30 PM	35	94	12	39	139	57	75	190	37	18	88	44	828
5:45 PM	32	115	6	41	117	59	90	152	21	26	80	26	765
VOLUMES	284	1,065	116	284	987	387	673	1,312	215	196	772	295	6,586
APPROACH %	19%	73%	8%	17%	60%	23%	31%	60%	10%	16%	61%	23%	
APP/DEPART	1,465	/	2,061	1,658	/	1,384	2,200	/	1,721	1,263	/	1,420	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	150	516	66	152	507	193	334	674	122	101	399	168	3,382
APPROACH %	20%	70%	9%	18%	60%	23%	30%	60%	11%	15%	60%	25%	
PEAK HR FACTOR	0.789			0.906			0.935			0.923			0.926
APP/DEPART	732	/	1,032	852	/	724	1,130	/	895	668	/	731	0

NB	SB	EB	WB	TTL
2	3	0	4	9
8	4	1	3	16
2	4	0	5	11
5	6	1	5	17
2	3	0	4	9
3	4	0	8	15
2	2	0	1	5
1	4	0	9	14
25	30	2	39	96



	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
<b>AM</b>					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
<b>PM</b>					
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
<b>AM</b>					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
<b>PM</b>					
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
<b>AM</b>					
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
<b>PM</b>					
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0



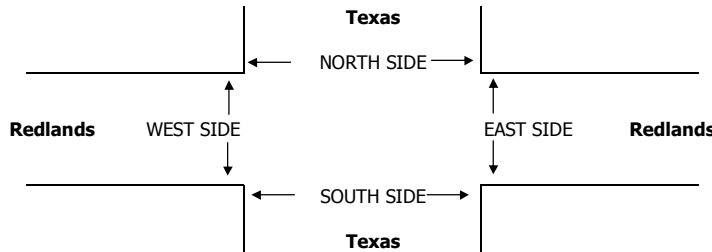
# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Thu, Dec 8, 16	LOCATION: <b>Redlands</b> NORTH & SOUTH: <b>Texas</b> EAST & WEST: <b>Redlands</b>	PROJECT #: <b>SC1151</b> LOCATION #: <b>14</b> CONTROL: <b>SIGNAL</b>													
<b>NOTES:</b>		<table border="1" style="margin: auto;"> <tr> <td style="text-align: center;">AM</td> <td rowspan="2" style="font-size: 2em; vertical-align: middle;">▲</td> <td rowspan="2" style="text-align: center;">N</td> </tr> <tr> <td style="text-align: center;">PM</td> </tr> <tr> <td style="text-align: center;">MD</td> <td rowspan="2" style="font-size: 2em; vertical-align: middle;">◀</td> <td rowspan="2" style="text-align: center;">W</td> </tr> <tr> <td style="text-align: center;">OTHER</td> </tr> <tr> <td style="text-align: center;">OTHER</td> <td rowspan="2" style="font-size: 2em; vertical-align: middle;">▼</td> <td rowspan="2" style="text-align: center;">S</td> </tr> <tr> <td style="text-align: center;">OTHER</td> </tr> </table>		AM	▲	N	PM	MD	◀	W	OTHER	OTHER	▼	S	OTHER
AM	▲	N													
PM															
MD	◀	W													
OTHER															
OTHER	▼	S													
OTHER															

Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	Texas			Texas			Redlands			Redlands				NB	SB	EB	WB	TTL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR						
<b>AM</b>																		
7:00 AM	16	57	20	5	54	9	3	39	6	13	53	6	281	0	0	0	2	2
7:15 AM	10	35	18	13	59	15	4	41	5	22	103	11	336	0	0	0	1	1
7:30 AM	16	47	15	15	99	21	9	29	7	28	116	8	410	0	0	0	3	3
7:45 AM	19	83	14	13	109	25	6	51	8	27	119	9	483	0	0	0	1	1
8:00 AM	18	85	15	15	82	29	9	39	12	31	94	12	441	0	0	0	1	1
8:15 AM	20	58	11	13	59	20	10	34	10	11	93	20	359	0	0	0	1	1
8:30 AM	20	43	15	14	51	13	12	50	9	16	83	10	336	0	0	0	0	0
8:45 AM	10	54	5	14	62	12	11	49	10	11	88	12	338	0	0	0	1	1
VOLUMES	129	462	113	102	575	144	64	332	67	159	749	88	2,984	0	0	0	10	10
APPROACH %	18%	66%	16%	12%	70%	18%	14%	72%	14%	16%	75%	9%						
APP/DEPART	704	/	614	821	/	791	463	/	557	996	/	1,022	0					
BEGIN PEAK HR	7:30 AM																	
VOLUMES	73	273	55	56	349	95	34	153	37	97	422	49	1,693					
APPROACH %	18%	68%	14%	11%	70%	19%	15%	68%	17%	17%	74%	9%						
PEAK HR FACTOR	0.850			0.850			0.862			0.916			0.876					
APP/DEPART	401	/	356	500	/	477	224	/	270	568	/	590	0					
<b>PM</b>																		
4:00 PM	9	75	22	19	61	9	30	161	23	17	113	22	561	0	0	2	2	4
4:15 PM	14	71	11	24	69	13	30	185	25	21	64	17	544	0	0	0	1	1
4:30 PM	20	91	18	29	61	9	33	204	29	15	88	19	616	0	0	0	0	0
4:45 PM	25	92	27	28	63	22	31	222	26	20	85	16	657	0	0	0	0	0
5:00 PM	17	78	15	31	66	12	53	264	40	24	82	14	696	0	0	1	0	1
5:15 PM	24	104	18	35	66	5	54	246	33	21	62	15	683	0	0	0	2	2
5:30 PM	17	83	14	17	66	7	45	270	43	15	59	9	645	0	0	0	3	3
5:45 PM	21	74	11	24	74	3	24	224	38	23	60	8	584	0	0	1	2	3
VOLUMES	147	668	136	207	526	80	300	1,776	257	156	613	120	4,986	0	0	4	10	14
APPROACH %	15%	70%	14%	25%	65%	10%	13%	76%	11%	18%	69%	13%						
APP/DEPART	951	/	1,084	813	/	929	2,333	/	2,129	889	/	844	0					
BEGIN PEAK HR	4:45 PM																	
VOLUMES	83	357	74	111	261	46	183	1,002	142	80	288	54	2,681					
APPROACH %	16%	69%	14%	27%	62%	11%	14%	76%	11%	19%	68%	13%						
PEAK HR FACTOR	0.880			0.925			0.927			0.872			0.963					
APP/DEPART	514	/	593	418	/	478	1,327	/	1,192	422	/	418	0					



	PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	
<b>AM</b>																
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>PM</b>																
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

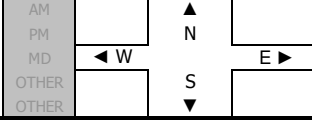
T816

DATE:  
Thu, Dec 8, 16

LOCATION:  
NORTH & SOUTH: Redlands  
EAST & WEST: Orange  
Redlands

PROJECT #: SC1151  
LOCATION #: 15  
CONTROL: SIGNAL

NOTES:



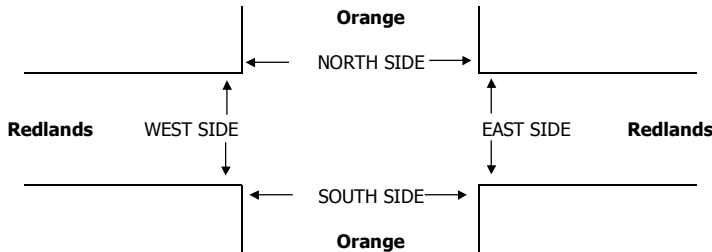
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Orange	Orange	Orange	Orange	Orange	Orange	Redlands	Redlands	Redlands	Redlands	Redlands	Redlands	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Orange	Orange	Orange	Orange	Orange	Orange	Redlands	Redlands	Redlands	Redlands	Redlands	Redlands	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	3	82	5	23	32	5	10	90	8	0	71	55	384
7:15 AM	8	96	5	21	54	5	5	101	9	16	137	86	543
7:30 AM	7	99	3	13	63	11	12	53	12	10	137	76	496
7:45 AM	7	121	7	12	71	9	12	57	15	6	134	40	491
8:00 AM	13	114	9	11	62	19	23	53	9	9	97	43	462
8:15 AM	13	96	9	20	49	6	11	60	12	3	90	41	410
8:30 AM	10	75	8	18	47	15	12	63	12	8	94	40	402
8:45 AM	6	76	7	20	58	8	17	63	22	11	81	39	408
VOLUMES	67	759	53	138	436	78	102	540	99	63	841	420	3,596
APPROACH %	8%	86%	6%	21%	67%	12%	14%	73%	13%	5%	64%	32%	
APP/DEPART	879	/	1,278	652	/	597	741	/	732	1,324	/	989	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	35	430	24	57	250	44	52	264	45	41	505	245	1,992
APPROACH %	7%	88%	5%	16%	71%	13%	14%	73%	12%	5%	64%	31%	
PEAK HR FACTOR	0.899			0.954			0.785			0.827			0.917
APP/DEPART	489	/	726	351	/	335	361	/	346	791	/	585	0
PM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Orange	Orange	Orange	Orange	Orange	Orange	Redlands	Redlands	Redlands	Redlands	Redlands	Redlands	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	13	129	13	29	77	13	36	147	22	11	89	49	628
4:15 PM	6	112	10	38	81	20	43	146	25	9	74	57	621
4:30 PM	9	137	10	47	89	21	40	157	26	14	67	50	667
4:45 PM	12	127	14	34	82	24	52	159	21	19	69	60	673
5:00 PM	15	157	13	37	83	23	40	192	21	22	64	53	720
5:15 PM	15	135	7	34	89	11	46	195	30	19	70	64	715
5:30 PM	13	129	16	35	81	14	53	188	19	11	65	45	669
5:45 PM	14	90	9	24	53	13	49	176	22	18	53	46	567
VOLUMES	97	1,016	92	278	635	139	359	1,360	186	123	551	424	5,260
APPROACH %	8%	84%	8%	26%	60%	13%	19%	71%	10%	11%	50%	39%	
APP/DEPART	1,205	/	1,789	1,052	/	942	1,905	/	1,732	1,098	/	797	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	55	548	50	140	335	72	191	734	91	71	268	222	2,777
APPROACH %	8%	84%	8%	26%	61%	13%	19%	72%	9%	13%	48%	40%	
PEAK HR FACTOR	0.882			0.956			0.937			0.917			0.964
APP/DEPART	653	/	956	547	/	496	1,016	/	925	561	/	400	0

NB	SB	EB	WB	TTL
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	3	1	4
0	0	2	0	2
0	0	1	0	1
0	0	2	1	3
0	0	3	1	4
0	0	0	0	0
0	0	0	0	0
0	0	2	0	2
0	0	0	0	0
0	0	10	2	12



AM	PEDESTRIAN + BIKE CROSSINGS					
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
7:00 AM	0	0	0	0	0	
7:15 AM	0	0	0	0	0	
7:30 AM	0	0	0	0	0	
7:45 AM	0	0	0	0	0	
8:00 AM	0	0	0	0	0	
8:15 AM	0	0	0	0	0	
8:30 AM	0	0	0	0	0	
8:45 AM	0	0	0	0	0	
TOTAL	0	0	0	0	0	
PM	PEDESTRIAN + BIKE CROSSINGS					
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	0	0	0
	5:00 PM	0	0	0	0	0
	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	
5:45 PM	0	0	0	0	0	
TOTAL	0	0	0	0	0	

AM	PEDESTRIAN CROSSINGS					
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
7:00 AM	0	0	0	0	0	
7:15 AM	0	0	0	0	0	
7:30 AM	0	0	0	0	0	
7:45 AM	0	0	0	0	0	
8:00 AM	0	0	0	0	0	
8:15 AM	0	0	0	0	0	
8:30 AM	0	0	0	0	0	
8:45 AM	0	0	0	0	0	
TOTAL	0	0	0	0	0	
PM	PEDESTRIAN CROSSINGS					
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	0	0	0
	5:00 PM	0	0	0	0	0
	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	
5:45 PM	0	0	0	0	0	
TOTAL	0	0	0	0	0	

AM	BICYCLE CROSSINGS					
	NS	SS	ES	WS	TOTAL	
7:00 AM	0	0	0	0	0	
7:15 AM	0	0	0	0	0	
7:30 AM	0	0	0	0	0	
7:45 AM	0	0	0	0	0	
8:00 AM	0	0	0	0	0	
8:15 AM	0	0	0	0	0	
8:30 AM	0	0	0	0	0	
8:45 AM	0	0	0	0	0	
TOTAL	0	0	0	0	0	
PM	BICYCLE CROSSINGS					
	NS	SS	ES	WS	TOTAL	
	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	0	0	0
	5:00 PM	0	0	0	0	0
	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	
5:45 PM	0	0	0	0	0	
TOTAL	0	0	0	0	0	

















# INTERSECTION TURNING MOVEMENT COUNTS

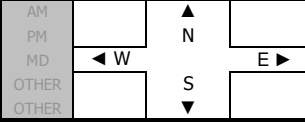
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:  
Wed, Dec 7, 16

LOCATION: **Redlands**  
NORTH & SOUTH: **Alabama**  
EAST & WEST: **Barton**

PROJECT #: **SC1151**  
LOCATION #: **23**  
CONTROL: **SIGNAL**

NOTES:



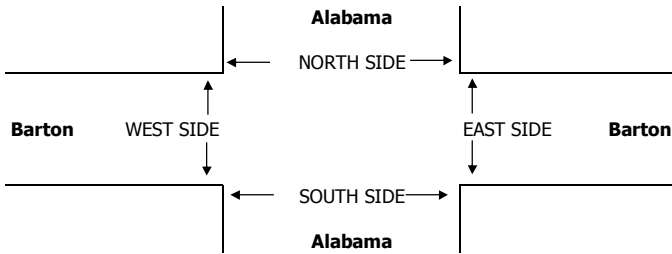
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Alabama			Alabama			Barton			Barton			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	1.5	0.5	1	1	2	0	1	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Alabama			Alabama			Barton			Barton			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	6	8	1	20	0	42	18	50	1	1	74	34	255
7:15 AM	5	10	2	35	0	34	39	57	1	2	106	43	334
7:30 AM	5	13	6	39	2	41	36	77	1	2	145	57	424
7:45 AM	5	14	8	56	4	60	45	110	2	2	173	58	537
8:00 AM	6	7	2	39	0	50	29	109	2	4	134	63	445
8:15 AM	2	2	4	30	5	54	43	116	1	2	122	48	429
8:30 AM	3	6	3	18	2	48	49	61	2	4	117	29	342
8:45 AM	5	7	2	19	4	38	52	61	3	2	107	42	342
VOLUMES	37	67	28	256	17	367	311	641	13	19	978	374	3,108
APPROACH %	28%	51%	21%	40%	3%	57%	32%	66%	1%	1%	71%	27%	
APP/DEPART	132	/	741	640	/	48	965	/	926	1,371	/	1,393	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	18	36	20	164	11	205	153	412	6	10	574	226	1,835
APPROACH %	24%	49%	27%	43%	3%	54%	27%	72%	1%	1%	71%	28%	
PEAK HR FACTOR	0.685			0.792			0.892			0.869			0.854
APP/DEPART	74	/	408	380	/	26	571	/	597	810	/	804	0
4:00 PM	0	5	4	50	5	44	78	129	2	3	70	39	429
4:15 PM	2	5	1	68	11	54	72	163	5	7	70	39	497
4:30 PM	1	5	4	64	13	42	65	158	4	4	98	38	496
4:45 PM	3	7	3	53	4	37	89	165	4	9	72	35	481
5:00 PM	0	5	4	70	7	49	77	208	8	5	119	29	581
5:15 PM	4	4	5	71	12	47	72	210	10	12	103	32	582
5:30 PM	3	9	3	69	9	49	58	196	4	15	85	34	534
5:45 PM	1	8	6	56	7	37	62	163	4	11	87	28	470
VOLUMES	14	48	30	501	68	359	573	1,392	41	66	704	274	4,070
APPROACH %	15%	52%	33%	54%	7%	39%	29%	69%	2%	6%	67%	26%	
APP/DEPART	92	/	890	928	/	171	2,006	/	1,927	1,044	/	1,082	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	10	25	15	263	32	182	296	779	26	41	379	130	2,178
APPROACH %	20%	50%	30%	55%	7%	38%	27%	71%	2%	7%	69%	24%	
PEAK HR FACTOR	0.833			0.917			0.939			0.899			0.936
APP/DEPART	50	/	448	477	/	97	1,101	/	1,059	550	/	574	0

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	7	0	7
0	0	0	1	1
0	0	0	0	0
0	0	1	0	1
0	0	3	0	3
0	0	11	1	12
0	0	0	0	0
0	0	1	0	1
0	0	2	2	4
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	1	1	2
0	0	5	4	9



AM	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0

PM	PEDESTRIAN + BIKE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0

AM	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0

PM	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0

AM	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0







**ADT1 Orange north of Pioneer.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	14	7			12:00	88	82		
0:15	10	9			12:15	86	88		
0:30	5	7			12:30	71	77		
0:45	3	32	5	28	12:45	77	322	77	324
1:00	3	4			13:00	87	78		
1:15	2	5			13:15	82	84		
1:30	9	5			13:30	81	87		
1:45	7	21	4	18	13:45	99	349	107	356
2:00	6	5			14:00	137	143		
2:15	4	2			14:15	123	132		
2:30	3	4			14:30	182	133		
2:45	4	17	3	14	14:45	237	679	135	543
3:00	2	5			15:00	192	162		
3:15	5	2			15:15	177	158		
3:30	6	6			15:30	174	172		
3:45	9	22	3	16	15:45	135	678	137	629
4:00	3	6			16:00	160	146		
4:15	6	4			16:15	132	155		
4:30	6	5			16:30	184	199		
4:45	11	26	9	24	16:45	195	671	228	728
5:00	8	10			17:00	212	193		
5:15	21	18			17:15	239	181		
5:30	7	15			17:30	215	185		
5:45	19	55	20	63	17:45	168	834	212	771
6:00	28	31			18:00	151	157		
6:15	46	41			18:15	114	144		
6:30	47	63			18:30	117	92		
6:45	84	205	166	301	18:45	107	489	98	491
7:00	136	253			19:00	93	68		
7:15	184	236			19:15	83	74		
7:30	202	136			19:30	94	48		
7:45	119	641	175	800	19:45	57	327	49	239
8:00	109	91			20:00	63	57		
8:15	122	82			20:15	79	42		
8:30	83	99			20:30	67	44		
8:45	76	390	71	343	20:45	61	270	31	174
9:00	78	70			21:00	61	41		
9:15	67	87			21:15	59	39		
9:30	52	84			21:30	38	23		
9:45	54	251	64	305	21:45	40	198	22	125
10:00	68	57			22:00	36	33		
10:15	70	57			22:15	44	26		
10:30	57	80			22:30	30	16		
10:45	69	264	65	259	22:45	17	127	23	98
11:00	66	64			23:00	16	25		
11:15	83	100			23:15	10	14		
11:30	74	97			23:30	12	11		
11:45	90	313	76	337	23:45	14	52	7	57

**Total Vol.**            2237            2508                            **4745**                            4996            4535                            **9531**

**Daily Totals**

NB	SB	EB	WB	Combined
7233	7043			<b>14276</b>

**AM**

**PM**

<b>Split %</b>	47.1%	52.9%	<b>33.2%</b>	52.4%	47.6%	<b>66.8%</b>
<b>Peak Hour</b>	7:00	7:00	<b>7:00</b>	16:45	16:30	<b>16:45</b>
<b>Volume</b>	641	800	<b>1441</b>	861	801	<b>1648</b>
<b>P.H.F.</b>	0.79	0.79	<b>0.86</b>	0.93	0.88	<b>0.97</b>

**ADT2 Orange between Stuart and Oriental.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	28	11			12:00	218	126		
0:15	25	14			12:15	227	131		
0:30	19	9			12:30	170	132		
0:45	19	91	14	48	12:45	218	833	157	546
1:00	19	9			13:00	233	152		
1:15	19	4			13:15	209	158		
1:30	16	3			13:30	185	127		
1:45	22	76	7	23	13:45	205	832	151	588
2:00	11	7			14:00	189	141		
2:15	15	8			14:15	219	137		
2:30	12	7			14:30	213	150		
2:45	11	49	2	24	14:45	215	836	143	571
3:00	9	4			15:00	192	136		
3:15	5	0			15:15	264	171		
3:30	7	6			15:30	209	147		
3:45	13	34	3	13	15:45	224	889	135	589
4:00	9	4			16:00	271	135		
4:15	17	6			16:15	255	141		
4:30	20	10			16:30	234	160		
4:45	24	70	8	28	16:45	238	998	121	557
5:00	24	15			17:00	179	147		
5:15	47	16			17:15	128	138		
5:30	36	17			17:30	136	138		
5:45	52	159	14	62	17:45	125	568	145	568
6:00	45	17			18:00	102	119		
6:15	53	25			18:15	98	120		
6:30	87	35			18:30	98	126		
6:45	108	293	58	135	18:45	97	395	118	483
7:00	122	61			19:00	88	120		
7:15	184	92			19:15	97	104		
7:30	191	106			19:30	90	78		
7:45	189	686	106	365	19:45	96	371	66	368
8:00	157	101			20:00	100	70		
8:15	142	84			20:15	93	57		
8:30	145	82			20:30	95	69		
8:45	136	580	114	381	20:45	100	388	54	250
9:00	156	96			21:00	87	47		
9:15	157	107			21:15	89	59		
9:30	149	117			21:30	107	44		
9:45	160	622	144	464	21:45	79	362	48	198
10:00	167	112			22:00	62	37		
10:15	178	117			22:15	53	31		
10:30	173	117			22:30	48	36		
10:45	157	675	119	465	22:45	47	210	36	140
11:00	203	123			23:00	55	33		
11:15	216	137			23:15	31	10		
11:30	206	182			23:30	41	22		
11:45	218	843	161	603	23:45	27	154	12	77

**Total Vol.** 4178 2611 **6789** 6836 4935 **11771**

**Daily Totals**

NB	SB	EB	WB	Combined
11014	7546			<b>18560</b>

**AM**

**PM**

<b>Split %</b>	61.5%	38.5%	<b>36.6%</b>	58.1%	41.9%	<b>63.4%</b>
<b>Peak Hour</b>	11:30	11:15	<b>11:30</b>	16:00	14:30	<b>15:15</b>
<b>Volume</b>	869	606	<b>1469</b>	998	600	<b>1556</b>
<b>P.H.F.</b>	0.96	0.83	<b>0.95</b>	0.92	0.88	<b>0.89</b>

**ADT3 Cajon between Vine and Olive.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	6	7			12:00	127	58		
0:15	2	6			12:15	98	79		
0:30	3	4			12:30	91	86		
0:45	0	11	3	20	12:45	122	438	82	305
1:00	6	5			13:00	102	80		
1:15	5	3			13:15	112	98		
1:30	5	0			13:30	111	73		
1:45	0	16	3	11	13:45	101	426	98	349
2:00	2	4			14:00	92	92		
2:15	0	2			14:15	124	86		
2:30	0	3			14:30	117	77		
2:45	3	5	2	11	14:45	141	474	84	339
3:00	2	3			15:00	113	86		
3:15	2	2			15:15	127	84		
3:30	0	0			15:30	98	89		
3:45	2	6	6	11	15:45	117	455	80	339
4:00	3	2			16:00	128	105		
4:15	9	2			16:15	116	94		
4:30	6	4			16:30	105	105		
4:45	7	25	3	11	16:45	111	460	73	377
5:00	11	7			17:00	102	90		
5:15	22	4			17:15	74	93		
5:30	20	10			17:30	83	86		
5:45	28	81	8	29	17:45	83	342	65	334
6:00	35	11			18:00	69	77		
6:15	32	12			18:15	86	52		
6:30	60	20			18:30	58	37		
6:45	79	206	35	78	18:45	45	258	42	208
7:00	85	49			19:00	55	29		
7:15	114	57			19:15	41	37		
7:30	133	89			19:30	43	20		
7:45	137	469	83	278	19:45	34	173	26	112
8:00	144	67			20:00	39	23		
8:15	128	75			20:15	38	25		
8:30	107	58			20:30	39	23		
8:45	103	482	64	264	20:45	36	152	18	89
9:00	124	65			21:00	22	12		
9:15	101	58			21:15	34	24		
9:30	84	51			21:30	28	26		
9:45	117	426	52	226	21:45	13	97	23	85
10:00	104	51			22:00	20	18		
10:15	101	58			22:15	15	19		
10:30	115	61			22:30	9	27		
10:45	99	419	70	240	22:45	9	53	13	77
11:00	106	84			23:00	17	9		
11:15	116	77			23:15	6	7		
11:30	109	71			23:30	11	9		
11:45	118	449	97	329	23:45	2	36	4	29

**Total Vol.**                      2595                      1508                                      **4103**                                      3364                      2643                                      **6007**

**Daily Totals**

NB	SB	EB	WB	Combined
5959	4151			<b>10110</b>

**AM**

**PM**

Split %	63.2%	36.8%	<b>40.6%</b>	56.0%	44.0%	<b>59.4%</b>
Peak Hour	7:30	11:00	<b>7:30</b>	14:30	15:45	<b>15:45</b>
Volume	542	329	<b>856</b>	498	384	<b>850</b>
P.H.F.	0.94	0.85	<b>0.96</b>	0.86	0.91	<b>0.91</b>

**ADT4 Alabama between Palmetto and Pioneer.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	32	40			12:00	115	104		
0:15	28	21			12:15	130	122		
0:30	16	28			12:30	132	117		
0:45	25	101	30	119	12:45	144	521	143	486
1:00	21	22			13:00	149	134		
1:15	19	32			13:15	127	112		
1:30	13	37			13:30	111	91		
1:45	19	72	33	124	13:45	119	506	123	460
2:00	9	16			14:00	123	113		
2:15	23	16			14:15	152	118		
2:30	12	28			14:30	203	127		
2:45	15	59	30	90	14:45	207	685	141	499
3:00	15	32			15:00	147	152		
3:15	19	19			15:15	156	161		
3:30	47	112			15:30	138	168		
3:45	98	179	68	231	15:45	160	601	182	663
4:00	26	32			16:00	171	158		
4:15	13	30			16:15	197	154		
4:30	31	62			16:30	182	214		
4:45	35	105	51	175	16:45	178	728	234	760
5:00	36	30			17:00	199	178		
5:15	72	43			17:15	188	203		
5:30	69	45			17:30	204	184		
5:45	89	266	79	197	17:45	204	795	177	742
6:00	39	59			18:00	148	147		
6:15	38	46			18:15	170	117		
6:30	63	71			18:30	104	104		
6:45	96	236	114	290	18:45	116	538	78	446
7:00	95	188			19:00	91	71		
7:15	117	212			19:15	77	58		
7:30	120	182			19:30	79	67		
7:45	98	430	156	738	19:45	78	325	44	240
8:00	82	121			20:00	76	40		
8:15	68	109			20:15	57	57		
8:30	89	93			20:30	85	45		
8:45	78	317	123	446	20:45	74	292	40	182
9:00	76	84			21:00	70	37		
9:15	69	74			21:15	61	36		
9:30	51	89			21:30	95	46		
9:45	70	266	100	347	21:45	98	324	31	150
10:00	85	82			22:00	65	67		
10:15	65	97			22:15	51	39		
10:30	87	103			22:30	55	43		
10:45	91	328	106	388	22:45	53	224	39	188
11:00	87	79			23:00	47	30		
11:15	99	100			23:15	52	32		
11:30	95	101			23:30	60	35		
11:45	90	371	96	376	23:45	33	192	35	132

**Total Vol.**            2730            3521                            **6251**                            5731            4948                            **10679**

**Daily Totals**

NB	SB	EB	WB	Combined
8461	8469			<b>16930</b>

**AM**

**PM**

<b>Split %</b>	43.7%	56.3%	<b>36.9%</b>	53.7%	46.3%	<b>63.1%</b>
<b>Peak Hour</b>	11:45	7:00	<b>7:00</b>	17:00	16:30	<b>16:30</b>
<b>Volume</b>	467	738	<b>1168</b>	795	829	<b>1576</b>
<b>P.H.F.</b>	0.88	0.87	<b>0.89</b>	0.97	0.89	<b>0.96</b>

**ADT5 Alabama between Park and Citrus.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	6	15			12:00	159	133		
0:15	7	16			12:15	118	123		
0:30	7	13			12:30	152	157		
0:45	9	29	13	57	12:45	140	569	140	553
1:00	9	6			13:00	149	136		
1:15	9	10			13:15	123	146		
1:30	4	13			13:30	112	145		
1:45	6	28	7	36	13:45	124	508	98	525
2:00	2	12			14:00	140	146		
2:15	4	5			14:15	122	143		
2:30	0	3			14:30	139	136		
2:45	3	9	6	26	14:45	165	566	148	573
3:00	9	6			15:00	159	148		
3:15	10	9			15:15	150	156		
3:30	15	13			15:30	181	157		
3:45	20	54	16	44	15:45	161	651	126	587
4:00	11	9			16:00	152	150		
4:15	17	6			16:15	137	177		
4:30	30	14			16:30	157	178		
4:45	36	94	27	56	16:45	146	592	168	673
5:00	31	18			17:00	168	172		
5:15	29	30			17:15	158	180		
5:30	41	31			17:30	163	173		
5:45	65	166	58	137	17:45	114	603	150	675
6:00	68	45			18:00	140	149		
6:15	73	51			18:15	130	147		
6:30	115	55			18:30	113	112		
6:45	130	386	82	233	18:45	89	472	109	517
7:00	135	100			19:00	99	122		
7:15	129	106			19:15	92	120		
7:30	159	130			19:30	67	92		
7:45	177	600	119	455	19:45	65	323	82	416
8:00	141	134			20:00	53	82		
8:15	156	116			20:15	61	82		
8:30	126	89			20:30	68	65		
8:45	111	534	134	473	20:45	47	229	85	314
9:00	106	101			21:00	47	60		
9:15	89	102			21:15	50	78		
9:30	134	98			21:30	46	60		
9:45	135	464	97	398	21:45	29	172	47	245
10:00	122	84			22:00	27	60		
10:15	113	86			22:15	20	44		
10:30	102	96			22:30	37	42		
10:45	123	460	127	393	22:45	13	97	34	180
11:00	125	104			23:00	28	32		
11:15	126	105			23:15	18	21		
11:30	125	131			23:30	23	17		
11:45	129	505	141	481	23:45	15	84	28	98

**Total Vol.** 3329 2789 **6118** 4866 5356 **10222**

**Daily Totals**

NB	SB	EB	WB	Combined
8195	8145			<b>16340</b>

**AM**

**PM**

Split %	54.4%	45.6%	<b>37.4%</b>	47.6%	52.4%	<b>62.6%</b>
Peak Hour	7:30	11:45	<b>7:30</b>	14:45	16:30	<b>16:45</b>
Volume	633	554	<b>1132</b>	655	698	<b>1328</b>
P.H.F.	0.89	0.88	<b>0.96</b>	0.95	0.97	<b>0.98</b>

**ADT6 Alabama between Orange and Barton.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	3	6			12:00	121	100		
0:15	6	5			12:15	101	113		
0:30	3	7			12:30	113	106		
0:45	5	17	6	24	12:45	122	457	96	415
1:00	3	4			13:00	119	102		
1:15	4	6			13:15	101	96		
1:30	0	4			13:30	73	112		
1:45	8	15	2	16	13:45	98	391	97	407
2:00	0	5			14:00	116	116		
2:15	3	2			14:15	105	112		
2:30	0	0			14:30	93	99		
2:45	0	3	5	12	14:45	127	441	106	433
3:00	8	3			15:00	134	130		
3:15	2	4			15:15	113	105		
3:30	6	5			15:30	132	128		
3:45	11	27	15	27	15:45	132	511	115	478
4:00	2	4			16:00	114	115		
4:15	11	3			16:15	115	138		
4:30	18	4			16:30	115	155		
4:45	27	58	6	17	16:45	123	467	135	543
5:00	9	7			17:00	122	176		
5:15	15	15			17:15	126	153		
5:30	21	16			17:30	135	148		
5:45	39	84	26	64	17:45	96	479	143	620
6:00	44	21			18:00	111	127		
6:15	47	38			18:15	115	120		
6:30	67	33			18:30	82	81		
6:45	66	224	44	136	18:45	77	385	90	418
7:00	81	79			19:00	80	86		
7:15	96	66			19:15	73	64		
7:30	116	93			19:30	66	68		
7:45	129	422	104	342	19:45	56	275	63	281
8:00	92	106			20:00	39	58		
8:15	122	87			20:15	54	60		
8:30	104	61			20:30	54	43		
8:45	97	415	105	359	20:45	32	179	66	227
9:00	94	59			21:00	43	41		
9:15	82	73			21:15	44	44		
9:30	93	65			21:30	41	37		
9:45	88	357	63	260	21:45	21	149	31	153
10:00	91	63			22:00	29	33		
10:15	88	56			22:15	16	30		
10:30	91	65			22:30	23	27		
10:45	89	359	85	269	22:45	13	81	20	110
11:00	100	79			23:00	21	16		
11:15	106	71			23:15	16	10		
11:30	102	102			23:30	16	8		
11:45	107	415	87	339	23:45	10	63	16	50

**Total Vol.**                      2396                      1865                                      **4261**                                      3878                      4135                                      **8013**

**Daily Totals**

NB	SB	EB	WB	Combined
6274	6000			<b>12274</b>

**AM**

**PM**

<b>Split %</b>	56.2%	43.8%	<b>34.7%</b>	48.4%	51.6%	<b>65.3%</b>
<b>Peak Hour</b>	7:30	11:45	<b>7:30</b>	15:00	17:00	<b>16:45</b>
<b>Volume</b>	459	406	<b>849</b>	511	620	<b>1118</b>
<b>P.H.F.</b>	0.89	0.90	<b>0.91</b>	0.95	0.88	<b>0.94</b>

**ADT7 California north of San Bernardino.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	7	8			12:00	17	46		
0:15	3	9			12:15	57	49		
0:30	5	8			12:30	42	40		
0:45	4	19	3	28	12:45	45	161	40	175
1:00	4	21			13:00	45	40		
1:15	6	11			13:15	35	27		
1:30	2	7			13:30	35	71		
1:45	7	19	0	39	13:45	56	171	50	188
2:00	13	10			14:00	39	73		
2:15	4	13			14:15	50	69		
2:30	11	6			14:30	85	140		
2:45	6	34	10	39	14:45	61	235	73	355
3:00	20	17			15:00	41	61		
3:15	16	17			15:15	50	56		
3:30	21	15			15:30	34	84		
3:45	44	101	14	63	15:45	22	147	36	237
4:00	26	13			16:00	48	51		
4:15	13	11			16:15	29	48		
4:30	39	21			16:30	42	101		
4:45	77	155	21	66	16:45	27	146	46	246
5:00	39	16			17:00	44	47		
5:15	60	11			17:15	33	29		
5:30	84	26			17:30	38	39		
5:45	144	327	38	91	17:45	30	145	23	138
6:00	41	22			18:00	34	29		
6:15	24	13			18:15	30	17		
6:30	38	11			18:30	16	19		
6:45	59	162	37	83	18:45	17	97	33	98
7:00	28	25			19:00	21	25		
7:15	39	41			19:15	17	12		
7:30	54	46			19:30	24	20		
7:45	27	148	34	146	19:45	12	74	15	72
8:00	29	38			20:00	29	22		
8:15	37	26			20:15	15	12		
8:30	43	24			20:30	20	26		
8:45	41	150	32	120	20:45	29	93	17	77
9:00	37	26			21:00	18	23		
9:15	32	48			21:15	14	18		
9:30	27	29			21:30	10	10		
9:45	29	125	31	134	21:45	26	68	16	67
10:00	38	47			22:00	6	20		
10:15	48	37			22:15	11	12		
10:30	35	46			22:30	14	7		
10:45	43	164	33	163	22:45	18	49	6	45
11:00	54	44			23:00	4	19		
11:15	44	46			23:15	6	13		
11:30	51	42			23:30	6	40		
11:45	49	198	27	159	23:45	9	25	14	86

**Total Vol.**            1602            1131                            **2733**                            1411            1784                            **3195**

**Daily Totals**

NB	SB	EB	WB	Combined
3013	2915			<b>5928</b>

**AM**

**PM**

<b>Split %</b>	58.6%	41.4%	<b>46.1%</b>	44.2%	55.8%	<b>53.9%</b>
<b>Peak Hour</b>	5:15	10:30	<b>5:15</b>	14:15	14:00	<b>14:00</b>
<b>Volume</b>	329	169	<b>426</b>	237	355	<b>590</b>
<b>P.H.F.</b>	0.57	0.92	<b>0.59</b>	0.76	0.63	<b>0.66</b>

**ADT8 Nevada between Almond and Lugonia.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	2	2			12:00	43	43		
0:15	0	7			12:15	38	56		
0:30	0	0			12:30	38	39		
0:45	0	2	3	12	12:45	44	163	49	187
1:00	2	0			13:00	36	45		
1:15	0	0			13:15	47	37		
1:30	0	5			13:30	39	43		
1:45	0	2	0	5	13:45	52	174	38	163
2:00	0	2			14:00	42	35		
2:15	0	2			14:15	35	44		
2:30	0	0			14:30	54	54		
2:45	0	0	2	6	14:45	39	170	59	192
3:00	0	2			15:00	60	56		
3:15	0	0			15:15	46	47		
3:30	4	0			15:30	45	79		
3:45	3	7	0	2	15:45	40	191	54	236
4:00	0	2			16:00	61	53		
4:15	0	0			16:15	50	51		
4:30	7	7			16:30	64	85		
4:45	23	30	8	17	16:45	47	222	70	259
5:00	8	5			17:00	79	70		
5:15	12	6			17:15	61	64		
5:30	8	6			17:30	49	49		
5:45	20	48	22	39	17:45	45	234	44	227
6:00	12	19			18:00	43	33		
6:15	12	16			18:15	28	34		
6:30	21	17			18:30	29	29		
6:45	45	90	18	70	18:45	14	114	28	124
7:00	22	22			19:00	24	12		
7:15	35	32			19:15	16	11		
7:30	33	39			19:30	8	28		
7:45	33	123	60	153	19:45	9	57	6	57
8:00	32	55			20:00	8	16		
8:15	32	44			20:15	16	10		
8:30	26	41			20:30	10	11		
8:45	32	122	44	184	20:45	8	42	19	56
9:00	27	31			21:00	5	18		
9:15	27	39			21:15	6	9		
9:30	23	19			21:30	12	8		
9:45	27	104	32	121	21:45	3	26	3	38
10:00	20	51			22:00	6	6		
10:15	29	26			22:15	7	7		
10:30	29	40			22:30	5	3		
10:45	41	119	53	170	22:45	10	28	3	19
11:00	40	39			23:00	4	4		
11:15	39	56			23:15	2	0		
11:30	53	43			23:30	2	0		
11:45	47	179	61	199	23:45	0	8	4	8

**Total Vol.** 826 978 **1804** 1429 1566 **2995**

**Daily Totals**

NB	SB	EB	WB	Combined
2255	2544			<b>4799</b>

**AM**

**PM**

Split %	45.8%	54.2%	<b>37.6%</b>	47.7%	52.3%	<b>62.4%</b>
<b>Peak Hour</b>	11:15	11:15	<b>11:15</b>	16:30	16:30	<b>16:30</b>
<b>Volume</b>	182	203	<b>385</b>	251	289	<b>540</b>
<b>P.H.F.</b>	0.86	0.83	<b>0.89</b>	0.85	0.85	<b>0.91</b>



**ADT9 Texas between Pennsylvania and Lugonia.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	2	0			12:00	32	33		
0:15	6	0			12:15	43	30		
0:30	2	3			12:30	36	49		
0:45	2	12	0	3	12:45	40	151	33	145
1:00	4	0			13:00	30	38		
1:15	0	0			13:15	40	28		
1:30	2	0			13:30	39	40		
1:45	2	8	2	2	13:45	41	150	41	147
2:00	4	0			14:00	50	49		
2:15	0	3			14:15	55	54		
2:30	0	0			14:30	56	58		
2:45	2	6	0	3	14:45	52	213	62	223
3:00	0	2			15:00	39	43		
3:15	4	2			15:15	60	41		
3:30	0	2			15:30	60	67		
3:45	2	6	3	9	15:45	66	225	37	188
4:00	0	0			16:00	80	45		
4:15	3	3			16:15	49	34		
4:30	4	7			16:30	77	52		
4:45	8	15	11	21	16:45	76	282	56	187
5:00	4	9			17:00	86	55		
5:15	2	8			17:15	76	50		
5:30	7	13			17:30	83	49		
5:45	8	21	26	56	17:45	50	295	63	217
6:00	7	9			18:00	46	36		
6:15	9	19			18:15	56	35		
6:30	18	27			18:30	42	41		
6:45	37	71	46	101	18:45	32	176	28	140
7:00	53	58			19:00	33	33		
7:15	35	66			19:15	28	25		
7:30	38	88			19:30	19	25		
7:45	23	149	101	313	19:45	32	112	9	92
8:00	40	66			20:00	24	8		
8:15	37	41			20:15	25	17		
8:30	34	51			20:30	22	22		
8:45	28	139	55	213	20:45	20	91	9	56
9:00	18	38			21:00	31	11		
9:15	28	47			21:15	22	17		
9:30	25	32			21:30	11	10		
9:45	31	102	31	148	21:45	18	82	6	44
10:00	21	29			22:00	11	7		
10:15	28	27			22:15	9	10		
10:30	32	32			22:30	9	7		
10:45	26	107	43	131	22:45	10	39	4	28
11:00	28	35			23:00	3	8		
11:15	30	40			23:15	9	0		
11:30	35	46			23:30	0	0		
11:45	48	141	37	158	23:45	4	16	4	12

**Total Vol.**            777            1158                            **1935**                            1832            1479                            **3311**

**Daily Totals**

NB	SB	EB	WB	Combined
2609	2637			<b>5246</b>

**AM**

**PM**

<b>Split %</b>	40.2%	59.8%	<b>36.9%</b>	55.3%	44.7%	<b>63.1%</b>
<b>Peak Hour</b>	6:45	7:15	<b>7:00</b>	16:45	14:00	<b>16:45</b>
<b>Volume</b>	163	321	<b>462</b>	321	223	<b>531</b>
<b>P.H.F.</b>	0.77	0.79	<b>0.92</b>	0.91	0.90	<b>0.94</b>

**ADT10 Tennessee between I-10 and Colton.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	26	13			12:00	230	187		
0:15	9	17			12:15	207	177		
0:30	13	15			12:30	197	165		
0:45	8	56	14	59	12:45	205	839	164	693
1:00	14	11			13:00	235	156		
1:15	18	15			13:15	205	175		
1:30	12	8			13:30	192	173		
1:45	27	71	13	47	13:45	214	846	178	682
2:00	18	5			14:00	215	182		
2:15	9	8			14:15	210	192		
2:30	44	9			14:30	221	223		
2:45	33	104	9	31	14:45	223	869	227	824
3:00	10	9			15:00	244	186		
3:15	17	6			15:15	235	169		
3:30	15	9			15:30	269	198		
3:45	14	56	8	32	15:45	251	999	227	780
4:00	23	7			16:00	255	186		
4:15	13	9			16:15	235	177		
4:30	17	21			16:30	253	216		
4:45	32	85	46	83	16:45	213	956	199	778
5:00	21	41			17:00	273	198		
5:15	29	38			17:15	224	201		
5:30	42	85			17:30	197	186		
5:45	55	147	131	295	17:45	186	880	170	755
6:00	55	61			18:00	175	136		
6:15	59	74			18:15	180	146		
6:30	84	85			18:30	167	149		
6:45	103	301	148	368	18:45	130	652	153	584
7:00	140	136			19:00	131	108		
7:15	133	146			19:15	122	111		
7:30	177	171			19:30	134	94		
7:45	156	606	233	686	19:45	107	494	102	415
8:00	192	204			20:00	100	90		
8:15	161	166			20:15	145	87		
8:30	147	186			20:30	82	111		
8:45	150	650	193	749	20:45	67	394	149	437
9:00	113	141			21:00	103	149		
9:15	145	160			21:15	56	117		
9:30	115	147			21:30	48	127		
9:45	142	515	149	597	21:45	32	239	74	467
10:00	169	153			22:00	50	73		
10:15	150	131			22:15	30	65		
10:30	186	146			22:30	30	62		
10:45	153	658	162	592	22:45	20	130	59	259
11:00	147	135			23:00	25	55		
11:15	170	172			23:15	17	40		
11:30	176	172			23:30	17	30		
11:45	192	685	165	644	23:45	13	72	36	161

**Total Vol.**                      3934                      4183                      **8117**                      7370                      6835                      **14205**

**Daily Totals**

NB	SB	EB	WB	Combined
11304	11018			<b>22322</b>

**AM**

**PM**

<b>Split %</b>	48.5%	51.5%	<b>36.4%</b>	51.9%	48.1%	<b>63.6%</b>
<b>Peak Hour</b>	11:45	7:45	<b>11:45</b>	15:15	14:15	<b>15:45</b>
<b>Volume</b>	826	789	<b>1520</b>	1010	828	<b>1800</b>
<b>P.H.F.</b>	0.90	0.85	<b>0.91</b>	0.93	0.91	<b>0.94</b>

**ADT11 Tennessee between State and Orange.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	6	7			12:00	132	113		
0:15	5	8			12:15	96	84		
0:30	4	8			12:30	145	101		
0:45	7	22	8	31	12:45	107	480	82	380
1:00	5	10			13:00	121	93		
1:15	4	9			13:15	112	103		
1:30	2	3			13:30	92	88		
1:45	6	17	4	26	13:45	112	437	107	391
2:00	4	4			14:00	127	106		
2:15	5	5			14:15	119	98		
2:30	4	7			14:30	116	131		
2:45	0	13	6	22	14:45	142	504	148	483
3:00	3	4			15:00	154	161		
3:15	5	0			15:15	168	131		
3:30	7	5			15:30	163	121		
3:45	8	23	2	11	15:45	148	633	124	537
4:00	13	3			16:00	120	159		
4:15	11	3			16:15	122	130		
4:30	14	6			16:30	120	167		
4:45	32	70	7	19	16:45	109	471	154	610
5:00	17	10			17:00	99	167		
5:15	24	14			17:15	114	149		
5:30	38	12			17:30	105	136		
5:45	40	119	12	48	17:45	85	403	126	578
6:00	44	29			18:00	83	124		
6:15	53	21			18:15	76	107		
6:30	74	30			18:30	70	96		
6:45	102	273	42	122	18:45	64	293	83	410
7:00	135	39			19:00	48	84		
7:15	150	52			19:15	52	87		
7:30	203	95			19:30	49	80		
7:45	216	704	143	329	19:45	36	185	69	320
8:00	188	84			20:00	55	63		
8:15	162	70			20:15	69	52		
8:30	139	58			20:30	36	63		
8:45	118	607	66	278	20:45	25	185	56	234
9:00	105	54			21:00	33	52		
9:15	105	47			21:15	19	42		
9:30	106	75			21:30	25	38		
9:45	107	423	62	238	21:45	13	90	28	160
10:00	90	59			22:00	23	27		
10:15	83	57			22:15	14	25		
10:30	77	64			22:30	14	24		
10:45	63	313	65	245	22:45	14	65	28	104
11:00	88	82			23:00	13	15		
11:15	92	74			23:15	8	12		
11:30	109	88			23:30	6	14		
11:45	104	393	101	345	23:45	4	31	9	50

**Total Vol.**                      2977                      1714                                      **4691**                                      3777                      4257                                      **8034**

**Daily Totals**

NB	SB	EB	WB	Combined
6754	5971			<b>12725</b>

**AM**

**PM**

Split %	63.5%	36.5%	<b>36.9%</b>	47.0%	53.0%	<b>63.1%</b>
Peak Hour	7:30	11:45	<b>7:30</b>	15:00	16:30	<b>14:45</b>
Volume	769	399	<b>1161</b>	633	637	<b>1188</b>
P.H.F.	0.89	0.88	<b>0.81</b>	0.96	0.95	<b>0.94</b>

**ADT12 San Mateo between Brookside and Olive.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	2	6			12:00	97	68		
0:15	2	7			12:15	82	69		
0:30	2	2			12:30	71	65		
0:45	0	6	2	17	12:45	56	306	74	276
1:00	3	6			13:00	64	65		
1:15	0	3			13:15	66	72		
1:30	0	4			13:30	64	87		
1:45	4	7	2	15	13:45	77	271	95	319
2:00	0	0			14:00	102	108		
2:15	0	2			14:15	99	78		
2:30	0	3			14:30	81	93		
2:45	5	5	2	7	14:45	109	391	120	399
3:00	2	3			15:00	80	139		
3:15	0	0			15:15	144	124		
3:30	2	4			15:30	116	98		
3:45	4	8	3	10	15:45	91	431	106	467
4:00	5	3			16:00	74	125		
4:15	4	0			16:15	75	117		
4:30	9	3			16:30	68	128		
4:45	19	37	3	9	16:45	73	290	144	514
5:00	13	3			17:00	74	147		
5:15	19	6			17:15	69	147		
5:30	21	7			17:30	59	130		
5:45	28	81	10	26	17:45	73	275	129	553
6:00	25	14			18:00	56	122		
6:15	35	7			18:15	54	107		
6:30	54	22			18:30	53	89		
6:45	74	188	32	75	18:45	52	215	74	392
7:00	96	48			19:00	26	70		
7:15	117	41			19:15	34	61		
7:30	175	90			19:30	32	67		
7:45	190	578	117	296	19:45	26	118	49	247
8:00	173	76			20:00	33	41		
8:15	170	92			20:15	33	44		
8:30	146	72			20:30	20	44		
8:45	102	591	46	286	20:45	22	108	50	179
9:00	88	44			21:00	28	43		
9:15	69	30			21:15	14	22		
9:30	77	56			21:30	20	28		
9:45	81	315	57	187	21:45	14	76	22	115
10:00	48	50			22:00	8	9		
10:15	63	38			22:15	8	15		
10:30	66	40			22:30	10	17		
10:45	43	220	53	181	22:45	6	32	15	56
11:00	58	50			23:00	11	14		
11:15	60	64			23:15	6	5		
11:30	54	72			23:30	5	11		
11:45	63	235	75	261	23:45	2	24	9	39

**Total Vol.**            2271            1370                            **3641**                            2537            3556                            **6093**

**Daily Totals**

NB	SB	EB	WB	Combined
4808	4926			<b>9734</b>

**AM**

**PM**

<b>Split %</b>	62.4%	37.6%	<b>37.4%</b>	41.6%	58.4%	<b>62.6%</b>
<b>Peak Hour</b>	7:30	7:30	<b>7:30</b>	14:45	16:45	<b>14:45</b>
<b>Volume</b>	708	375	<b>1083</b>	449	568	<b>930</b>
<b>P.H.F.</b>	0.93	0.80	<b>0.88</b>	0.83	0.97	<b>0.87</b>

**ADT13 Church between Pennsylvania and Lugonia.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	6	2			12:00	60	43		
0:15	4	5			12:15	44	27		
0:30	4	3			12:30	47	38		
0:45	0	14	0	10	12:45	55	206	39	147
1:00	4	3			13:00	38	93		
1:15	4	2			13:15	63	40		
1:30	2	2			13:30	46	62		
1:45	2	12	0	7	13:45	47	194	46	241
2:00	2	2			14:00	68	56		
2:15	2	5			14:15	70	51		
2:30	3	3			14:30	70	58		
2:45	4	11	2	12	14:45	79	287	52	217
3:00	0	2			15:00	92	47		
3:15	3	2			15:15	84	104		
3:30	2	3			15:30	75	76		
3:45	4	9	3	10	15:45	77	328	69	296
4:00	0	2			16:00	68	65		
4:15	3	0			16:15	66	71		
4:30	3	8			16:30	86	71		
4:45	0	6	10	20	16:45	98	318	74	281
5:00	4	6			17:00	92	78		
5:15	6	11			17:15	80	67		
5:30	11	10			17:30	86	73		
5:45	14	35	22	49	17:45	65	323	79	297
6:00	13	23			18:00	62	52		
6:15	13	25			18:15	60	48		
6:30	16	30			18:30	55	41		
6:45	26	68	50	128	18:45	55	232	41	182
7:00	44	82			19:00	70	44		
7:15	70	102			19:15	36	34		
7:30	100	120			19:30	32	31		
7:45	84	298	115	419	19:45	34	172	35	144
8:00	80	57			20:00	49	26		
8:15	104	61			20:15	50	17		
8:30	73	81			20:30	41	18		
8:45	45	302	59	258	20:45	42	182	13	74
9:00	41	29			21:00	33	10		
9:15	24	43			21:15	30	23		
9:30	22	41			21:30	31	19		
9:45	29	116	41	154	21:45	28	122	15	67
10:00	31	24			22:00	21	12		
10:15	33	37			22:15	14	4		
10:30	29	30			22:30	12	9		
10:45	26	119	34	125	22:45	11	58	4	29
11:00	33	36			23:00	10	7		
11:15	44	29			23:15	9	4		
11:30	41	41			23:30	12	3		
11:45	48	166	60	166	23:45	4	35	4	18

**Total Vol.** 1156 1358 **2514** 2457 1993 **4450**

**Daily Totals**

NB	SB	EB	WB	Combined
3613	3351			<b>6964</b>

**AM**

**PM**

Split %	46.0%	54.0%	<b>36.1%</b>	55.2%	44.8%	<b>63.9%</b>
Peak Hour	7:30	7:00	<b>7:15</b>	16:30	15:15	<b>16:45</b>
Volume	368	419	<b>728</b>	356	314	<b>648</b>
P.H.F.	0.88	0.87	<b>0.83</b>	0.94	0.75	<b>0.94</b>

**ADT14 Church between Stuart and Central.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	3	3			12:00	62	72		
0:15	2	5			12:15	55	65		
0:30	3	3			12:30	54	32		
0:45	3	11	7	18	12:45	46	217	66	235
1:00	5	0			13:00	55	61		
1:15	3	0			13:15	53	60		
1:30	3	0			13:30	67	51		
1:45	4	15	2	2	13:45	57	232	61	233
2:00	0	3			14:00	64	79		
2:15	5	2			14:15	73	75		
2:30	5	0			14:30	106	71		
2:45	4	14	0	5	14:45	94	337	71	296
3:00	0	0			15:00	97	83		
3:15	0	0			15:15	74	85		
3:30	0	3			15:30	62	82		
3:45	2	2	2	5	15:45	73	306	78	328
4:00	0	2			16:00	67	78		
4:15	0	3			16:15	63	62		
4:30	3	5			16:30	84	62		
4:45	4	7	9	19	16:45	89	303	81	283
5:00	2	12			17:00	87	66		
5:15	5	10			17:15	90	74		
5:30	2	8			17:30	70	63		
5:45	8	17	19	49	17:45	57	304	55	258
6:00	20	21			18:00	66	64		
6:15	20	30			18:15	43	57		
6:30	27	30			18:30	51	45		
6:45	22	89	49	130	18:45	48	208	43	209
7:00	54	73			19:00	54	34		
7:15	92	78			19:15	33	34		
7:30	60	64			19:30	51	39		
7:45	58	264	94	309	19:45	34	172	32	139
8:00	84	64			20:00	49	30		
8:15	47	71			20:15	34	22		
8:30	45	65			20:30	37	22		
8:45	46	222	58	258	20:45	31	151	22	96
9:00	36	37			21:00	25	26		
9:15	42	61			21:15	28	23		
9:30	43	46			21:30	17	10		
9:45	37	158	56	200	21:45	16	86	14	73
10:00	33	46			22:00	21	18		
10:15	53	59			22:15	14	17		
10:30	53	44			22:30	11	11		
10:45	51	190	60	209	22:45	7	53	5	51
11:00	56	52			23:00	3	6		
11:15	35	56			23:15	7	8		
11:30	43	54			23:30	7	3		
11:45	64	198	51	213	23:45	8	25	6	23

**Total Vol.** 1187 1417 **2604** 2394 2224 **4618**

**Daily Totals**

NB	SB	EB	WB	Combined
3581	3641			<b>7222</b>

**AM**

**PM**

<b>Split %</b>	45.6%	54.4%	<b>36.1%</b>	51.8%	48.2%	<b>63.9%</b>
<b>Peak Hour</b>	7:15	7:00	<b>7:15</b>	14:30	15:00	<b>14:30</b>
<b>Volume</b>	294	309	<b>594</b>	371	328	<b>681</b>
<b>P.H.F.</b>	0.80	0.82	<b>0.87</b>	0.93	0.96	<b>0.95</b>

**ADT15 University between Pennsylvania and Lugonia.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	4	2			12:00	20	16		
0:15	2	2			12:15	15	19		
0:30	0	0			12:30	24	21		
0:45	3	9	2	6	12:45	22	81	21	77
1:00	2	0			13:00	19	20		
1:15	5	0			13:15	18	20		
1:30	0	2			13:30	25	21		
1:45	3	10	0	2	13:45	21	83	19	80
2:00	0	0			14:00	22	27		
2:15	0	0			14:15	17	31		
2:30	2	0			14:30	33	23		
2:45	2	4	0	0	14:45	24	96	30	111
3:00	0	2			15:00	39	30		
3:15	0	2			15:15	35	41		
3:30	0	0			15:30	39	27		
3:45	3	3	4	8	15:45	31	144	28	126
4:00	0	5			16:00	31	25		
4:15	2	2			16:15	30	18		
4:30	2	5			16:30	18	34		
4:45	0	4	8	20	16:45	32	111	35	112
5:00	2	4			17:00	35	23		
5:15	0	8			17:15	27	21		
5:30	0	0			17:30	25	25		
5:45	3	5	10	22	17:45	34	121	23	92
6:00	6	12			18:00	21	28		
6:15	6	12			18:15	29	17		
6:30	4	13			18:30	27	20		
6:45	9	25	21	58	18:45	21	98	23	88
7:00	14	32			19:00	17	12		
7:15	24	49			19:15	20	17		
7:30	25	42			19:30	19	8		
7:45	13	76	47	170	19:45	13	69	6	43
8:00	17	32			20:00	15	14		
8:15	23	30			20:15	20	9		
8:30	18	22			20:30	14	18		
8:45	8	66	25	109	20:45	14	63	9	50
9:00	12	20			21:00	20	11		
9:15	8	28			21:15	16	10		
9:30	12	18			21:30	13	6		
9:45	16	48	15	81	21:45	15	64	8	35
10:00	15	26			22:00	15	6		
10:15	16	21			22:15	11	7		
10:30	16	16			22:30	12	8		
10:45	13	60	21	84	22:45	15	53	3	24
11:00	20	13			23:00	6	3		
11:15	7	19			23:15	11	5		
11:30	23	22			23:30	3	0		
11:45	20	70	19	73	23:45	7	27	6	14

**Total Vol.**                      380                      633                      **1013**                      1010                      852                      **1862**

**Daily Totals**

NB	SB	EB	WB	Combined
1390	1485			<b>2875</b>

**AM**

**PM**

Split %	37.5%	62.5%	<b>35.2%</b>	54.2%	45.8%	<b>64.8%</b>
Peak Hour	7:15	7:00	<b>7:15</b>	15:00	14:45	<b>15:00</b>
Volume	79	170	<b>249</b>	144	128	<b>270</b>
P.H.F.	0.79	0.87	<b>0.85</b>	0.97	0.78	<b>0.89</b>

**ADT16 Judson between Pennsylvania and Lugonia.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	0	0			12:00	18	24		
0:15	0	2			12:15	27	15		
0:30	0	0			12:30	12	14		
0:45	0	0	0	2	12:45	17	74	20	73
1:00	2	0			13:00	18	25		
1:15	2	3			13:15	29	39		
1:30	0	0			13:30	27	52		
1:45	0	4	0	3	13:45	58	132	38	154
2:00	0	3			14:00	78	30		
2:15	0	0			14:15	33	36		
2:30	0	0			14:30	32	30		
2:45	0	0	2	5	14:45	32	175	23	119
3:00	0	0			15:00	42	34		
3:15	0	3			15:15	48	44		
3:30	0	0			15:30	53	28		
3:45	3	3	2	5	15:45	46	189	24	130
4:00	4	0			16:00	33	26		
4:15	0	0			16:15	49	34		
4:30	2	3			16:30	46	31		
4:45	0	6	0	3	16:45	43	171	34	125
5:00	2	0			17:00	51	29		
5:15	2	3			17:15	48	29		
5:30	3	2			17:30	55	28		
5:45	6	13	3	8	17:45	34	188	39	125
6:00	6	8			18:00	41	24		
6:15	11	7			18:15	41	19		
6:30	14	23			18:30	29	23		
6:45	21	52	14	52	18:45	24	135	18	84
7:00	32	34			19:00	35	25		
7:15	43	61			19:15	22	20		
7:30	64	70			19:30	25	21		
7:45	68	207	20	185	19:45	12	94	18	84
8:00	21	18			20:00	10	15		
8:15	34	44			20:15	21	16		
8:30	32	22			20:30	9	12		
8:45	25	112	17	101	20:45	17	57	23	66
9:00	23	20			21:00	9	24		
9:15	21	14			21:15	3	8		
9:30	15	19			21:30	10	7		
9:45	29	88	20	73	21:45	2	24	6	45
10:00	11	13			22:00	11	5		
10:15	19	11			22:15	11	0		
10:30	21	17			22:30	3	4		
10:45	22	73	22	63	22:45	3	28	5	14
11:00	26	15			23:00	0	0		
11:15	12	24			23:15	0	5		
11:30	17	27			23:30	3	4		
11:45	39	94	20	86	23:45	2	5	3	12

**Total Vol.**                      652                      586                      **1238**                      1272                      1031                      **2303**

**Daily Totals**

NB	SB	EB	WB	Combined
1924	1617			<b>3541</b>

**AM**

**PM**

Split %	52.7%	47.3%	<b>35.0%</b>	55.2%	44.8%	<b>65.0%</b>
Peak Hour	7:00	7:00	<b>7:00</b>	13:45	13:15	<b>13:30</b>
Volume	207	185	<b>392</b>	201	159	<b>352</b>
P.H.F.	0.76	0.66	<b>0.73</b>	0.65	0.76	<b>0.81</b>



**ADT17 Ford between Palm and Highland.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	3	7			12:00	31	34		
0:15	0	7			12:15	35	36		
0:30	3	2			12:30	34	28		
0:45	4	10	2	18	12:45	31	131	25	123
1:00	2	0			13:00	26	31		
1:15	0	3			13:15	35	39		
1:30	2	4			13:30	26	47		
1:45	0	4	2	9	13:45	44	131	33	150
2:00	3	2			14:00	29	42		
2:15	0	0			14:15	36	53		
2:30	0	0			14:30	30	60		
2:45	0	3	3	5	14:45	54	149	44	199
3:00	2	0			15:00	54	48		
3:15	0	0			15:15	62	63		
3:30	4	2			15:30	55	105		
3:45	0	6	0	2	15:45	47	218	50	266
4:00	0	3			16:00	50	55		
4:15	4	3			16:15	47	38		
4:30	2	2			16:30	46	42		
4:45	7	13	4	12	16:45	49	192	58	193
5:00	8	3			17:00	69	73		
5:15	7	3			17:15	39	37		
5:30	6	3			17:30	54	64		
5:45	12	33	10	19	17:45	42	204	57	231
6:00	16	16			18:00	47	46		
6:15	11	12			18:15	42	46		
6:30	24	17			18:30	38	36		
6:45	27	78	18	63	18:45	49	176	35	163
7:00	41	28			19:00	47	44		
7:15	33	55			19:15	19	30		
7:30	59	53			19:30	23	24		
7:45	79	212	78	214	19:45	27	116	21	119
8:00	63	90			20:00	16	25		
8:15	64	63			20:15	17	19		
8:30	54	51			20:30	28	21		
8:45	52	233	58	262	20:45	18	79	20	85
9:00	41	30			21:00	20	32		
9:15	35	29			21:15	9	26		
9:30	33	28			21:30	14	21		
9:45	24	133	39	126	21:45	10	53	9	88
10:00	25	41			22:00	14	15		
10:15	24	33			22:15	13	11		
10:30	21	27			22:30	4	6		
10:45	24	94	25	126	22:45	2	33	8	40
11:00	32	28			23:00	4	12		
11:15	28	61			23:15	2	4		
11:30	22	50			23:30	5	4		
11:45	32	114	37	176	23:45	3	14	9	29

**Total Vol.** 933 1032 **1965** 1496 1686 **3182**

**Daily Totals**

NB	SB	EB	WB	Combined
2429	2718			<b>5147</b>

**AM**

**PM**

Split %	47.5%	52.5%	<b>38.2%</b>	47.0%	53.0%	<b>61.8%</b>
<b>Peak Hour</b>	7:30	7:30	<b>7:30</b>	14:45	15:15	<b>15:15</b>
<b>Volume</b>	265	284	<b>549</b>	225	273	<b>487</b>
<b>P.H.F.</b>	0.84	0.79	<b>0.87</b>	0.94	0.65	<b>0.76</b>

**ADT18 Highland between York and Redlands.**

Prepared by AimTD tel. 714 253 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			5	7	12:00			39	47			
0:15			9	6	12:15			35	40			
0:30			8	4	12:30			57	41			
0:45			2	24	3	20	44	36	167	40	168	335
1:00			3	4	13:00			51	43			
1:15			4	2	13:15			49	37			
1:30			5	2	13:30			50	39			
1:45			0	12	0	8	20	62	212	40	159	371
2:00			3	3	14:00			49	43			
2:15			0	2	14:15			44	54			
2:30			0	2	14:30			62	73			
2:45			2	5	2	9	14	66	221	46	216	437
3:00			0	2	15:00			98	42			
3:15			2	0	15:15			75	36			
3:30			0	0	15:30			71	71			
3:45			0	2	0	2	4	63	307	62	211	518
4:00			0	3	16:00			81	71			
4:15			3	2	16:15			103	66			
4:30			3	0	16:30			113	75			
4:45			0	6	0	5	11	106	403	52	264	667
5:00			7	0	17:00			113	65			
5:15			8	2	17:15			137	44			
5:30			13	3	17:30			137	52			
5:45			7	35	4	9	44	123	510	57	218	728
6:00			8	9	18:00			117	74			
6:15			10	10	18:15			143	56			
6:30			15	9	18:30			127	51			
6:45			20	53	17	45	98	110	497	39	220	717
7:00			37	43	19:00			82	44			
7:15			51	49	19:15			79	38			
7:30			49	58	19:30			67	51			
7:45			77	214	76	226	440	50	278	49	182	460
8:00			115	111	20:00			41	46			
8:15			104	132	20:15			37	26			
8:30			96	149	20:30			40	36			
8:45			111	426	96	488	914	36	154	23	131	285
9:00			80	80	21:00			45	38			
9:15			60	77	21:15			27	30			
9:30			53	47	21:30			24	31			
9:45			47	240	38	242	482	29	125	28	127	252
10:00			38	35	22:00			29	24			
10:15			51	51	22:15			17	22			
10:30			44	57	22:30			17	15			
10:45			51	184	44	187	371	13	76	11	72	148
11:00			59	47	23:00			6	15			
11:15			30	49	23:15			3	10			
11:30			46	33	23:30			8	8			
11:45			40	175	48	177	352	6	23	8	41	64

**Total Vol.** 1376 1418 **2794** 2973 2009 **4982**

Daily Totals				
NB	SB	EB	WB	Combined
		4349	3427	<b>7776</b>

**AM**

**PM**

Split %	AM			PM		
	49.2%	50.8%	<b>35.9%</b>	59.7%	40.3%	<b>64.1%</b>
<b>Peak Hour</b>	0:30	0:30	8:00 8:00 <b>8:00</b>	17:30	15:45	<b>17:30</b>
<b>Volume</b>			426 488 <b>914</b>	520	274	<b>759</b>
<b>P.H.F.</b>			0.93 0.82 <b>0.93</b>	0.91	0.91	<b>0.95</b>

**ADT19 Wabash between Highland and 5th.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	7	0			12:00	30	28		
0:15	0	0			12:15	26	43		
0:30	0	0			12:30	29	28		
0:45	2	9	2	2	12:45	24	109	33	132
1:00	0	3			13:00	24	35		
1:15	0	2			13:15	29	40		
1:30	0	0			13:30	23	28		
1:45	0	0	0	5	13:45	20	96	27	130
2:00	3	2			14:00	41	40		
2:15	2	0			14:15	31	31		
2:30	0	0			14:30	53	55		
2:45	0	5	2	4	14:45	40	165	37	163
3:00	0	0			15:00	40	54		
3:15	0	0			15:15	33	38		
3:30	0	2			15:30	41	48		
3:45	0	0	0	2	15:45	46	160	52	192
4:00	3	2			16:00	45	46		
4:15	0	0			16:15	40	46		
4:30	3	0			16:30	40	50		
4:45	8	14	0	2	16:45	36	161	40	182
5:00	3	4			17:00	56	49		
5:15	6	3			17:15	37	70		
5:30	7	2			17:30	49	66		
5:45	5	21	0	9	17:45	46	188	59	244
6:00	9	7			18:00	30	50		
6:15	10	14			18:15	32	45		
6:30	15	13			18:30	34	50		
6:45	20	54	18	52	18:45	37	133	30	175
7:00	22	19			19:00	49	47		
7:15	44	27			19:15	26	42		
7:30	63	31			19:30	22	31		
7:45	52	181	57	134	19:45	32	129	23	143
8:00	52	43			20:00	15	21		
8:15	42	38			20:15	29	15		
8:30	31	27			20:30	24	30		
8:45	30	155	23	131	20:45	20	88	23	89
9:00	41	31			21:00	23	24		
9:15	27	20			21:15	24	22		
9:30	30	25			21:30	12	18		
9:45	22	120	19	95	21:45	13	72	16	80
10:00	22	31			22:00	14	7		
10:15	28	30			22:15	9	10		
10:30	18	30			22:30	4	16		
10:45	26	94	16	107	22:45	4	31	7	40
11:00	28	25			23:00	8	5		
11:15	41	22			23:15	5	3		
11:30	42	28			23:30	3	6		
11:45	41	152	19	94	23:45	5	21	4	18

**Total Vol.** 805 637 **1442** 1353 1588 **2941**

**Daily Totals**

NB	SB	EB	WB	Combined
2158	2225			<b>4383</b>

**AM**

**PM**

Split %	55.8%	44.2%	<b>32.9%</b>	46.0%	54.0%	<b>67.1%</b>
<b>Peak Hour</b>	7:15	7:30	<b>7:30</b>	17:00	17:15	<b>17:00</b>
<b>Volume</b>	211	169	<b>378</b>	188	245	<b>432</b>
<b>P.H.F.</b>	0.84	0.74	<b>0.87</b>	0.85	0.88	<b>0.94</b>

**ADT20 Crafton between Mentone and Nice.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	5	8			12:00	57	35		
0:15	7	8			12:15	77	58		
0:30	6	3			12:30	45	38		
0:45	2	20	5	24	12:45	48	227	45	176
1:00	4	0			13:00	37	36		
1:15	6	3			13:15	50	29		
1:30	3	3			13:30	63	48		
1:45	0	13	0	6	13:45	32	182	34	147
2:00	3	0			14:00	44	36		
2:15	3	3			14:15	64	54		
2:30	0	0			14:30	45	60		
2:45	0	6	2	5	14:45	87	240	60	210
3:00	0	2			15:00	79	61		
3:15	2	5			15:15	63	65		
3:30	0	2			15:30	51	52		
3:45	2	4	2	11	15:45	68	261	46	224
4:00	3	0			16:00	74	52		
4:15	6	4			16:15	61	59		
4:30	5	4			16:30	72	71		
4:45	0	14	4	12	16:45	57	264	66	248
5:00	5	5			17:00	93	65		
5:15	9	5			17:15	65	66		
5:30	7	9			17:30	81	67		
5:45	6	27	10	29	17:45	69	308	72	270
6:00	14	7			18:00	62	73		
6:15	16	14			18:15	58	37		
6:30	33	29			18:30	58	46		
6:45	24	87	40	90	18:45	37	215	46	202
7:00	39	56			19:00	55	38		
7:15	70	76			19:15	45	33		
7:30	86	85			19:30	47	24		
7:45	88	283	86	303	19:45	24	171	30	125
8:00	86	76			20:00	22	32		
8:15	74	53			20:15	28	43		
8:30	36	29			20:30	28	34		
8:45	42	238	35	193	20:45	24	102	14	123
9:00	40	21			21:00	21	25		
9:15	38	34			21:15	38	20		
9:30	40	33			21:30	22	25		
9:45	38	156	41	129	21:45	21	102	15	85
10:00	42	36			22:00	20	11		
10:15	37	31			22:15	13	18		
10:30	38	24			22:30	11	8		
10:45	37	154	46	137	22:45	11	55	12	49
11:00	43	24			23:00	11	10		
11:15	35	33			23:15	6	14		
11:30	45	33			23:30	5	7		
11:45	51	174	26	116	23:45	9	31	5	36

**Total Vol.** 1176 1055 **2231** 2158 1895 **4053**

**Daily Totals**

NB	SB	EB	WB	Combined
3334	2950			<b>6284</b>

**AM**

**PM**

Split %	52.7%	47.3%	<b>35.5%</b>	53.2%	46.8%	<b>64.5%</b>
Peak Hour	7:30	7:15	<b>7:15</b>	17:00	17:15	<b>17:00</b>
Volume	334	323	<b>653</b>	308	278	<b>578</b>
P.H.F.	0.95	0.94	<b>0.94</b>	0.86	0.95	<b>0.91</b>

**ADT21 Sand Canyon east of Crafton.**

Prepared by AimTD tel. 714 253 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			8	12	12:00			90	108			
0:15			7	4	12:15			111	90			
0:30			6	5	12:30			134	62			
0:45			5	26	6	27	53	93	428	68	328	756
1:00			4	7	13:00			79	82			
1:15			6	3	13:15			45	84			
1:30			3	2	13:30			57	56			
1:45			6	19	3	15	34	82	263	64	286	549
2:00			5	5	14:00			74	107			
2:15			4	3	14:15			74	95			
2:30			2	0	14:30			71	107			
2:45			0	11	0	8	19	83	302	100	409	711
3:00			2	5	15:00			91	105			
3:15			0	3	15:15			96	113			
3:30			2	5	15:30			103	104			
3:45			0	4	5	18	22	156	446	111	433	879
4:00			3	5	16:00			170	104			
4:15			2	5	16:15			166	82			
4:30			4	7	16:30			150	86			
4:45			5	14	5	22	36	106	592	110	382	974
5:00			6	11	17:00			92	120			
5:15			13	4	17:15			79	95			
5:30			22	13	17:30			94	111			
5:45			17	58	22	50	108	84	349	94	420	769
6:00			30	25	18:00			82	77			
6:15			45	27	18:15			76	92			
6:30			55	28	18:30			56	77			
6:45			73	203	67	147	350	68	282	89	335	617
7:00			71	102	19:00			71	100			
7:15			80	181	19:15			62	56			
7:30			78	178	19:30			73	52			
7:45			104	333	201	662	995	65	271	45	253	524
8:00			108	176	20:00			56	50			
8:15			102	104	20:15			46	51			
8:30			115	95	20:30			55	49			
8:45			108	433	87	462	895	33	190	33	183	373
9:00			98	84	21:00			28	54			
9:15			104	73	21:15			29	31			
9:30			94	73	21:30			37	28			
9:45			107	403	77	307	710	26	120	33	146	266
10:00			61	78	22:00			23	30			
10:15			59	57	22:15			16	12			
10:30			85	48	22:30			14	9			
10:45			79	284	75	258	542	9	62	14	65	127
11:00			70	92	23:00			12	15			
11:15			59	130	23:15			13	6			
11:30			89	115	23:30			5	16			
11:45			104	322	89	426	748	16	46	9	46	92

**Total Vol.** 2110 2402 **4512** 3351 3286 **6637**

Daily Totals				
NB	SB	EB	WB	Combined
		5461	5688	<b>11149</b>

**AM**

**PM**

Split %	AM			PM		
	46.8%	53.2%	<b>40.5%</b>	50.5%	49.5%	<b>59.5%</b>
<b>Peak Hour</b>	0:30	0:30	11:45 7:15 <b>7:15</b>	15:45	16:45	<b>15:45</b>
<b>Volume</b>			439 736 <b>1106</b>	642	436	<b>1025</b>
<b>P.H.F.</b>			0.82 0.92 <b>0.91</b>	0.94	0.91	<b>0.94</b>

**ADT22 San Bernardino between Mountain View and Marigold.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			10	14	12:00			99	121			
0:15			9	11	12:15			98	98			
0:30			24	19	12:30			122	94			
0:45			19	62	12	56	118	125	444	103	416	860
1:00			8	14	13:00			104	103			
1:15			7	9	13:15			99	80			
1:30			8	10	13:30			131	142			
1:45			12	35	14	47	82	144	478	121	446	924
2:00			17	8	14:00			95	132			
2:15			18	13	14:15			131	102			
2:30			13	7	14:30			131	231			
2:45			20	68	14	37	105	149	506	180	645	1151
3:00			16	23	15:00			128	143			
3:15			12	26	15:15			123	152			
3:30			30	16	15:30			153	126			
3:45			38	96	17	82	178	152	556	111	532	1088
4:00			23	20	16:00			171	119			
4:15			24	22	16:15			152	152			
4:30			52	22	16:30			207	164			
4:45			80	179	39	103	282	223	753	128	563	1316
5:00			58	35	17:00			272	148			
5:15			90	38	17:15			267	95			
5:30			113	46	17:30			248	183			
5:45			200	461	39	158	619	255	1042	170	596	1638
6:00			74	67	18:00			258	190			
6:15			53	61	18:15			227	111			
6:30			87	78	18:30			138	116			
6:45			95	309	124	330	639	112	735	72	489	1224
7:00			104	136	19:00			90	64			
7:15			112	154	19:15			47	54			
7:30			98	187	19:30			57	45			
7:45			80	394	189	666	1060	41	235	48	211	446
8:00			87	130	20:00			42	51			
8:15			76	100	20:15			50	55			
8:30			67	86	20:30			60	48			
8:45			93	323	73	389	712	53	205	53	207	412
9:00			73	102	21:00			50	34			
9:15			59	59	21:15			50	50			
9:30			68	73	21:30			41	42			
9:45			83	283	65	299	582	34	175	38	164	339
10:00			86	82	22:00			29	64			
10:15			78	75	22:15			29	29			
10:30			86	71	22:30			32	22			
10:45			94	344	70	298	642	24	114	28	143	257
11:00			111	73	23:00			17	31			
11:15			76	107	23:15			14	22			
11:30			121	155	23:30			21	45			
11:45			88	396	126	461	857	10	62	41	139	201

**Total Vol.** 2950 2926 **5876** 5305 4551 **9856**

Daily Totals				
NB	SB	EB	WB	Combined
		8255	7477	<b>15732</b>

**AM** **PM**

Split %	AM			PM		
	50.2%	49.8%	<b>37.4%</b>	53.8%	46.2%	<b>62.6%</b>
<b>Peak Hour</b>	0:30	0:30	5:15 7:00 <b>7:00</b>	17:00	14:30	<b>17:15</b>
<b>Volume</b>			477 666 <b>1060</b>	1042	706	<b>1666</b>
<b>P.H.F.</b>			0.60 0.88 <b>0.93</b>	0.96	0.76	<b>0.93</b>

Thursday, December 08, 2016

Location: Redlands

PROJECT: SC1151

**ADT23 Pioneer between Texas and Webster.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			8	3	12:00			37	39			
0:15			4	0	12:15			43	30			
0:30			2	5	12:30			32	30			
0:45			2	16	0	8	24	29	141	40	139	280
1:00			0	2	13:00			35	37			
1:15			2	4	13:15			28	27			
1:30			0	4	13:30			30	34			
1:45			2	4	3	13	17	33	126	44	142	268
2:00			0	2	14:00			72	85			
2:15			0	0	14:15			71	101			
2:30			4	0	14:30			135	87			
2:45			0	4	0	2	6	99	377	54	327	704
3:00			3	0	15:00			82	57			
3:15			2	0	15:15			76	39			
3:30			3	2	15:30			94	41			
3:45			2	10	5	7	17	84	336	50	187	523
4:00			2	2	16:00			57	37			
4:15			0	4	16:15			78	42			
4:30			0	8	16:30			84	33			
4:45			5	7	13	27	34	102	321	62	174	495
5:00			3	6	17:00			106	61			
5:15			0	9	17:15			133	43			
5:30			6	13	17:30			115	56			
5:45			4	13	22	50	63	105	459	90	250	709
6:00			11	18	18:00			101	79			
6:15			11	32	18:15			78	47			
6:30			24	50	18:30			55	72			
6:45			50	96	109	209	305	52	286	51	249	535
7:00			105	150	19:00			29	30			
7:15			115	115	19:15			32	15			
7:30			68	40	19:30			45	16			
7:45			13	301	76	381	682	33	139	19	80	219
8:00			24	39	20:00			40	19			
8:15			25	64	20:15			61	17			
8:30			21	47	20:30			33	12			
8:45			15	85	34	184	269	28	162	15	63	225
9:00			17	39	21:00			22	15			
9:15			21	25	21:15			66	12			
9:30			25	34	21:30			113	16			
9:45			25	88	32	130	218	33	234	3	46	280
10:00			27	29	22:00			13	7			
10:15			29	21	22:15			9	7			
10:30			27	29	22:30			8	11			
10:45			30	113	31	110	223	4	34	2	27	61
11:00			30	25	23:00			11	5			
11:15			31	29	23:15			4	3			
11:30			33	31	23:30			3	3			
11:45			43	137	21	106	243	4	22	5	16	38

**Total Vol.** 874 1227 **2101** 2637 1700 **4337**

**Daily Totals**

NB	SB	EB	WB	Combined
		3511	2927	<b>6438</b>

**AM**

**PM**

Split %	AM			PM				
	41.6%	58.4%	<b>32.6%</b>	60.8%	39.2%	<b>67.4%</b>		
<b>Peak Hour</b>	0:30	0:30	6:45	6:30	<b>6:45</b>	17:00	14:00	<b>17:15</b>
<b>Volume</b>			338	424	<b>752</b>	459	327	<b>722</b>
<b>P.H.F.</b>			0.73	0.71	<b>0.74</b>	0.86	0.81	<b>0.93</b>

**ADT24 Pioneer between Brookstone and Church.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			0	0	12:00			29	52			
0:15			4	0	12:15			22	50			
0:30			2	0	12:30			29	51			
0:45			2	8	0	8	26	106	47	200	306	
1:00			0	0	13:00			27	41			
1:15			0	0	13:15			39	42			
1:30			0	0	13:30			33	54			
1:45			0	0	13:45			40	139	55	192	331
2:00			3	0	14:00			46	63			
2:15			0	0	14:15			37	64			
2:30			5	0	14:30			31	56			
2:45			2	10	0	10	47	161	85	268	429	
3:00			3	0	15:00			63	64			
3:15			0	0	15:15			55	77			
3:30			2	0	15:30			63	59			
3:45			3	8	0	8	56	237	63	263	500	
4:00			0	2	16:00			57	74			
4:15			2	0	16:15			61	59			
4:30			3	4	16:30			74	55			
4:45			3	8	2	8	99	291	62	250	541	
5:00			3	5	17:00			76	56			
5:15			7	2	17:15			95	45			
5:30			5	8	17:30			95	35			
5:45			16	31	11	26	57	89	355	33	169	524
6:00			10	8	18:00			72	24			
6:15			17	8	18:15			54	25			
6:30			17	16	18:30			56	24			
6:45			24	68	10	42	110	43	225	28	101	326
7:00			60	9	19:00			38	20			
7:15			55	9	19:15			32	22			
7:30			63	15	19:30			33	18			
7:45			59	237	20	53	290	23	126	12	72	198
8:00			30	19	20:00			21	17			
8:15			35	17	20:15			23	14			
8:30			36	28	20:30			22	8			
8:45			29	130	23	87	217	22	88	7	46	134
9:00			36	18	21:00			20	7			
9:15			25	20	21:15			18	8			
9:30			31	22	21:30			15	9			
9:45			19	111	30	90	201	11	64	3	27	91
10:00			13	37	22:00			9	2			
10:15			12	47	22:15			7	4			
10:30			33	43	22:30			7	0			
10:45			19	77	39	166	243	10	33	2	8	41
11:00			18	50	23:00			6	0			
11:15			25	48	23:15			9	0			
11:30			25	48	23:30			6	2			
11:45			25	93	49	195	288	5	26	0	2	28

**Total Vol.** 781 667 **1448** 1851 1598 **3449**

Daily Totals				
NB	SB	EB	WB	Combined
		2632	2265	<b>4897</b>

**AM**

**PM**

Split %	AM					PM		
	53.9%	46.1%	<b>29.6%</b>			53.7%	46.3%	<b>70.4%</b>
<b>Peak Hour</b>	0:30	0:30	7:00	11:45	<b>11:45</b>	16:45	14:45	<b>16:45</b>
<b>Volume</b>			237	202	<b>307</b>	365	285	<b>563</b>
<b>P.H.F.</b>			0.94	0.97	<b>0.95</b>	0.92	0.84	<b>0.87</b>



**ADT25 San Bernardino between Cheryl and Judson.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			10	6	12:00			47	47			
0:15			5	4	12:15			35	54			
0:30			3	6	12:30			47	49			
0:45			7	25	7	23	48	53	182	34	184	366
1:00			3	3	13:00			46	43			
1:15			5	0	13:15			53	42			
1:30			6	4	13:30			62	54			
1:45			0	14	0	7	21	83	244	64	203	447
2:00			3	4	14:00			48	80			
2:15			0	0	14:15			44	70			
2:30			3	4	14:30			75	56			
2:45			3	9	0	8	17	80	247	77	283	530
3:00			2	0	15:00			66	79			
3:15			3	0	15:15			84	72			
3:30			3	7	15:30			94	68			
3:45			7	15	4	11	26	77	321	52	271	592
4:00			0	6	16:00			90	59			
4:15			3	4	16:15			89	53			
4:30			6	8	16:30			88	66			
4:45			6	15	8	26	41	105	372	80	258	630
5:00			6	9	17:00			102	82			
5:15			9	18	17:15			128	64			
5:30			11	25	17:30			112	61			
5:45			18	44	19	71	115	101	443	55	262	705
6:00			12	27	18:00			99	55			
6:15			21	31	18:15			84	46			
6:30			39	53	18:30			94	48			
6:45			57	129	69	180	309	71	348	42	191	539
7:00			66	103	19:00			57	45			
7:15			68	99	19:15			51	48			
7:30			70	149	19:30			37	47			
7:45			52	256	103	454	710	35	180	31	171	351
8:00			25	78	20:00			39	33			
8:15			49	83	20:15			49	25			
8:30			63	59	20:30			35	31			
8:45			42	179	51	271	450	38	161	34	123	284
9:00			46	39	21:00			18	20			
9:15			26	41	21:15			36	23			
9:30			34	33	21:30			16	15			
9:45			33	139	34	147	286	13	83	21	79	162
10:00			35	36	22:00			24	14			
10:15			28	33	22:15			16	7			
10:30			30	36	22:30			6	7			
10:45			40	133	44	149	282	9	55	7	35	90
11:00			37	33	23:00			13	4			
11:15			47	40	23:15			7	6			
11:30			43	41	23:30			6	2			
11:45			44	171	44	158	329	0	26	3	15	41

**Total Vol.** 1129 1505 **2634** 2662 2075 **4737**

Daily Totals				
NB	SB	EB	WB	Combined
		3791	3580	<b>7371</b>

**AM**

**PM**

Split %	AM			PM		
	42.9%	57.1%	<b>35.7%</b>	56.2%	43.8%	<b>64.3%</b>
<b>Peak Hour</b>	0:30	0:30	6:45 7:00 <b>7:00</b>	16:45	14:45	<b>16:45</b>
<b>Volume</b>			261 454 <b>710</b>	447	296	<b>734</b>
<b>P.H.F.</b>			0.93 0.76 <b>0.81</b>	0.87	0.94	<b>0.96</b>

**ADT27 Lugonia west of California.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			7	7	12:00			34	50			
0:15			10	12	12:15			39	44			
0:30			25	13	12:30			39	35			
0:45			13	55	5	37	92	37	149	46	175	324
1:00			10	2	13:00			46	44			
1:15			6	5	13:15			36	56			
1:30			7	9	13:30			58	64			
1:45			7	30	10	26	56	46	186	70	234	420
2:00			14	8	14:00			60	57			
2:15			6	11	14:15			28	44			
2:30			23	16	14:30			45	28			
2:45			9	52	38	73	125	24	157	46	175	332
3:00			6	8	15:00			51	35			
3:15			6	14	15:15			28	39			
3:30			9	0	15:30			50	44			
3:45			16	37	8	30	67	32	161	39	157	318
4:00			6	9	16:00			54	29			
4:15			10	8	16:15			27	33			
4:30			4	11	16:30			84	46			
4:45			9	29	18	46	75	38	203	44	152	355
5:00			5	11	17:00			86	32			
5:15			16	6	17:15			35	27			
5:30			8	9	17:30			78	39			
5:45			9	38	22	48	86	41	240	49	147	387
6:00			18	5	18:00			52	38			
6:15			7	20	18:15			13	32			
6:30			7	15	18:30			31	26			
6:45			9	41	58	98	139	20	116	21	117	233
7:00			24	38	19:00			46	21			
7:15			21	47	19:15			20	26			
7:30			28	49	19:30			41	19			
7:45			18	91	69	203	294	13	120	18	84	204
8:00			13	33	20:00			26	27			
8:15			20	35	20:15			26	21			
8:30			7	43	20:30			12	15			
8:45			7	47	38	149	196	23	87	10	73	160
9:00			20	41	21:00			33	8			
9:15			22	27	21:15			24	8			
9:30			44	36	21:30			21	13			
9:45			18	104	25	129	233	11	89	5	34	123
10:00			29	24	22:00			7	6			
10:15			28	50	22:15			11	3			
10:30			24	36	22:30			5	9			
10:45			32	113	36	146	259	8	31	4	22	53
11:00			33	43	23:00			5	12			
11:15			23	52	23:15			3	6			
11:30			46	47	23:30			15	5			
11:45			43	145	40	182	327	3	26	13	36	62

**Total Vol.** 782 1167 **1949** 1565 1406 **2971**

Daily Totals				
NB	SB	EB	WB	Combined
		2347	2573	<b>4920</b>

**AM**

**PM**

Split %	AM			PM				
	40.1%	59.9%	<b>39.6%</b>	52.7%	47.3%	<b>60.4%</b>		
<b>Peak Hour</b>	0:30	0:30	11:30	7:00	<b>11:30</b>	16:30	13:15	<b>13:15</b>
<b>Volume</b>			162	203	<b>343</b>	243	247	<b>447</b>
<b>P.H.F.</b>			0.88	0.74	<b>0.92</b>	0.71	0.88	<b>0.92</b>

**ADT28 Lugonia between Citrus and SR-210.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			14	4	12:00			135	178			
0:15			6	8	12:15			151	194			
0:30			4	9	12:30			173	207			
0:45			6	30	5	26	56	168	627	211	790	1417
1:00			4	8	13:00			170	194			
1:15			0	6	13:15			166	184			
1:30			2	3	13:30			179	186			
1:45			2	8	3	20	28	172	687	203	767	1454
2:00			3	5	14:00			189	181			
2:15			2	6	14:15			183	157			
2:30			2	0	14:30			179	178			
2:45			0	7	6	17	24	156	707	191	707	1414
3:00			4	0	15:00			202	181			
3:15			6	7	15:15			166	148			
3:30			5	10	15:30			174	183			
3:45			6	21	14	31	52	181	723	154	666	1389
4:00			10	9	16:00			201	135			
4:15			0	8	16:15			215	177			
4:30			4	11	16:30			234	159			
4:45			8	22	28	56	78	225	875	177	648	1523
5:00			7	11	17:00			212	183			
5:15			3	20	17:15			145	171			
5:30			7	29	17:30			95	207			
5:45			11	28	44	104	132	108	560	186	747	1307
6:00			12	27	18:00			101	197			
6:15			9	54	18:15			154	150			
6:30			24	55	18:30			159	156			
6:45			22	67	86	222	289	144	558	143	646	1204
7:00			30	101	19:00			140	140			
7:15			34	131	19:15			155	138			
7:30			35	171	19:30			144	101			
7:45			50	149	159	562	711	113	552	106	485	1037
8:00			48	182	20:00			97	124			
8:15			56	146	20:15			125	91			
8:30			48	157	20:30			106	88			
8:45			62	214	149	634	848	100	428	50	353	781
9:00			65	122	21:00			103	62			
9:15			76	133	21:15			76	58			
9:30			76	124	21:30			57	40			
9:45			94	311	153	532	843	59	295	29	189	484
10:00			83	148	22:00			55	31			
10:15			89	132	22:15			41	23			
10:30			129	156	22:30			33	31			
10:45			135	436	201	637	1073	18	147	28	113	260
11:00			122	179	23:00			23	19			
11:15			135	177	23:15			19	9			
11:30			135	176	23:30			21	13			
11:45			147	539	192	724	1263	16	79	17	58	137

**Total Vol.** 1832 3565 **5397** 6238 6169 **12407**

Daily Totals				
NB	SB	EB	WB	Combined
		8070	9734	<b>17804</b>

**AM**

**PM**

Split %	AM			PM				
	33.9%	66.1%	<b>30.3%</b>	50.3%	49.7%	<b>69.7%</b>		
<b>Peak Hour</b>	0:30	0:30	11:45	11:45	<b>11:45</b>	16:15	12:15	<b>16:15</b>
<b>Volume</b>			606	771	<b>1377</b>	886	806	<b>1582</b>
<b>P.H.F.</b>			0.88	0.93	<b>0.91</b>	0.95	0.95	<b>0.98</b>

**ADT29 Lugonia between Herald and Church.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			18	14	12:00			138	152			
0:15			9	7	12:15			135	159			
0:30			14	10	12:30			140	131			
0:45			11	52	10	41	93	154	567	134	576	1143
1:00			10	6	13:00			144	164			
1:15			7	9	13:15			150	107			
1:30			9	9	13:30			164	122			
1:45			3	29	7	31	60	152	610	119	512	1122
2:00			13	6	14:00			166	135			
2:15			6	11	14:15			190	144			
2:30			7	8	14:30			168	165			
2:45			8	34	3	28	62	195	719	143	587	1306
3:00			0	8	15:00			199	155			
3:15			7	8	15:15			196	143			
3:30			13	11	15:30			167	134			
3:45			7	27	11	38	65	182	744	156	588	1332
4:00			14	17	16:00			246	159			
4:15			7	27	16:15			262	136			
4:30			13	37	16:30			299	136			
4:45			5	39	45	126	165	313	1120	144	575	1695
5:00			5	25	17:00			300	133			
5:15			13	34	17:15			321	151			
5:30			17	50	17:30			346	121			
5:45			23	58	57	166	224	302	1269	114	519	1788
6:00			16	57	18:00			216	113			
6:15			34	73	18:15			198	96			
6:30			31	96	18:30			196	97			
6:45			52	133	146	372	505	147	757	106	412	1169
7:00			60	177	19:00			153	97			
7:15			78	219	19:15			106	74			
7:30			74	266	19:30			95	75			
7:45			104	316	233	895	1211	111	465	69	315	780
8:00			101	211	20:00			78	57			
8:15			83	158	20:15			84	59			
8:30			72	145	20:30			100	60			
8:45			76	332	152	666	998	105	367	51	227	594
9:00			91	117	21:00			110	54			
9:15			98	118	21:15			88	59			
9:30			81	135	21:30			59	42			
9:45			84	354	128	498	852	49	306	43	198	504
10:00			83	105	22:00			51	57			
10:15			98	138	22:15			63	31			
10:30			100	145	22:30			29	30			
10:45			127	408	123	511	919	40	183	27	145	328
11:00			136	126	23:00			41	17			
11:15			127	149	23:15			32	18			
11:30			144	139	23:30			21	18			
11:45			141	548	140	554	1102	22	116	16	69	185

**Total Vol.** 2330 3926 **6256** 7223 4723 **11946**

Daily Totals				
NB	SB	EB	WB	Combined
		9553	8649	<b>18202</b>

**AM** **PM**

Split %	AM			PM		
	37.2%	62.8%	<b>34.4%</b>	60.5%	39.5%	<b>65.6%</b>
<b>Peak Hour</b>	0:30	0:30	11:30 7:15 <b>7:15</b>	16:45	14:15	<b>16:45</b>
<b>Volume</b>			558 929 <b>1286</b>	1280	607	<b>1829</b>
<b>P.H.F.</b>			0.97 0.87 <b>0.95</b>	0.92	0.92	<b>0.97</b>

**ADT30 Lugonia between Dearborn and Revelation.**

Prepared by AimTD tel. 714 253 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			24	15	12:00			168	189			
0:15			21	13	12:15			133	187			
0:30			15	15	12:30			134	154			
0:45			16	76	9	52	128	155	590	170	700	1290
1:00			9	7	13:00			149	169			
1:15			18	14	13:15			151	163			
1:30			7	12	13:30			183	123			
1:45			4	38	9	42	80	186	669	151	606	1275
2:00			12	9	14:00			216	169			
2:15			6	8	14:15			200	172			
2:30			5	9	14:30			206	193			
2:45			9	32	9	35	67	228	850	191	725	1575
3:00			6	12	15:00			222	186			
3:15			4	12	15:15			214	189			
3:30			13	21	15:30			197	182			
3:45			9	32	21	66	98	222	855	182	739	1594
4:00			17	37	16:00			192	165			
4:15			16	31	16:15			230	175			
4:30			20	69	16:30			251	156			
4:45			18	71	63	200	271	245	918	169	665	1583
5:00			17	51	17:00			268	167			
5:15			30	80	17:15			271	208			
5:30			29	99	17:30			258	127			
5:45			42	118	104	334	452	246	1043	157	659	1702
6:00			50	99	18:00			245	127			
6:15			65	144	18:15			200	132			
6:30			62	172	18:30			225	108			
6:45			77	254	202	617	871	180	850	120	487	1337
7:00			137	230	19:00			215	129			
7:15			151	287	19:15			156	105			
7:30			116	305	19:30			137	92			
7:45			133	537	270	1092	1629	125	633	96	422	1055
8:00			129	265	20:00			125	96			
8:15			107	207	20:15			107	106			
8:30			126	192	20:30			122	92			
8:45			85	447	186	850	1297	108	462	76	370	832
9:00			124	151	21:00			131	76			
9:15			104	183	21:15			104	91			
9:30			111	177	21:30			85	69			
9:45			106	445	174	685	1130	70	390	47	283	673
10:00			128	153	22:00			73	74			
10:15			128	163	22:15			66	45			
10:30			136	172	22:30			51	58			
10:45			154	546	132	620	1166	48	238	22	199	437
11:00			170	151	23:00			36	21			
11:15			120	168	23:15			42	20			
11:30			162	176	23:30			28	20			
11:45			171	623	147	642	1265	28	134	14	75	209

**Total Vol.** 3219 5235 **8454** 7632 5930 **13562**

Daily Totals				
NB	SB	EB	WB	Combined
		10851	11165	<b>22016</b>

**AM**

**PM**

Split %	AM			PM				
	38.1%	61.9%	<b>38.4%</b>	56.3%	43.7%	<b>61.6%</b>		
<b>Peak Hour</b>	0:30	0:30	11:30	7:15	<b>7:15</b>	17:00	14:30	<b>16:30</b>
<b>Volume</b>			634	1127	<b>1656</b>	1043	759	<b>1735</b>
<b>P.H.F.</b>			0.93	0.92	<b>0.95</b>	0.96	0.98	<b>0.91</b>

**ADT31 Mentone between California and Plumwood.**

Prepared by AimTD tel. 714 253 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			12	18	12:00			91	82			
0:15			6	18	12:15			98	102			
0:30			7	17	12:30			71	76			
0:45			5	30	7	60	90	80	340	97	357	697
1:00			5	9	13:00			100	71			
1:15			7	7	13:15			78	95			
1:30			7	6	13:30			74	85			
1:45			7	26	9	31	57	82	334	97	348	682
2:00			3	5	14:00			76	90			
2:15			3	6	14:15			84	109			
2:30			0	0	14:30			71	112			
2:45			7	13	0	11	24	85	316	110	421	737
3:00			5	5	15:00			95	123			
3:15			6	4	15:15			99	129			
3:30			8	5	15:30			102	119			
3:45			11	30	5	19	49	84	380	128	499	879
4:00			18	2	16:00			106	135			
4:15			16	6	16:15			93	115			
4:30			22	2	16:30			90	156			
4:45			27	83	6	16	99	77	366	132	538	904
5:00			26	8	17:00			84	144			
5:15			35	2	17:15			93	151			
5:30			47	6	17:30			93	183			
5:45			67	175	17	33	208	82	352	158	636	988
6:00			61	23	18:00			65	139			
6:15			59	18	18:15			92	145			
6:30			83	31	18:30			66	103			
6:45			121	324	29	101	425	52	275	129	516	791
7:00			138	25	19:00			41	106			
7:15			147	42	19:15			50	107			
7:30			209	58	19:30			54	86			
7:45			189	683	64	189	872	34	179	83	382	561
8:00			198	59	20:00			40	75			
8:15			137	70	20:15			57	76			
8:30			126	50	20:30			65	67			
8:45			109	570	55	234	804	23	185	62	280	465
9:00			89	43	21:00			25	81			
9:15			110	59	21:15			27	75			
9:30			94	54	21:30			24	64			
9:45			88	381	59	215	596	20	96	52	272	368
10:00			82	65	22:00			17	42			
10:15			101	50	22:15			22	38			
10:30			88	76	22:30			7	36			
10:45			90	361	59	250	611	13	59	36	152	211
11:00			81	80	23:00			13	21			
11:15			80	70	23:15			5	14			
11:30			89	70	23:30			4	14			
11:45			92	342	75	295	637	10	32	19	68	100

**Total Vol.** 3018 1454 **4472** 2914 4469 **7383**

**Daily Totals**

NB	SB	EB	WB	Combined
		5932	5923	<b>11855</b>

**AM**

**PM**

Split %	AM					PM		
	67.5%	32.5%	<b>37.7%</b>			39.5%	60.5%	<b>62.3%</b>
<b>Peak Hour</b>	0:30	0:30	7:15	11:45	<b>7:30</b>	15:15	17:00	<b>17:00</b>
<b>Volume</b>			743	335	<b>984</b>	391	636	<b>988</b>
<b>P.H.F.</b>			0.89	0.82	<b>0.92</b>	0.92	0.87	<b>0.89</b>

**ADT32 Redlands between Bryn Mawr and California.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			9	6	12:00			166	157			
0:15			3	6	12:15			159	151			
0:30			7	8	12:30			125	157			
0:45			6	25	12:45			126	576	164	629	1205
1:00			4	6	13:00			159	141			
1:15			5	0	13:15			134	113			
1:30			2	3	13:30			152	118			
1:45			0	11	13:45			154	599	114	486	1085
2:00			4	9	14:00			161	136			
2:15			5	2	14:15			144	134			
2:30			3	3	14:30			131	116			
2:45			3	15	14:45			130	566	135	521	1087
3:00			5	2	15:00			143	145			
3:15			3	4	15:15			141	120			
3:30			5	3	15:30			173	137			
3:45			2	15	15:45			203	660	142	544	1204
4:00			2	5	16:00			215	128			
4:15			3	4	16:15			213	112			
4:30			7	7	16:30			218	120			
4:45			5	17	16:45			224	870	118	478	1348
5:00			5	9	17:00			259	141			
5:15			9	14	17:15			225	162			
5:30			17	23	17:30			267	159			
5:45			25	56	17:45			209	960	169	631	1591
6:00			26	39	18:00			199	159			
6:15			25	35	18:15			211	156			
6:30			37	61	18:30			168	104			
6:45			46	134	18:45			143	721	75	494	1215
7:00			49	89	19:00			74	88			
7:15			49	146	19:15			72	66			
7:30			84	167	19:30			66	67			
7:45			165	347	19:45			57	269	64	285	554
8:00			100	153	20:00			68	66			
8:15			82	83	20:15			41	59			
8:30			67	86	20:30			44	54			
8:45			81	330	20:45			36	189	39	218	407
9:00			72	88	21:00			33	43			
9:15			93	59	21:15			21	42			
9:30			104	79	21:30			35	41			
9:45			161	430	21:45			27	116	39	165	281
10:00			118	73	22:00			25	27			
10:15			106	87	22:15			15	27			
10:30			111	77	22:30			19	24			
10:45			129	464	22:45			16	75	11	89	164
11:00			129	108	23:00			10	20			
11:15			104	124	23:15			10	9			
11:30			153	161	23:30			9	9			
11:45			162	548	23:45			2	31	14	52	83

**Total Vol.** 2392 2558 **4950** 5632 4592 **10224**

Daily Totals				
NB	SB	EB	WB	Combined
		8024	7150	<b>15174</b>

**AM**

**PM**

Split %	AM			PM				
	48.3%	51.7%	<b>32.6%</b>	55.1%	44.9%	<b>67.4%</b>		
<b>Peak Hour</b>	0:30	0:30	11:30	7:15	<b>11:30</b>	16:45	17:15	<b>17:00</b>
<b>Volume</b>			640	648	<b>1259</b>	975	649	<b>1591</b>
<b>P.H.F.</b>			0.96	0.89	<b>0.97</b>	0.91	0.96	<b>0.93</b>

**ADT33 Redlands between Iowa and Alabama.**

Prepared by AimTD tel. 714 253 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			17	11	12:00			219	195			
0:15			5	13	12:15			222	239			
0:30			9	7	12:30			233	214			
0:45			8	39	3	34	73	213	887	266	914	1801
1:00			8	8	13:00			201	254			
1:15			10	15	13:15			215	242			
1:30			5	9	13:30			216	235			
1:45			5	28	3	35	63	226	858	208	939	1797
2:00			3	9	14:00			230	193			
2:15			0	3	14:15			235	189			
2:30			2	4	14:30			226	180			
2:45			3	8	7	23	31	194	885	206	768	1653
3:00			5	7	15:00			201	207			
3:15			9	4	15:15			219	197			
3:30			3	8	15:30			234	158			
3:45			4	21	6	25	46	230	884	157	719	1603
4:00			6	7	16:00			246	199			
4:15			4	5	16:15			233	169			
4:30			12	8	16:30			263	161			
4:45			4	26	32	52	78	256	998	171	700	1698
5:00			6	15	17:00			338	181			
5:15			11	18	17:15			286	199			
5:30			28	20	17:30			279	172			
5:45			22	67	57	110	177	297	1200	158	710	1910
6:00			22	30	18:00			281	146			
6:15			12	41	18:15			305	153			
6:30			36	48	18:30			226	144			
6:45			37	107	80	199	306	215	1027	131	574	1601
7:00			53	88	19:00			186	106			
7:15			45	134	19:15			138	110			
7:30			63	152	19:30			118	95			
7:45			88	249	176	550	799	115	557	94	405	962
8:00			92	132	20:00			97	87			
8:15			100	152	20:15			75	95			
8:30			101	134	20:30			84	76			
8:45			118	411	145	563	974	81	337	83	341	678
9:00			149	154	21:00			77	65			
9:15			121	134	21:15			54	52			
9:30			140	148	21:30			56	53			
9:45			136	546	157	593	1139	38	225	41	211	436
10:00			152	161	22:00			34	34			
10:15			178	183	22:15			30	30			
10:30			167	157	22:30			29	29			
10:45			181	678	198	699	1377	21	114	20	113	227
11:00			194	187	23:00			24	16			
11:15			185	186	23:15			23	16			
11:30			210	197	23:30			18	13			
11:45			229	818	179	749	1567	17	82	15	60	142

**Total Vol.** 2998 3632 **6630** 8054 6454 **14508**

Daily Totals				
NB	SB	EB	WB	Combined
		11052	10086	<b>21138</b>

**AM** **PM**

Split %	AM			PM				
	45.2%	54.8%	<b>31.4%</b>	55.5%	44.5%	<b>68.6%</b>		
<b>Peak Hour</b>	0:30	0:30	11:45	11:45	<b>11:45</b>	17:00	12:45	<b>17:00</b>
<b>Volume</b>			903	827	<b>1730</b>	1200	997	<b>1910</b>
<b>P.H.F.</b>			0.97	0.87	<b>0.94</b>	0.89	0.94	<b>0.92</b>



**ADT34 Redlands between Cypress and Palm.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	6	5			12:00	73	111		
0:15	3	3			12:15	106	105		
0:30	2	6			12:30	74	108		
0:45	8	19	2	16	12:45	82	335	115	439
1:00	2	5			13:00	86	115		
1:15	3	2			13:15	71	99		
1:30	3	6			13:30	84	122		
1:45	3	11	6	19	13:45	85	326	125	461
2:00	3	4			14:00	112	121		
2:15	2	4			14:15	126	105		
2:30	0	2			14:30	93	153		
2:45	0	5	6	16	14:45	95	426	160	539
3:00	2	0			15:00	84	150		
3:15	0	4			15:15	90	153		
3:30	2	0			15:30	105	148		
3:45	2	6	4	8	15:45	79	358	144	595
4:00	5	2			16:00	74	142		
4:15	8	3			16:15	77	141		
4:30	7	8			16:30	88	197		
4:45	12	32	6	19	16:45	99	338	200	680
5:00	15	9			17:00	106	219		
5:15	10	9			17:15	111	231		
5:30	22	11			17:30	81	212		
5:45	22	69	18	47	17:45	76	374	211	873
6:00	24	22			18:00	77	165		
6:15	43	23			18:15	52	148		
6:30	63	25			18:30	65	117		
6:45	59	189	39	109	18:45	72	266	134	564
7:00	120	41			19:00	65	117		
7:15	205	81			19:15	50	100		
7:30	209	80			19:30	45	90		
7:45	310	844	73	275	19:45	38	198	64	371
8:00	191	91			20:00	52	104		
8:15	124	82			20:15	30	101		
8:30	108	69			20:30	33	76		
8:45	108	531	73	315	20:45	35	150	74	355
9:00	89	55			21:00	30	60		
9:15	83	56			21:15	28	48		
9:30	98	76			21:30	18	61		
9:45	97	367	87	274	21:45	21	97	32	201
10:00	78	83			22:00	14	38		
10:15	88	76			22:15	11	27		
10:30	77	70			22:30	11	20		
10:45	94	337	98	327	22:45	9	45	23	108
11:00	83	107			23:00	8	22		
11:15	140	98			23:15	6	8		
11:30	101	90			23:30	8	13		
11:45	91	415	102	397	23:45	5	27	18	61

**Total Vol.**                      2825                      1822                      **4647**                      2940                      5247                      **8187**

**Daily Totals**

NB	SB	EB	WB	Combined
5765	7069			<b>12834</b>

**AM**

**PM**

Split %	60.8%	39.2%	<b>36.2%</b>	35.9%	64.1%	<b>63.8%</b>
Peak Hour	7:15	11:45	<b>7:15</b>	14:00	17:00	<b>16:45</b>
Volume	915	426	<b>1240</b>	426	873	<b>1259</b>
P.H.F.	0.74	0.96	<b>0.81</b>	0.84	0.94	<b>0.92</b>

**ADT35 Colton between Dearborn and Kensington.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			4	2	12:00			35	47			
0:15			4	2	12:15			22	38			
0:30			6	3	12:30			31	40			
0:45			3	17	0	7	24	35	123	44	169	292
1:00			4	2	13:00			40	51			
1:15			3	0	13:15			35	38			
1:30			0	2	13:30			48	54			
1:45			3	10	0	4	14	45	168	44	187	355
2:00			5	2	14:00			97	55			
2:15			0	0	14:15			90	38			
2:30			3	2	14:30			92	94			
2:45			0	8	3	7	15	57	336	90	277	613
3:00			4	2	15:00			52	67			
3:15			0	6	15:15			70	62			
3:30			2	4	15:30			58	60			
3:45			2	8	9	21	29	50	230	41	230	460
4:00			3	4	16:00			55	55			
4:15			2	10	16:15			54	38			
4:30			12	9	16:30			57	40			
4:45			4	21	14	37	58	72	238	51	184	422
5:00			7	11	17:00			55	64			
5:15			6	13	17:15			72	45			
5:30			0	26	17:30			70	48			
5:45			9	22	27	77	99	62	259	43	200	459
6:00			9	32	18:00			53	40			
6:15			7	46	18:15			57	27			
6:30			30	69	18:30			39	25			
6:45			67	113	64	211	324	54	203	29	121	324
7:00			140	115	19:00			42	38			
7:15			80	151	19:15			30	32			
7:30			49	74	19:30			35	30			
7:45			41	310	68	408	718	39	146	18	118	264
8:00			32	41	20:00			55	25			
8:15			27	40	20:15			36	25			
8:30			35	45	20:30			29	26			
8:45			19	113	27	153	266	37	157	18	94	251
9:00			22	33	21:00			23	26			
9:15			25	41	21:15			22	10			
9:30			24	38	21:30			11	16			
9:45			25	96	30	142	238	9	65	10	62	127
10:00			23	30	22:00			16	10			
10:15			32	27	22:15			11	9			
10:30			31	33	22:30			15	8			
10:45			36	122	14	104	226	11	53	3	30	83
11:00			37	33	23:00			12	13			
11:15			23	31	23:15			9	2			
11:30			29	34	23:30			5	5			
11:45			25	114	30	128	242	8	34	3	23	57

**Total Vol.** 954 1299 **2253** 2012 1695 **3707**

Daily Totals				
NB	SB	EB	WB	Combined
		2966	2994	<b>5960</b>

**AM** **PM**

Split %	42.3%	57.7%	<b>37.8%</b>	54.3%	45.7%	<b>62.2%</b>		
<b>Peak Hour</b>	0:30	0:30	6:45	7:00	<b>6:45</b>	14:00	14:30	<b>14:00</b>
<b>Volume</b>			336	408	<b>740</b>	336	313	<b>613</b>
<b>P.H.F.</b>			0.60	0.68	<b>0.73</b>	0.87	0.83	<b>0.82</b>

**ADT36 5th between Dearborn and Silvertree.**

Prepared by AimTD tel. 714 253 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			6	3	12:00			55	66			
0:15			4	5	12:15			47	87			
0:30			2	0	12:30			51	75			
0:45			2	14	0	8	22	68	221	60	288	509
1:00			3	9	13:00			64	49			
1:15			3	3	13:15			45	58			
1:30			2	3	13:30			42	54			
1:45			2	10	2	17	27	62	213	54	215	428
2:00			2	0	14:00			63	67			
2:15			3	3	14:15			78	70			
2:30			2	3	14:30			101	78			
2:45			0	7	3	9	16	81	323	74	289	612
3:00			2	2	15:00			74	81			
3:15			0	0	15:15			73	73			
3:30			2	2	15:30			99	91			
3:45			0	4	3	7	11	80	326	76	321	647
4:00			0	0	16:00			91	49			
4:15			4	4	16:15			80	66			
4:30			2	4	16:30			100	47			
4:45			6	12	7	15	27	121	392	56	218	610
5:00			3	5	17:00			99	75			
5:15			7	6	17:15			110	78			
5:30			9	8	17:30			134	57			
5:45			18	37	10	29	66	99	442	73	283	725
6:00			21	23	18:00			93	63			
6:15			12	19	18:15			103	46			
6:30			20	32	18:30			72	62			
6:45			25	78	39	113	191	70	338	43	214	552
7:00			42	63	19:00			68	43			
7:15			104	83	19:15			60	71			
7:30			86	136	19:30			49	40			
7:45			72	304	188	470	774	60	237	29	183	420
8:00			71	181	20:00			34	31			
8:15			70	158	20:15			29	38			
8:30			48	124	20:30			46	39			
8:45			58	247	91	554	801	44	153	41	149	302
9:00			49	73	21:00			35	33			
9:15			44	62	21:15			29	48			
9:30			52	65	21:30			15	28			
9:45			52	197	52	252	449	27	106	18	127	233
10:00			61	67	22:00			15	20			
10:15			47	64	22:15			21	38			
10:30			55	61	22:30			13	21			
10:45			36	199	41	233	432	6	55	13	92	147
11:00			53	64	23:00			16	10			
11:15			39	71	23:15			13	18			
11:30			39	101	23:30			11	5			
11:45			54	185	96	332	517	6	46	6	39	85

**Total Vol.** 1294 2039 **3333** 2852 2418 **5270**

Daily Totals				
NB	SB	EB	WB	Combined
		4146	4457	<b>8603</b>

**AM** **PM**

Split %	AM					PM		
	38.8%	61.2%	<b>38.7%</b>			54.1%	45.9%	<b>61.3%</b>
<b>Peak Hour</b>	0:30	0:30	7:15	7:30	<b>7:30</b>	16:45	15:00	<b>16:45</b>
<b>Volume</b>			333	663	<b>962</b>	464	321	<b>730</b>
<b>P.H.F.</b>			0.80	0.88	<b>0.93</b>	0.87	0.88	<b>0.96</b>

**ADT38 Barton between Nevada and Terracina.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB			
0:30			23	23		12:00			236	218			
0:15			12	21		12:15			248	182			
0:30			17	10		12:30			212	183			
0:45			12	64	14	68	132		210	906	243	826	1732
1:00			6	4		13:00			155	224			
1:15			10	7		13:15			190	170			
1:30			10	5		13:30			181	184			
1:45			13	39	7	23	62		235	761	169	747	1508
2:00			6	7		14:00			217	182			
2:15			5	2		14:15			211	206			
2:30			7	9		14:30			217	211			
2:45			6	24	2	20	44		252	897	268	867	1764
3:00			7	10		15:00			230	263			
3:15			4	6		15:15			250	219			
3:30			11	9		15:30			241	246			
3:45			12	34	13	38	72		283	1004	197	925	1929
4:00			7	6		16:00			261	207			
4:15			12	10		16:15			290	190			
4:30			9	20		16:30			280	233			
4:45			18	46	22	58	104		351	1182	215	845	2027
5:00			12	17		17:00			353	218			
5:15			26	34		17:15			305	231			
5:30			41	44		17:30			327	216			
5:45			49	128	53	148	276		397	1382	169	834	2216
6:00			51	72		18:00			387	176			
6:15			67	78		18:15			342	139			
6:30			81	119		18:30			311	154			
6:45			142	341	130	399	740		241	1281	152	621	1902
7:00			165	160		19:00			177	180			
7:15			176	246		19:15			167	99			
7:30			171	343		19:30			127	143			
7:45			247	759	295	1044	1803		111	582	123	545	1127
8:00			194	261		20:00			110	122			
8:15			151	222		20:15			103	129			
8:30			176	228		20:30			68	107			
8:45			154	675	210	921	1596		82	363	88	446	809
9:00			160	151		21:00			80	98			
9:15			155	180		21:15			68	102			
9:30			168	180		21:30			64	76			
9:45			167	650	160	671	1321		69	281	49	325	606
10:00			162	159		22:00			38	53			
10:15			168	166		22:15			45	39			
10:30			147	155		22:30			51	39			
10:45			181	658	157	637	1295		51	185	37	168	353
11:00			137	175		23:00			29	38			
11:15			194	163		23:15			39	32			
11:30			191	190		23:30			29	45			
11:45			221	743	186	714	1457		23	120	20	135	255

**Total Vol.** 4161 4741 **8902** 8944 7284 **16228**

Daily Totals				
NB	SB	EB	WB	Combined
		13105	12025	<b>25130</b>

**AM**

**PM**

Split %	AM			PM		
	46.7%	53.3%	<b>35.4%</b>	55.1%	44.9%	<b>64.6%</b>
<b>Peak Hour</b>	0:30	0:30	11:45 7:15 <b>7:15</b>	17:30	14:45	<b>16:45</b>
<b>Volume</b>			917 1145 <b>1933</b>	1453	996	<b>2216</b>
<b>P.H.F.</b>			0.92 0.83 <b>0.89</b>	0.91	0.93	<b>0.97</b>

**ADT39 Citrus between 6th and Olive.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			7	6	12:00			59	75			
0:15			9	0	12:15			68	80			
0:30			5	3	12:30			71	96			
0:45			4	25	0	9	34	80	278	102	353	631
1:00			8	3	13:00			83	96			
1:15			5	3	13:15			79	87			
1:30			0	3	13:30			55	76			
1:45			4	17	0	9	26	75	292	86	345	637
2:00			3	0	14:00			70	79			
2:15			4	2	14:15			81	88			
2:30			2	0	14:30			103	103			
2:45			3	12	2	4	16	87	341	123	393	734
3:00			3	0	15:00			63	96			
3:15			0	0	15:15			78	89			
3:30			2	0	15:30			82	77			
3:45			0	5	3	3	8	97	320	96	358	678
4:00			0	0	16:00			85	70			
4:15			3	2	16:15			95	74			
4:30			0	3	16:30			109	64			
4:45			5	8	4	9	17	131	420	81	289	709
5:00			2	2	17:00			141	90			
5:15			8	8	17:15			122	88			
5:30			5	2	17:30			124	78			
5:45			11	26	14	26	52	122	509	61	317	826
6:00			9	15	18:00			106	67			
6:15			14	20	18:15			115	58			
6:30			20	33	18:30			89	60			
6:45			24	67	45	113	180	80	390	58	243	633
7:00			56	79	19:00			84	59			
7:15			98	117	19:15			65	53			
7:30			40	93	19:30			75	44			
7:45			41	235	98	387	622	55	279	55	211	490
8:00			41	71	20:00			53	76			
8:15			46	70	20:15			57	54			
8:30			37	76	20:30			38	37			
8:45			48	172	72	289	461	56	204	35	202	406
9:00			42	68	21:00			56	42			
9:15			38	64	21:15			56	30			
9:30			42	54	21:30			28	18			
9:45			36	158	83	269	427	25	165	23	113	278
10:00			43	70	22:00			19	24			
10:15			53	95	22:15			16	19			
10:30			58	62	22:30			25	13			
10:45			55	209	108	335	544	6	66	12	68	134
11:00			70	89	23:00			14	13			
11:15			59	116	23:15			10	7			
11:30			64	80	23:30			8	9			
11:45			67	260	99	384	644	4	36	10	39	75
<b>Total Vol.</b>			1194	1837	<b>3031</b>			3300	2931	<b>6231</b>		

Daily Totals				
NB	SB	EB	WB	Combined
		4494	4768	<b>9262</b>

**AM** **PM**

Split %	AM			PM				
	39.4%	60.6%	<b>32.7%</b>	53.0%	47.0%	<b>67.3%</b>		
<b>Peak Hour</b>	0:30	0:30	11:45	10:45	<b>11:00</b>	16:45	14:30	<b>16:45</b>
<b>Volume</b>			265	393	<b>644</b>	518	411	<b>855</b>
<b>P.H.F.</b>			0.93	0.85	<b>0.92</b>	0.92	0.84	<b>0.93</b>

Wednesday, December 07, 2016

Location: Redlands

PROJECT: SC1151

**ADT40 Citrus between Dearborn and La Salle.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB			
0:30			6	0		12:00			85	91			
0:15			6	0		12:15			57	63			
0:30			8	3		12:30			38	47			
0:45			11	31	0	3	34	12:45	46	226	34	235	461
1:00			2	0		13:00			48	26			
1:15			0	2		13:15			55	33			
1:30			3	0		13:30			44	40			
1:45			5	10	2	4	14	13:45	61	208	36	135	343
2:00			3	0		14:00			62	28			
2:15			2	7		14:15			72	76			
2:30			2	0		14:30			89	65			
2:45			2	9	2	9	18	14:45	81	304	94	263	567
3:00			2	0		15:00			78	68			
3:15			0	2		15:15			67	76			
3:30			2	2		15:30			100	53			
3:45			4	8	4	8	16	15:45	84	329	37	234	563
4:00			6	3		16:00			72	35			
4:15			3	8		16:15			69	36			
4:30			2	8		16:30			67	44			
4:45			4	15	12	31	46	16:45	81	289	47	162	451
5:00			6	15		17:00			89	51			
5:15			6	10		17:15			101	48			
5:30			8	15		17:30			77	48			
5:45			12	32	12	52	84	17:45	72	339	48	195	534
6:00			9	19		18:00			73	30			
6:15			16	28		18:15			90	41			
6:30			18	28		18:30			62	26			
6:45			31	74	38	113	187	18:45	80	305	28	125	430
7:00			77	46		19:00			85	25			
7:15			102	119		19:15			60	21			
7:30			54	135		19:30			64	34			
7:45			61	294	122	422	716	19:45	52	261	24	104	365
8:00			55	122		20:00			30	23			
8:15			41	68		20:15			39	22			
8:30			51	61		20:30			30	18			
8:45			39	186	45	296	482	20:45	35	134	19	82	216
9:00			35	43		21:00			43	31			
9:15			36	46		21:15			24	15			
9:30			32	43		21:30			23	8			
9:45			42	145	41	173	318	21:45	22	112	12	66	178
10:00			28	33		22:00			16	8			
10:15			48	23		22:15			13	8			
10:30			39	36		22:30			18	4			
10:45			32	147	31	123	270	22:45	7	54	6	26	80
11:00			39	31		23:00			11	4			
11:15			47	51		23:15			9	2			
11:30			44	50		23:30			6	2			
11:45			70	200	37	169	369	23:45	6	32	3	11	43

**Total Vol.** 1151 1403 **2554** 2593 1638 **4231**

<b>Daily Totals</b>				
NB	SB	EB	WB	Combined
		3744	3041	<b>6785</b>

**AM**

**PM**

<b>Split %</b>	AM			PM		
	45.1%	54.9%	<b>37.6%</b>	61.3%	38.7%	<b>62.4%</b>
<b>Peak Hour</b>	0:30	0:30	7:00 7:15 <b>7:15</b>	16:45	14:15	<b>14:15</b>
<b>Volume</b>			294 498 <b>770</b>	348	303	<b>623</b>
<b>P.H.F.</b>			0.72 0.92 <b>0.87</b>	0.86	0.81	<b>0.89</b>

**ADT41 Alessandro between Creekside and San Timoteo Canyon.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	
0:00	3	2			12:00	21	20			
0:15	2	6			12:15	29	21			
0:30	4	2			12:30	32	27			
0:45	4	13	2	12	12:45	33	115	21	89	
										204
1:00	0	2			13:00	24	32			
1:15	3	3			13:15	24	22			
1:30	3	0			13:30	26	32			
1:45	3	9	2	7	13:45	27	101	40	126	
										227
2:00	0	0			14:00	19	30			
2:15	3	0			14:15	30	37			
2:30	0	2			14:30	42	36			
2:45	2	5	0	2	14:45	31	122	28	131	
										253
3:00	0	0			15:00	50	48			
3:15	5	0			15:15	53	58			
3:30	0	2			15:30	51	57			
3:45	3	8	2	4	15:45	49	203	61	224	
										427
4:00	3	3			16:00	51	61			
4:15	5	6			16:15	55	48			
4:30	0	2			16:30	62	62			
4:45	3	11	2	13	16:45	50	218	72	243	
										461
5:00	5	8			17:00	51	55			
5:15	6	5			17:15	46	63			
5:30	12	5			17:30	74	66			
5:45	14	37	9	27	17:45	51	222	67	251	
										473
6:00	12	8			18:00	44	61			
6:15	21	14			18:15	38	60			
6:30	21	25			18:30	42	40			
6:45	36	90	33	80	18:45	31	155	45	206	
										361
7:00	36	45			19:00	25	26			
7:15	54	49			19:15	21	18			
7:30	64	38			19:30	27	20			
7:45	73	227	49	181	19:45	25	98	21	85	
										183
8:00	61	55			20:00	18	19			
8:15	50	56			20:15	13	13			
8:30	45	46			20:30	8	14			
8:45	42	198	47	204	20:45	18	57	16	62	
										119
9:00	34	36			21:00	14	15			
9:15	19	27			21:15	14	18			
9:30	24	31			21:30	17	13			
9:45	29	106	21	115	21:45	9	54	9	55	
										109
10:00	20	26			22:00	5	13			
10:15	27	24			22:15	14	0			
10:30	23	24			22:30	11	6			
10:45	30	100	30	104	22:45	5	35	3	22	
										57
11:00	20	22			23:00	6	9			
11:15	27	27			23:15	7	5			
11:30	25	18			23:30	8	3			
11:45	29	101	23	90	23:45	0	21	3	20	
										41

**Total Vol.**            905            839                            **1744**                            1401            1514                            **2915**

**Daily Totals**

NB	SB	EB	WB	Combined
2306	2353			<b>4659</b>

**AM**

**PM**

Split %	51.9%	48.1%	<b>37.4%</b>	48.1%	51.9%	<b>62.6%</b>
<b>Peak Hour</b>	7:15	7:45	<b>7:30</b>	17:00	17:15	<b>16:45</b>
<b>Volume</b>	252	206	<b>446</b>	222	257	<b>477</b>
<b>P.H.F.</b>	0.86	0.92	<b>0.91</b>	0.83	0.96	<b>0.85</b>

**ADT42 San Timoteo Canyon west of Alessandro.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB			
0:30			6	2		12:00			52	47			
0:15			9	5		12:15			52	45			
0:30			4	3		12:30			62	45			
0:45			6	25	0	10	35	12:45	57	223	61	198	421
1:00			5	2		13:00			55	52			
1:15			4	4		13:15			59	41			
1:30			0	0		13:30			73	59			
1:45			4	13	0	6	19	13:45	59	246	64	216	462
2:00			2	0		14:00			65	53			
2:15			3	0		14:15			63	64			
2:30			4	2		14:30			82	59			
2:45			5	14	2	4	18	14:45	78	288	68	244	532
3:00			2	0		15:00			88	63			
3:15			0	0		15:15			98	66			
3:30			2	5		15:30			96	53			
3:45			8	12	5	10	22	15:45	187	469	79	261	730
4:00			4	7		16:00			145	50			
4:15			7	9		16:15			177	59			
4:30			2	7		16:30			147	56			
4:45			4	17	25	48	65	16:45	133	602	60	225	827
5:00			5	18		17:00			188	65			
5:15			11	34		17:15			186	64			
5:30			12	41		17:30			163	73			
5:45			8	36	45	138	174	17:45	183	720	58	260	980
6:00			11	52		18:00			205	47			
6:15			18	91		18:15			235	51			
6:30			28	118		18:30			108	33			
6:45			35	92	149	410	502	18:45	72	620	21	152	772
7:00			36	131		19:00			52	35			
7:15			44	137		19:15			36	27			
7:30			44	150		19:30			35	19			
7:45			50	174	171	589	763	19:45	44	167	16	97	264
8:00			36	137		20:00			29	15			
8:15			50	142		20:15			26	13			
8:30			40	121		20:30			17	19			
8:45			36	162	122	522	684	20:45	46	118	7	54	172
9:00			31	74		21:00			33	3			
9:15			26	72		21:15			24	6			
9:30			34	74		21:30			15	9			
9:45			40	131	50	270	401	21:45	26	98	9	27	125
10:00			29	44		22:00			9	8			
10:15			36	63		22:15			19	13			
10:30			47	38		22:30			11	5			
10:45			40	152	44	189	341	22:45	14	53	8	34	87
11:00			28	55		23:00			5	4			
11:15			42	57		23:15			21	6			
11:30			50	52		23:30			7	5			
11:45			51	171	57	221	392	23:45	12	45	6	21	66

**Total Vol.** 999 2417 **3416** 3649 1789 **5438**

**Daily Totals**

NB	SB	EB	WB	Combined
		4648	4206	<b>8854</b>

**AM**

**PM**

Split %	AM			PM				
	29.2%	70.8%	<b>38.6%</b>	67.1%	32.9%	<b>61.4%</b>		
<b>Peak Hour</b>	0:30	0:30	11:45	7:30	<b>7:30</b>	17:30	16:45	<b>17:30</b>
<b>Volume</b>			217	600	<b>780</b>	786	262	<b>1015</b>
<b>P.H.F.</b>			0.88	0.88	<b>0.88</b>	0.84	0.90	<b>0.89</b>



Wednesday, December 07, 2016

Location: Redlands

PROJECT: SC1151

**ADT43 San Timoteo Canyon south of Barton.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	4	6			12:00	44	56		
0:15	3	4			12:15	50	65		
0:30	3	6			12:30	36	57		
0:45	0	10	5	21	12:45	68	198	60	238
1:00	2	6			13:00	56	55		
1:15	3	0			13:15	49	61		
1:30	0	2			13:30	59	57		
1:45	0	5	4	12	13:45	66	230	68	241
2:00	2	2			14:00	59	69		
2:15	0	2			14:15	58	65		
2:30	3	4			14:30	61	91		
2:45	0	5	0	8	14:45	76	254	80	305
3:00	0	0			15:00	69	93		
3:15	4	3			15:15	61	92		
3:30	4	4			15:30	50	123		
3:45	4	12	5	12	15:45	68	248	103	411
4:00	6	5			16:00	65	129		
4:15	13	0			16:15	52	126		
4:30	10	3			16:30	47	124		
4:45	22	51	8	16	16:45	63	227	118	497
5:00	10	6			17:00	63	129		
5:15	30	10			17:15	59	99		
5:30	39	3			17:30	56	109		
5:45	43	122	6	25	17:45	51	229	86	423
6:00	42	20			18:00	33	100		
6:15	79	28			18:15	42	78		
6:30	110	33			18:30	35	72		
6:45	102	333	42	123	18:45	29	139	43	293
7:00	110	38			19:00	25	41		
7:15	99	45			19:15	21	28		
7:30	127	53			19:30	21	41		
7:45	126	462	54	190	19:45	11	78	30	140
8:00	100	52			20:00	16	34		
8:15	125	29			20:15	13	30		
8:30	122	42			20:30	15	31		
8:45	93	440	29	152	20:45	11	55	29	124
9:00	62	43			21:00	5	29		
9:15	73	23			21:15	11	12		
9:30	68	41			21:30	6	20		
9:45	44	247	25	132	21:45	7	29	19	80
10:00	43	40			22:00	15	15		
10:15	57	40			22:15	5	10		
10:30	44	44			22:30	3	12		
10:45	32	176	32	156	22:45	3	26	8	45
11:00	66	41			23:00	3	14		
11:15	46	55			23:15	3	10		
11:30	60	49			23:30	5	12		
11:45	54	226	49	194	23:45	4	15	5	41

**Total Vol.**                    2089                    1041                                    **3130**                                    1728                    2838                                    **4566**

**Daily Totals**

NB	SB	EB	WB	Combined
3817	3879			<b>7696</b>

**AM**

**PM**

Split %	66.7%	33.3%	<b>40.7%</b>	37.8%	62.2%	<b>59.3%</b>
<b>Peak Hour</b>	7:30	11:45	<b>7:30</b>	14:30	16:00	<b>16:00</b>
<b>Volume</b>	478	227	<b>666</b>	267	497	<b>724</b>
<b>P.H.F.</b>	0.94	0.87	<b>0.93</b>	0.90	0.96	<b>0.93</b>

Thursday, December 08, 2016

Location: Redlands

PROJECT: SC1151

**ADT44 Terracina between Barton and Brookside.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
0:00	6	0			12:00	123	94				
0:15	7	4			12:15	84	126				
0:30	8	3			12:30	112	105				
0:45	9	30	2	9	12:45	139	458	106	431		
1:00	0	0			13:00	126	85				
1:15	2	0			13:15	74	60				
1:30	2	0			13:30	80	63				
1:45	2	6	0	0	13:45	73	353	101	309		
2:00	3	0			14:00	112	104				
2:15	6	2			14:15	117	79				
2:30	2	0			14:30	126	89				
2:45	2	13	3	5	14:45	138	493	101	373		
3:00	3	0			15:00	137	95				
3:15	0	2			15:15	111	75				
3:30	5	2			15:30	124	104				
3:45	4	12	2	6	15:45	98	470	81	355		
4:00	4	4			16:00	107	124				
4:15	6	2			16:15	89	135				
4:30	4	5			16:30	122	121				
4:45	13	27	14	25	16:45	89	407	139	519		
5:00	9	10			17:00	120	126				
5:15	22	23			17:15	119	130				
5:30	32	20			17:30	100	132				
5:45	30	93	30	83	17:45	63	402	129	517		
6:00	33	28			18:00	81	121				
6:15	50	39			18:15	63	103				
6:30	79	51			18:30	62	142				
6:45	79	241	92	210	18:45	68	274	102	468		
7:00	106	105			19:00	78	107				
7:15	129	106			19:15	49	74				
7:30	140	103			19:30	57	44				
7:45	160	535	99	413	19:45	37	221	48	273		
8:00	140	119			20:00	40	41				
8:15	157	120			20:15	35	49				
8:30	147	132			20:30	40	24				
8:45	133	577	114	485	20:45	28	143	25	139		
9:00	110	108			21:00	30	20				
9:15	80	108			21:15	38	17				
9:30	78	104			21:30	27	13				
9:45	89	357	76	396	21:45	15	110	10	60		
10:00	96	79			22:00	21	5				
10:15	86	68			22:15	18	11				
10:30	94	62			22:30	23	9				
10:45	87	363	94	303	22:45	17	79	24	49		
11:00	82	84			23:00	27	12				
11:15	97	78			23:15	20	9				
11:30	97	101			23:30	34	7				
11:45	99	375	78	341	23:45	13	94	6	34		
<b>Total Vol.</b>	<b>2629</b>	<b>2276</b>				<b>4905</b>		<b>3504</b>	<b>3527</b>	<b>7031</b>	
								<b>Daily Totals</b>			
							NB	SB	EB	WB	<b>Combined</b>
							6133	5803			<b>11936</b>
									<b>PM</b>		
<b>Split %</b>	53.6%	46.4%		<b>41.1%</b>			49.8%	50.2%			<b>58.9%</b>
<b>Peak Hour</b>	7:45	8:00		<b>7:45</b>			14:15	16:45			<b>16:30</b>
<b>Volume</b>	604	485		<b>1074</b>			518	527			<b>966</b>
<b>P.H.F.</b>	0.94	0.92		<b>0.96</b>			0.94	0.95			<b>0.97</b>

**ADT45 Cypress between Center and Buena Vista.**

Prepared by AimTD tel. 714 253 7888

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB			
0:30			5	3		12:00			58	46			
0:15			4	3		12:15			58	53			
0:30			0	3		12:30			63	58			
0:45			4	13	2	11	24		42	221	40	197	418
1:00			0	0		13:00			44	57			
1:15			5	3		13:15			43	53			
1:30			0	3		13:30			61	54			
1:45			3	8	0	6	14		50	198	56	220	418
2:00			2	2		14:00			68	66			
2:15			3	0		14:15			78	66			
2:30			0	0		14:30			88	97			
2:45			2	7	0	2	9		75	309	99	328	637
3:00			0	3		15:00			64	83			
3:15			4	2		15:15			86	70			
3:30			4	0		15:30			97	59			
3:45			4	12	4	9	21		72	319	64	276	595
4:00			2	0		16:00			67	55			
4:15			3	0		16:15			80	63			
4:30			6	8		16:30			98	48			
4:45			8	19	5	13	32		107	352	54	220	572
5:00			7	8		17:00			115	64			
5:15			9	10		17:15			127	36			
5:30			6	6		17:30			101	62			
5:45			13	35	29	53	88		99	442	38	200	642
6:00			15	30		18:00			90	43			
6:15			25	19		18:15			57	37			
6:30			18	37		18:30			79	42			
6:45			32	90	59	145	235		45	271	53	175	446
7:00			83	67		19:00			39	37			
7:15			78	85		19:15			37	33			
7:30			56	120		19:30			31	27			
7:45			107	324	103	375	699		34	141	37	134	275
8:00			68	93		20:00			33	35			
8:15			53	93		20:15			22	37			
8:30			60	74		20:30			27	31			
8:45			49	230	62	322	552		20	102	29	132	234
9:00			56	42		21:00			31	22			
9:15			42	54		21:15			9	15			
9:30			43	64		21:30			17	13			
9:45			34	175	39	199	374		12	69	28	78	147
10:00			40	45		22:00			17	16			
10:15			40	55		22:15			5	8			
10:30			57	44		22:30			11	12			
10:45			41	178	39	183	361		2	35	11	47	82
11:00			35	35		23:00			8	13			
11:15			46	53		23:15			5	7			
11:30			50	47		23:30			10	3			
11:45			56	187	54	189	376		4	27	4	27	54

**Total Vol.** 1278 1507 **2785** 2486 2034 **4520**

Daily Totals				
NB	SB	EB	WB	Combined
		3764	3541	<b>7305</b>

**AM** **PM**

Split %	45.9%	54.1%	<b>38.1%</b>	55.0%	45.0%	<b>61.9%</b>		
<b>Peak Hour</b>	0:30	0:30	7:00	7:30	<b>7:15</b>	16:45	14:30	<b>16:45</b>
<b>Volume</b>			324	409	<b>710</b>	450	349	<b>666</b>
<b>P.H.F.</b>			0.76	0.85	<b>0.85</b>	0.89	0.88	<b>0.93</b>

**ADT46 Cypress between Roosevelt and Lytle.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	3	13			12:00	58	83		
0:15	4	12			12:15	77	94		
0:30	7	5			12:30	100	110		
0:45	7	21	8	38	12:45	74	309	93	380
1:00	0	3			13:00	57	71		
1:15	2	3			13:15	52	68		
1:30	3	10			13:30	64	79		
1:45	4	9	7	23	13:45	59	232	64	282
2:00	6	3			14:00	83	68		
2:15	5	4			14:15	101	105		
2:30	0	4			14:30	61	89		
2:45	0	11	2	13	14:45	68	313	76	338
3:00	3	7			15:00	86	97		
3:15	4	2			15:15	56	97		
3:30	4	0			15:30	79	103		
3:45	9	20	6	15	15:45	79	300	75	372
4:00	11	3			16:00	71	92		
4:15	9	6			16:15	72	64		
4:30	10	10			16:30	93	76		
4:45	8	38	9	28	16:45	76	312	71	303
5:00	12	10			17:00	86	78		
5:15	7	2			17:15	122	72		
5:30	17	14			17:30	105	74		
5:45	24	60	20	46	17:45	103	416	76	300
6:00	25	15			18:00	112	62		
6:15	32	24			18:15	75	75		
6:30	41	57			18:30	64	91		
6:45	46	144	78	174	18:45	69	320	73	301
7:00	64	106			19:00	67	71		
7:15	78	118			19:15	36	44		
7:30	79	89			19:30	39	68		
7:45	61	282	115	428	19:45	58	200	114	297
8:00	76	96			20:00	52	48		
8:15	55	85			20:15	28	35		
8:30	49	70			20:30	39	40		
8:45	55	235	82	333	20:45	27	146	39	162
9:00	48	65			21:00	32	57		
9:15	52	58			21:15	22	21		
9:30	45	72			21:30	28	28		
9:45	58	203	81	276	21:45	13	95	15	121
10:00	38	65			22:00	12	13		
10:15	52	72			22:15	15	21		
10:30	46	70			22:30	17	19		
10:45	50	186	76	283	22:45	12	56	19	72
11:00	54	54			23:00	12	8		
11:15	50	61			23:15	8	14		
11:30	56	69			23:30	13	5		
11:45	59	219	90	274	23:45	12	45	10	37

**Total Vol.**                    1428                    1931                                    **3359**                                    2744                    2965                                    **5709**

**Daily Totals**

NB	SB	EB	WB	Combined
4172	4896			<b>9068</b>

**AM**

**PM**

<b>Split %</b>	42.5%	57.5%	<b>37.0%</b>	48.1%	51.9%	<b>63.0%</b>
<b>Peak Hour</b>	7:15	7:00	<b>7:15</b>	17:15	12:00	<b>17:15</b>
<b>Volume</b>	294	428	<b>712</b>	442	380	<b>726</b>
<b>P.H.F.</b>	0.93	0.91	<b>0.91</b>	0.89	0.86	<b>0.94</b>

**ADT47 Center between Brookside and Glenwood.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	4	4			12:00	67	64		
0:15	2	0			12:15	66	47		
0:30	0	2			12:30	57	59		
0:45	0	6	3	9	12:45	51	241	59	229
1:00	2	3			13:00	64	48		
1:15	2	0			13:15	58	57		
1:30	0	3			13:30	65	54		
1:45	0	4	0	6	13:45	61	248	76	235
2:00	0	0			14:00	68	71		
2:15	2	5			14:15	126	64		
2:30	0	0			14:30	63	68		
2:45	0	2	0	5	14:45	76	333	66	269
3:00	0	0			15:00	79	92		
3:15	0	0			15:15	85	88		
3:30	3	0			15:30	103	106		
3:45	4	7	0	0	15:45	56	323	97	383
4:00	2	3			16:00	57	90		
4:15	7	0			16:15	75	100		
4:30	4	3			16:30	62	98		
4:45	8	21	3	9	16:45	74	268	94	382
5:00	7	5			17:00	70	125		
5:15	13	4			17:15	51	106		
5:30	13	4			17:30	49	89		
5:45	10	43	16	29	17:45	54	224	107	427
6:00	17	11			18:00	44	62		
6:15	30	15			18:15	33	78		
6:30	42	28			18:30	46	69		
6:45	52	141	38	92	18:45	33	156	62	271
7:00	67	33			19:00	30	60		
7:15	61	43			19:15	24	42		
7:30	93	67			19:30	35	51		
7:45	124	345	79	222	19:45	20	109	32	185
8:00	116	93			20:00	20	43		
8:15	104	51			20:15	26	46		
8:30	86	43			20:30	27	28		
8:45	76	382	37	224	20:45	19	92	31	148
9:00	50	32			21:00	25	21		
9:15	60	43			21:15	11	24		
9:30	58	48			21:30	10	22		
9:45	66	234	47	170	21:45	12	58	11	78
10:00	42	44			22:00	6	20		
10:15	60	44			22:15	2	12		
10:30	56	34			22:30	4	16		
10:45	56	214	47	169	22:45	4	16	13	61
11:00	52	38			23:00	5	10		
11:15	52	58			23:15	4	7		
11:30	51	58			23:30	7	6		
11:45	61	216	56	210	23:45	3	19	7	30

**Total Vol.**                      1615                      1145                                      **2760**                                      2087                      2698                                      **4785**

**Daily Totals**

NB	SB	EB	WB	Combined
3702	3843			<b>7545</b>

**AM**

**PM**

<b>Split %</b>	58.5%	41.5%	<b>36.6%</b>	43.6%	56.4%	<b>63.4%</b>
<b>Peak Hour</b>	7:30	7:30	<b>7:30</b>	14:15	17:00	<b>15:00</b>
<b>Volume</b>	437	290	<b>727</b>	344	427	<b>706</b>
<b>P.H.F.</b>	0.88	0.78	<b>0.87</b>	0.68	0.85	<b>0.84</b>

**ADT48 Fern between Myrtle and Redlands.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			2	4	12:00			40	40			
0:15			4	0	12:15			30	28			
0:30			2	2	12:30			37	31			
0:45			0	8	3	9	17	40	147	51	150	297
1:00			0	0	13:00			47	44			
1:15			2	2	13:15			37	28			
1:30			2	0	13:30			41	35			
1:45			0	4	0	2	6	34	159	33	140	299
2:00			0	0	14:00			39	56			
2:15			0	2	14:15			40	74			
2:30			0	0	14:30			76	68			
2:45			0	0	0	2	2	44	199	53	251	450
3:00			0	0	15:00			48	59			
3:15			2	0	15:15			29	42			
3:30			0	0	15:30			36	35			
3:45			3	5	3	3	8	40	153	66	202	355
4:00			0	2	16:00			28	55			
4:15			2	0	16:15			38	41			
4:30			2	0	16:30			40	56			
4:45			2	6	0	2	8	49	155	64	216	371
5:00			4	0	17:00			48	78			
5:15			6	5	17:15			44	89			
5:30			3	6	17:30			60	89			
5:45			3	16	7	18	34	53	205	77	333	538
6:00			8	6	18:00			54	56			
6:15			9	16	18:15			36	65			
6:30			16	14	18:30			37	48			
6:45			17	50	31	67	117	40	167	27	196	363
7:00			32	72	19:00			32	34			
7:15			80	144	19:15			35	27			
7:30			54	39	19:30			29	32			
7:45			76	242	50	305	547	44	140	28	121	261
8:00			44	41	20:00			37	12			
8:15			36	46	20:15			29	39			
8:30			38	37	20:30			30	21			
8:45			30	148	41	165	313	17	113	23	95	208
9:00			24	30	21:00			18	14			
9:15			33	31	21:15			21	14			
9:30			32	26	21:30			19	19			
9:45			36	125	32	119	244	9	67	9	56	123
10:00			26	29	22:00			7	13			
10:15			33	40	22:15			6	10			
10:30			22	32	22:30			7	11			
10:45			16	97	22	123	220	8	28	6	40	68
11:00			27	39	23:00			3	5			
11:15			33	35	23:15			5	3			
11:30			33	41	23:30			2	6			
11:45			29	122	38	153	275	5	15	9	23	38

**Total Vol.** 823 968 **1791** 1548 1823 **3371**

Daily Totals				
NB	SB	EB	WB	Combined
		2371	2791	<b>5162</b>

**AM**

**PM**

Split %	AM					PM		
	46.0%	54.0%	<b>34.7%</b>			45.9%	54.1%	<b>65.3%</b>
<b>Peak Hour</b>	0:30	0:30	7:15	7:00	<b>7:00</b>	17:15	17:00	<b>17:00</b>
<b>Volume</b>			254	305	<b>547</b>	211	333	<b>538</b>
<b>P.H.F.</b>			0.79	0.53	<b>0.61</b>	0.88	0.94	<b>0.90</b>

**ADT49 Palm between Hibiscus and Redlands.**

Prepared by AimTD tel. 714 253 7888

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
0:30			0	0	12:00			36	32			
0:15			0	2	12:15			35	39			
0:30			0	0	12:30			32	28			
0:45			4	4	2	4	8	32	135	43	142	277
1:00			0	2	13:00			32	30			
1:15			0	0	13:15			24	36			
1:30			2	0	13:30			26	36			
1:45			0	2	0	2	4	36	118	42	144	262
2:00			0	0	14:00			49	34			
2:15			0	0	14:15			66	37			
2:30			0	0	14:30			43	50			
2:45			0	0	0	0		34	192	51	172	364
3:00			0	0	15:00			49	52			
3:15			0	3	15:15			50	45			
3:30			0	0	15:30			52	51			
3:45			0	0	0	3	3	49	200	55	203	403
4:00			0	0	16:00			53	38			
4:15			0	0	16:15			46	47			
4:30			2	2	16:30			59	43			
4:45			3	5	4	6	11	51	209	52	180	389
5:00			2	2	17:00			57	30			
5:15			0	5	17:15			61	48			
5:30			8	8	17:30			52	36			
5:45			6	16	9	24	40	51	221	42	156	377
6:00			15	11	18:00			40	28			
6:15			12	6	18:15			41	35			
6:30			15	12	18:30			24	29			
6:45			13	55	31	60	115	36	141	39	131	272
7:00			33	29	19:00			27	28			
7:15			50	65	19:15			24	25			
7:30			49	66	19:30			23	29			
7:45			67	199	59	219	418	24	98	24	106	204
8:00			75	45	20:00			15	28			
8:15			27	36	20:15			17	31			
8:30			28	25	20:30			14	28			
8:45			25	155	34	140	295	8	54	15	102	156
9:00			29	33	21:00			8	10			
9:15			33	26	21:15			10	4			
9:30			26	30	21:30			8	9			
9:45			29	117	24	113	230	7	33	11	34	67
10:00			27	24	22:00			7	9			
10:15			23	28	22:15			5	5			
10:30			28	23	22:30			5	2			
10:45			32	110	33	108	218	4	21	0	16	37
11:00			30	30	23:00			0	7			
11:15			25	28	23:15			0	3			
11:30			28	31	23:30			2	0			
11:45			45	128	30	119	247	0	2	0	10	12

**Total Vol.** 791 798 **1589** 1424 1396 **2820**

Daily Totals				
NB	SB	EB	WB	Combined
		2215	2194	<b>4409</b>

**AM**

**PM**

Split %	AM			PM		
	49.8%	50.2%	<b>36.0%</b>	50.5%	49.5%	<b>64.0%</b>
<b>Peak Hour</b>	0:30	0:30	7:15 7:15 <b>7:15</b>	16:30	15:00	<b>15:00</b>
<b>Volume</b>			241 235 <b>476</b>	228	203	<b>403</b>
<b>P.H.F.</b>			0.80 0.89 <b>0.94</b>	0.93	0.92	<b>0.97</b>

**ADT50 Beaumont east of Nevada.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB			
0:30			3	3		12:00			10	19			
0:15			0	0		12:15			7	15			
0:30			0	0		12:30			10	15			
0:45			0	3	3	6	9		9	36	10	59	95
1:00			0	0		13:00			13	14			
1:15			0	0		13:15			21	19			
1:30			0	0		13:30			18	16			
1:45			0	0	2	2	2		13	65	17	66	131
2:00			0	0		14:00			14	25			
2:15			0	0		14:15			12	19			
2:30			0	0		14:30			16	23			
2:45			0	0	0	0			35	77	24	91	168
3:00			0	0		15:00			19	34			
3:15			0	0		15:15			18	28			
3:30			0	0		15:30			13	28			
3:45			2	2	0	0	2		21	71	20	110	181
4:00			0	0		16:00			17	43			
4:15			0	0		16:15			17	41			
4:30			0	0		16:30			21	57			
4:45			0	0	4	4	4		26	81	53	194	275
5:00			0	0		17:00			13	57			
5:15			2	0		17:15			26	65			
5:30			2	4		17:30			18	70			
5:45			5	9	7	11	20		18	75	53	245	320
6:00			7	9		18:00			22	53			
6:15			12	5		18:15			11	36			
6:30			14	16		18:30			10	25			
6:45			24	57	17	47	104		15	58	22	136	194
7:00			31	33		19:00			8	16			
7:15			52	35		19:15			3	13			
7:30			79	21		19:30			11	16			
7:45			40	202	31	120	322		10	32	8	53	85
8:00			31	24		20:00			7	11			
8:15			36	20		20:15			14	6			
8:30			29	28		20:30			8	6			
8:45			21	117	20	92	209		9	38	7	30	68
9:00			13	11		21:00			8	4			
9:15			8	10		21:15			10	6			
9:30			11	11		21:30			7	4			
9:45			13	45	14	46	91		0	25	5	19	44
10:00			15	6		22:00			5	6			
10:15			16	15		22:15			6	0			
10:30			15	15		22:30			0	0			
10:45			7	53	14	50	103		3	14	2	8	22
11:00			15	14		23:00			0	2			
11:15			9	10		23:15			3	2			
11:30			10	23		23:30			2	0			
11:45			13	47	9	56	103		3	8	2	6	14

**Total Vol.** 535 434 **969** 580 1017 **1597**

Daily Totals				
NB	SB	EB	WB	Combined
		1115	1451	<b>2566</b>

**AM**

**PM**

Split %	AM			PM				
	55.2%	44.8%	<b>37.8%</b>	36.3%	63.7%	<b>62.2%</b>		
<b>Peak Hour</b>	0:30	0:30	7:00	7:00	7:00	14:30	16:45	<b>16:45</b>
<b>Volume</b>			202	120	<b>322</b>	88	245	<b>328</b>
<b>P.H.F.</b>			0.64	0.86	<b>0.81</b>	0.63	0.88	<b>0.90</b>



**ADT51 Eureka north of Redlands.**

**Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	11	22			12:00	117	132		
0:15	10	13			12:15	105	136		
0:30	11	14			12:30	108	121		
0:45	7	39	10	59	12:45	117	447	142	531
1:00	5	7			13:00	116	120		
1:15	4	7			13:15	120	107		
1:30	6	10			13:30	119	145		
1:45	0	15	6	30	13:45	103	458	157	529
2:00	3	6			14:00	112	118		
2:15	3	6			14:15	110	146		
2:30	5	3			14:30	104	145		
2:45	2	13	0	15	14:45	116	442	125	534
3:00	2	4			15:00	116	114		
3:15	4	7			15:15	100	151		
3:30	4	4			15:30	101	136		
3:45	5	15	9	24	15:45	113	430	169	570
4:00	6	7			16:00	108	169		
4:15	5	2			16:15	131	167		
4:30	7	6			16:30	122	145		
4:45	4	22	7	22	16:45	138	499	140	621
5:00	5	12			17:00	218	163		
5:15	4	4			17:15	234	119		
5:30	8	12			17:30	190	90		
5:45	18	35	26	54	17:45	172	814	122	494
6:00	15	25			18:00	173	125		
6:15	32	24			18:15	150	114		
6:30	33	42			18:30	140	140		
6:45	88	168	100	191	18:45	120	583	114	493
7:00	82	90			19:00	132	129		
7:15	96	151			19:15	112	108		
7:30	95	148			19:30	126	93		
7:45	87	360	169	558	19:45	124	494	66	396
8:00	100	148			20:00	117	71		
8:15	96	142			20:15	90	53		
8:30	89	123			20:30	97	58		
8:45	95	380	125	538	20:45	92	396	51	233
9:00	85	113			21:00	77	33		
9:15	84	103			21:15	95	49		
9:30	86	88			21:30	69	40		
9:45	101	356	110	414	21:45	58	299	45	167
10:00	87	92			22:00	45	54		
10:15	103	93			22:15	28	33		
10:30	108	119			22:30	36	35		
10:45	100	398	113	417	22:45	16	125	30	152
11:00	94	130			23:00	18	31		
11:15	101	88			23:15	7	17		
11:30	106	130			23:30	6	19		
11:45	102	403	146	494	23:45	2	33	17	84

**Total Vol.**            2204            2816                            **5020**                            5020            4804                            **9824**

**Daily Totals**

NB	SB	EB	WB	Combined
7224	7620			<b>14844</b>

**AM**

**PM**

Split %	43.9%	56.1%	<b>33.8%</b>	51.1%	48.9%	<b>66.2%</b>
<b>Peak Hour</b>	11:45	7:15	<b>7:15</b>	17:00	15:45	<b>17:00</b>
<b>Volume</b>	432	616	<b>994</b>	814	650	<b>1308</b>
<b>P.H.F.</b>	0.92	0.91	<b>0.97</b>	0.89	0.96	<b>0.86</b>

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**Appendix H:  
Existing (2016) Intersection LOS Calculations**

HCM 2010 Signalized Intersection Summary  
 1: Mountain View Ave & San Bernardino Ave

Redlands General Plan  
 Existing (2016) AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	202	54	70	335	178	59	356	111	67	119	32
Future Volume (veh/h)	66	202	54	70	335	178	59	356	111	67	119	32
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	75	230	61	80	381	202	67	405	126	76	135	36
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	526	136	121	679	302	109	499	423	118	508	431
Arrive On Green	0.07	0.19	0.19	0.07	0.19	0.19	0.06	0.27	0.27	0.07	0.27	0.27
Sat Flow, veh/h	1774	2780	721	1774	3539	1575	1774	1863	1580	1774	1863	1580
Grp Volume(v), veh/h	75	145	146	80	381	202	67	405	126	76	135	36
Grp Sat Flow(s),veh/h/ln	1774	1770	1731	1774	1770	1575	1774	1863	1580	1774	1863	1580
Q Serve(g_s), s	2.0	3.4	3.6	2.1	4.7	5.7	1.8	9.7	3.0	2.0	2.7	0.8
Cycle Q Clear(g_c), s	2.0	3.4	3.6	2.1	4.7	5.7	1.8	9.7	3.0	2.0	2.7	0.8
Prop In Lane	1.00		0.42	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	117	335	328	121	679	302	109	499	423	118	508	431
V/C Ratio(X)	0.64	0.43	0.45	0.66	0.56	0.67	0.61	0.81	0.30	0.64	0.27	0.08
Avail Cap(c_a), veh/h	742	1110	1086	742	2221	988	742	1169	991	742	1169	991
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	17.1	17.2	21.7	17.5	17.9	21.9	16.4	13.9	21.8	13.6	12.9
Incr Delay (d2), s/veh	2.2	0.3	0.4	2.3	0.3	1.0	2.1	1.2	0.1	2.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.7	1.7	1.1	2.3	2.5	0.9	5.1	1.3	1.0	1.4	0.4
LnGrp Delay(d),s/veh	23.9	17.4	17.5	24.0	17.8	18.9	23.9	17.6	14.1	24.0	13.7	13.0
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		366			663			598			247	
Approach Delay, s/veh		18.8			18.9			17.6			16.8	
Approach LOS		B			B			B			B	
<b>Timer</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.8	15.1	7.4	17.5	7.7	15.2	7.7	17.3				
Change Period (Y+Rc), s	4.5	6.0	4.5	4.5	4.5	6.0	4.5	4.5				
Max Green Setting (Gmax), s	20.0	30.0	20.0	30.0	20.0	30.0	20.0	30.0				
Max Q Clear Time (g_c+I1), s	4.1	5.6	3.8	4.7	4.0	7.7	4.0	11.7				
Green Ext Time (p_c), s	0.0	1.3	0.0	0.9	0.0	1.3	0.0	0.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			18.2									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary  
 2: Alabama St & San Bernardino Ave

Redlands General Plan  
 Existing (2016) AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	148	31	143	352	89	108	162	64	61	321	119
Future Volume (veh/h)	63	148	31	143	352	89	108	162	64	61	321	119
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1723	1723	1758	1723	1723	1723	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	72	168	35	162	400	101	123	184	0	69	365	135
Adj No. of Lanes	1	2	0	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	554	113	219	724	323	225	884	396	203	603	220
Arrive On Green	0.12	0.20	0.20	0.13	0.22	0.22	0.13	0.25	0.00	0.11	0.24	0.24
Sat Flow, veh/h	1641	2709	552	1641	3274	1461	1774	3539	1583	1774	2540	926
Grp Volume(v), veh/h	72	100	103	162	400	101	123	184	0	69	253	247
Grp Sat Flow(s),veh/h/ln	1641	1637	1624	1641	1637	1461	1774	1770	1583	1774	1770	1697
Q Serve(g_s), s	2.9	3.7	3.9	6.8	7.8	4.2	4.7	3.0	0.0	2.6	9.2	9.4
Cycle Q Clear(g_c), s	2.9	3.7	3.9	6.8	7.8	4.2	4.7	3.0	0.0	2.6	9.2	9.4
Prop In Lane	1.00		0.34	1.00		1.00	1.00		1.00	1.00		0.55
Lane Grp Cap(c), veh/h	191	335	332	219	724	323	225	884	396	203	420	402
V/C Ratio(X)	0.38	0.30	0.31	0.74	0.55	0.31	0.55	0.21	0.00	0.34	0.60	0.61
Avail Cap(c_a), veh/h	455	772	766	455	1544	689	369	1522	681	369	785	753
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	24.3	24.4	30.0	24.9	23.5	29.5	21.4	0.0	29.4	24.5	24.6
Incr Delay (d2), s/veh	1.2	0.7	0.7	4.9	0.9	0.8	2.1	0.2	0.0	1.0	2.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.8	1.8	3.4	3.6	1.8	2.4	1.5	0.0	1.3	4.7	4.6
LnGrp Delay(d),s/veh	30.7	25.0	25.1	34.9	25.8	24.3	31.6	21.6	0.0	30.4	26.4	26.7
LnGrp LOS	C	C	C	C	C	C	C	C		C	C	C
Approach Vol, veh/h		275			663			307			569	
Approach Delay, s/veh		26.5			27.8			25.6			27.0	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.1	21.2	13.6	23.1	12.9	22.4	12.7	24.0				
Change Period (Y+Rc), s	4.5	6.5	4.5	6.0	4.5	6.5	4.5	6.0				
Max Green Setting (Gmax), s	21.0	34.0	15.0	32.0	20.0	34.0	15.0	31.0				
Max Q Clear Time (g_c+I), s	10.0	5.9	6.7	11.4	4.9	9.8	4.6	5.0				
Green Ext Time (p_c), s	0.3	6.0	0.2	5.4	0.1	5.8	0.1	5.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					27.0							
HCM 2010 LOS					C							

HCM 2010 Signalized Intersection Summary  
3: Orange St & San Bernardino Ave

Redlands General Plan  
Existing (2016) AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	207	57	53	499	100	108	193	27	121	349	111
Future Volume (veh/h)	33	207	57	53	499	100	108	193	27	121	349	111
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	37	233	64	60	561	112	121	217	30	136	392	125
Adj No. of Lanes	1	2	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	1261	339	566	689	138	332	1082	148	463	916	289
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	762	2759	741	1077	1508	301	880	3129	427	1126	2649	835
Grp Volume(v), veh/h	37	148	149	60	0	673	121	121	126	136	260	257
Grp Sat Flow(s),veh/h/ln	762	1770	1731	1077	0	1809	880	1770	1786	1126	1770	1714
Q Serve(g_s), s	2.5	2.8	2.9	2.0	0.0	18.0	6.8	2.7	2.8	5.4	6.3	6.4
Cycle Q Clear(g_c), s	20.4	2.8	2.9	4.8	0.0	18.0	13.3	2.7	2.8	8.2	6.3	6.4
Prop In Lane	1.00		0.43	1.00		0.17	1.00		0.24	1.00		0.49
Lane Grp Cap(c), veh/h	232	809	791	566	0	827	332	612	618	463	612	593
V/C Ratio(X)	0.16	0.18	0.19	0.11	0.00	0.81	0.36	0.20	0.20	0.29	0.43	0.43
Avail Cap(c_a), veh/h	280	920	899	633	0	940	485	920	928	658	920	891
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	9.0	9.0	10.4	0.0	13.1	19.1	12.8	12.8	15.7	14.0	14.0
Incr Delay (d2), s/veh	0.2	0.1	0.1	0.1	0.0	4.7	0.5	0.1	0.1	0.3	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.4	1.4	0.6	0.0	9.9	1.7	1.3	1.4	1.7	3.1	3.1
LnGrp Delay(d),s/veh	22.2	9.1	9.1	10.5	0.0	17.8	19.6	12.9	13.0	16.0	14.3	14.4
LnGrp LOS	C	A	A	B		B	B	B	B	B	B	B
Approach Vol, veh/h		334			733			368			653	
Approach Delay, s/veh		10.5			17.2			15.2			14.7	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.0		24.8		31.0		24.8				
Change Period (Y+Rc), s		* 5.5		* 5.5		* 5.5		* 5.5				
Max Green Setting (Gmax), s		* 29		* 29		* 29		* 29				
Max Q Clear Time (g_c+I1), s		20.0		10.2		22.4		15.3				
Green Ext Time (p_c), s		4.0		4.4		3.2		3.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				15.0								
HCM 2010 LOS				B								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection																
Intersection Delay, s/veh	9.3															
Intersection LOS	A															























Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations			↔				↔				↔				↔	
Traffic Vol, veh/h	0	2	180	47	0	1	261	26	0	72	20	4	0	27	15	3
Future Vol, veh/h	0	2	180	47	0	1	261	26	0	72	20	4	0	27	15	3
Peak Hour Factor	0.92	0.88	0.88	0.88	0.92	0.88	0.88	0.88	0.92	0.88	0.88	0.88	0.92	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	205	53	0	1	297	30	0	82	23	5	0	31	17	3
Number of Lanes	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	9.1	9.5	9.6	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	75%	2%	0%	1%	0%	60%
Vol Thru, %	21%	98%	66%	99%	83%	33%
Vol Right, %	4%	0%	34%	0%	17%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	96	92	137	132	157	45
LT Vol	72	2	0	1	0	27
Through Vol	20	90	90	131	131	15
RT Vol	4	0	47	0	26	3
Lane Flow Rate	109	105	156	149	178	51
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.165	0.154	0.218	0.217	0.252	0.078
Departure Headway (Hd)	5.445	5.303	5.05	5.226	5.105	5.504
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	655	672	707	683	701	645
Service Time	3.516	3.065	2.812	2.984	2.863	3.585
HCM Lane V/C Ratio	0.166	0.156	0.221	0.218	0.254	0.079
HCM Control Delay	9.6	9	9.2	9.4	9.6	9.1
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.6	0.5	0.8	0.8	1	0.3

HCM 2010 Signalized Intersection Summary  
5: California Ave & Lugonia Ave

Redlands General Plan  
Existing (2016) AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	16	49	77	90	35	192	412	91	8	191	6
Future Volume (veh/h)	1	16	49	77	90	35	192	412	91	8	191	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	1	17	52	82	96	37	204	438	97	9	203	6
Adj No. of Lanes	0	1	1	0	2	1	1	1	1	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	293	256	318	337	256	265	753	640	21	943	422
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.15	0.40	0.40	0.01	0.27	0.27
Sat Flow, veh/h	34	1811	1583	988	2085	1583	1774	1863	1583	1774	3539	1583
Grp Volume(v), veh/h	18	0	52	107	71	37	204	438	97	9	203	6
Grp Sat Flow(s),veh/h/ln	1846	0	1583	1463	1610	1583	1774	1863	1583	1774	1770	1583
Q Serve(g_s), s	0.0	0.0	1.1	1.9	1.6	0.8	4.4	7.4	1.6	0.2	1.8	0.1
Cycle Q Clear(g_c), s	0.3	0.0	1.1	2.5	1.6	0.8	4.4	7.4	1.6	0.2	1.8	0.1
Prop In Lane	0.06		1.00	0.77		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	393	0	256	394	260	256	265	753	640	21	943	422
V/C Ratio(X)	0.05	0.00	0.20	0.27	0.27	0.14	0.77	0.58	0.15	0.43	0.22	0.01
Avail Cap(c_a), veh/h	1452	0	1181	1720	1761	1732	1323	2083	1771	661	2903	1299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.3	0.0	14.6	15.1	14.8	14.5	16.4	9.3	7.6	19.7	11.5	10.9
Incr Delay (d2), s/veh	0.1	0.0	0.6	0.5	0.8	0.4	1.8	1.0	0.2	5.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.5	1.1	0.7	0.4	2.3	4.0	0.7	0.1	0.9	0.1
LnGrp Delay(d),s/veh	14.3	0.0	15.2	15.7	15.6	14.8	18.2	10.4	7.8	24.7	11.6	10.9
LnGrp LOS	B		B	B	B	B	B	B	A	C	B	B
Approach Vol, veh/h		70			215			739			218	
Approach Delay, s/veh		15.0			15.5			12.2			12.2	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.5	22.8		13.0	10.0	17.2		13.0				
Change Period (Y+Rc), s	4.0	6.5		6.5	4.0	6.5		6.5				
Max Green Setting (Gmax), s	45.0	45.0		30.0	30.0	33.0		44.0				
Max Q Clear Time (g_c+1/2), s	9.4	9.4		3.1	6.4	3.8		4.5				
Green Ext Time (p_c), s	0.0	6.9		2.1	0.3	6.6		2.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					12.9							
HCM 2010 LOS					B							



HCM 2010 Signalized Intersection Summary  
 6: Alabama St & Lugonia Ave

Redlands General Plan  
 Existing (2016) AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	84	40	221	307	59	104	322	129	26	371	65
Future Volume (veh/h)	43	84	40	221	307	59	104	322	129	26	371	65
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	47	92	44	243	337	65	114	354	142	29	408	71
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	3	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	296	133	305	785	150	147	792	313	33	1119	190
Arrive On Green	0.03	0.12	0.12	0.17	0.26	0.26	0.08	0.32	0.32	0.02	0.26	0.26
Sat Flow, veh/h	1774	2370	1068	1774	2965	566	1774	2479	978	1774	4377	743
Grp Volume(v), veh/h	47	67	69	243	200	202	114	251	245	29	314	165
Grp Sat Flow(s),veh/h/ln	1774	1770	1668	1774	1770	1761	1774	1770	1688	1774	1695	1730
Q Serve(g_s), s	1.3	1.7	1.9	6.5	4.6	4.7	3.1	5.5	5.7	0.8	3.7	3.9
Cycle Q Clear(g_c), s	1.3	1.7	1.9	6.5	4.6	4.7	3.1	5.5	5.7	0.8	3.7	3.9
Prop In Lane	1.00		0.64	1.00		0.32	1.00		0.58	1.00		0.43
Lane Grp Cap(c), veh/h	57	221	208	305	469	466	147	566	539	33	867	442
V/C Ratio(X)	0.83	0.30	0.33	0.80	0.43	0.43	0.78	0.44	0.45	0.87	0.36	0.37
Avail Cap(c_a), veh/h	540	1435	1353	1079	1435	1429	540	1435	1369	540	2750	1403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	19.6	19.7	19.6	15.0	15.1	22.2	13.3	13.4	24.1	15.1	15.1
Incr Delay (d2), s/veh	10.9	0.8	0.9	1.8	0.6	0.6	3.3	0.5	0.6	21.8	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.9	0.9	3.3	2.3	2.3	1.7	2.7	2.7	0.6	1.8	1.9
LnGrp Delay(d),s/veh	34.6	20.4	20.6	21.4	15.6	15.7	25.5	13.9	14.0	46.0	15.3	15.6
LnGrp LOS	C	C	C	C	B	B	C	B	B	D	B	B
Approach Vol, veh/h		183			645			610			508	
Approach Delay, s/veh		24.1			17.8			16.1			17.2	
Approach LOS		C			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	2.0	11.5	7.6	18.3	5.1	18.4	4.4	21.5				
Change Period (Y+Rc), s	3.5	5.3	3.5	5.7	3.5	5.3	3.5	5.7				
Max Green Setting (Gmax), s	30.0	40.0	15.0	40.0	15.0	40.0	15.0	40.0				
Max Q Clear Time (g_c+1), s	10.5	3.9	5.1	5.9	3.3	6.7	2.8	7.7				
Green Ext Time (p_c), s	0.3	3.2	0.1	6.6	0.0	3.1	0.0	6.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					17.7							
HCM 2010 LOS					B							
























HCM 2010 Signalized Intersection Summary  
7: Tennessee St & Lugonia Ave

Redlands General Plan  
Existing (2016) AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	171	155	127	467	127	123	233	61	51	91	0
Future Volume (veh/h)	20	171	155	127	467	127	123	233	61	51	91	0
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	22	188	170	140	513	140	135	256	67	56	100	0
Adj No. of Lanes	1	2	1	1	1	0	1	1	1	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	1153	514	179	564	154	173	340	287	94	257	0
Arrive On Green	0.03	0.33	0.33	0.10	0.40	0.40	0.10	0.18	0.18	0.05	0.14	0.00
Sat Flow, veh/h	1774	3539	1578	1774	1409	385	1774	1863	1575	1774	1863	0
Grp Volume(v), veh/h	22	188	170	140	0	653	135	256	67	56	100	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1578	1774	0	1794	1774	1863	1575	1774	1863	0
Q Serve(g_s), s	0.7	2.0	4.3	4.1	0.0	18.3	4.0	6.9	1.9	1.6	2.6	0.0
Cycle Q Clear(g_c), s	0.7	2.0	4.3	4.1	0.0	18.3	4.0	6.9	1.9	1.6	2.6	0.0
Prop In Lane	1.00		1.00	1.00		0.21	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	46	1153	514	179	0	718	173	340	287	94	257	0
V/C Ratio(X)	0.48	0.16	0.33	0.78	0.00	0.91	0.78	0.75	0.23	0.60	0.39	0.00
Avail Cap(c_a), veh/h	667	1663	742	667	0	843	667	875	740	667	875	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.5	12.8	13.6	23.4	0.0	15.0	23.5	20.6	18.6	24.6	20.9	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.1	2.8	0.0	11.5	2.9	1.3	0.2	2.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.0	1.9	2.1	0.0	11.2	2.1	3.7	0.8	0.9	1.4	0.0
LnGrp Delay(d),s/veh	28.3	12.8	13.7	26.2	0.0	26.5	26.3	21.9	18.7	26.9	21.3	0.0
LnGrp LOS	C	B	B	C		C	C	C	B	C	C	
Approach Vol, veh/h		380			793			458			156	
Approach Delay, s/veh		14.1			26.5			22.7			23.3	
Approach LOS		B			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.4	26.3	9.2	12.3	9.4	22.3	6.8	14.7				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	20.0	25.0	20.0	25.0	20.0	25.0	20.0	25.0				
Max Q Clear Time (g_c+1/2), s	20.3	6.0	4.6	6.1	6.3	3.6	8.9					
Green Ext Time (p_c), s	0.0	1.0	0.0	0.7	0.0	1.7	0.0	0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					22.6							
HCM 2010 LOS					C							

HCM 2010 Signalized Intersection Summary  
8: Orange St & Lugonia Ave

Redlands General Plan  
Existing (2016) AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	173	46	150	628	109	55	201	61	103	321	50
Future Volume (veh/h)	28	173	46	150	628	109	55	201	61	103	321	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	30	186	49	161	675	117	59	216	66	111	345	54
Adj No. of Lanes	1	2	0	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	499	128	449	772	654	76	517	439	140	584	495
Arrive On Green	0.03	0.18	0.18	0.25	0.41	0.41	0.04	0.28	0.28	0.08	0.31	0.31
Sat Flow, veh/h	1774	2786	715	1774	1863	1580	1774	1863	1580	1774	1863	1578
Grp Volume(v), veh/h	30	116	119	161	675	117	59	216	66	111	345	54
Grp Sat Flow(s),veh/h/ln	1774	1770	1732	1774	1863	1580	1774	1863	1580	1774	1863	1578
Q Serve(g_s), s	1.5	5.2	5.4	6.7	30.0	4.2	3.0	8.5	1.4	5.5	14.0	2.2
Cycle Q Clear(g_c), s	1.5	5.2	5.4	6.7	30.0	4.2	3.0	8.5	1.4	5.5	14.0	2.2
Prop In Lane	1.00		0.41	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	317	310	449	772	654	76	517	439	140	584	495
V/C Ratio(X)	0.58	0.37	0.38	0.36	0.87	0.18	0.78	0.42	0.15	0.80	0.59	0.11
Avail Cap(c_a), veh/h	158	511	500	449	772	654	158	517	439	177	584	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	32.5	32.6	27.6	24.2	16.7	42.6	26.6	6.0	40.7	26.0	22.0
Incr Delay (d2), s/veh	3.7	0.5	0.6	0.2	13.2	0.6	6.2	2.5	0.7	13.6	4.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.6	2.7	3.3	18.2	2.0	1.6	4.7	0.7	3.2	7.9	1.0
LnGrp Delay(d),s/veh	46.8	33.0	33.1	27.8	37.4	17.3	48.9	29.0	6.7	54.3	30.4	22.4
LnGrp LOS	D	C	C	C	D	B	D	C	A	D	C	C
Approach Vol, veh/h		265			953			341			510	
Approach Delay, s/veh		34.6			33.3			28.1			34.7	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	30.0	27.8	21.1	7.9	33.2	6.6	42.3				
Change Period (Y+Rc), s	4.0	5.0	5.0	* 5	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	9.0	25.0	11.0	* 26	8.0	26.0	8.0	30.0				
Max Q Clear Time (g_c+11), s	10.5	10.5	8.7	7.4	5.0	16.0	3.5	32.0				
Green Ext Time (p_c), s	0.0	2.7	1.0	1.0	0.0	2.3	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					33.0							
HCM 2010 LOS					C							
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary  
 9: University Ave & Lugonia Ave

Redlands General Plan  
 Existing (2016) AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	281	30	273	883	24	71	60	120	23	132	37
Future Volume (veh/h)	21	281	30	273	883	24	71	60	120	23	132	37
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	22	299	32	290	939	26	76	64	128	24	140	39
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	401	2168	230	747	2366	65	162	119	301	59	203	52
Arrive On Green	0.67	0.67	0.67	0.67	0.67	0.67	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	580	3221	342	1044	3515	97	519	617	1556	75	1048	267
Grp Volume(v), veh/h	22	163	168	290	473	492	140	0	128	203	0	0
Grp Sat Flow(s),veh/h/ln	580	1770	1793	1044	1770	1843	1135	0	1556	1389	0	0
Q Serve(g_s), s	1.6	3.0	3.0	12.5	10.7	10.7	0.0	0.0	6.5	2.5	0.0	0.0
Cycle Q Clear(g_c), s	12.3	3.0	3.0	15.5	10.7	10.7	10.9	0.0	6.5	13.4	0.0	0.0
Prop In Lane	1.00		0.19	1.00		0.05	0.54		1.00	0.12		0.19
Lane Grp Cap(c), veh/h	401	1191	1207	747	1191	1240	282	0	301	314	0	0
V/C Ratio(X)	0.05	0.14	0.14	0.39	0.40	0.40	0.50	0.00	0.42	0.65	0.00	0.00
Avail Cap(c_a), veh/h	401	1191	1207	747	1191	1240	466	0	501	549	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.3	5.3	5.3	8.1	6.6	6.6	33.1	0.0	31.9	33.7	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.2	0.2	1.5	1.0	1.0	0.5	0.0	0.4	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.5	1.6	3.9	5.4	5.7	3.3	0.0	2.8	4.9	0.0	0.0
LnGrp Delay(d),s/veh	9.6	5.5	5.6	9.6	7.6	7.5	33.6	0.0	32.2	34.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C		C	C		
Approach Vol, veh/h		353			1255			268			203	
Approach Delay, s/veh		5.8			8.0			32.9			34.6	
Approach LOS		A			A			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		66.6		23.4		66.6		23.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		48.0		30.0		48.0		29.0				
Max Q Clear Time (g_c+I1), s		14.3		15.4		17.5		12.9				
Green Ext Time (p_c), s		6.8		1.4		6.7		1.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				13.4								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary  
 10: Wabash Ave & Lugonia Ave

Redlands General Plan  
 Existing (2016) AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	287	117	52	831	64	170	166	60	133	167	38
Future Volume (veh/h)	9	287	117	52	831	64	170	166	60	133	167	38
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	10	319	130	58	923	71	189	184	67	148	186	42
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	22	979	831	75	1035	879	312	525	445	308	525	445
Arrive On Green	0.01	0.53	0.53	0.04	0.56	0.56	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1774	1863	1580	1774	1863	1580	1145	1863	1578	1122	1863	1578
Grp Volume(v), veh/h	10	319	130	58	923	71	189	184	67	148	186	42
Grp Sat Flow(s),veh/h/ln	1774	1863	1580	1774	1863	1580	1145	1863	1578	1122	1863	1578
Q Serve(g_s), s	0.5	8.8	3.8	2.9	39.3	1.9	14.2	7.1	2.9	10.9	7.2	1.8
Cycle Q Clear(g_c), s	0.5	8.8	3.8	2.9	39.3	1.9	21.4	7.1	2.9	18.0	7.2	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	22	979	831	75	1035	879	312	525	445	308	525	445
V/C Ratio(X)	0.46	0.33	0.16	0.77	0.89	0.08	0.61	0.35	0.15	0.48	0.35	0.09
Avail Cap(c_a), veh/h	215	979	831	215	1035	879	446	743	629	439	743	629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.1	12.2	11.0	42.6	17.6	9.3	34.3	25.8	24.2	32.9	25.8	23.8
Incr Delay (d2), s/veh	14.3	0.9	0.4	15.0	11.5	0.2	0.7	0.1	0.1	0.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.8	1.8	1.7	23.3	0.9	4.5	3.7	1.2	3.4	3.7	0.8
LnGrp Delay(d),s/veh	58.4	13.1	11.4	57.6	29.1	9.5	35.0	25.9	24.3	33.4	25.9	23.9
LnGrp LOS	E	B	B	E	C	A	D	C	C	C	C	C
Approach Vol, veh/h		459			1052			440			376	
Approach Delay, s/veh		13.6			29.4			29.6			28.6	
Approach LOS		B			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	52.8		29.9	4.6	55.5		29.9				
Change Period (Y+Rc), s	3.5	5.5		4.5	3.5	5.5		4.5				
Max Green Setting (Gmax), s	11.9	29.7		35.9	10.9	29.7		35.9				
Max Q Clear Time (g_c+14), s	11.9	10.8		20.0	2.5	41.3		23.4				
Green Ext Time (p_c), s	0.0	6.4		2.1	0.0	0.0		1.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					26.2							
HCM 2010 LOS					C							

























HCM 2010 Signalized Intersection Summary  
 11: California St & Redlands Blvd

Redlands General Plan  
 Existing (2016) AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	184	191	38	361	312	68	342	14	303	297	122
Future Volume (veh/h)	107	184	191	38	361	312	68	342	14	303	297	122
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	124	214	222	44	420	363	79	398	16	352	345	142
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	461	411	70	767	342	84	421	17	464	328	135
Arrive On Green	0.08	0.26	0.26	0.04	0.22	0.22	0.28	0.28	0.28	0.26	0.26	0.26
Sat Flow, veh/h	1774	1770	1577	1774	3539	1576	294	1483	60	1774	1254	516
Grp Volume(v), veh/h	124	214	222	44	420	363	493	0	0	352	0	487
Grp Sat Flow(s),veh/h/ln	1774	1770	1577	1774	1770	1576	1837	0	0	1774	0	1770
Q Serve(g_s), s	9.2	13.6	16.2	3.3	14.1	29.0	35.1	0.0	0.0	24.5	0.0	35.0
Cycle Q Clear(g_c), s	9.2	13.6	16.2	3.3	14.1	29.0	35.1	0.0	0.0	24.5	0.0	35.0
Prop In Lane	1.00		1.00	1.00		1.00	0.16		0.03	1.00		0.29
Lane Grp Cap(c), veh/h	148	461	411	70	767	342	522	0	0	464	0	463
V/C Ratio(X)	0.84	0.46	0.54	0.63	0.55	1.06	0.94	0.00	0.00	0.76	0.00	1.05
Avail Cap(c_a), veh/h	199	461	411	199	767	342	549	0	0	464	0	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.4	41.6	42.6	63.3	46.6	52.4	46.9	0.0	0.0	45.5	0.0	49.4
Incr Delay (d2), s/veh	19.9	0.7	1.4	8.8	0.8	66.2	24.8	0.0	0.0	7.1	0.0	56.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lrn	5.3	6.8	7.3	1.8	7.0	18.8	21.4	0.0	0.0	12.9	0.0	24.2
LnGrp Delay(d),s/veh	80.3	42.3	44.0	72.0	47.4	118.6	71.6	0.0	0.0	52.6	0.0	105.4
LnGrp LOS	F	D	D	E	D	F	E			D		F
Approach Vol, veh/h	560			827			493			839		
Approach Delay, s/veh	51.4			80.0			71.6			83.3		
Approach LOS	D			E			E			F		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	40.6		43.2	15.7	34.7		40.2				
Change Period (Y+Rc), s	4.5	* 5.7		* 5.2	4.5	* 5.7		5.2				
Max Green Setting (Gmax), s	15.0	* 20		* 40	15.0	* 29		35.0				
Max Q Clear Time (g_c+15), s	18.2			37.1	11.2	31.0		37.0				
Green Ext Time (p_c), s	0.0	1.1		0.9	0.1	0.0		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				73.6								
HCM 2010 LOS				E								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												




















HCM 2010 Signalized Intersection Summary  
 12: Alabama St & Redlands Blvd

Redlands General Plan  
 Existing (2016) AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	225	58	52	387	97	98	400	29	98	501	246
Future Volume (veh/h)	150	225	58	52	387	97	98	400	29	98	501	246
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	160	239	62	55	412	103	104	426	31	104	533	262
Adj No. of Lanes	2	2	1	2	2	1	2	3	0	2	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	248	987	441	101	836	373	176	1861	134	176	885	434
Arrive On Green	0.07	0.28	0.28	0.03	0.24	0.24	0.05	0.38	0.38	0.05	0.38	0.38
Sat Flow, veh/h	3442	3539	1580	3442	3539	1579	3442	4842	348	3442	2302	1129
Grp Volume(v), veh/h	160	239	62	55	412	103	104	297	160	104	409	386
Grp Sat Flow(s),veh/h/ln	1721	1770	1580	1721	1770	1579	1721	1695	1801	1721	1770	1661
Q Serve(g_s), s	3.2	3.7	2.1	1.1	7.1	3.7	2.1	4.2	4.2	2.1	13.0	13.1
Cycle Q Clear(g_c), s	3.2	3.7	2.1	1.1	7.1	3.7	2.1	4.2	4.2	2.1	13.0	13.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		0.68
Lane Grp Cap(c), veh/h	248	987	441	101	836	373	176	1303	692	176	680	638
V/C Ratio(X)	0.65	0.24	0.14	0.54	0.49	0.28	0.59	0.23	0.23	0.59	0.60	0.60
Avail Cap(c_a), veh/h	735	1864	832	735	1864	832	735	1931	1025	735	1008	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	19.6	19.0	33.6	23.2	21.9	32.6	14.6	14.6	32.6	17.3	17.3
Incr Delay (d2), s/veh	1.0	0.2	0.2	1.7	0.6	0.6	1.2	0.1	0.2	1.2	1.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.8	0.9	0.6	3.5	1.7	1.0	2.0	2.1	1.0	6.6	6.2
LnGrp Delay(d),s/veh	32.8	19.8	19.2	35.3	23.8	22.5	33.8	14.7	14.9	33.8	18.5	18.7
LnGrp LOS	C	B	B	D	C	C	C	B	B	C	B	B
Approach Vol, veh/h		461			570			561			899	
Approach Delay, s/veh		24.2			24.7			18.3			20.4	
Approach LOS		C			C			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	32.0	9.1	21.6	7.6	32.0	6.1	24.6				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	5.0	40.0	15.0	37.0	15.0	40.0	15.0	37.0				
Max Q Clear Time (g_c+I1), s	11.4	15.1	5.2	9.1	4.1	6.2	3.1	5.7				
Green Ext Time (p_c), s	0.1	11.7	0.1	7.1	0.1	13.5	0.0	7.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					21.6							
HCM 2010 LOS					C							

HCM 2010 Signalized Intersection Summary  
 13: Tennessee St & Redlands Blvd






















Redlands General Plan  
 Existing (2016) AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	153	28	47	278	62	51	487	36	178	469	35
Future Volume (veh/h)	18	153	28	47	278	62	51	487	36	178	469	35
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	18	156	29	48	284	63	52	497	37	182	479	36
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	20	418	76	59	467	102	69	694	54	262	732	57
Arrive On Green	0.01	0.14	0.14	0.03	0.16	0.16	0.22	0.22	0.22	0.29	0.29	0.29
Sat Flow, veh/h	1774	2989	544	1774	2888	631	311	3112	243	909	2539	198
Grp Volume(v), veh/h	18	91	94	48	172	175	309	0	277	364	0	333
Grp Sat Flow(s),veh/h/ln	1774	1770	1764	1774	1770	1749	1847	0	1819	1817	0	1827
Q Serve(g_s), s	0.6	2.7	2.8	1.6	5.2	5.4	9.0	0.0	8.1	10.3	0.0	9.1
Cycle Q Clear(g_c), s	0.6	2.7	2.8	1.6	5.2	5.4	9.0	0.0	8.1	10.3	0.0	9.1
Prop In Lane	1.00		0.31	1.00		0.36	0.17		0.13	0.50		0.11
Lane Grp Cap(c), veh/h	20	248	247	59	286	283	412	0	406	524	0	527
V/C Ratio(X)	0.90	0.37	0.38	0.82	0.60	0.62	0.75	0.00	0.68	0.69	0.00	0.63
Avail Cap(c_a), veh/h	615	982	978	615	982	970	736	0	725	756	0	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.5	22.5	22.5	27.7	22.4	22.5	20.9	0.0	20.5	18.3	0.0	17.9
Incr Delay (d2), s/veh	36.6	0.3	0.4	9.8	0.8	0.8	1.0	0.0	0.8	2.4	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.3	1.4	0.9	2.6	2.6	4.7	0.0	4.1	5.5	0.0	4.9
LnGrp Delay(d),s/veh	65.1	22.8	22.9	37.5	23.2	23.3	21.9	0.0	21.3	20.6	0.0	19.7
LnGrp LOS	E	C	C	D	C	C	C		C	C		B
Approach Vol, veh/h		203			395			586			697	
Approach Delay, s/veh		26.6			25.0			21.6			20.2	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	14.2		21.5	5.4	13.0		17.8				
Change Period (Y+Rc), s	3.5	4.9		4.9	3.5	4.9		4.9				
Max Green Setting (Gmax), s	21.6	32.0		24.0	20.0	32.0		23.0				
Max Q Clear Time (g_c+1/2), s	11.6	7.4		12.3	3.6	4.8		11.0				
Green Ext Time (p_c), s	0.0	1.8		4.2	0.0	1.8		1.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				22.3								
HCM 2010 LOS				C								



HCM 2010 Signalized Intersection Summary  
 14: Texas St & Redlands Blvd

Redlands General Plan  
 Existing (2016) AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	153	37	97	422	49	73	273	55	56	349	95
Future Volume (veh/h)	34	153	37	97	422	49	73	273	55	56	349	95
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	39	174	42	110	480	56	83	310	62	64	397	108
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	627	148	146	884	103	375	1188	235	494	751	637
Arrive On Green	0.03	0.22	0.22	0.08	0.28	0.28	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1774	2842	669	1774	3195	371	890	2947	582	1005	1863	1581
Grp Volume(v), veh/h	39	107	109	110	265	271	83	185	187	64	397	108
Grp Sat Flow(s),veh/h/ln	1774	1770	1741	1774	1770	1796	890	1770	1759	1005	1863	1581
Q Serve(g_s), s	1.0	2.2	2.3	2.7	5.7	5.8	3.5	3.1	3.2	2.0	7.3	2.0
Cycle Q Clear(g_c), s	1.0	2.2	2.3	2.7	5.7	5.8	10.8	3.1	3.2	5.2	7.3	2.0
Prop In Lane	1.00		0.38	1.00		0.21	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	46	390	384	146	490	497	375	713	709	494	751	637
V/C Ratio(X)	0.85	0.27	0.28	0.76	0.54	0.55	0.22	0.26	0.26	0.13	0.53	0.17
Avail Cap(c_a), veh/h	791	1262	1242	791	1255	1273	612	1184	1176	761	1246	1057
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	14.5	14.5	20.1	13.8	13.8	14.2	8.9	8.9	10.7	10.2	8.6
Incr Delay (d2), s/veh	31.6	0.4	0.4	7.7	0.9	0.9	0.3	0.2	0.2	0.1	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.1	1.2	1.6	2.9	3.0	0.9	1.5	1.5	0.6	3.8	0.9
LnGrp Delay(d),s/veh	53.4	14.9	14.9	27.9	14.7	14.8	14.5	9.1	9.1	10.8	10.7	8.7
LnGrp LOS	D	B	B	C	B	B	B	A	A	B	B	A
Approach Vol, veh/h		255			646			455			569	
Approach Delay, s/veh		20.8			17.0			10.1			10.4	
Approach LOS		C			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	17.5		22.7	7.2	15.0		22.7				
Change Period (Y+Rc), s	3.5	* 5.1		4.6	3.5	* 5.1		4.6				
Max Green Setting (Gmax), s	30.0	* 32		30.0	20.0	* 32		30.0				
Max Q Clear Time (g_c+13), s	7.8			12.8	4.7	4.3		9.3				
Green Ext Time (p_c), s	0.0	4.5		5.3	0.2	4.6		5.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					13.9							
HCM 2010 LOS					B							
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary  
 15: Orange St & Redlands Blvd

Redlands General Plan  
 Existing (2016) AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	264	45	41	505	245	35	430	24	57	250	44
Future Volume (veh/h)	52	264	45	41	505	245	35	430	24	57	250	44
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	57	287	49	45	549	266	38	467	26	62	272	48
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	1185	200	55	881	426	45	875	49	78	827	144
Arrive On Green	0.04	0.39	0.39	0.03	0.38	0.38	0.03	0.26	0.26	0.04	0.28	0.28
Sat Flow, veh/h	1774	3023	509	1774	2301	1112	1774	3405	189	1774	3006	523
Grp Volume(v), veh/h	57	166	170	45	422	393	38	242	251	62	158	162
Grp Sat Flow(s),veh/h/ln	1774	1770	1763	1774	1770	1644	1774	1770	1825	1774	1770	1759
Q Serve(g_s), s	1.8	3.5	3.6	1.4	10.8	10.8	1.2	6.6	6.6	1.9	4.0	4.1
Cycle Q Clear(g_c), s	1.8	3.5	3.6	1.4	10.8	10.8	1.2	6.6	6.6	1.9	4.0	4.1
Prop In Lane	1.00		0.29	1.00		0.68	1.00		0.10	1.00		0.30
Lane Grp Cap(c), veh/h	71	694	691	55	678	629	45	455	469	78	487	484
V/C Ratio(X)	0.81	0.24	0.25	0.82	0.62	0.62	0.84	0.53	0.54	0.80	0.33	0.33
Avail Cap(c_a), veh/h	637	1271	1266	637	1271	1181	637	1271	1311	637	1271	1263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	11.4	11.4	26.8	13.9	13.9	27.0	17.8	17.8	26.4	16.1	16.1
Incr Delay (d2), s/veh	7.8	0.2	0.2	10.9	0.9	1.0	14.0	1.0	1.0	6.9	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.7	1.8	0.8	5.3	5.0	0.7	3.3	3.4	1.1	2.0	2.0
LnGrp Delay(d),s/veh	34.3	11.5	11.6	37.7	14.9	15.0	41.0	18.8	18.8	33.3	16.5	16.5
LnGrp LOS	C	B	B	D	B	B	D	B	B	C	B	B
Approach Vol, veh/h		393			860			531			382	
Approach Delay, s/veh		14.8			16.1			20.4			19.2	
Approach LOS		B			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.2	26.0	4.9	19.5	5.7	25.5	5.9	18.5				
Change Period (Y+Rc), s	3.5	* 4.2	3.5	* 4.2	3.5	* 4.2	3.5	* 4.2				
Max Green Setting (Gmax), s	40.0	* 40	20.0	* 40	20.0	* 40	20.0	* 40				
Max Q Clear Time (g_c+I13), s	13.4	5.6	3.2	6.1	3.8	12.8	3.9	8.6				
Green Ext Time (p_c), s	0.0	9.1	0.0	5.6	0.0	8.5	0.0	5.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					17.5							
HCM 2010 LOS					B							
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary  
 16: Redlands Blvd & Citrus Ave

Redlands General Plan  
 Existing (2016) AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	202	88	63	289	199	207	588	38	81	198	23
Future Volume (veh/h)	22	202	88	63	289	199	207	588	38	81	198	23
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	30	273	119	85	391	269	280	795	51	109	268	0
Adj No. of Lanes	1	1	1	1	1	1	0	2	0	0	2	1
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	523	435	246	523	435	345	1039	69	161	425	259
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.40	0.40	0.40	0.16	0.16	0.00
Sat Flow, veh/h	770	1863	1550	986	1863	1550	866	2606	173	985	2598	1583
Grp Volume(v), veh/h	30	273	119	85	391	269	589	0	537	201	176	0
Grp Sat Flow(s),veh/h/ln	770	1863	1550	986	1863	1550	1819	0	1826	1813	1770	1583
Q Serve(g_s), s	2.9	9.8	4.7	6.3	15.1	12.0	22.8	0.0	19.9	8.2	7.3	0.0
Cycle Q Clear(g_c), s	18.0	9.8	4.7	16.1	15.1	12.0	22.8	0.0	19.9	8.2	7.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.48		0.09	0.54		1.00
Lane Grp Cap(c), veh/h	160	523	435	246	523	435	725	0	728	297	290	259
V/C Ratio(X)	0.19	0.52	0.27	0.35	0.75	0.62	0.81	0.00	0.74	0.68	0.61	0.00
Avail Cap(c_a), veh/h	187	588	489	281	588	489	919	0	923	916	894	800
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.1	24.0	22.2	30.7	25.9	24.8	21.2	0.0	20.3	31.1	30.7	0.0
Incr Delay (d2), s/veh	0.2	0.3	0.1	0.3	3.8	1.1	4.4	0.0	2.4	2.7	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.0	2.0	1.7	8.3	5.2	12.3	0.0	10.5	4.3	3.7	0.0
LnGrp Delay(d),s/veh	34.3	24.3	22.3	31.1	29.7	25.9	25.6	0.0	22.7	33.8	32.8	0.0
LnGrp LOS	C	C	C	C	C	C	C		C	C	C	
Approach Vol, veh/h		422			745			1126			377	
Approach Delay, s/veh		24.4			28.5			24.2			33.3	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.8		26.2		17.2		26.2				
Change Period (Y+Rc), s		* 4.2		4.0		4.2		4.0				
Max Green Setting (Gmax), s		* 40		25.0		40.0		25.0				
Max Q Clear Time (g_c+I1), s		24.8		20.0		10.2		18.1				
Green Ext Time (p_c), s		6.8		2.0		2.3		2.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				26.7								
HCM 2010 LOS				C								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary  
 17: Redlands Blvd & Highland Ave

Redlands General Plan  
 Existing (2016) AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (veh/h)	90	165	123	16	302	169	138	613	31	48	197	41
Future Volume (veh/h)	90	165	123	16	302	169	138	613	31	48	197	41
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	102	188	140	18	343	192	157	697	35	55	224	47
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	448	367	79	836	447	199	1193	60	69	802	165
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.11	0.35	0.35	0.04	0.27	0.27
Sat Flow, veh/h	408	1138	932	42	2126	1137	1774	3427	172	1774	2916	600
Grp Volume(v), veh/h	202	0	228	304	0	249	157	360	372	55	134	137
Grp Sat Flow(s),veh/h/ln	963	0	1514	1830	0	1475	1774	1770	1829	1774	1770	1746
Q Serve(g_s), s	5.4	0.0	6.5	0.0	0.0	7.5	5.2	10.1	10.1	1.9	3.6	3.7
Cycle Q Clear(g_c), s	12.9	0.0	6.5	7.2	0.0	7.5	5.2	10.1	10.1	1.9	3.6	3.7
Prop In Lane	0.50		0.62	0.06		0.77	1.00		0.09	1.00		0.34
Lane Grp Cap(c), veh/h	468	0	596	783	0	580	199	616	637	69	487	480
V/C Ratio(X)	0.43	0.00	0.38	0.39	0.00	0.43	0.79	0.58	0.58	0.80	0.28	0.29
Avail Cap(c_a), veh/h	744	0	950	1200	0	925	586	1110	1148	586	1110	1095
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	0.0	13.1	13.3	0.0	13.4	26.2	16.1	16.1	28.9	17.2	17.3
Incr Delay (d2), s/veh	0.9	0.0	0.6	0.4	0.0	0.7	2.6	1.3	1.2	7.7	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	2.8	3.7	0.0	3.2	2.7	5.1	5.3	1.0	1.8	1.8
LnGrp Delay(d),s/veh	16.3	0.0	13.7	13.8	0.0	14.1	28.8	17.4	17.4	36.6	17.7	17.7
LnGrp LOS	B		B	B		B	C	B	B	D	B	B
Approach Vol, veh/h		430			553			889			326	
Approach Delay, s/veh		14.9			13.9			19.4			20.9	
Approach LOS		B			B			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.7	5.8	26.0		28.7	10.3	21.5				
Change Period (Y+Rc), s		4.9	3.5	4.9		4.9	3.5	4.9				
Max Green Setting (Gmax), s		38.0	20.0	38.0		38.0	20.0	38.0				
Max Q Clear Time (g_c+I1), s		14.9	3.9	12.1		9.5	7.2	5.7				
Green Ext Time (p_c), s		9.0	0.0	8.7		9.8	0.1	9.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				17.4								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary  
 18: Redlands Blvd & Ford St

Redlands General Plan  
 Existing (2016) AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	437	51	85	309	107	58	565	74	84	179	63
Future Volume (veh/h)	116	437	51	85	309	107	58	565	74	84	179	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	130	491	57	96	347	120	65	635	83	94	201	71
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	361	1013	117	332	822	280	111	1025	134	139	883	303
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.06	0.33	0.33	0.08	0.34	0.34
Sat Flow, veh/h	922	3197	370	856	2593	883	1774	3149	411	1774	2589	887
Grp Volume(v), veh/h	130	271	277	96	235	232	65	356	362	94	135	137
Grp Sat Flow(s),veh/h/ln	922	1770	1797	856	1770	1707	1774	1770	1790	1774	1770	1706
Q Serve(g_s), s	5.6	5.3	5.4	4.4	4.5	4.6	1.5	7.3	7.3	2.2	2.3	2.5
Cycle Q Clear(g_c), s	10.2	5.3	5.4	9.7	4.5	4.6	1.5	7.3	7.3	2.2	2.3	2.5
Prop In Lane	1.00		0.21	1.00		0.52	1.00		0.23	1.00		0.52
Lane Grp Cap(c), veh/h	361	561	569	332	561	541	111	576	583	139	604	582
V/C Ratio(X)	0.36	0.48	0.49	0.29	0.42	0.43	0.58	0.62	0.62	0.68	0.22	0.23
Avail Cap(c_a), veh/h	390	617	627	359	617	596	701	1070	1083	701	1070	1032
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	11.8	11.9	15.8	11.6	11.6	19.6	12.2	12.3	19.3	10.1	10.1
Incr Delay (d2), s/veh	0.2	0.2	0.2	0.2	0.2	0.2	1.8	0.4	0.4	2.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.6	2.7	1.1	2.2	2.2	0.8	3.6	3.7	1.2	1.1	1.2
LnGrp Delay(d),s/veh	15.9	12.1	12.1	16.0	11.8	11.8	21.4	12.6	12.7	21.4	10.2	10.2
LnGrp LOS	B	B	B	B	B	B	C	B	B	C	B	B
Approach Vol, veh/h		678			563			783			366	
Approach Delay, s/veh		12.8			12.5			13.4			13.1	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	19.0		17.6	5.7	19.7		17.6				
Change Period (Y+Rc), s	3.0	5.0		4.0	3.0	5.0		4.0				
Max Green Setting (Gmax), s	7.6	26.0		15.0	17.0	26.0		15.0				
Max Q Clear Time (g_c+14), s	14.2	9.3		12.2	3.5	4.5		11.7				
Green Ext Time (p_c), s	0.1	3.4		1.4	0.0	3.6		1.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					13.0							
HCM 2010 LOS					B							

**Intersection**

Int Delay, s/veh 1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	170	19	1	332	1	87
Future Vol, veh/h	170	19	1	332	1	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	189	21	1	369	1	97

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	210
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1361
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1361
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	835	-	-	1361	-
HCM Lane V/C Ratio	0.117	-	-	0.001	-
HCM Control Delay (s)	9.9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

HCM 2010 Signalized Intersection Summary  
20: Orange St & Colton Ave

Redlands General Plan  
Existing (2016) AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	128	78	217	242	69	30	216	37	90	562	31
Future Volume (veh/h)	35	128	78	217	242	69	30	216	37	90	562	31
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	36	133	81	226	252	72	31	225	39	94	585	32
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	513	439	267	558	757	634	370	1099	187	529	1243	68
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1051	1079	657	1162	1863	1560	802	3013	513	1109	3408	186
Grp Volume(v), veh/h	36	0	214	226	252	72	31	130	134	94	303	314
Grp Sat Flow(s),veh/h/ln	1051	0	1735	1162	1863	1560	802	1770	1757	1109	1770	1824
Q Serve(g_s), s	1.0	0.0	3.3	6.4	3.7	1.1	1.2	2.0	2.1	2.5	5.2	5.2
Cycle Q Clear(g_c), s	4.6	0.0	3.3	9.7	3.7	1.1	6.4	2.0	2.1	4.6	5.2	5.2
Prop In Lane	1.00		0.38	1.00		1.00	1.00		0.29	1.00		0.10
Lane Grp Cap(c), veh/h	513	0	706	558	757	634	370	645	641	529	645	665
V/C Ratio(X)	0.07	0.00	0.30	0.40	0.33	0.11	0.08	0.20	0.21	0.18	0.47	0.47
Avail Cap(c_a), veh/h	889	0	1327	974	1424	1193	605	1164	1156	855	1164	1200
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.6	0.0	7.9	11.2	8.0	7.3	12.0	8.6	8.6	10.2	9.6	9.6
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.5	0.3	0.1	0.1	0.2	0.2	0.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.6	2.1	1.9	0.5	0.3	1.0	1.0	0.8	2.6	2.7
LnGrp Delay(d),s/veh	9.7	0.0	8.1	11.7	8.3	7.3	12.1	8.7	8.8	10.3	10.1	10.1
LnGrp LOS	A		A	B	A	A	B	A	A	B	B	B
Approach Vol, veh/h		250			550			295			711	
Approach Delay, s/veh		8.4			9.5			9.1			10.1	
Approach LOS		A			A			A			B	
<b>Timer</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.9		20.5		18.9		20.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		25.9		30.1		25.9		30.1				
Max Q Clear Time (g_c+I1), s		8.4		6.6		7.2		11.7				
Green Ext Time (p_c), s		5.7		4.3		5.9		4.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			9.5									
HCM 2010 LOS			A									

**Intersection**

Intersection Delay, s/veh 64  
 Intersection LOS F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↵	↵			↵	↵			↵	↵			↵	↵	
Traffic Vol, veh/h	0	24	139	88	0	324	208	10	0	85	214	126	0	15	420	10
Future Vol, veh/h	0	24	139	88	0	324	208	10	0	85	214	126	0	15	420	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	26	151	96	0	352	226	11	0	92	233	137	0	16	457	11
Number of Lanes	0	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	26.5	45.2	45.4	126
HCM LOS	D	E	E	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	63%	0%	61%	0%	95%	0%	98%
Vol Right, %	0%	37%	0%	39%	0%	5%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	340	24	227	324	218	15	430
LT Vol	85	0	24	0	324	0	15	0
Through Vol	0	214	0	139	0	208	0	420
RT Vol	0	126	0	88	0	10	0	10
Lane Flow Rate	92	370	26	247	352	237	16	467
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.242	0.891	0.072	0.63	0.911	0.578	0.043	1.172
Departure Headway (Hd)	9.991	9.193	10.63	9.815	9.92	9.362	9.562	9.024
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	361	395	339	370	370	389	374	402
Service Time	7.691	6.893	8.33	7.515	7.62	7.062	7.343	6.804
HCM Lane V/C Ratio	0.255	0.937	0.077	0.668	0.951	0.609	0.043	1.162
HCM Control Delay	15.9	52.8	14.2	27.8	59.4	24.1	12.8	129.9
HCM Lane LOS	C	F	B	D	F	C	B	F
HCM 95th-tile Q	0.9	9.1	0.2	4.1	9.3	3.5	0.1	18.1



Intersection																
Intersection Delay, s/veh 37.9																
Intersection LOS E																

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations			↔	↔			↔	↔			↔				↔	
Traffic Vol, veh/h	0	6	187	25	0	41	407	45	0	45	148	50	0	21	211	44
Future Vol, veh/h	0	6	187	25	0	41	407	45	0	45	148	50	0	21	211	44
Peak Hour Factor	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	208	28	0	46	452	50	0	50	164	56	0	23	234	49
Number of Lanes	0	0	1	1	0	0	1	1	0	0	1	0	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	17.3	67.1	23.2	15.1
HCM LOS	C	F	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	19%	3%	0%	9%	0%	17%	0%
Vol Thru, %	61%	97%	0%	91%	0%	83%	71%
Vol Right, %	21%	0%	100%	0%	100%	0%	29%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	243	193	25	448	45	127	150
LT Vol	45	6	0	41	0	21	0
Through Vol	148	187	0	407	0	106	106
RT Vol	50	0	25	0	45	0	44
Lane Flow Rate	270	214	28	498	50	141	166
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.608	0.48	0.056	1.018	0.092	0.321	0.366
Departure Headway (Hd)	8.218	8.178	7.435	7.359	6.592	8.343	8.045
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	443	444	485	493	540	433	450
Service Time	6.218	5.878	5.135	5.153	4.385	6.043	5.745
HCM Lane V/C Ratio	0.609	0.482	0.058	1.01	0.093	0.326	0.369
HCM Control Delay	23.2	18.2	10.6	72.8	10.1	14.9	15.3
HCM Lane LOS	C	C	B	F	B	B	C
HCM 95th-tile Q	3.9	2.5	0.2	14.1	0.3	1.4	1.7

HCM 2010 Signalized Intersection Summary  
 23: Alabama St & Barton Rd

Redlands General Plan  
 Existing (2016) AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	412	6	10	574	226	18	36	20	164	11	205
Future Volume (veh/h)	153	412	6	10	574	226	18	36	20	164	11	205
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	180	485	7	12	675	266	21	42	24	202	0	241
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	2	0	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	1710	25	13	897	353	30	61	35	688	0	306
Arrive On Green	0.12	0.48	0.48	0.01	0.36	0.36	0.07	0.07	0.07	0.19	0.00	0.19
Sat Flow, veh/h	1774	3572	52	1774	2480	977	423	846	483	3548	0	1578
Grp Volume(v), veh/h	180	240	252	12	482	459	87	0	0	202	0	241
Grp Sat Flow(s),veh/h/ln	1774	1770	1854	1774	1770	1687	1752	0	0	1774	0	1578
Q Serve(g_s), s	7.2	6.0	6.0	0.5	17.4	17.4	3.5	0.0	0.0	3.5	0.0	10.6
Cycle Q Clear(g_c), s	7.2	6.0	6.0	0.5	17.4	17.4	3.5	0.0	0.0	3.5	0.0	10.6
Prop In Lane	1.00		0.03	1.00		0.58	0.24		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	221	847	887	13	640	610	125	0	0	688	0	306
V/C Ratio(X)	0.82	0.28	0.28	0.92	0.75	0.75	0.69	0.00	0.00	0.29	0.00	0.79
Avail Cap(c_a), veh/h	487	847	887	487	777	740	625	0	0	1460	0	649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.1	11.5	11.5	36.2	20.4	20.4	33.1	0.0	0.0	25.1	0.0	27.9
Incr Delay (d2), s/veh	2.8	0.3	0.2	51.0	3.9	4.1	2.6	0.0	0.0	0.2	0.0	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	2.9	3.1	0.4	9.1	8.7	1.8	0.0	0.0	1.8	0.0	5.0
LnGrp Delay(d),s/veh	33.9	11.7	11.7	87.2	24.3	24.5	35.6	0.0	0.0	25.3	0.0	32.4
LnGrp LOS	C	B	B	F	C	C	D			C		C
Approach Vol, veh/h		672			953			87			443	
Approach Delay, s/veh		17.7			25.2			35.6			29.2	
Approach LOS		B			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	2.6	31.7		9.2	4.0	40.2		19.4				
Change Period (Y+Rc), s	3.5	5.3		4.0	3.5	5.3		5.3				
Max Green Setting (Gmax), s	20.0	32.0		26.0	20.0	32.0		30.0				
Max Q Clear Time (g_c+19), s	2	19.4		5.5	2.5	8.0		12.6				
Green Ext Time (p_c), s	0.1	7.0		0.2	0.0	13.0		1.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					24.1							
HCM 2010 LOS					C							
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												

HCM 2010 Signalized Intersection Summary  
 24: San Mateo St & Brookside Ave

Redlands General Plan  
 Existing (2016) AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	543	223	62	678	93	275	768	72	62	330	111
Future Volume (veh/h)	179	543	223	62	678	93	275	768	72	62	330	111
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	188	572	235	65	714	98	289	808	76	65	347	117
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	765	641	88	733	614	335	1174	110	189	934	309
Arrive On Green	0.07	0.41	0.41	0.05	0.39	0.39	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1774	1863	1560	1774	1863	1560	923	3262	307	625	2595	860
Grp Volume(v), veh/h	188	572	235	65	714	98	289	438	446	65	235	229
Grp Sat Flow(s),veh/h/ln	1774	1863	1560	1774	1863	1560	923	1770	1799	625	1770	1685
Q Serve(g_s), s	5.0	19.6	7.8	2.7	28.3	3.0	19.4	15.8	15.8	7.4	7.3	7.6
Cycle Q Clear(g_c), s	5.0	19.6	7.8	2.7	28.3	3.0	27.0	15.8	15.8	23.2	7.3	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.51
Lane Grp Cap(c), veh/h	118	765	641	88	733	614	335	637	648	189	637	607
V/C Ratio(X)	1.59	0.75	0.37	0.74	0.97	0.16	0.86	0.69	0.69	0.34	0.37	0.38
Avail Cap(c_a), veh/h	118	765	641	118	733	614	335	637	648	189	637	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	18.8	15.3	35.2	22.4	14.7	29.5	20.4	20.4	30.3	17.7	17.8
Incr Delay (d2), s/veh	301.4	4.1	0.4	15.2	26.9	0.1	19.9	3.1	3.1	1.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	10.9	3.4	1.7	20.0	1.3	7.8	8.2	8.4	1.3	3.6	3.6
LnGrp Delay(d),s/veh	336.4	22.9	15.7	50.4	49.3	14.8	49.3	23.5	23.5	31.4	18.1	18.2
LnGrp LOS	F	C	B	D	D	B	D	C	C	C	B	B
Approach Vol, veh/h		995			877			1173			529	
Approach Delay, s/veh		80.4			45.5			29.9			19.7	
Approach LOS		F			D			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	34.0		31.5	8.2	35.3		31.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	29.5		27.0	5.0	29.5		27.0				
Max Q Clear Time (g_c+11), s	11.0	30.3		29.0	4.7	21.6		25.2				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	5.3		1.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					46.3							
HCM 2010 LOS					D							

Intersection																
Intersection Delay, s/veh 28.8																
Intersection LOS D																
























Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations			↔				↔			↔	↔			↔	↔	
Traffic Vol, veh/h	0	52	195	68	0	88	352	115	0	23	307	38	0	25	211	19
Future Vol, veh/h	0	52	195	68	0	88	352	115	0	23	307	38	0	25	211	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	57	212	74	0	96	383	125	0	25	334	41	0	27	229	21
Number of Lanes	0	0	2	0	0	0	2	0	0	1	1	0	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	17.4	27.3	44.5	23.2
HCM LOS	C	D	E	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	35%	0%	33%	0%	100%	0%
Vol Thru, %	0%	89%	65%	59%	67%	60%	0%	92%
Vol Right, %	0%	11%	0%	41%	0%	40%	0%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	345	150	166	264	291	25	230
LT Vol	23	0	52	0	88	0	25	0
Through Vol	0	307	98	98	176	176	0	211
RT Vol	0	38	0	68	0	115	0	19
Lane Flow Rate	25	375	162	180	287	316	27	250
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.062	0.872	0.403	0.422	0.673	0.701	0.071	0.609
Departure Headway (Hd)	8.971	8.373	8.935	8.455	8.442	7.983	9.354	8.773
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	400	435	403	426	428	452	383	412
Service Time	6.713	6.115	6.686	6.205	6.19	5.731	7.101	6.519
HCM Lane V/C Ratio	0.063	0.862	0.402	0.423	0.671	0.699	0.07	0.607
HCM Control Delay	12.3	46.6	17.6	17.3	27	27.5	12.8	24.3
HCM Lane LOS	B	E	C	C	D	D	B	C
HCM 95th-tile Q	0.2	8.9	1.9	2.1	4.8	5.3	0.2	3.9

HCM 2010 Signalized Intersection Summary  
1: Mountain View Ave & San Bernardino Ave

Redlands General Plan  
Existing (2016) PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	872	87	90	349	117	149	192	141	153	233	87
Future Volume (veh/h)	61	872	87	90	349	117	149	192	141	153	233	87
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	73	1051	105	108	420	141	180	231	170	184	281	105
Adj No. of Lanes	1	2	0	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	1162	116	138	1353	604	218	342	290	223	347	294
Arrive On Green	0.05	0.36	0.36	0.08	0.38	0.38	0.12	0.18	0.18	0.13	0.19	0.19
Sat Flow, veh/h	1774	3250	324	1774	3539	1579	1774	1863	1578	1774	1863	1578
Grp Volume(v), veh/h	73	572	584	108	420	141	180	231	170	184	281	105
Grp Sat Flow(s),veh/h/ln	1774	1770	1804	1774	1770	1579	1774	1863	1578	1774	1863	1578
Q Serve(g_s), s	3.1	23.4	23.4	4.6	6.3	4.6	7.5	8.8	7.5	7.7	11.0	4.4
Cycle Q Clear(g_c), s	3.1	23.4	23.4	4.6	6.3	4.6	7.5	8.8	7.5	7.7	11.0	4.4
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	94	633	645	138	1353	604	218	342	290	223	347	294
V/C Ratio(X)	0.78	0.90	0.91	0.78	0.31	0.23	0.82	0.68	0.59	0.83	0.81	0.36
Avail Cap(c_a), veh/h	465	696	710	465	1393	621	465	733	621	465	733	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	23.3	23.3	34.5	16.5	16.0	32.6	29.0	28.5	32.5	29.7	27.1
Incr Delay (d2), s/veh	5.2	13.7	13.6	3.7	0.0	0.1	3.0	0.9	0.7	3.0	1.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	13.7	14.0	2.4	3.1	2.0	3.9	4.6	3.3	4.0	5.8	1.9
LnGrp Delay(d),s/veh	40.8	37.0	36.9	38.2	16.6	16.0	35.6	29.9	29.2	35.5	31.5	27.3
LnGrp LOS	D	D	D	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		1229			669			581			570	
Approach Delay, s/veh		37.2			19.9			31.4			32.0	
Approach LOS		D			B			C			C	
<b>Timer</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	33.3	13.9	18.7	8.5	35.1	14.1	18.5				
Change Period (Y+Rc), s	4.5	6.0	4.5	4.5	4.5	6.0	4.5	4.5				
Max Green Setting (Gmax), s	20.0	30.0	20.0	30.0	20.0	30.0	20.0	30.0				
Max Q Clear Time (g_c+I1), s	6.6	25.4	9.5	13.0	5.1	8.3	9.7	10.8				
Green Ext Time (p_c), s	0.0	1.8	0.0	0.9	0.0	3.2	0.0	0.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				31.3								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary  
2: Alabama St & San Bernardino Ave

Redlands General Plan  
Existing (2016) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	725	106	123	200	190	49	432	328	163	480	62
Future Volume (veh/h)	146	725	106	123	200	190	49	432	328	163	480	62
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1723	1723	1758	1723	1723	1723	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	152	755	110	128	208	198	51	450	0	170	500	65
Adj No. of Lanes	1	2	0	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	945	138	169	1038	464	139	784	351	206	817	106
Arrive On Green	0.12	0.33	0.33	0.10	0.32	0.32	0.08	0.22	0.00	0.12	0.26	0.26
Sat Flow, veh/h	1641	2868	418	1641	3274	1462	1774	3539	1583	1774	3151	408
Grp Volume(v), veh/h	152	431	434	128	208	198	51	450	0	170	280	285
Grp Sat Flow(s),veh/h/ln	1641	1637	1648	1641	1637	1462	1774	1770	1583	1774	1770	1790
Q Serve(g_s), s	8.5	22.4	22.4	7.1	4.3	10.0	2.6	10.6	0.0	8.8	13.0	13.1
Cycle Q Clear(g_c), s	8.5	22.4	22.4	7.1	4.3	10.0	2.6	10.6	0.0	8.8	13.0	13.1
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	189	539	543	169	1038	464	139	784	351	206	459	464
V/C Ratio(X)	0.80	0.80	0.80	0.76	0.20	0.43	0.37	0.57	0.00	0.83	0.61	0.61
Avail Cap(c_a), veh/h	351	595	599	351	1190	531	284	1173	525	284	605	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	28.6	28.6	40.8	23.3	25.2	40.9	32.5	0.0	40.4	30.5	30.5
Incr Delay (d2), s/veh	7.7	7.6	7.6	6.8	0.1	0.9	1.6	0.9	0.0	13.1	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	11.2	11.3	3.6	2.0	4.1	1.3	5.3	0.0	5.0	6.6	6.7
LnGrp Delay(d),s/veh	48.1	36.1	36.1	47.6	23.4	26.1	42.5	33.4	0.0	53.5	32.4	32.4
LnGrp LOS	D	D	D	D	C	C	D	C		D	C	C
Approach Vol, veh/h		1017			534			501			735	
Approach Delay, s/veh		37.9			30.2			34.3			37.3	
Approach LOS		D			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.1	37.3	11.8	30.3	15.3	36.2	15.4	26.7				
Change Period (Y+Rc), s	4.5	6.5	4.5	6.0	4.5	6.5	4.5	6.0				
Max Green Setting (Gmax), s	31.0	34.0	15.0	32.0	20.0	34.0	15.0	31.0				
Max Q Clear Time (g_c+19), s	19.6	24.4	4.6	15.1	10.5	12.0	10.8	12.6				
Green Ext Time (p_c), s	0.2	6.3	0.1	7.5	0.3	11.2	0.2	7.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					35.6							
HCM 2010 LOS					D							

HCM 2010 Signalized Intersection Summary  
3: Orange St & San Bernardino Ave

Redlands General Plan  
Existing (2016) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	711	118	28	292	102	82	347	48	173	409	60
Future Volume (veh/h)	142	711	118	28	292	102	82	347	48	173	409	60
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	149	748	124	29	307	107	86	365	51	182	431	63
Adj No. of Lanes	1	2	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	385	1327	220	287	577	201	366	1150	159	402	1142	166
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	968	3039	504	633	1321	460	899	3122	433	965	3101	451
Grp Volume(v), veh/h	149	435	437	29	0	414	86	206	210	182	245	249
Grp Sat Flow(s),veh/h/ln	968	1770	1773	633	0	1781	899	1770	1785	965	1770	1782
Q Serve(g_s), s	7.5	10.4	10.4	2.0	0.0	9.6	4.4	4.7	4.8	9.4	5.7	5.8
Cycle Q Clear(g_c), s	17.2	10.4	10.4	12.4	0.0	9.6	10.2	4.7	4.8	14.1	5.7	5.8
Prop In Lane	1.00		0.28	1.00		0.26	1.00		0.24	1.00		0.25
Lane Grp Cap(c), veh/h	385	773	774	287	0	778	366	652	658	402	652	657
V/C Ratio(X)	0.39	0.56	0.56	0.10	0.00	0.53	0.23	0.32	0.32	0.45	0.38	0.38
Avail Cap(c_a), veh/h	460	910	911	336	0	915	497	910	917	542	910	916
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	11.9	11.9	16.5	0.0	11.7	16.8	12.7	12.8	17.8	13.1	13.1
Incr Delay (d2), s/veh	0.5	0.5	0.5	0.1	0.0	0.4	0.2	0.2	0.2	0.6	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	5.1	5.1	0.4	0.0	4.8	1.1	2.3	2.4	2.5	2.8	2.9
LnGrp Delay(d),s/veh	18.4	12.4	12.4	16.6	0.0	12.1	17.1	12.9	13.0	18.4	13.3	13.4
LnGrp LOS	B	B	B	B		B	B	B	B	B	B	B
Approach Vol, veh/h		1021			443			502			676	
Approach Delay, s/veh		13.2			12.4			13.7			14.7	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.1		26.3		30.1		26.3				
Change Period (Y+Rc), s		* 5.5		* 5.5		* 5.5		* 5.5				
Max Green Setting (Gmax), s		* 29		* 29		* 29		* 29				
Max Q Clear Time (g_c+I1), s		14.4		16.1		19.2		12.2				
Green Ext Time (p_c), s		6.9		4.5		5.4		5.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				13.6								
HCM 2010 LOS				B								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection																
Intersection Delay, s/veh 12.3																
Intersection LOS B																

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations			↔				↔				↔				↔	
Traffic Vol, veh/h	0	24	282	81	0	21	176	21	0	50	32	6	0	67	84	44
Future Vol, veh/h	0	24	282	81	0	21	176	21	0	50	32	6	0	67	84	44
Peak Hour Factor	0.92	0.80	0.80	0.80	0.92	0.80	0.80	0.80	0.92	0.80	0.80	0.80	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	30	353	101	0	26	220	26	0	63	40	8	0	84	105	55
Number of Lanes	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	12.8	11.1	11.1	13.1
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	57%	15%	0%	19%	0%	34%
Vol Thru, %	36%	85%	64%	81%	81%	43%
Vol Right, %	7%	0%	36%	0%	19%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	88	165	222	109	109	195
LT Vol	50	24	0	21	0	67
Through Vol	32	141	141	88	88	84
RT Vol	6	0	81	0	21	44
Lane Flow Rate	110	206	278	136	136	244
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.197	0.352	0.448	0.244	0.235	0.405
Departure Headway (Hd)	6.441	6.148	5.814	6.447	6.212	5.985
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	554	584	619	555	575	600
Service Time	4.517	3.904	3.57	4.214	3.978	4.046
HCM Lane V/C Ratio	0.199	0.353	0.449	0.245	0.237	0.407
HCM Control Delay	11.1	12.2	13.2	11.3	10.9	13.1
HCM Lane LOS	B	B	B	B	B	B
HCM 95th-tile Q	0.7	1.6	2.3	1	0.9	2



HCM 2010 Signalized Intersection Summary  
 5: California Ave & Lugonia Ave

Redlands General Plan  
 Existing (2016) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	69	204	205	38	41	87	361	246	71	352	10
Future Volume (veh/h)	11	69	204	205	38	41	87	361	246	71	352	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	12	73	215	216	40	43	92	380	259	75	371	11
Adj No. of Lanes	0	1	1	0	2	1	1	1	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	539	509	429	518	509	120	648	551	103	1198	536
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.07	0.35	0.35	0.06	0.34	0.34
Sat Flow, veh/h	130	1677	1583	977	1610	1583	1774	1863	1583	1774	3539	1583
Grp Volume(v), veh/h	85	0	215	216	40	43	92	380	259	75	371	11
Grp Sat Flow(s),veh/h/ln	1808	0	1583	977	1610	1583	1774	1863	1583	1774	1770	1583
Q Serve(g_s), s	0.0	0.0	6.6	11.0	1.1	1.2	3.2	10.4	8.0	2.6	4.8	0.3
Cycle Q Clear(g_c), s	2.0	0.0	6.6	13.0	1.1	1.2	3.2	10.4	8.0	2.6	4.8	0.3
Prop In Lane	0.14		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	647	0	509	429	518	509	120	648	551	103	1198	536
V/C Ratio(X)	0.13	0.00	0.42	0.50	0.08	0.08	0.77	0.59	0.47	0.73	0.31	0.02
Avail Cap(c_a), veh/h	928	0	762	847	1136	1117	853	1344	1143	427	1873	838
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	16.6	19.7	14.7	14.8	28.6	16.7	15.9	28.9	15.2	13.7
Incr Delay (d2), s/veh	0.1	0.0	0.8	1.3	0.1	0.1	3.9	1.2	0.9	3.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	3.0	3.5	0.5	0.5	1.7	5.5	3.6	1.4	2.4	0.1
LnGrp Delay(d),s/veh	15.2	0.0	17.4	21.0	14.8	14.9	32.5	17.9	16.8	32.4	15.4	13.8
LnGrp LOS	B		B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		300			299			731			457	
Approach Delay, s/veh		16.8			19.3			19.3			18.2	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	28.2		26.5	8.2	27.6		26.5				
Change Period (Y+Rc), s	4.0	6.5		6.5	4.0	6.5		6.5				
Max Green Setting (Gmax), s	5.0	45.0		30.0	30.0	33.0		44.0				
Max Q Clear Time (g_c+14), s	14.6	12.4		8.6	5.2	6.8		15.0				
Green Ext Time (p_c), s	0.0	9.3		4.6	0.1	8.6		5.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					18.6							
HCM 2010 LOS					B							
























HCM 2010 Signalized Intersection Summary  
 6: Alabama St & Lugonia Ave

Redlands General Plan  
 Existing (2016) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	499	117	339	372	100	110	609	403	148	540	86
Future Volume (veh/h)	181	499	117	339	372	100	110	609	403	148	540	86
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	185	509	119	346	380	102	112	621	411	151	551	88
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	656	153	371	889	236	136	647	428	176	1506	237
Arrive On Green	0.12	0.23	0.23	0.21	0.32	0.32	0.08	0.32	0.32	0.10	0.34	0.34
Sat Flow, veh/h	1774	2850	663	1774	2767	734	1774	2041	1350	1774	4432	696
Grp Volume(v), veh/h	185	315	313	346	241	241	112	538	494	151	419	220
Grp Sat Flow(s),veh/h/ln	1774	1770	1744	1774	1770	1732	1774	1770	1621	1774	1695	1738
Q Serve(g_s), s	12.9	20.9	21.1	24.0	13.4	13.7	7.8	37.4	37.4	10.5	11.7	12.0
Cycle Q Clear(g_c), s	12.9	20.9	21.1	24.0	13.4	13.7	7.8	37.4	37.4	10.5	11.7	12.0
Prop In Lane	1.00		0.38	1.00		0.42	1.00		0.83	1.00		0.40
Lane Grp Cap(c), veh/h	210	407	401	371	568	556	136	561	514	176	1152	591
V/C Ratio(X)	0.88	0.77	0.78	0.93	0.42	0.43	0.82	0.96	0.96	0.86	0.36	0.37
Avail Cap(c_a), veh/h	213	565	557	425	568	556	213	565	518	213	1152	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	45.1	45.2	48.6	33.4	33.5	57.0	42.0	42.0	55.5	31.1	31.2
Incr Delay (d2), s/veh	30.6	4.4	4.7	24.3	0.5	0.5	7.2	27.7	29.4	21.3	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	8.1	10.7	10.7	14.2	6.7	6.6	4.1	22.6	20.9	6.2	5.5	5.8
LnGrp Delay(d),s/veh	85.0	49.6	50.0	72.9	33.9	34.0	64.2	69.7	71.4	76.8	31.3	31.6
LnGrp LOS	F	D	D	E	C	C	E	E	E	E	C	C
Approach Vol, veh/h		813			828			1144			790	
Approach Delay, s/veh		57.8			50.3			69.9			40.1	
Approach LOS		E			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.7	34.1	13.1	48.3	18.3	45.5	16.0	45.4				
Change Period (Y+Rc), s	3.5	5.3	3.5	5.7	3.5	5.3	3.5	5.7				
Max Green Setting (Gmax), s	40.0	40.0	15.0	40.0	15.0	40.0	15.0	40.0				
Max Q Clear Time (g_c+Q), s	23.1	23.1	9.8	14.0	14.9	15.7	12.5	39.4				
Green Ext Time (p_c), s	0.2	5.7	0.0	12.4	0.0	6.8	0.0	0.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				56.0								
HCM 2010 LOS				E								

HCM 2010 Signalized Intersection Summary  
 7: Tennessee St & Lugonia Ave

Redlands General Plan  
 Existing (2016) PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	835	318	108	424	144	314	362	361	188	105	9
Future Volume (veh/h)	36	835	318	108	424	144	314	362	361	188	105	9
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	37	852	324	110	433	147	320	369	368	192	107	9
Adj No. of Lanes	1	2	1	1	1	0	1	1	1	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	1022	456	140	442	150	360	489	414	232	322	27
Arrive On Green	0.04	0.29	0.29	0.08	0.33	0.33	0.20	0.26	0.26	0.13	0.19	0.19
Sat Flow, veh/h	1774	3539	1578	1774	1330	452	1774	1863	1577	1774	1695	143
Grp Volume(v), veh/h	37	852	324	110	0	580	320	369	368	192	0	116
Grp Sat Flow(s),veh/h/ln	1774	1770	1578	1774	0	1781	1774	1863	1577	1774	0	1837
Q Serve(g_s), s	1.5	17.0	13.8	4.6	0.0	24.3	13.2	13.7	16.9	7.9	0.0	4.1
Cycle Q Clear(g_c), s	1.5	17.0	13.8	4.6	0.0	24.3	13.2	13.7	16.9	7.9	0.0	4.1
Prop In Lane	1.00		1.00	1.00		0.25	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	63	1022	456	140	0	592	360	489	414	232	0	349
V/C Ratio(X)	0.58	0.83	0.71	0.78	0.00	0.98	0.89	0.75	0.89	0.83	0.00	0.33
Avail Cap(c_a), veh/h	471	1175	524	471	0	592	471	619	524	471	0	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.7	25.1	24.0	34.0	0.0	24.9	29.2	25.5	26.7	31.9	0.0	26.3
Incr Delay (d2), s/veh	3.1	4.1	2.8	3.6	0.0	31.8	13.0	2.8	12.6	2.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	8.9	6.3	2.4	0.0	17.2	7.8	7.5	8.8	4.1	0.0	2.1
LnGrp Delay(d),s/veh	38.9	29.2	26.8	37.6	0.0	56.7	42.2	28.4	39.3	34.8	0.0	26.6
LnGrp LOS	D	C	C	D		E	D	C	D	C		C
Approach Vol, veh/h		1213			690			1057			308	
Approach Delay, s/veh		28.8			53.7			36.4			31.7	
Approach LOS		C			D			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.7	30.0	19.3	19.3	9.9	26.7	13.8	24.8				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	20.0	25.0	20.0	25.0	20.0	25.0	20.0	25.0				
Max Q Clear Time (g_c+13), s	13.5	26.3	15.2	6.1	6.6	19.0	9.9	18.9				
Green Ext Time (p_c), s	0.0	0.0	0.1	1.2	0.0	2.2	0.1	0.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					36.8							
HCM 2010 LOS					D							

HCM 2010 Signalized Intersection Summary  
 8: Orange St & Lugonia Ave

Redlands General Plan  
 Existing (2016) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	989	128	89	326	73	55	325	120	184	341	45
Future Volume (veh/h)	44	989	128	89	326	73	55	325	120	184	341	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	44	999	129	90	329	74	56	328	121	186	344	45
Adj No. of Lanes	1	2	0	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	1126	145	115	717	608	74	476	404	217	626	530
Arrive On Green	0.04	0.36	0.36	0.06	0.39	0.39	0.04	0.26	0.26	0.12	0.34	0.34
Sat Flow, veh/h	1774	3152	407	1774	1863	1579	1774	1863	1580	1774	1863	1579
Grp Volume(v), veh/h	44	561	567	90	329	74	56	328	121	186	344	45
Grp Sat Flow(s),veh/h/ln	1774	1770	1790	1774	1863	1579	1774	1863	1580	1774	1863	1579
Q Serve(g_s), s	2.2	26.8	26.9	4.5	11.9	2.7	2.8	14.3	5.6	9.3	13.5	1.8
Cycle Q Clear(g_c), s	2.2	26.8	26.9	4.5	11.9	2.7	2.8	14.3	5.6	9.3	13.5	1.8
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	66	632	639	115	717	608	74	476	404	217	626	530
V/C Ratio(X)	0.67	0.89	0.89	0.78	0.46	0.12	0.75	0.69	0.30	0.86	0.55	0.08
Avail Cap(c_a), veh/h	217	632	639	217	717	608	158	476	404	217	626	530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	27.2	27.2	41.5	20.7	17.8	42.7	30.3	27.0	38.7	24.3	20.4
Incr Delay (d2), s/veh	4.3	16.7	16.7	4.3	2.1	0.4	5.7	7.9	1.9	26.2	3.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	16.0	16.2	2.3	6.5	1.2	1.5	8.4	2.6	6.1	7.6	0.8
LnGrp Delay(d),s/veh	47.1	44.0	43.9	45.7	22.8	18.3	48.3	38.2	28.9	65.0	27.8	20.7
LnGrp LOS	D	D	D	D	C	B	D	D	C	E	C	C
Approach Vol, veh/h		1172			493			505			575	
Approach Delay, s/veh		44.0			26.3			37.1			39.3	
Approach LOS		D			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.0	28.0	9.8	37.2	7.8	35.2	7.3	39.7				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	1.0	23.0	11.0	27.0	8.0	26.0	11.0	27.0				
Max Q Clear Time (g_c+I1), s	1.0	16.3	6.5	28.9	4.8	15.5	4.2	13.9				
Green Ext Time (p_c), s	0.0	2.2	0.0	0.0	0.0	2.9	0.0	6.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					38.6							
HCM 2010 LOS					D							

HCM 2010 Signalized Intersection Summary  
 9: University Ave & Lugonia Ave

Redlands General Plan  
 Existing (2016) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	900	108	146	459	16	90	87	153	13	62	20
Future Volume (veh/h)	46	900	108	146	459	16	90	87	153	13	62	20
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	49	968	116	157	494	17	97	94	165	14	67	22
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	577	1981	237	318	2177	75	165	141	378	55	206	59
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	885	3175	380	518	3488	120	431	583	1558	41	848	241
Grp Volume(v), veh/h	49	539	545	157	250	261	191	0	165	103	0	0
Grp Sat Flow(s),veh/h/ln	885	1770	1785	518	1770	1838	1014	0	1558	1129	0	0
Q Serve(g_s), s	2.3	14.8	14.8	21.2	5.6	5.6	0.0	0.0	8.1	0.5	0.0	0.0
Cycle Q Clear(g_c), s	7.9	14.8	14.8	36.0	5.6	5.6	17.9	0.0	8.1	18.4	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.07	0.51		1.00	0.14		0.21
Lane Grp Cap(c), veh/h	577	1104	1114	318	1104	1147	306	0	378	319	0	0
V/C Ratio(X)	0.08	0.49	0.49	0.49	0.23	0.23	0.62	0.00	0.44	0.32	0.00	0.00
Avail Cap(c_a), veh/h	577	1104	1114	318	1104	1147	428	0	502	469	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.1	9.1	9.1	18.9	7.4	7.4	31.6	0.0	28.9	27.7	0.0	0.0
Incr Delay (d2), s/veh	0.3	1.5	1.5	5.4	0.5	0.5	0.8	0.0	0.3	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	7.7	7.7	3.5	2.9	3.0	4.6	0.0	3.5	2.1	0.0	0.0
LnGrp Delay(d),s/veh	9.4	10.7	10.7	24.3	7.9	7.9	32.4	0.0	29.2	28.0	0.0	0.0
LnGrp LOS	A	B	B	C	A	A	C		C	C		
Approach Vol, veh/h	1133			668				356			103	
Approach Delay, s/veh	10.6			11.7				30.9			28.0	
Approach LOS	B			B				C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4			6		8				
Phs Duration (G+Y+Rc), s	62.2		27.8			62.2		27.8				
Change Period (Y+Rc), s	6.0		6.0			6.0		6.0				
Max Green Setting (Gmax), s	48.0		30.0			48.0		29.0				
Max Q Clear Time (g_c+I1), s	16.8		20.4			38.0		19.9				
Green Ext Time (p_c), s	9.7		1.1			5.6		1.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay	14.9											
HCM 2010 LOS	B											

HCM 2010 Signalized Intersection Summary  
 10: Wabash Ave & Lugonia Ave

Redlands General Plan  
 Existing (2016) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	611	131	63	449	82	129	157	117	217	223	22
Future Volume (veh/h)	14	611	131	63	449	82	129	157	117	217	223	22
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	15	657	141	68	483	88	139	169	126	233	240	24
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	896	761	88	956	812	323	595	505	351	595	505
Arrive On Green	0.02	0.48	0.48	0.05	0.51	0.51	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1109	1863	1578	1078	1863	1578
Grp Volume(v), veh/h	15	657	141	68	483	88	139	169	126	233	240	24
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1109	1863	1578	1078	1863	1578
Q Serve(g_s), s	0.8	25.5	4.6	3.4	15.3	2.6	10.1	6.1	5.3	18.6	9.1	0.9
Cycle Q Clear(g_c), s	0.8	25.5	4.6	3.4	15.3	2.6	19.1	6.1	5.3	24.7	9.1	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	31	896	761	88	956	812	323	595	505	351	595	505
V/C Ratio(X)	0.49	0.73	0.19	0.77	0.51	0.11	0.43	0.28	0.25	0.66	0.40	0.05
Avail Cap(c_a), veh/h	215	896	761	215	956	812	411	743	630	437	743	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	18.7	13.3	42.3	14.4	11.3	31.4	22.9	22.6	32.1	23.9	21.2
Incr Delay (d2), s/veh	11.4	5.3	0.5	13.3	1.9	0.3	0.3	0.1	0.1	1.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	14.3	2.1	2.0	8.3	1.2	3.1	3.2	2.3	5.6	4.7	0.4
LnGrp Delay(d),s/veh	55.2	24.0	13.9	55.6	16.3	11.6	31.7	23.0	22.7	33.6	24.1	21.2
LnGrp LOS	E	C	B	E	B	B	C	C	C	C	C	C
Approach Vol, veh/h		813			639			434			497	
Approach Delay, s/veh		22.9			19.8			25.7			28.4	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	48.8		33.3	5.1	51.7		33.3				
Change Period (Y+Rc), s	3.5	5.5		4.5	3.5	5.5		4.5				
Max Green Setting (Gmax)	10.9	29.7		35.9	10.9	29.7		35.9				
Max Q Clear Time (g_c+15)	4	27.5		26.7	2.8	17.3		21.1				
Green Ext Time (p_c), s	0.1	1.3		2.0	0.0	4.4		2.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay											23.7	
HCM 2010 LOS											C	

HCM 2010 Signalized Intersection Summary  
 11: California St & Redlands Blvd

Redlands General Plan  
 Existing (2016) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	520	165	88	430	360	50	310	45	353	248	167
Future Volume (veh/h)	203	520	165	88	430	360	50	310	45	353	248	167
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	211	542	172	92	448	375	52	323	47	368	258	174
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	698	221	118	771	344	57	352	51	463	271	183
Arrive On Green	0.11	0.26	0.26	0.07	0.22	0.22	0.25	0.25	0.25	0.26	0.26	0.26
Sat Flow, veh/h	1774	2645	836	1774	3539	1576	224	1389	202	1774	1038	700
Grp Volume(v), veh/h	211	362	352	92	448	375	422	0	0	368	0	432
Grp Sat Flow(s),veh/h/ln	1774	1770	1711	1774	1770	1576	1815	0	0	1774	0	1737
Q Serve(g_s), s	15.0	25.2	25.4	6.8	15.1	29.0	30.1	0.0	0.0	25.7	0.0	32.5
Cycle Q Clear(g_c), s	15.0	25.2	25.4	6.8	15.1	29.0	30.1	0.0	0.0	25.7	0.0	32.5
Prop In Lane	1.00		0.49	1.00		1.00	0.12		0.11	1.00		0.40
Lane Grp Cap(c), veh/h	200	467	452	118	771	344	460	0	0	463	0	454
V/C Ratio(X)	1.06	0.77	0.78	0.78	0.58	1.09	0.92	0.00	0.00	0.79	0.00	0.95
Avail Cap(c_a), veh/h	200	467	452	200	771	344	546	0	0	467	0	457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	59.0	45.3	45.4	61.1	46.6	52.0	48.3	0.0	0.0	45.8	0.0	48.3
Incr Delay (d2), s/veh	78.9	8.0	8.5	10.4	1.1	75.4	18.7	0.0	0.0	9.1	0.0	30.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	13.3	13.1	3.7	7.5	19.8	17.5	0.0	0.0	13.7	0.0	19.4
LnGrp Delay(d),s/veh	137.9	53.3	53.9	71.5	47.7	127.4	67.0	0.0	0.0	54.9	0.0	78.4
LnGrp LOS	F	D	D	E	D	F	E			D		E
Approach Vol, veh/h		925			915			422			800	
Approach Delay, s/veh		72.8			82.8			67.0			67.6	
Approach LOS		E			F			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	3.4	40.8		38.9	19.5	34.7		40.0				
Change Period (Y+Rc), s	4.5	* 5.7		* 5.2	4.5	* 5.7		5.2				
Max Green Setting (Gmax), s	5.0	* 20		* 40	15.0	* 29		35.0				
Max Q Clear Time (g_c+10), s	10.0	27.4		32.1	17.0	31.0		34.5				
Green Ext Time (p_c), s	0.1	0.0		1.6	0.0	0.0		0.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					73.6							
HCM 2010 LOS					E							
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary  
 12: Alabama St & Redlands Blvd





















Redlands General Plan  
 Existing (2016) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	334	674	122	101	399	168	150	516	66	152	507	193
Future Volume (veh/h)	334	674	122	101	399	168	150	516	66	152	507	193
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	359	725	131	109	429	181	161	555	71	163	545	208
Adj No. of Lanes	2	2	1	2	2	1	2	3	0	2	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	433	1233	550	173	966	431	233	1537	194	235	845	321
Arrive On Green	0.13	0.35	0.35	0.05	0.27	0.27	0.07	0.34	0.34	0.07	0.34	0.34
Sat Flow, veh/h	3442	3539	1581	3442	3539	1580	3442	4573	577	3442	2508	954
Grp Volume(v), veh/h	359	725	131	109	429	181	161	410	216	163	384	369
Grp Sat Flow(s),veh/h/ln	1721	1770	1581	1721	1770	1580	1721	1695	1760	1721	1770	1692
Q Serve(g_s), s	9.3	15.3	5.4	2.8	9.2	8.6	4.2	8.3	8.5	4.2	16.8	16.9
Cycle Q Clear(g_c), s	9.3	15.3	5.4	2.8	9.2	8.6	4.2	8.3	8.5	4.2	16.8	16.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		0.56
Lane Grp Cap(c), veh/h	433	1233	550	173	966	431	233	1140	591	235	596	570
V/C Ratio(X)	0.83	0.59	0.24	0.63	0.44	0.42	0.69	0.36	0.37	0.69	0.64	0.65
Avail Cap(c_a), veh/h	565	1433	640	565	1433	640	565	1484	770	565	774	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	24.4	21.2	42.6	27.5	27.3	41.7	22.9	23.0	41.6	25.7	25.7
Incr Delay (d2), s/veh	6.2	0.7	0.3	1.4	0.5	0.9	1.4	0.3	0.5	1.4	1.7	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	7.6	2.4	1.4	4.5	3.9	2.0	3.9	4.2	2.1	8.5	8.2
LnGrp Delay(d),s/veh	45.2	25.1	21.5	44.0	28.0	28.2	43.0	23.2	23.5	43.0	27.3	27.5
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1215			719			787			916	
Approach Delay, s/veh		30.6			30.4			27.3			30.2	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.8	15.5	29.9	10.2	35.7	8.6	36.8					
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	40.0	15.0	37.0	15.0	40.0	15.0	37.0					
Max Q Clear Time (g_c+10), s	18.9	11.3	11.2	6.2	10.5	4.8	17.3					
Green Ext Time (p_c), s	0.1	11.7	0.2	13.4	0.1	14.1	0.1	11.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					29.8							
HCM 2010 LOS					C							



HCM 2010 Signalized Intersection Summary  
 13: Tennessee St & Redlands Blvd

Redlands General Plan  
 Existing (2016) PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	478	39	36	270	168	64	583	49	244	447	30
Future Volume (veh/h)	39	478	39	36	270	168	64	583	49	244	447	30
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	41	509	41	38	287	179	68	620	52	260	476	32
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	720	58	47	455	276	80	761	67	319	626	43
Arrive On Green	0.03	0.22	0.22	0.03	0.21	0.21	0.25	0.25	0.25	0.27	0.27	0.27
Sat Flow, veh/h	1774	3318	267	1774	2118	1284	322	3069	270	1175	2304	159
Grp Volume(v), veh/h	41	271	279	38	238	228	391	0	349	399	0	369
Grp Sat Flow(s),veh/h/ln	1774	1770	1815	1774	1770	1632	1847	0	1814	1804	0	1834
Q Serve(g_s), s	1.8	10.9	10.9	1.6	9.4	9.8	15.5	0.0	13.8	15.9	0.0	14.1
Cycle Q Clear(g_c), s	1.8	10.9	10.9	1.6	9.4	9.8	15.5	0.0	13.8	15.9	0.0	14.1
Prop In Lane	1.00		0.15	1.00		0.79	0.17		0.15	0.65		0.09
Lane Grp Cap(c), veh/h	51	384	394	47	380	350	458	0	450	490	0	499
V/C Ratio(X)	0.81	0.71	0.71	0.81	0.63	0.65	0.85	0.00	0.78	0.81	0.00	0.74
Avail Cap(c_a), veh/h	462	737	756	462	737	680	553	0	543	564	0	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.1	27.8	27.8	37.2	27.4	27.5	27.5	0.0	26.9	26.2	0.0	25.5
Incr Delay (d2), s/veh	10.6	0.9	0.9	11.7	0.6	0.8	9.2	0.0	4.6	8.7	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.4	5.5	0.9	4.6	4.5	9.1	0.0	7.5	9.1	0.0	7.8
LnGrp Delay(d),s/veh	47.7	28.7	28.7	48.9	28.0	28.3	36.7	0.0	31.5	34.8	0.0	30.5
LnGrp LOS	D	C	C	D	C	C	D		C	C		C
Approach Vol, veh/h		591			504			740			768	
Approach Delay, s/veh		30.0			29.7			34.3			32.7	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	21.4		25.8	5.5	21.6		23.9				
Change Period (Y+Rc), s	3.5	4.9		4.9	3.5	4.9		4.9				
Max Green Setting (Gmax), s	20.0	32.0		24.0	20.0	32.0		23.0				
Max Q Clear Time (g_c+I1), s	13.5	11.8		17.9	3.6	12.9		17.5				
Green Ext Time (p_c), s	0.0	3.7		2.9	0.0	3.6		1.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				32.0								
HCM 2010 LOS				C								





















HCM 2010 Signalized Intersection Summary  
 14: Texas St & Redlands Blvd

Redlands General Plan  
 Existing (2016) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	1002	142	80	288	54	83	357	74	111	261	46
Future Volume (veh/h)	183	1002	142	80	288	54	83	357	74	111	261	46
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	191	1044	148	83	300	56	86	372	77	116	272	48
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	1319	187	109	1042	192	317	918	188	309	584	496
Arrive On Green	0.14	0.42	0.42	0.06	0.35	0.35	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1774	3113	441	1774	2984	550	1054	2926	599	937	1863	1580
Grp Volume(v), veh/h	191	593	599	83	176	180	86	224	225	116	272	48
Grp Sat Flow(s),veh/h/ln	1774	1770	1784	1774	1770	1765	1054	1770	1756	937	1863	1580
Q Serve(g_s), s	6.8	19.1	19.1	3.0	4.7	4.8	4.7	6.5	6.6	7.3	7.7	1.4
Cycle Q Clear(g_c), s	6.8	19.1	19.1	3.0	4.7	4.8	12.4	6.5	6.6	14.0	7.7	1.4
Prop In Lane	1.00		0.25	1.00		0.31	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	241	750	756	109	618	616	317	555	551	309	584	496
V/C Ratio(X)	0.79	0.79	0.79	0.76	0.29	0.29	0.27	0.40	0.41	0.38	0.47	0.10
Avail Cap(c_a), veh/h	540	862	869	540	857	855	468	808	802	443	851	722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	16.4	16.4	30.3	15.4	15.5	23.1	17.7	17.7	23.2	18.1	15.9
Incr Delay (d2), s/veh	5.8	4.4	4.4	10.4	0.3	0.3	0.5	0.5	0.5	0.8	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	10.1	10.3	1.8	2.3	2.4	1.4	3.2	3.3	1.9	4.0	0.6
LnGrp Delay(d),s/veh	33.2	20.8	20.8	40.8	15.7	15.7	23.5	18.2	18.2	24.0	18.7	16.0
LnGrp LOS	C	C	C	D	B	B	C	B	B	C	B	B
Approach Vol, veh/h		1383			439			535			436	
Approach Delay, s/veh		22.5			20.5			19.1			19.8	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	2.4	28.0		25.2	7.5	32.9		25.2				
Change Period (Y+Rc), s	3.5	* 5.1		4.6	3.5	* 5.1		4.6				
Max Green Setting (Gmax), s	21.0	* 32		30.0	20.0	* 32		30.0				
Max Q Clear Time (g_c+10), s	10.0	6.8		14.4	5.0	21.1		16.0				
Green Ext Time (p_c), s	0.4	11.1		4.8	0.1	6.7		4.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				21.1								
HCM 2010 LOS				C								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary  
15: Orange St & Redlands Blvd

Redlands General Plan  
Existing (2016) PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	734	91	71	268	222	55	548	50	140	335	72
Future Volume (veh/h)	191	734	91	71	268	222	55	548	50	140	335	72
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	199	765	95	74	279	231	57	571	52	146	349	75
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	1179	146	95	542	434	73	893	81	181	967	205
Arrive On Green	0.13	0.37	0.37	0.05	0.29	0.29	0.04	0.27	0.27	0.10	0.33	0.33
Sat Flow, veh/h	1774	3162	393	1774	1855	1483	1774	3275	298	1774	2896	615
Grp Volume(v), veh/h	199	428	432	74	266	244	57	308	315	146	211	213
Grp Sat Flow(s),veh/h/ln	1774	1770	1785	1774	1770	1568	1774	1770	1803	1774	1770	1741
Q Serve(g_s), s	8.5	15.5	15.5	3.2	9.7	10.1	2.5	11.9	11.9	6.2	7.0	7.2
Cycle Q Clear(g_c), s	8.5	15.5	15.5	3.2	9.7	10.1	2.5	11.9	11.9	6.2	7.0	7.2
Prop In Lane	1.00		0.22	1.00		0.95	1.00		0.17	1.00		0.35
Lane Grp Cap(c), veh/h	238	660	666	95	517	459	73	482	492	181	591	582
V/C Ratio(X)	0.84	0.65	0.65	0.78	0.51	0.53	0.79	0.64	0.64	0.80	0.36	0.37
Avail Cap(c_a), veh/h	458	913	921	458	913	809	458	913	930	458	913	898
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	20.1	20.1	36.2	22.8	23.0	36.8	24.8	24.9	34.0	19.5	19.6
Incr Delay (d2), s/veh	3.0	1.1	1.1	5.1	0.8	1.0	6.8	1.4	1.4	3.2	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	7.7	7.8	1.7	4.8	4.5	1.3	6.0	6.1	3.2	3.5	3.5
LnGrp Delay(d),s/veh	35.7	21.2	21.2	41.3	23.6	24.0	43.7	26.2	26.3	37.2	19.9	20.0
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	B	B
Approach Vol, veh/h		1059			584			680			570	
Approach Delay, s/veh		23.9			26.0			27.7			24.4	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	33.1	6.7	30.1	13.9	26.9	11.4	25.3				
Change Period (Y+Rc), s	3.5	* 4.2	3.5	* 4.2	3.5	* 4.2	3.5	* 4.2				
Max Green Setting (Gmax), s	40.0	* 40	20.0	* 40	20.0	* 40	20.0	* 40				
Max Q Clear Time (g_c+15), s	17.5	17.5	4.5	9.2	10.5	12.1	8.2	13.9				
Green Ext Time (p_c), s	0.0	9.6	0.0	7.5	0.1	10.6	0.0	7.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					25.3							
HCM 2010 LOS					C							
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary  
 16: Redlands Blvd & Citrus Ave

Redlands General Plan  
 Existing (2016) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	347	258	50	225	125	84	266	49	106	651	145
Future Volume (veh/h)	137	347	258	50	225	125	84	266	49	106	651	145
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	144	365	272	53	237	132	88	280	52	112	685	0
Adj No. of Lanes	1	1	1	1	1	1	0	2	0	0	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	572	477	217	572	477	138	458	88	153	987	500
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.19	0.19	0.19	0.32	0.32	0.00
Sat Flow, veh/h	1007	1863	1551	787	1863	1551	722	2399	463	485	3124	1583
Grp Volume(v), veh/h	144	365	272	53	237	132	223	0	197	425	372	0
Grp Sat Flow(s),veh/h/ln	1007	1863	1551	787	1863	1551	1827	0	1757	1839	1770	1583
Q Serve(g_s), s	8.8	11.3	9.8	4.2	6.7	4.3	7.5	0.0	6.8	13.7	12.1	0.0
Cycle Q Clear(g_c), s	15.6	11.3	9.8	15.4	6.7	4.3	7.5	0.0	6.8	13.7	12.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.40		0.26	0.26		1.00
Lane Grp Cap(c), veh/h	316	572	477	217	572	477	349	0	335	581	559	500
V/C Ratio(X)	0.46	0.64	0.57	0.24	0.41	0.28	0.64	0.00	0.59	0.73	0.67	0.00
Avail Cap(c_a), veh/h	384	698	581	270	698	581	1095	0	1053	1102	1061	949
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.5	19.9	19.4	26.5	18.3	17.5	24.9	0.0	24.6	20.3	19.8	0.0
Incr Delay (d2), s/veh	0.4	0.7	0.4	0.2	0.2	0.1	2.0	0.0	1.6	1.8	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	5.9	4.2	0.9	3.5	1.8	4.0	0.0	3.4	7.3	6.1	0.0
LnGrp Delay(d),s/veh	24.9	20.6	19.8	26.8	18.5	17.6	26.8	0.0	26.2	22.1	21.1	0.0
LnGrp LOS	C	C	B	C	B	B	C		C	C	C	
Approach Vol, veh/h		781			422			420			797	
Approach Delay, s/veh		21.1			19.3			26.6			21.6	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.9		24.5		25.3		24.5				
Change Period (Y+Rc), s		* 4.2		4.0		4.2		4.0				
Max Green Setting (Gmax), s		* 40		25.0		40.0		25.0				
Max Q Clear Time (g_c+I1), s		9.5		17.6		15.7		17.4				
Green Ext Time (p_c), s		2.7		2.7		5.4		2.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				21.9								
HCM 2010 LOS				C								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary  
17: Redlands Blvd & Highland Ave

Redlands General Plan  
Existing (2016) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (veh/h)	47	236	248	23	114	83	75	231	13	109	714	62
Future Volume (veh/h)	47	236	248	23	114	83	75	231	13	109	714	62
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	51	254	267	25	123	89	81	248	14	117	768	67
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	495	448	121	507	357	109	1234	69	154	1276	111
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.06	0.36	0.36	0.09	0.39	0.39
Sat Flow, veh/h	184	1567	1419	156	1604	1131	1774	3404	191	1774	3290	287
Grp Volume(v), veh/h	305	0	267	121	0	116	81	128	134	117	413	422
Grp Sat Flow(s),veh/h/ln	1752	0	1419	1416	0	1475	1774	1770	1826	1774	1770	1807
Q Serve(g_s), s	1.6	0.0	9.7	0.2	0.0	3.6	2.7	3.0	3.1	3.9	11.3	11.4
Cycle Q Clear(g_c), s	8.3	0.0	9.7	9.9	0.0	3.6	2.7	3.0	3.1	3.9	11.3	11.4
Prop In Lane	0.17		1.00	0.21		0.77	1.00		0.10	1.00		0.16
Lane Grp Cap(c), veh/h	622	0	448	519	0	466	109	641	662	154	687	701
V/C Ratio(X)	0.49	0.00	0.60	0.23	0.00	0.25	0.75	0.20	0.20	0.76	0.60	0.60
Avail Cap(c_a), veh/h	1144	0	886	984	0	921	554	1105	1140	554	1105	1128
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	0.0	17.5	15.3	0.0	15.5	28.1	13.3	13.4	27.2	14.9	14.9
Incr Delay (d2), s/veh	0.9	0.0	1.8	0.3	0.0	0.4	9.7	0.2	0.2	7.5	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	4.0	1.5	0.0	1.5	1.6	1.5	1.6	2.2	5.7	5.9
LnGrp Delay(d),s/veh	17.9	0.0	19.4	15.6	0.0	15.9	37.8	13.6	13.6	34.6	16.1	16.1
LnGrp LOS	B		B	B		B	D	B	B	C	B	B
Approach Vol, veh/h		572			237			343			952	
Approach Delay, s/veh		18.6			15.7			19.3			18.4	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		24.1	9.8	27.0		24.1	8.2	28.5				
Change Period (Y+Rc), s		4.9	4.5	4.9		4.9	4.5	4.9				
Max Green Setting (Gmax), s		38.0	19.0	38.0		38.0	19.0	38.0				
Max Q Clear Time (g_c+I1), s		11.7	5.9	5.1		11.9	4.7	13.4				
Green Ext Time (p_c), s		7.5	0.2	11.2		7.5	0.1	10.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					18.3							
HCM 2010 LOS					B							

HCM 2010 Signalized Intersection Summary  
 18: Redlands Blvd & Ford St

Redlands General Plan  
 Existing (2016) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	257	50	130	284	68	37	162	114	128	732	135
Future Volume (veh/h)	86	257	50	130	284	68	37	162	114	128	732	135
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	89	265	52	134	293	70	38	167	118	132	755	139
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	360	804	155	381	773	182	76	677	452	175	1161	214
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.04	0.33	0.33	0.10	0.39	0.39
Sat Flow, veh/h	1015	2959	572	1058	2845	669	1774	2035	1358	1774	2986	550
Grp Volume(v), veh/h	89	157	160	134	180	183	38	144	141	132	447	447
Grp Sat Flow(s),veh/h/ln	1015	1770	1762	1058	1770	1745	1774	1770	1623	1774	1770	1766
Q Serve(g_s), s	3.3	3.0	3.1	4.9	3.5	3.6	0.9	2.5	2.7	3.0	8.7	8.7
Cycle Q Clear(g_c), s	6.9	3.0	3.1	8.0	3.5	3.6	0.9	2.5	2.7	3.0	8.7	8.7
Prop In Lane	1.00		0.32	1.00		0.38	1.00		0.84	1.00		0.31
Lane Grp Cap(c), veh/h	360	481	478	381	481	474	76	589	540	175	688	686
V/C Ratio(X)	0.25	0.33	0.33	0.35	0.38	0.39	0.50	0.24	0.26	0.75	0.65	0.65
Avail Cap(c_a), veh/h	446	631	628	459	610	601	717	1093	1003	717	1093	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	12.2	12.3	15.5	12.4	12.5	19.7	10.2	10.3	18.5	10.5	10.5
Incr Delay (d2), s/veh	0.1	0.1	0.2	0.2	0.2	0.2	5.1	0.1	0.1	6.4	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.5	1.5	1.4	1.7	1.7	0.5	1.2	1.2	1.8	4.3	4.3
LnGrp Delay(d),s/veh	15.4	12.4	12.4	15.7	12.6	12.7	24.8	10.3	10.4	24.9	10.9	10.9
LnGrp LOS	B	B	B	B	B	B	C	B	B	C	B	B
Approach Vol, veh/h		406			497			323			1026	
Approach Delay, s/veh		13.1			13.5			12.0			12.7	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	19.0		15.9	4.8	21.4		15.9				
Change Period (Y+Rc), s	3.0	5.0		* 4.5	3.0	5.0		4.5				
Max Green Setting (Gmax), s	7.6	26.0		* 15	17.0	26.0		14.5				
Max Q Clear Time (g_c+15), s	7.6	4.7		8.9	2.9	10.7		10.0				
Green Ext Time (p_c), s	0.2	4.6		1.8	0.0	4.2		1.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					12.8							
HCM 2010 LOS					B							
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

**Intersection**

Int Delay, s/veh 10.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	572	54	34	284	99	200
Future Vol, veh/h	572	54	34	284	99	200
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	590	56	35	293	102	206
























Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	645	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	940	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	940	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	43.8
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	382	-	-	940	-
HCM Lane V/C Ratio	0.807	-	-	0.037	-
HCM Control Delay (s)	43.8	-	-	9	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	7.1	-	-	0.1	-

HCM 2010 Signalized Intersection Summary  
 20: Orange St & Colton Ave

Redlands General Plan  
 Existing (2016) PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	477	178	127	221	125	68	352	81	99	487	53
Future Volume (veh/h)	108	477	178	127	221	125	68	352	81	99	487	53
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	112	497	185	132	230	130	71	367	84	103	507	55
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	575	662	246	280	955	801	298	951	215	341	1071	116
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1017	1290	480	755	1863	1561	844	2854	645	934	3213	347
Grp Volume(v), veh/h	112	0	682	132	230	130	71	226	225	103	278	284
Grp Sat Flow(s),veh/h/ln	1017	0	1770	755	1863	1561	844	1770	1729	934	1770	1791
Q Serve(g_s), s	4.0	0.0	17.9	9.8	4.0	2.6	4.3	5.7	5.8	5.6	7.3	7.3
Cycle Q Clear(g_c), s	8.0	0.0	17.9	27.7	4.0	2.6	11.6	5.7	5.8	11.4	7.3	7.3
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.37	1.00		0.19
Lane Grp Cap(c), veh/h	575	0	908	280	955	801	298	590	576	341	590	597
V/C Ratio(X)	0.19	0.00	0.75	0.47	0.24	0.16	0.24	0.38	0.39	0.30	0.47	0.48
Avail Cap(c_a), veh/h	577	0	911	281	959	804	391	784	766	444	784	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	0.0	11.3	22.3	7.9	7.6	20.0	14.9	14.9	19.3	15.4	15.4
Incr Delay (d2), s/veh	0.2	0.0	3.5	1.2	0.1	0.1	0.4	0.4	0.4	0.5	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	9.4	2.1	2.1	1.1	1.0	2.8	2.8	1.5	3.7	3.7
LnGrp Delay(d),s/veh	10.3	0.0	14.8	23.5	8.0	7.7	20.4	15.3	15.4	19.8	16.0	16.0
LnGrp LOS	B		B	C	A	A	C	B	B	B	B	B
Approach Vol, veh/h		794			492			522			665	
Approach Delay, s/veh		14.2			12.1			16.0			16.6	
Approach LOS		B			B			B			B	
<b>Timer</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.0		34.5		24.0		34.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		25.9		30.1		25.9		30.1				
Max Q Clear Time (g_c+I1), s		13.6		19.9		13.4		29.7				
Green Ext Time (p_c), s		5.7		5.7		5.8		0.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			14.8									
HCM 2010 LOS			B									



Intersection

Intersection Delay, s/veh 51.8  
Intersection LOS F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↶	↷			↶	↷			↶	↷			↶	↷	
Traffic Vol, veh/h	0	73	263	48	0	172	143	22	0	42	289	123	0	23	312	39
Future Vol, veh/h	0	73	263	48	0	172	143	22	0	42	289	123	0	23	312	39
Peak Hour Factor	0.92	0.93	0.93	0.93	0.92	0.93	0.93	0.93	0.92	0.93	0.93	0.93	0.92	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	78	283	52	0	185	154	24	0	45	311	132	0	25	335	42
Number of Lanes	0	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	37.5	21.2	84.3	54.7
HCM LOS	E	C	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	70%	0%	85%	0%	87%	0%	89%
Vol Right, %	0%	30%	0%	15%	0%	13%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	412	73	311	172	165	23	351
LT Vol	42	0	73	0	172	0	23	0
Through Vol	0	289	0	263	0	143	0	312
RT Vol	0	123	0	48	0	22	0	39
Lane Flow Rate	45	443	78	334	185	177	25	377
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.119	1.062	0.206	0.822	0.499	0.449	0.064	0.918
Departure Headway (Hd)	9.471	8.631	9.88	9.243	10.169	9.545	9.718	9.113
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	381	421	366	395	357	380	371	400
Service Time	7.171	6.431	7.58	6.943	7.869	7.245	7.418	6.813
HCM Lane V/C Ratio	0.118	1.052	0.213	0.846	0.518	0.466	0.067	0.943
HCM Control Delay	13.4	91.5	15.1	42.8	22.6	19.8	13.1	57.4
HCM Lane LOS	B	F	C	E	C	C	B	F
HCM 95th-tile Q	0.4	14.5	0.8	7.4	2.7	2.2	0.2	9.8

Intersection																
Intersection Delay, s/veh 15.9																
Intersection LOS C																

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations			↔	↔			↔	↔			↔				↔	
Traffic Vol, veh/h	0	29	248	42	0	33	174	32	0	32	208	41	0	27	180	33
Future Vol, veh/h	0	29	248	42	0	33	174	32	0	32	208	41	0	27	180	33
Peak Hour Factor	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96	0.92	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	30	258	44	0	34	181	33	0	33	217	43	0	28	188	34
Number of Lanes	0	0	1	1	0	0	1	1	0	0	1	0	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	17.1	14.5	18.8	12.2
HCM LOS	C	B	C	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	11%	10%	0%	16%	0%	23%	0%
Vol Thru, %	74%	90%	0%	84%	0%	77%	73%
Vol Right, %	15%	0%	100%	0%	100%	0%	27%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	281	277	42	207	32	117	123
LT Vol	32	29	0	33	0	27	0
Through Vol	208	248	0	174	0	90	90
RT Vol	41	0	42	0	32	0	33
Lane Flow Rate	293	289	44	216	33	122	128
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.567	0.56	0.075	0.43	0.059	0.246	0.248
Departure Headway (Hd)	6.97	6.982	6.212	7.183	6.383	7.267	6.957
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	518	516	576	500	560	494	515
Service Time	5.018	4.729	3.958	4.934	4.133	5.019	4.708
HCM Lane V/C Ratio	0.566	0.56	0.076	0.432	0.059	0.247	0.249
HCM Control Delay	18.8	18.3	9.5	15.3	9.5	12.4	12
HCM Lane LOS	C	C	A	C	A	B	B
HCM 95th-tile Q	3.5	3.4	0.2	2.1	0.2	1	1























HCM 2010 Signalized Intersection Summary  
 23: Alabama St & Barton Rd

Redlands General Plan  
 Existing (2016) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	296	779	26	41	379	130	10	25	15	263	32	182
Future Volume (veh/h)	296	779	26	41	379	130	10	25	15	263	32	182
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	315	829	28	44	403	138	11	27	16	304	0	194
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	2	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	361	1689	57	54	807	273	16	40	24	612	0	272
Arrive On Green	0.20	0.48	0.48	0.03	0.31	0.31	0.05	0.05	0.05	0.17	0.00	0.17
Sat Flow, veh/h	1774	3493	118	1774	2595	879	356	873	517	3548	0	1578
Grp Volume(v), veh/h	315	420	437	44	273	268	54	0	0	304	0	194
Grp Sat Flow(s),veh/h/ln	1774	1770	1842	1774	1770	1704	1746	0	0	1774	0	1578
Q Serve(g_s), s	11.7	10.9	10.9	1.7	8.5	8.7	2.1	0.0	0.0	5.3	0.0	7.9
Cycle Q Clear(g_c), s	11.7	10.9	10.9	1.7	8.5	8.7	2.1	0.0	0.0	5.3	0.0	7.9
Prop In Lane	1.00		0.06	1.00		0.52	0.20		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	361	856	890	54	550	530	80	0	0	612	0	272
V/C Ratio(X)	0.87	0.49	0.49	0.81	0.50	0.51	0.67	0.00	0.00	0.50	0.00	0.71
Avail Cap(c_a), veh/h	524	856	890	524	836	805	670	0	0	1571	0	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.1	11.8	11.8	32.6	19.0	19.1	31.8	0.0	0.0	25.4	0.0	26.4
Incr Delay (d2), s/veh	8.0	0.6	0.6	10.0	1.0	1.1	3.6	0.0	0.0	0.6	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	5.4	5.6	1.0	4.3	4.2	1.1	0.0	0.0	2.6	0.0	3.7
LnGrp Delay(d),s/veh	34.2	12.5	12.4	42.7	20.0	20.2	35.4	0.0	0.0	26.0	0.0	29.9
LnGrp LOS	C	B	B	D	C	C	D			C		C
Approach Vol, veh/h	1172				585		54				498	
Approach Delay, s/veh	18.3				21.8		35.4				27.5	
Approach LOS	B				C		D				C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	7.3	26.4			7.1	5.6	38.1	17.0				
Change Period (Y+Rc), s	3.5	5.3			4.0	3.5	5.3	5.3				
Max Green Setting (Gmax), s	30.0	32.0			26.0	20.0	32.0	30.0				
Max Q Clear Time (g_c+11.5), s	10.7	10.7			4.1	3.7	12.9	9.9				
Green Ext Time (p_c), s	0.2	10.4			0.1	0.0	10.8	1.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					21.6							
HCM 2010 LOS					C							
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												

HCM 2010 Signalized Intersection Summary  
 24: San Mateo St & Brookside Ave

Redlands General Plan  
 Existing (2016) PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	576	182	40	384	48	78	234	21	60	375	81
Future Volume (veh/h)	110	576	182	40	384	48	78	234	21	60	375	81
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	116	606	192	42	404	51	82	246	22	63	395	85
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	773	647	76	697	584	302	998	88	400	879	187
Arrive On Green	0.08	0.41	0.41	0.04	0.37	0.37	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1774	1863	1560	1774	1863	1560	910	3281	291	1105	2890	615
Grp Volume(v), veh/h	116	606	192	42	404	51	82	132	136	63	240	240
Grp Sat Flow(s),veh/h/ln	1774	1863	1560	1774	1863	1560	910	1770	1802	1105	1770	1735
Q Serve(g_s), s	3.6	16.0	4.7	1.3	9.8	1.2	4.5	3.2	3.2	2.6	6.2	6.3
Cycle Q Clear(g_c), s	3.6	16.0	4.7	1.3	9.8	1.2	10.9	3.2	3.2	5.8	6.2	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		0.35
Lane Grp Cap(c), veh/h	148	773	647	76	697	584	302	538	548	400	538	528
V/C Ratio(X)	0.78	0.78	0.30	0.55	0.58	0.09	0.27	0.24	0.25	0.16	0.45	0.45
Avail Cap(c_a), veh/h	157	970	812	157	970	812	459	843	859	590	843	827
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	14.4	11.1	26.6	14.2	11.5	20.3	14.8	14.8	17.0	15.9	15.9
Incr Delay (d2), s/veh	21.5	3.4	0.3	6.2	0.8	0.1	0.5	0.2	0.2	0.2	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	8.8	2.0	0.8	5.2	0.5	1.2	1.6	1.6	0.8	3.1	3.1
LnGrp Delay(d),s/veh	46.9	17.7	11.3	32.8	14.9	11.5	20.8	15.1	15.1	17.2	16.5	16.5
LnGrp LOS	D	B	B	C	B	B	C	B	B	B	B	B
Approach Vol, veh/h		914			497			350			543	
Approach Delay, s/veh		20.1			16.1			16.4			16.6	
Approach LOS		C			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	25.7		21.7	6.9	28.0		21.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.8	29.5		27.0	5.0	29.5		27.0				
Max Q Clear Time (g_c+15), s	15.6	11.8		12.9	3.3	18.0		8.3				
Green Ext Time (p_c), s	0.0	7.0		4.3	0.0	5.5		4.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					17.8							
HCM 2010 LOS					B							

Intersection																
Intersection Delay, s/veh	36.8															
Intersection LOS	E															

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations			↔				↔			↔	↔			↔	↔	
Traffic Vol, veh/h	0	39	363	106	0	36	216	55	0	20	175	31	0	109	355	27
Future Vol, veh/h	0	39	363	106	0	36	216	55	0	20	175	31	0	109	355	27
Peak Hour Factor	0.92	0.88	0.88	0.88	0.92	0.88	0.88	0.88	0.92	0.88	0.88	0.88	0.92	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	44	413	120	0	41	245	63	0	23	199	35	0	124	403	31
Number of Lanes	0	0	2	0	0	0	2	0	0	1	1	0	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	28.5	18.5	22.9	63.3
HCM LOS	D	C	C	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	18%	0%	25%	0%	100%	0%
Vol Thru, %	0%	85%	82%	63%	75%	66%	0%	93%
Vol Right, %	0%	15%	0%	37%	0%	34%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	206	221	288	144	163	109	382
LT Vol	20	0	39	0	36	0	109	0
Through Vol	0	175	182	182	108	108	0	355
RT Vol	0	31	0	106	0	55	0	27
Lane Flow Rate	23	234	251	327	164	185	124	434
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.061	0.585	0.599	0.749	0.414	0.449	0.31	1.016
Departure Headway (Hd)	9.776	9.143	8.748	8.388	9.246	8.869	9	8.43
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	369	398	416	435	391	409	401	434
Service Time	7.476	6.843	6.448	6.088	6.946	6.569	6.7	6.13
HCM Lane V/C Ratio	0.062	0.588	0.603	0.752	0.419	0.452	0.309	1
HCM Control Delay	13.1	23.9	23.7	32.2	18.3	18.6	15.7	76.9
HCM Lane LOS	B	C	C	D	C	C	C	F
HCM 95th-tile Q	0.2	3.6	3.8	6.1	2	2.3	1.3	13.2

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**Appendix I:  
Future (2035) plus Project Intersection LOS  
Calculations**

HCM 2010 Signalized Intersection Summary  
 1: Mountain View Ave & San Bernardino Ave

Redlands General Plan  
 Future (2035) with Project AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	210	60	160	340	180	60	360	400	300	170	40
Future Volume (veh/h)	70	210	60	160	340	180	60	360	400	300	170	40
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	74	221	63	168	358	189	63	379	421	316	179	42
Adj No. of Lanes	1	2	1	2	2	1	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	606	224	278	670	298	104	568	482	370	847	719
Arrive On Green	0.06	0.17	0.14	0.08	0.19	0.19	0.06	0.30	0.30	0.21	0.45	0.45
Sat Flow, veh/h	1774	3539	1577	3442	3539	1575	1774	1863	1580	1774	1863	1581
Grp Volume(v), veh/h	74	221	63	168	358	189	63	379	421	316	179	42
Grp Sat Flow(s),veh/h/ln	1774	1770	1577	1721	1770	1575	1774	1863	1580	1774	1863	1581
Q Serve(g_s), s	2.8	3.8	2.4	3.2	6.2	7.5	2.4	12.1	17.2	11.7	3.9	1.0
Cycle Q Clear(g_c), s	2.8	3.8	2.4	3.2	6.2	7.5	2.4	12.1	17.2	11.7	3.9	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	606	224	278	670	298	104	568	482	370	847	719
V/C Ratio(X)	0.67	0.36	0.28	0.60	0.53	0.63	0.61	0.67	0.87	0.85	0.21	0.06
Avail Cap(c_a), veh/h	143	1247	509	278	1247	555	229	752	638	443	976	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	25.0	26.1	30.3	24.9	25.4	31.3	20.7	22.4	26.0	11.2	10.4
Incr Delay (d2), s/veh	3.5	0.1	0.3	2.7	0.2	0.8	2.1	0.6	8.5	11.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.9	1.1	1.6	3.1	3.3	1.2	6.3	8.5	6.9	2.0	0.4
LnGrp Delay(d),s/veh	34.7	25.1	26.4	32.9	25.2	26.3	33.4	21.2	30.9	37.5	11.3	10.4
LnGrp LOS	C	C	C	C	C	C	C	C	C	D	B	B
Approach Vol, veh/h		358			715			863			537	
Approach Delay, s/veh		27.3			27.3			26.8			26.6	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	15.7	8.0	35.0	8.3	16.9	18.2	24.8				
Change Period (Y+Rc), s	4.5	6.0	4.5	4.5	4.5	6.0	4.5	4.5				
Max Green Setting (Gmax), s	5.0	22.0	8.3	35.2	5.0	22.0	16.5	27.0				
Max Q Clear Time (g_c+I1), s	5.2	5.8	4.4	5.9	4.8	9.5	13.7	19.2				
Green Ext Time (p_c), s	0.0	1.2	0.0	1.1	0.0	1.2	0.0	0.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				27.0								
HCM 2010 LOS				C								



HCM 2010 Signalized Intersection Summary  
2: Alabama St & San Bernardino Ave

Redlands General Plan  
Future (2035) with Project AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	190	50	410	380	90	190	190	90	90	430	120
Future Volume (veh/h)	70	190	50	410	380	90	190	190	90	90	430	120
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	74	200	53	432	400	95	200	200	0	95	453	126
Adj No. of Lanes	1	3	1	2	2	1	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	905	236	526	793	354	303	670	300	426	708	195
Arrive On Green	0.12	0.19	0.16	0.17	0.24	0.24	0.17	0.19	0.00	0.24	0.26	0.23
Sat Flow, veh/h	1641	4704	1459	3184	3274	1461	1774	3539	1583	1774	2740	756
Grp Volume(v), veh/h	74	200	53	432	400	95	200	200	0	95	291	288
Grp Sat Flow(s),veh/h/ln	1641	1568	1459	1592	1637	1461	1774	1770	1583	1774	1770	1727
Q Serve(g_s), s	3.4	2.9	2.6	10.8	8.7	4.3	8.6	4.0	0.0	3.5	12.0	12.2
Cycle Q Clear(g_c), s	3.4	2.9	2.6	10.8	8.7	4.3	8.6	4.0	0.0	3.5	12.0	12.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	189	905	236	526	793	354	303	670	300	426	457	446
V/C Ratio(X)	0.39	0.22	0.22	0.82	0.50	0.27	0.66	0.30	0.00	0.22	0.64	0.65
Avail Cap(c_a), veh/h	262	2120	613	582	1551	692	681	1423	636	702	733	715
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	28.0	29.9	33.1	26.8	25.2	31.8	28.6	0.0	25.1	27.0	27.5
Incr Delay (d2), s/veh	1.3	0.2	0.7	8.5	0.7	0.6	3.5	0.4	0.0	0.4	2.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.3	1.1	5.4	4.0	1.8	4.5	2.0	0.0	1.8	6.1	6.1
LnGrp Delay(d),s/veh	35.0	28.1	30.6	41.6	27.6	25.8	35.3	29.0	0.0	25.4	29.1	29.7
LnGrp LOS	C	C	C	D	C	C	D	C		C	C	C
Approach Vol, veh/h		327			927			400			674	
Approach Delay, s/veh		30.1			33.9			32.1			28.9	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.6	19.8		25.2	13.5	23.9		19.5				
Change Period (Y+Rc), s	4.5	6.5		6.0	4.5	6.5		6.0				
Max Green Setting (Gmax), s	14.5	34.5		32.0	12.6	36.4		31.0				
Max Q Clear Time (g_c+I), s	12.8	4.9		14.2	5.4	10.7		10.6				
Green Ext Time (p_c), s	0.3	6.6		4.7	0.1	6.4		2.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				31.6								
HCM 2010 LOS				C								

# HCM 2010 Signalized Intersection Summary

## 3: Orange St & San Bernardino Ave

Redlands General Plan  
Future (2035) with Project AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	300	20	50	590	90	210	230	30	150	530	110
Future Volume (veh/h)	40	300	20	50	590	90	210	230	30	150	530	110
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	42	316	21	53	621	95	221	242	32	158	558	116
Adj No. of Lanes	1	2	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	180	1559	103	519	730	112	320	1353	177	516	1255	260
Arrive On Green	0.46	0.46	0.44	0.46	0.46	0.44	0.43	0.43	0.41	0.43	0.43	0.41
Sat Flow, veh/h	732	3370	223	1038	1578	241	761	3147	411	1099	2920	605
Grp Volume(v), veh/h	42	165	172	53	0	716	221	135	139	158	337	337
Grp Sat Flow(s),veh/h/ln	732	1770	1823	1038	0	1820	761	1770	1789	1099	1770	1755
Q Serve(g_s), s	4.0	4.1	4.2	2.4	0.0	26.0	21.5	3.5	3.6	7.7	10.0	10.2
Cycle Q Clear(g_c), s	30.0	4.1	4.2	6.6	0.0	26.0	31.7	3.5	3.6	11.3	10.0	10.2
Prop In Lane	1.00		0.12	1.00		0.13	1.00		0.23	1.00		0.34
Lane Grp Cap(c), veh/h	180	819	843	519	0	842	320	761	769	516	761	754
V/C Ratio(X)	0.23	0.20	0.20	0.10	0.00	0.85	0.69	0.18	0.18	0.31	0.44	0.45
Avail Cap(c_a), veh/h	185	832	857	527	0	856	320	761	769	516	761	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	11.9	11.9	13.8	0.0	17.8	26.2	13.1	13.2	16.6	14.9	15.2
Incr Delay (d2), s/veh	0.5	0.1	0.1	0.1	0.0	7.9	5.8	0.1	0.1	0.2	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.0	2.1	0.7	0.0	14.8	5.0	1.7	1.8	2.4	4.9	5.0
LnGrp Delay(d),s/veh	31.5	11.9	12.0	13.9	0.0	25.7	32.0	13.2	13.3	16.9	15.2	15.5
LnGrp LOS	C	B	B	B		C	C	B	B	B	B	B
Approach Vol, veh/h		379			769			495			832	
Approach Delay, s/veh		14.1			24.9			21.6			15.7	
Approach LOS		B			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		38.4		36.0		38.4		36.0				
Change Period (Y+Rc), s		* 5.5		* 5.5		* 5.5		* 5.5				
Max Green Setting (Gmax), s		* 34		* 31		* 34		* 31				
Max Q Clear Time (g_c+I1), s		28.0		13.3		32.0		33.7				
Green Ext Time (p_c), s		3.0		6.1		1.0		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				19.5								
HCM 2010 LOS				B								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection																
Intersection Delay, s/veh 10.8																
Intersection LOS B																

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations			↔				↔				↔				↔	
Traffic Vol, veh/h	0	10	270	130	0	10	360	30	0	70	20	10	0	30	20	10
Future Vol, veh/h	0	10	270	130	0	10	360	30	0	70	20	10	0	30	20	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	284	137	0	11	379	32	0	74	21	11	0	32	21	11
Number of Lanes	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	11	10.9	10.4	9.9
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	70%	7%	0%	5%	0%	50%
Vol Thru, %	20%	93%	51%	95%	86%	33%
Vol Right, %	10%	0%	49%	0%	14%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	145	265	190	210	60
LT Vol	70	10	0	10	0	30
Through Vol	20	135	135	180	180	20
RT Vol	10	0	130	0	30	10
Lane Flow Rate	105	153	279	200	221	63
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.177	0.238	0.405	0.311	0.336	0.107
Departure Headway (Hd)	6.053	5.609	5.227	5.595	5.467	6.082
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	593	643	692	646	661	589
Service Time	4.089	3.319	2.937	3.306	3.179	4.121
HCM Lane V/C Ratio	0.177	0.238	0.403	0.31	0.334	0.107
HCM Control Delay	10.4	10.1	11.5	10.8	10.9	9.9
HCM Lane LOS	B	B	B	B	B	A
HCM 95th-tile Q	0.6	0.9	2	1.3	1.5	0.4

# HCM 2010 Signalized Intersection Summary

## 5: California Ave & Lugonia Ave

Redlands General Plan  
Future (2035) with Project AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	30	40	70	70	40	200	470	110	10	290	10
Future Volume (veh/h)	0	30	40	70	70	40	200	470	110	10	290	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	32	42	74	74	42	211	495	116	11	305	11
Adj No. of Lanes	0	1	1	0	2	1	1	1	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	382	324	383	384	324	252	924	786	25	1303	583
Arrive On Green	0.00	0.20	0.20	0.20	0.20	0.20	0.14	0.50	0.50	0.01	0.37	0.37
Sat Flow, veh/h	0	1863	1583	1097	1873	1583	1774	1863	1583	1774	3539	1583
Grp Volume(v), veh/h	0	32	42	87	61	42	211	495	116	11	305	11
Grp Sat Flow(s),veh/h/ln	0	1863	1583	1360	1610	1583	1774	1863	1583	1774	1770	1583
Q Serve(g_s), s	0.0	0.6	0.9	1.8	1.3	0.9	4.9	7.7	1.7	0.3	2.5	0.2
Cycle Q Clear(g_c), s	0.0	0.6	0.9	2.4	1.3	0.9	4.9	7.7	1.7	0.3	2.5	0.2
Prop In Lane	0.00		1.00	0.85		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	382	324	437	330	324	252	924	786	25	1303	583
V/C Ratio(X)	0.00	0.08	0.13	0.20	0.19	0.13	0.84	0.54	0.15	0.43	0.23	0.02
Avail Cap(c_a), veh/h	0	2054	1746	1675	1776	1746	252	1612	1371	210	2980	1333
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	13.6	13.7	14.3	13.9	13.7	17.6	7.3	5.8	20.6	9.2	8.5
Incr Delay (d2), s/veh	0.0	0.1	0.3	0.3	0.4	0.3	20.0	0.7	0.1	4.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.4	0.9	0.6	0.4	3.7	4.0	0.7	0.2	1.3	0.1
LnGrp Delay(d),s/veh	0.0	13.7	13.9	14.6	14.2	13.9	37.6	8.0	5.9	24.9	9.3	8.5
LnGrp LOS		B	B	B	B	B	D	A	A	C	A	A
Approach Vol, veh/h		74			190			822			327	
Approach Delay, s/veh		13.8			14.3			15.3			9.8	
Approach LOS		B			B			B			A	
<b>Timer</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	24.9		12.6	10.0	19.5		12.6				
Change Period (Y+Rc), s	4.0	6.5		6.5	4.0	6.5		6.5				
Max Green Setting (Gmax), s	5.0	34.0		44.0	6.0	33.0		44.0				
Max Q Clear Time (g_c+12.5), s	5.0	9.7		2.9	6.9	4.5		4.4				
Green Ext Time (p_c), s	0.0	8.0		2.1	0.0	8.5		2.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					13.8							
HCM 2010 LOS					B							

HCM 2010 Signalized Intersection Summary  
6: Alabama St & Lugonia Ave

Redlands General Plan  
Future (2035) with Project AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗	↖	↗	↖	↗
Traffic Volume (veh/h)	50	120	40	230	290	70	40	500	150	50	740	70
Future Volume (veh/h)	50	120	40	230	290	70	40	500	150	50	740	70
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	53	126	42	242	305	74	42	526	158	53	779	74
Adj No. of Lanes	1	2	0	2	2	0	1	2	1	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	437	140	344	694	166	22	1296	520	37	1771	167
Arrive On Green	0.02	0.17	0.14	0.10	0.25	0.22	0.01	0.37	0.33	0.02	0.37	0.34
Sat Flow, veh/h	1774	2634	845	3442	2834	677	1774	3539	1580	1774	4727	447
Grp Volume(v), veh/h	53	83	85	242	189	190	42	526	158	53	558	295
Grp Sat Flow(s),veh/h/ln	1774	1770	1709	1721	1770	1741	1774	1770	1580	1774	1695	1783
Q Serve(g_s), s	1.0	1.9	2.0	3.1	4.2	4.3	0.6	5.1	3.4	1.0	5.7	5.8
Cycle Q Clear(g_c), s	1.0	1.9	2.0	3.1	4.2	4.3	0.6	5.1	3.4	1.0	5.7	5.8
Prop In Lane	1.00		0.49	1.00		0.39	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	37	294	284	344	434	427	22	1296	520	37	1270	668
V/C Ratio(X)	1.43	0.28	0.30	0.70	0.44	0.45	1.91	0.41	0.30	1.43	0.44	0.44
Avail Cap(c_a), veh/h	177	994	960	769	1213	1193	158	1628	669	254	1743	917
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	16.8	17.2	20.1	14.7	15.0	22.8	10.9	11.5	22.6	10.8	11.0
Incr Delay (d2), s/veh	206.8	0.5	0.6	1.0	0.7	0.7	424.2	0.2	0.3	204.4	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	1.0	1.0	1.5	2.1	2.2	2.9	2.5	1.5	2.6	2.7	2.9
LnGrp Delay(d),s/veh	229.4	17.3	17.8	21.1	15.4	15.7	446.9	11.1	11.9	227.0	11.0	11.4
LnGrp LOS	F	B	B	C	B	B	F	B	B	F	B	B
Approach Vol, veh/h		221			621			726			906	
Approach Delay, s/veh		68.4			17.7			36.5			23.8	
Approach LOS		E			B			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.6	11.6	4.6	21.3	5.0	15.3	5.0	20.9				
Change Period (Y+Rc), s	3.5	5.3	3.5	5.7	3.5	5.3	3.5	5.7				
Max Green Setting (Gmax), s	10.8	24.6	4.6	22.0	5.1	30.3	7.1	19.5				
Max Q Clear Time (g_c+1/4), s	11.5	4.0	2.6	7.8	3.0	6.3	3.0	7.1				
Green Ext Time (p_c), s		0.2	2.9	0.0	7.7	0.0	3.0	0.0	7.0			
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				30.0								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary  
7: Tennessee St & Lugonia Ave

Redlands General Plan  
Future (2035) with Project AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	20	270	160	170	510	130	120	240	300	50	100	0
Future Volume (veh/h)	20	270	160	170	510	130	120	240	300	50	100	0
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	21	284	168	179	537	137	126	253	316	53	105	0
Adj No. of Lanes	1	2	1	1	1	0	1	2	2	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	1152	514	223	611	156	280	619	485	148	375	0
Arrive On Green	0.02	0.33	0.33	0.13	0.43	0.41	0.16	0.17	0.17	0.08	0.10	0.00
Sat Flow, veh/h	1774	3539	1580	1774	1432	365	1774	3539	2771	1774	3725	0
Grp Volume(v), veh/h	21	284	168	179	0	674	126	253	316	53	105	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1580	1774	0	1798	1774	1770	1385	1774	1863	0
Q Serve(g_s), s	0.7	3.4	4.7	5.7	0.0	20.2	3.8	3.7	6.2	1.7	1.5	0.0
Cycle Q Clear(g_c), s	0.7	3.4	4.7	5.7	0.0	20.2	3.8	3.7	6.2	1.7	1.5	0.0
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	44	1152	514	223	0	767	280	619	485	148	375	0
V/C Ratio(X)	0.48	0.25	0.33	0.80	0.00	0.88	0.45	0.41	0.65	0.36	0.28	0.00
Avail Cap(c_a), veh/h	151	1390	621	545	0	1105	606	1269	994	636	1400	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.2	14.5	14.9	24.9	0.0	15.5	22.4	21.5	22.5	25.4	24.4	0.0
Incr Delay (d2), s/veh	3.0	0.0	0.1	2.5	0.0	4.4	0.4	0.2	0.6	0.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.7	2.1	2.9	0.0	10.9	1.9	1.8	2.4	0.8	0.8	0.0
LnGrp Delay(d),s/veh	31.2	14.5	15.0	27.4	0.0	19.9	22.8	21.6	23.1	25.9	24.5	0.0
LnGrp LOS	C	B	B	C		B	C	C	C	C	C	
Approach Vol, veh/h		473			853			695			158	
Approach Delay, s/veh		15.4			21.5			22.5			25.0	
Approach LOS		B			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	29.0		9.9	11.4	23.1		14.2				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	35.0		21.0	18.0	22.0		20.0				
Max Q Clear Time (g_c+1/2), s	5.0	22.2		3.7	7.7	6.7		8.2				
Green Ext Time (p_c), s	0.0	1.8		0.2	0.0	1.9		0.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				20.8								
HCM 2010 LOS				C								
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
 8: Orange St & Lugonia Ave





















Redlands General Plan  
 Future (2035) with Project AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	250	70	150	750	210	80	240	110	110	480	50
Future Volume (veh/h)	30	250	70	150	750	210	80	240	110	110	480	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	32	263	74	158	789	221	84	253	116	116	505	53
Adj No. of Lanes	1	2	1	1	2	0	1	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	568	235	509	1169	327	107	1101	492	181	1073	479
Arrive On Green	0.03	0.16	0.15	0.29	0.43	0.43	0.06	0.31	0.31	0.05	0.30	0.30
Sat Flow, veh/h	1774	3539	1577	1774	2731	765	1774	3539	1580	3442	3539	1580
Grp Volume(v), veh/h	32	263	74	158	511	499	84	253	116	116	505	53
Grp Sat Flow(s),veh/h/ln	1774	1770	1577	1774	1770	1726	1774	1770	1580	1721	1770	1580
Q Serve(g_s), s	1.6	6.1	3.1	6.3	20.9	20.9	4.2	4.8	2.0	3.0	10.4	2.2
Cycle Q Clear(g_c), s	1.6	6.1	3.1	6.3	20.9	20.9	4.2	4.8	2.0	3.0	10.4	2.2
Prop In Lane	1.00		1.00	1.00		0.44	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	54	568	235	509	757	739	107	1101	492	181	1073	479
V/C Ratio(X)	0.59	0.46	0.31	0.31	0.67	0.67	0.78	0.23	0.24	0.64	0.47	0.11
Avail Cap(c_a), veh/h	99	1062	456	509	757	739	138	1101	492	229	1073	479
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	34.3	22.5	25.1	20.7	20.7	41.7	23.0	3.8	41.8	25.5	22.6
Incr Delay (d2), s/veh	3.7	0.4	0.6	0.1	4.8	4.9	14.7	0.5	1.1	1.6	1.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.0	1.4	3.1	11.2	11.0	2.5	2.4	1.0	1.5	5.3	1.0
LnGrp Delay(d),s/veh	46.8	34.7	23.1	25.2	25.5	25.6	56.4	23.5	4.9	43.4	27.0	23.1
LnGrp LOS	D	C	C	C	C	C	E	C	A	D	C	C
Approach Vol, veh/h		369			1168			453			674	
Approach Delay, s/veh		33.4			25.5			24.8			29.5	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	32.0	30.8	18.4	9.4	31.3	6.8	42.5				
Change Period (Y+Rc), s	4.0	5.0	5.0	* 5	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	27.0	13.0	13.0	* 26	7.0	26.0	5.0	34.0				
Max Q Clear Time (g_c+1), s	6.8	8.3	8.1	6.2	12.4	3.6	22.9					
Green Ext Time (p_c), s	0.0	4.7	2.3	1.4	0.0	4.0	0.0	4.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				27.5								
HCM 2010 LOS				C								
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
 9: University Ave & Lugonia Ave

Redlands General Plan  
 Future (2035) with Project AM Peak Hour

























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	340	30	280	920	20	80	60	120	20	140	40
Future Volume (veh/h)	20	340	30	280	920	20	80	60	120	20	140	40
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	21	358	32	295	968	21	84	63	126	21	147	42
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	418	2223	197	733	2398	52	223	147	324	76	255	69
Arrive On Green	0.68	0.68	0.65	0.68	0.68	0.65	0.21	0.21	0.21	0.21	0.21	0.18
Sat Flow, veh/h	567	3281	292	989	3540	77	684	704	1557	95	1223	329
Grp Volume(v), veh/h	21	192	198	295	484	505	147	0	126	210	0	0
Grp Sat Flow(s),veh/h/ln	567	1770	1803	989	1770	1847	1389	0	1557	1647	0	0
Q Serve(g_s), s	1.2	2.7	2.8	10.8	8.5	8.5	0.0	0.0	4.9	1.9	0.0	0.0
Cycle Q Clear(g_c), s	9.7	2.7	2.8	13.6	8.5	8.5	6.5	0.0	4.9	8.3	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.04	0.57		1.00	0.10		0.20
Lane Grp Cap(c), veh/h	418	1199	1222	733	1199	1251	370	0	324	400	0	0
V/C Ratio(X)	0.05	0.16	0.16	0.40	0.40	0.40	0.40	0.00	0.39	0.53	0.00	0.00
Avail Cap(c_a), veh/h	418	1199	1222	733	1199	1251	700	0	689	798	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.2	4.1	4.2	6.6	5.0	5.0	24.3	0.0	23.9	25.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.3	0.3	1.6	1.0	1.0	0.3	0.0	0.3	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.4	1.5	3.2	4.4	4.6	2.5	0.0	2.1	3.7	0.0	0.0
LnGrp Delay(d),s/veh	7.4	4.4	4.4	8.2	6.0	6.0	24.5	0.0	24.1	25.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C		C	C		
Approach Vol, veh/h		411			1284			273			210	
Approach Delay, s/veh		4.6			6.5			24.4			25.6	
Approach LOS		A			A			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.4		18.6		51.4		18.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		29.0		29.0		29.0		29.0				
Max Q Clear Time (g_c+I1), s		11.7		10.3		15.6		8.5				
Green Ext Time (p_c), s		6.3		1.6		5.6		1.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				10.2								
HCM 2010 LOS				B								



# HCM 2010 Signalized Intersection Summary

## 10: Wabash Ave & Lugonia Ave

Redlands General Plan  
Future (2035) with Project AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	420	120	80	840	130	170	190	70	140	180	40
Future Volume (veh/h)	10	420	120	80	840	130	170	190	70	140	180	40
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	11	442	126	84	884	137	179	200	74	147	189	42
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	14	994	843	99	1083	919	304	517	438	289	517	438
Arrive On Green	0.01	0.53	0.53	0.06	0.58	0.58	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1774	1863	1580	1774	1863	1581	1142	1863	1578	1098	1863	1578
Grp Volume(v), veh/h	11	442	126	84	884	137	179	200	74	147	189	42
Grp Sat Flow(s),veh/h/ln	1774	1863	1580	1774	1863	1581	1142	1863	1578	1098	1863	1578
Q Serve(g_s), s	0.6	13.1	3.6	4.2	34.0	3.6	13.4	7.8	3.2	11.3	7.3	1.8
Cycle Q Clear(g_c), s	0.6	13.1	3.6	4.2	34.0	3.6	20.8	7.8	3.2	19.1	7.3	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	14	994	843	99	1083	919	304	517	438	289	517	438
V/C Ratio(X)	0.79	0.44	0.15	0.85	0.82	0.15	0.59	0.39	0.17	0.51	0.37	0.10
Avail Cap(c_a), veh/h	89	994	843	183	1083	919	374	631	535	357	631	535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	12.8	10.6	42.1	15.0	8.6	34.5	26.3	24.6	34.0	26.1	24.1
Incr Delay (d2), s/veh	64.2	1.4	0.4	17.8	6.8	0.3	0.7	0.2	0.1	0.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	7.0	1.7	2.6	19.2	1.6	4.3	4.0	1.4	3.5	3.8	0.8
LnGrp Delay(d),s/veh	108.8	14.3	11.0	60.0	21.8	9.0	35.2	26.5	24.7	34.5	26.3	24.2
LnGrp LOS	F	B	B	E	C	A	D	C	C	C	C	C
Approach Vol, veh/h		579			1105			453			378	
Approach Delay, s/veh		15.4			23.1			29.6			29.3	
Approach LOS		B			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	52.0		29.0	4.7	56.3		29.0				
Change Period (Y+Rc), s	3.5	5.5		4.5	3.5	5.5		4.5				
Max Green Setting (Gmax), s	9.8	36.7		30.0	5.0	41.5		30.0				
Max Q Clear Time (g_c+10), s	10.2	15.1		21.1	2.6	36.0		22.8				
Green Ext Time (p_c), s	0.0	7.1		1.7	0.0	3.2		1.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				23.4								
HCM 2010 LOS				C								

# HCM 2010 Signalized Intersection Summary

## 11: California St & Redlands Blvd

Redlands General Plan  
 Future (2035) with Project AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	230	200	70	370	320	70	410	50	390	690	120
Future Volume (veh/h)	140	230	200	70	370	320	70	410	50	390	690	120
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	147	242	0	74	389	337	74	432	53	411	726	126
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	1072	452	118	955	426	104	798	336	426	1227	213
Arrive On Green	0.10	0.30	0.00	0.07	0.27	0.27	0.06	0.23	0.21	0.24	0.41	0.39
Sat Flow, veh/h	1774	3539	1583	1774	3539	1580	1774	3539	1579	1774	3016	523
Grp Volume(v), veh/h	147	242	0	74	389	337	74	432	53	411	426	426
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1580	1774	1770	1579	1774	1770	1769
Q Serve(g_s), s	7.9	5.0	0.0	3.9	8.8	19.2	4.0	10.5	2.7	22.2	18.2	18.3
Cycle Q Clear(g_c), s	7.9	5.0	0.0	3.9	8.8	19.2	4.0	10.5	2.7	22.2	18.2	18.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	177	1072	452	118	955	426	104	798	336	426	720	720
V/C Ratio(X)	0.83	0.23	0.00	0.62	0.41	0.79	0.71	0.54	0.16	0.96	0.59	0.59
Avail Cap(c_a), veh/h	177	1112	470	183	1123	501	194	1101	472	426	782	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	25.3	0.0	44.1	29.1	32.9	44.9	33.2	31.1	36.5	22.5	22.7
Incr Delay (d2), s/veh	26.7	0.1	0.0	5.3	0.3	7.2	8.6	0.6	0.2	34.5	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	2.4	0.0	2.1	4.3	9.2	2.2	5.2	1.2	14.9	9.1	9.1
LnGrp Delay(d),s/veh	69.6	25.4	0.0	49.4	29.4	40.1	53.4	33.7	31.3	71.0	23.5	23.7
LnGrp LOS	E	C		D	C	D	D	C	C	E	C	C
Approach Vol, veh/h		389			800			559			1263	
Approach Delay, s/veh		42.1			35.7			36.1			39.0	
Approach LOS		D			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	33.4	27.3	25.9	13.7	30.2	9.7	43.5				
Change Period (Y+Rc), s	4.5	* 5.7	4.5	* 5.2	4.5	* 5.7	4.5	* 5.2				
Max Green Setting (Gmax), s	9.5	* 29	22.8	* 29	9.2	* 29	10.1	* 42				
Max Q Clear Time (g_c+I1), s	5.9	7.0	24.2	12.5	9.9	21.2	6.0	20.3				
Green Ext Time (p_c), s	0.0	5.1	0.0	8.0	0.0	3.1	0.0	9.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			38.0									
HCM 2010 LOS			D									
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
 12: Alabama St & Redlands Blvd

Redlands General Plan  
 Future (2035) with Project AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑↔		↔↔	↑↑	↗
Traffic Volume (veh/h)	160	250	60	60	410	100	100	400	30	230	590	250
Future Volume (veh/h)	160	250	60	60	410	100	100	400	30	230	590	250
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	168	263	63	63	432	105	105	421	32	242	621	263
Adj No. of Lanes	2	2	1	2	2	1	2	3	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	1074	479	114	927	414	177	1608	121	340	1347	579
Arrive On Green	0.07	0.30	0.30	0.03	0.26	0.26	0.05	0.33	0.32	0.10	0.38	0.37
Sat Flow, veh/h	3442	3539	1580	3442	3539	1580	3442	4826	363	3442	3539	1581
Grp Volume(v), veh/h	168	263	63	63	432	105	105	294	159	242	621	263
Grp Sat Flow(s),veh/h/ln	1721	1770	1580	1721	1770	1580	1721	1695	1798	1721	1770	1581
Q Serve(g_s), s	3.3	3.9	2.0	1.2	7.1	3.6	2.1	4.4	4.5	4.7	9.1	8.7
Cycle Q Clear(g_c), s	3.3	3.9	2.0	1.2	7.1	3.6	2.1	4.4	4.5	4.7	9.1	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	256	1074	479	114	927	414	177	1130	599	340	1347	579
V/C Ratio(X)	0.66	0.24	0.13	0.55	0.47	0.25	0.59	0.26	0.26	0.71	0.46	0.45
Avail Cap(c_a), veh/h	498	2204	984	249	1948	869	399	2062	1094	698	2460	1076
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	18.1	17.5	32.9	21.4	20.1	32.0	16.8	16.9	30.2	16.1	16.6
Incr Delay (d2), s/veh	1.1	0.2	0.2	1.6	0.5	0.5	1.2	0.2	0.3	1.0	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.9	0.9	0.6	3.5	1.6	1.0	2.1	2.3	2.3	4.5	3.9
LnGrp Delay(d),s/veh	32.2	18.3	17.6	34.5	21.9	20.6	33.2	17.0	17.3	31.2	16.4	17.4
LnGrp LOS	C	B	B	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		494			600			558			1126	
Approach Delay, s/veh		22.9			23.0			20.1			19.8	
Approach LOS		C			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	30.3	9.1	22.1	10.8	27.0	6.3	25.0				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	47.0	10.0	37.0	14.0	41.0	5.0	42.0					
Max Q Clear Time (g_c+1), s	11.1	5.3	9.1	6.7	6.5	3.2	5.9					
Green Ext Time (p_c), s	0.0	13.9	0.1	7.6	0.2	13.7	0.0	8.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					21.1							
HCM 2010 LOS					C							

HCM 2010 Signalized Intersection Summary  
 13: Tennessee St & Redlands Blvd

Redlands General Plan  
 Future (2035) with Project AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	200	40	50	310	70	60	490	40	250	480	40
Future Volume (veh/h)	20	200	40	50	310	70	60	490	40	250	480	40
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	21	211	42	53	326	74	63	516	42	263	505	42
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	30	469	92	70	521	117	84	717	61	354	726	62
Arrive On Green	0.02	0.16	0.15	0.04	0.18	0.17	0.24	0.24	0.22	0.31	0.31	0.30
Sat Flow, veh/h	1774	2951	577	1774	2873	643	355	3046	260	1126	2310	198
Grp Volume(v), veh/h	21	125	128	53	199	201	327	0	294	422	0	388
Grp Sat Flow(s),veh/h/ln	1774	1770	1758	1774	1770	1746	1845	0	1816	1806	0	1827
Q Serve(g_s), s	0.8	4.3	4.5	2.0	7.0	7.2	11.1	0.0	10.0	14.1	0.0	12.5
Cycle Q Clear(g_c), s	0.8	4.3	4.5	2.0	7.0	7.2	11.1	0.0	10.0	14.1	0.0	12.5
Prop In Lane	1.00		0.33	1.00		0.37	0.19		0.14	0.62		0.11
Lane Grp Cap(c), veh/h	30	281	279	70	321	317	434	0	427	568	0	575
V/C Ratio(X)	0.71	0.44	0.46	0.76	0.62	0.63	0.75	0.00	0.69	0.74	0.00	0.68
Avail Cap(c_a), veh/h	121	598	594	137	614	606	657	0	646	696	0	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.0	25.7	25.9	32.1	25.5	25.7	24.0	0.0	23.6	20.7	0.0	20.2
Incr Delay (d2), s/veh	26.6	0.4	0.4	15.5	0.7	0.8	1.0	0.0	0.7	4.0	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.1	2.2	1.3	3.5	3.5	5.8	0.0	5.1	7.7	0.0	6.6
LnGrp Delay(d),s/veh	59.6	26.1	26.3	47.6	26.2	26.5	25.0	0.0	24.3	24.7	0.0	22.6
LnGrp LOS	E	C	C	D	C	C	C		C	C		C
Approach Vol, veh/h		274			453			621			810	
Approach Delay, s/veh		28.7			28.8			24.7			23.7	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	16.2		25.2	7.6	14.7		19.9				
Change Period (Y+Rc), s	4.5	4.9		4.9	4.5	4.9		4.9				
Max Green Setting (Gmax), s	5.1	22.5		25.1	5.7	21.9		23.1				
Max Q Clear Time (g_c+1), s	1.2	9.2		16.1	4.0	6.5		13.1				
Green Ext Time (p_c), s	0.0	2.0		4.2	0.0	2.1		1.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				25.7								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary  
 14: Texas St & Redlands Blvd

Redlands General Plan  
 Future (2035) with Project AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	180	40	100	430	60	70	280	60	70	350	100
Future Volume (veh/h)	40	180	40	100	430	60	70	280	60	70	350	100
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	42	189	42	105	453	63	74	295	63	74	368	105
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	18	721	157	111	944	131	399	1137	239	505	728	618
Arrive On Green	0.01	0.25	0.22	0.06	0.30	0.27	0.39	0.39	0.38	0.39	0.39	0.39
Sat Flow, veh/h	1774	2890	628	1774	3123	432	916	2910	613	1018	1863	1581
Grp Volume(v), veh/h	42	114	117	105	256	260	74	178	180	74	368	105
Grp Sat Flow(s),veh/h/ln	1774	1770	1749	1774	1770	1785	916	1770	1753	1018	1863	1581
Q Serve(g_s), s	0.4	2.1	2.2	2.4	4.8	4.8	2.7	2.7	2.8	2.2	6.1	1.8
Cycle Q Clear(g_c), s	0.4	2.1	2.2	2.4	4.8	4.8	8.8	2.7	2.8	5.0	6.1	1.8
Prop In Lane	1.00		0.36	1.00		0.24	1.00		0.35	1.00		1.00
Lane Grp Cap(c), veh/h	18	441	436	111	535	539	399	691	685	505	728	618
V/C Ratio(X)	2.37	0.26	0.27	0.94	0.48	0.48	0.19	0.26	0.26	0.15	0.51	0.17
Avail Cap(c_a), veh/h	88	1113	1100	132	1157	1167	599	1078	1068	727	1135	963
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	12.2	12.4	18.9	11.5	11.6	12.7	8.3	8.4	10.1	9.3	8.0
Incr Delay (d2), s/veh	653.1	0.3	0.3	57.0	0.7	0.7	0.2	0.2	0.2	0.1	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	1.1	1.1	2.9	2.4	2.4	0.7	1.4	1.4	0.6	3.2	0.8
LnGrp Delay(d),s/veh	673.1	12.5	12.7	75.8	12.2	12.3	12.9	8.5	8.6	10.2	9.9	8.2
LnGrp LOS	F	B	B	E	B	B	B	A	A	B	A	A
Approach Vol, veh/h		273			621			432			547	
Approach Delay, s/veh		114.2			23.0			9.3			9.6	
Approach LOS		F			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.4	16.2		19.8	6.5	14.1		19.8				
Change Period (Y+Rc), s	3.5	* 5.1		4.6	3.5	* 5.1		4.6				
Max Green Setting (Gmax), s	25	* 25		24.0	3.5	* 24		24.0				
Max Q Clear Time (g_c+1), s	12.4	6.8		10.8	4.4	4.2		8.1				
Green Ext Time (p_c), s	0.0	4.1		4.4	0.0	4.2		4.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					29.2							
HCM 2010 LOS					C							
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary  
 15: Orange St & Redlands Blvd

Redlands General Plan  
 Future (2035) with Project AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	280	80	40	510	260	40	430	30	80	280	50
Future Volume (veh/h)	60	280	80	40	510	260	40	430	30	80	280	50
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	63	295	84	42	537	274	42	453	32	84	295	53
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	960	268	23	756	385	23	846	60	88	866	153
Arrive On Green	0.03	0.35	0.35	0.01	0.34	0.33	0.01	0.25	0.25	0.05	0.29	0.28
Sat Flow, veh/h	1774	2722	760	1774	2257	1148	1774	3349	236	1774	2996	531
Grp Volume(v), veh/h	63	190	189	42	421	390	42	239	246	84	173	175
Grp Sat Flow(s),veh/h/ln	1774	1770	1713	1774	1770	1636	1774	1770	1816	1774	1770	1757
Q Serve(g_s), s	1.5	3.7	3.9	0.6	10.0	10.1	0.6	5.6	5.7	2.3	3.7	3.8
Cycle Q Clear(g_c), s	1.5	3.7	3.9	0.6	10.0	10.1	0.6	5.6	5.7	2.3	3.7	3.8
Prop In Lane	1.00		0.44	1.00		0.70	1.00		0.13	1.00		0.30
Lane Grp Cap(c), veh/h	55	624	604	23	593	548	23	447	459	88	512	508
V/C Ratio(X)	1.15	0.30	0.31	1.80	0.71	0.71	1.80	0.53	0.54	0.95	0.34	0.35
Avail Cap(c_a), veh/h	110	679	657	121	690	638	195	741	761	258	804	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	11.3	11.4	23.8	14.0	14.1	23.8	15.6	15.6	22.9	13.5	13.6
Incr Delay (d2), s/veh	102.5	0.3	0.3	374.2	2.8	3.1	372.7	1.0	1.0	18.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.8	1.9	2.7	5.3	4.9	2.7	2.8	2.9	1.5	1.8	1.9
LnGrp Delay(d),s/veh	126.3	11.6	11.7	398.0	16.8	17.2	396.5	16.6	16.6	40.9	13.9	14.0
LnGrp LOS	F	B	B	F	B	B	F	B	B	D	B	B
Approach Vol, veh/h		442			853			527			432	
Approach Delay, s/veh		28.0			35.7			46.8			19.2	
Approach LOS		C			D			D			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.6	21.0	4.6	17.9	5.5	20.2	6.4	16.2				
Change Period (Y+Rc), s	3.5	* 4.2	3.5	* 4.2	3.5	* 4.2	3.5	* 4.2				
Max Green Setting (Gmax), s	18	* 18	5.8	* 22	3.5	* 19	7.5	* 20				
Max Q Clear Time (g_c+1), s	12.6	5.9	2.6	5.8	3.5	12.1	4.3	7.7				
Green Ext Time (p_c), s	0.0	6.1	0.0	4.6	0.0	3.8	0.0	4.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					33.6							
HCM 2010 LOS					C							
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



















HCM 2010 Signalized Intersection Summary  
 16: Redlands Blvd & Citrus Ave

Redlands General Plan  
 Future (2035) with Project AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	200	120	60	300	200	210	590	40	80	220	20
Future Volume (veh/h)	20	200	120	60	300	200	210	590	40	80	220	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	21	211	126	63	316	211	221	621	42	84	232	0
Adj No. of Lanes	1	1	1	1	1	1	0	2	0	0	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	495	412	311	495	412	307	916	64	145	429	253
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.35	0.35	0.35	0.16	0.16	0.00
Sat Flow, veh/h	871	1863	1549	1036	1863	1549	870	2592	182	906	2681	1583
Grp Volume(v), veh/h	21	211	126	63	316	211	462	0	422	168	148	0
Grp Sat Flow(s),veh/h/ln	871	1863	1549	1036	1863	1549	1819	0	1824	1817	1770	1583
Q Serve(g_s), s	1.2	5.1	3.5	2.9	8.2	6.3	12.0	0.0	10.6	4.7	4.2	0.0
Cycle Q Clear(g_c), s	9.3	5.1	3.5	8.0	8.2	6.3	12.0	0.0	10.6	4.7	4.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.48		0.10	0.50		1.00
Lane Grp Cap(c), veh/h	233	495	412	311	495	412	643	0	644	291	283	253
V/C Ratio(X)	0.09	0.43	0.31	0.20	0.64	0.51	0.72	0.00	0.65	0.58	0.52	0.00
Avail Cap(c_a), veh/h	402	856	712	511	856	712	930	0	932	675	657	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.8	16.5	15.9	19.8	17.6	17.0	15.2	0.0	14.8	21.1	20.9	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.1	0.5	0.4	1.5	0.0	1.1	1.8	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.6	1.5	0.8	4.2	2.7	6.2	0.0	5.5	2.5	2.1	0.0
LnGrp Delay(d),s/veh	21.8	16.7	16.1	20.0	18.2	17.3	16.8	0.0	15.9	23.0	22.4	0.0
LnGrp LOS	C	B	B	B	B	B	B		B	C	C	
Approach Vol, veh/h		358			590			884			316	
Approach Delay, s/veh		16.8			18.1			16.4			22.7	
Approach LOS		B			B			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.2		18.5		12.7		18.5				
Change Period (Y+Rc), s		* 4.2		4.0		4.2		4.0				
Max Green Setting (Gmax), s		* 28		25.0		20.0		25.0				
Max Q Clear Time (g_c+I1), s		14.0		11.3		6.7		10.2				
Green Ext Time (p_c), s		4.8		2.8		1.5		2.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				17.8								
HCM 2010 LOS				B								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary  
 17: Redlands Blvd & Highland Ave

Redlands General Plan  
 Future (2035) with Project AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	170	170	20	360	170	140	620	30	50	310	70
Future Volume (veh/h)	80	170	170	20	360	170	140	620	30	50	310	70
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	84	179	179	21	379	179	147	653	32	53	326	74
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	428	464	86	893	406	149	1280	63	48	904	202
Arrive On Green	0.40	0.40	0.38	0.40	0.40	0.38	0.08	0.37	0.36	0.03	0.32	0.30
Sat Flow, veh/h	333	1076	1165	52	2244	1020	1774	3432	168	1774	2866	641
Grp Volume(v), veh/h	216	0	226	316	0	263	147	336	349	53	199	201
Grp Sat Flow(s),veh/h/ln	1105	0	1469	1819	0	1497	1774	1770	1830	1774	1770	1738
Q Serve(g_s), s	3.4	0.0	6.6	0.0	0.0	7.7	4.9	8.7	8.8	1.6	5.2	5.3
Cycle Q Clear(g_c), s	11.1	0.0	6.6	7.3	0.0	7.7	4.9	8.7	8.8	1.6	5.2	5.3
Prop In Lane	0.39		0.79	0.07		0.68	1.00		0.09	1.00		0.37
Lane Grp Cap(c), veh/h	524	0	585	789	0	596	149	660	682	48	558	548
V/C Ratio(X)	0.41	0.00	0.39	0.40	0.00	0.44	0.98	0.51	0.51	1.11	0.36	0.37
Avail Cap(c_a), veh/h	856	0	968	1249	0	987	149	1172	1212	138	1160	1139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	0.0	13.0	13.0	0.0	13.3	27.1	14.4	14.4	28.9	15.7	15.9
Incr Delay (d2), s/veh	0.7	0.0	0.6	0.5	0.0	0.7	68.2	0.9	0.8	70.5	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	2.8	3.8	0.0	3.3	5.2	4.4	4.5	1.7	2.6	2.6
LnGrp Delay(d),s/veh	14.3	0.0	13.6	13.4	0.0	14.0	95.4	15.3	15.3	102.4	16.2	16.4
LnGrp LOS	B		B	B		B	F	B	B	F	B	B
Approach Vol, veh/h		442			579			832			453	
Approach Delay, s/veh		13.9			13.7			29.4			26.4	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		27.6	5.6	26.1		27.6	9.0	22.7				
Change Period (Y+Rc), s		4.9	3.5	4.9		4.9	3.5	4.9				
Max Green Setting (Gmax), s		38.2	5.1	38.4		38.2	5.5	38.0				
Max Q Clear Time (g_c+I1), s		13.1	3.6	10.8		9.7	6.9	7.3				
Green Ext Time (p_c), s		9.7	0.0	9.8		10.2	0.0	10.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					21.9							
HCM 2010 LOS					C							













HCM 2010 Signalized Intersection Summary  
 18: Redlands Blvd & Ford St

Redlands General Plan  
 Future (2035) with Project AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	440	80	160	310	100	60	570	70	80	340	60
Future Volume (veh/h)	120	440	80	160	310	100	60	570	70	80	340	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	126	463	84	168	326	105	63	600	74	84	358	63
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	419	1101	199	370	972	308	68	1028	126	88	1010	176
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.04	0.32	0.30	0.05	0.34	0.31
Sat Flow, veh/h	953	2996	540	856	2646	838	1774	3173	391	1774	3014	525
Grp Volume(v), veh/h	126	272	275	168	216	215	63	334	340	84	209	212
Grp Sat Flow(s),veh/h/ln	953	1770	1767	856	1770	1715	1774	1770	1794	1774	1770	1770
Q Serve(g_s), s	5.1	5.3	5.4	8.5	4.1	4.2	1.6	7.3	7.3	2.2	4.1	4.2
Cycle Q Clear(g_c), s	9.3	5.3	5.4	13.9	4.1	4.2	1.6	7.3	7.3	2.2	4.1	4.2
Prop In Lane	1.00		0.31	1.00		0.49	1.00		0.22	1.00		0.30
Lane Grp Cap(c), veh/h	419	650	649	370	650	630	68	573	581	88	593	593
V/C Ratio(X)	0.30	0.42	0.42	0.45	0.33	0.34	0.93	0.58	0.59	0.95	0.35	0.36
Avail Cap(c_a), veh/h	440	688	687	389	688	666	153	611	620	153	611	611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	11.0	11.0	16.2	10.6	10.6	22.2	13.1	13.2	22.0	11.6	11.7
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.3	0.1	0.1	17.4	0.7	0.7	29.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.6	2.6	2.0	2.0	2.0	1.1	3.6	3.7	1.8	2.0	2.0
LnGrp Delay(d),s/veh	14.1	11.1	11.1	16.5	10.7	10.7	39.6	13.8	13.9	51.1	11.7	11.9
LnGrp LOS	B	B	B	B	B	B	D	B	B	D	B	B
Approach Vol, veh/h		673			599			737			505	
Approach Delay, s/veh		11.7			12.3			16.0			18.3	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0			21.0	5.8	19.5		21.0				
Change Period (Y+Rc), s	3.0	5.0		4.0	3.0	5.0		4.0				
Max Green Setting (Gmax), s	15.0			18.0	5.0	15.0		18.0				
Max Q Clear Time (g_c+I1), s	9.3			11.3	3.6	6.2		15.9				
Green Ext Time (p_c), s	0.0	2.2		2.8	0.0	2.9		1.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				14.5								
HCM 2010 LOS				B								























HCM 2010 Signalized Intersection Summary  
 19: Eureka St & Colton Ave

Redlands General Plan  
 Future (2035) with Project AM Peak Hour

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Volume (veh/h)	170	20	30	330	10	160		
Future Volume (veh/h)	170	20	30	330	10	160		
Number	4	14	3	8	5	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1900		
Adj Flow Rate, veh/h	179	21	32	347	11	168		
Adj No. of Lanes	1	0	0	1	0	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	0	0		
Cap, veh/h	600	70	205	638	22	337		
Arrive On Green	0.37	0.37	0.37	0.37	0.23	0.23		
Sat Flow, veh/h	1637	192	77	1741	97	1489		
Grp Volume(v), veh/h	0	200	379	0	180	0		
Grp Sat Flow(s),veh/h/ln	0	1829	1818	0	1595	0		
Q Serve(g_s), s	0.0	1.7	0.0	0.0	2.2	0.0		
Cycle Q Clear(g_c), s	0.0	1.7	3.6	0.0	2.2	0.0		
Prop In Lane		0.10	0.08		0.06	0.93		
Lane Grp Cap(c), veh/h	0	670	843	0	361	0		
V/C Ratio(X)	0.00	0.30	0.45	0.00	0.50	0.00		
Avail Cap(c_a), veh/h	0	1490	1639	0	1299	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	0.0	5.0	5.6	0.0	7.5	0.0		
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.0	1.1	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	0.9	1.9	0.0	1.1	0.0		
LnGrp Delay(d),s/veh	0.0	5.2	5.9	0.0	8.5	0.0		
LnGrp LOS		A	A		A			
Approach Vol, veh/h	200			379	180			
Approach Delay, s/veh	5.2			5.9	8.5			
Approach LOS	A			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		9.5		12.6				12.6
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		18.0		18.0				18.0
Max Q Clear Time (g_c+I1), s		4.2		3.7				5.6
Green Ext Time (p_c), s		0.4		3.0				2.8
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			6.4					
HCM 2010 LOS			A					
<b>Notes</b>								






















HCM 2010 Signalized Intersection Summary  
 20: Orange St & Colton Ave

Redlands General Plan  
 Future (2035) with Project AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	150	80	220	250	110	30	250	30	100	670	40
Future Volume (veh/h)	80	150	80	220	250	110	30	250	30	100	670	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	84	158	84	232	263	116	32	263	32	105	705	42
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	486	481	256	531	787	659	332	1273	153	532	1360	81
Arrive On Green	0.42	0.42	0.41	0.42	0.42	0.42	0.40	0.40	0.39	0.40	0.40	0.39
Sat Flow, veh/h	999	1140	606	1132	1863	1560	711	3172	382	1078	3389	202
Grp Volume(v), veh/h	84	0	242	232	263	116	32	145	150	105	368	379
Grp Sat Flow(s),veh/h/ln	999	0	1745	1132	1863	1560	711	1770	1784	1078	1770	1821
Q Serve(g_s), s	2.8	0.0	4.2	7.8	4.3	2.1	1.6	2.4	2.5	3.2	7.1	7.1
Cycle Q Clear(g_c), s	7.1	0.0	4.2	12.1	4.3	2.1	8.8	2.4	2.5	5.7	7.1	7.1
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.21	1.00		0.11
Lane Grp Cap(c), veh/h	486	0	737	531	787	659	332	710	716	532	710	731
V/C Ratio(X)	0.17	0.00	0.33	0.44	0.33	0.18	0.10	0.20	0.21	0.20	0.52	0.52
Avail Cap(c_a), veh/h	703	0	1117	777	1192	998	486	1093	1102	766	1093	1125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.2	0.0	8.8	12.8	8.8	8.2	13.6	8.9	8.9	10.7	10.3	10.3
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.6	0.2	0.1	0.1	0.1	0.1	0.2	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.1	2.5	2.2	0.9	0.3	1.2	1.2	1.0	3.6	3.7
LnGrp Delay(d),s/veh	11.4	0.0	9.1	13.4	9.1	8.3	13.7	9.0	9.1	10.9	10.8	10.9
LnGrp LOS	B		A	B	A	A	B	A	A	B	B	B
Approach Vol, veh/h		326			611			327			852	
Approach Delay, s/veh		9.7			10.6			9.5			10.9	
Approach LOS		A			B			A			B	
<b>Timer</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.2		23.1		22.2		23.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		27.5		28.5		27.5		28.5				
Max Q Clear Time (g_c+I1), s		10.8		9.1		9.1		14.1				
Green Ext Time (p_c), s		6.8		4.9		7.1		4.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay		10.4										
HCM 2010 LOS		B										




















HCM 2010 Signalized Intersection Summary  
21: University St & Colton Ave

Redlands General Plan  
Future (2035) with Project AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	150	100	330	210	10	90	220	140	10	420	10
Future Volume (veh/h)	20	150	100	330	210	10	90	220	140	10	420	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	158	105	347	221	11	95	232	147	11	442	11
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	542	432	287	509	728	36	333	405	257	373	687	17
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1144	1045	695	1112	1760	88	934	1067	676	1000	1810	45
Grp Volume(v), veh/h	21	0	263	347	0	232	95	0	379	11	0	453
Grp Sat Flow(s),veh/h/ln	1144	0	1740	1112	0	1847	934	0	1743	1000	0	1855
Q Serve(g_s), s	0.5	0.0	4.5	13.5	0.0	3.7	4.0	0.0	7.5	0.4	0.0	8.7
Cycle Q Clear(g_c), s	4.2	0.0	4.5	18.0	0.0	3.7	12.8	0.0	7.5	7.9	0.0	8.7
Prop In Lane	1.00		0.40	1.00		0.05	1.00		0.39	1.00		0.02
Lane Grp Cap(c), veh/h	542	0	720	509	0	764	333	0	662	373	0	704
V/C Ratio(X)	0.04	0.00	0.37	0.68	0.00	0.30	0.29	0.00	0.57	0.03	0.00	0.64
Avail Cap(c_a), veh/h	542	0	720	509	0	764	364	0	721	407	0	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.0	0.0	8.8	15.1	0.0	8.6	16.3	0.0	10.7	13.8	0.0	11.1
Incr Delay (d2), s/veh	0.0	0.0	0.3	3.7	0.0	0.2	0.5	0.0	0.9	0.0	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	2.2	4.6	0.0	1.9	1.1	0.0	3.8	0.1	0.0	4.7
LnGrp Delay(d),s/veh	10.0	0.0	9.1	18.8	0.0	8.8	16.8	0.0	11.6	13.9	0.0	12.7
LnGrp LOS	A		A	B		A	B		B	B		B
Approach Vol, veh/h		284			579			474			464	
Approach Delay, s/veh		9.2			14.8			12.7			12.7	
Approach LOS		A			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		22.5		21.0		22.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		14.8		6.5		10.7		20.0				
Green Ext Time (p_c), s		1.8		3.6		3.4		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				12.8								
HCM 2010 LOS				B								





















HCM 2010 Signalized Intersection Summary  
22: Judson St & Colton Ave

Redlands General Plan  
Future (2035) with Project AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	200	20	50	410	50	50	160	50	30	250	50
Future Volume (veh/h)	20	200	20	50	410	50	50	160	50	30	250	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	21	211	21	53	432	53	53	168	53	32	263	53
Adj No. of Lanes	0	1	1	0	1	1	0	1	0	0	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	714	649	175	694	649	198	336	94	183	790	154
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	59	1741	1583	105	1692	1583	192	1147	321	150	2699	525
Grp Volume(v), veh/h	232	0	21	485	0	53	274	0	0	186	0	162
Grp Sat Flow(s),veh/h/ln	1800	0	1583	1797	0	1583	1660	0	0	1771	0	1602
Q Serve(g_s), s	0.0	0.0	0.2	0.8	0.0	0.6	0.7	0.0	0.0	0.0	0.0	2.4
Cycle Q Clear(g_c), s	2.5	0.0	0.2	6.4	0.0	0.6	3.9	0.0	0.0	2.4	0.0	2.4
Prop In Lane	0.09		1.00	0.11		1.00	0.19		0.19	0.17		0.33
Lane Grp Cap(c), veh/h	868	0	649	869	0	649	628	0	0	658	0	469
V/C Ratio(X)	0.27	0.00	0.03	0.56	0.00	0.08	0.44	0.00	0.00	0.28	0.00	0.34
Avail Cap(c_a), veh/h	1435	0	1177	1450	0	1177	1131	0	0	1195	0	980
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.0	0.0	5.3	7.1	0.0	5.4	8.9	0.0	0.0	8.4	0.0	8.4
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.6	0.0	0.1	0.5	0.0	0.0	0.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.1	3.2	0.0	0.3	2.0	0.0	0.0	1.2	0.0	1.1
LnGrp Delay(d),s/veh	6.2	0.0	5.4	7.7	0.0	5.5	9.4	0.0	0.0	8.6	0.0	8.9
LnGrp LOS	A		A	A		A	A			A		A
Approach Vol, veh/h		253			538			274			348	
Approach Delay, s/veh		6.1			7.5			9.4			8.7	
Approach LOS		A			A			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.4		16.9		13.4		16.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		22.5		18.5		22.5				
Max Q Clear Time (g_c+I1), s		5.9		4.5		4.4		8.4				
Green Ext Time (p_c), s		2.9		4.5		3.1		4.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			7.9									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary  
 23: Alabama St & Barton Rd

Redlands General Plan  
 Future (2035) with Project AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	520	10	10	580	230	20	40	20	160	10	280
Future Volume (veh/h)	160	520	10	10	580	230	20	40	20	160	10	280
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	168	547	11	11	611	242	21	42	21	176	0	295
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	2	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	1626	33	3	858	339	30	61	30	858	0	382
Arrive On Green	0.11	0.46	0.44	0.00	0.35	0.33	0.07	0.07	0.07	0.24	0.00	0.24
Sat Flow, veh/h	1774	3548	71	1774	2476	980	440	879	440	3548	0	1579
Grp Volume(v), veh/h	168	273	285	11	436	417	84	0	0	176	0	295
Grp Sat Flow(s),veh/h/ln	1774	1770	1850	1774	1770	1686	1759	0	0	1774	0	1579
Q Serve(g_s), s	6.4	6.8	6.8	0.1	14.8	14.9	3.2	0.0	0.0	2.7	0.0	12.0
Cycle Q Clear(g_c), s	6.4	6.8	6.8	0.1	14.8	14.9	3.2	0.0	0.0	2.7	0.0	12.0
Prop In Lane	1.00		0.04	1.00		0.58	0.25		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	196	811	848	3	613	584	122	0	0	858	0	382
V/C Ratio(X)	0.86	0.34	0.34	4.27	0.71	0.71	0.69	0.00	0.00	0.21	0.00	0.77
Avail Cap(c_a), veh/h	299	896	937	72	670	639	663	0	0	1302	0	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.1	12.0	12.0	34.5	19.5	19.9	31.3	0.0	0.0	20.9	0.0	24.4
Incr Delay (d2), s/veh	9.4	0.3	0.3	1542.9	3.7	3.9	2.6	0.0	0.0	0.1	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	41.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	3.4	3.6	1.8	7.8	7.5	1.7	0.0	0.0	1.3	0.0	5.6
LnGrp Delay(d),s/veh	39.5	12.3	12.3	1618.7	23.2	23.8	33.9	0.0	0.0	21.0	0.0	27.9
LnGrp LOS	D	B	B	F	C	C	C			C		C
Approach Vol, veh/h		726			864			84			471	
Approach Delay, s/veh		18.6			43.8			33.9			25.3	
Approach LOS		B			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.6	27.9		8.8	3.9	35.6		20.7				
Change Period (Y+Rc), s	3.5	5.3		4.0	3.5	5.3		5.3				
Max Green Setting (Gmax), s	2.8	24.8		26.0	3.3	33.6		24.0				
Max Q Clear Time (g_c+10), s	1.6	16.9		5.2	2.1	8.8		14.0				
Green Ext Time (p_c), s	0.0	5.7		0.2	0.0	12.9		1.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				30.8								
HCM 2010 LOS				C								
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												

HCM 2010 Signalized Intersection Summary  
24: San Mateo St & Brookside Ave

Redlands General Plan  
Future (2035) with Project AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	550	230	70	690	90	310	770	70	60	350	120
Future Volume (veh/h)	180	550	230	70	690	90	310	770	70	60	350	120
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	189	579	242	74	726	95	326	811	74	63	368	126
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	801	671	104	724	607	324	1236	113	188	976	329
Arrive On Green	0.10	0.43	0.43	0.06	0.39	0.39	0.38	0.38	0.37	0.38	0.38	0.37
Sat Flow, veh/h	1774	1863	1561	1774	1863	1560	899	3272	299	625	2583	870
Grp Volume(v), veh/h	189	579	242	74	726	95	326	439	446	63	250	244
Grp Sat Flow(s),veh/h/ln	1774	1863	1561	1774	1863	1560	899	1770	1801	625	1770	1683
Q Serve(g_s), s	9.0	23.1	9.4	3.7	35.0	3.6	24.5	18.4	18.5	8.3	9.2	9.5
Cycle Q Clear(g_c), s	9.0	23.1	9.4	3.7	35.0	3.6	34.0	18.4	18.5	26.8	9.2	9.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		0.52
Lane Grp Cap(c), veh/h	177	801	671	104	724	607	324	669	680	188	669	636
V/C Ratio(X)	1.07	0.72	0.36	0.71	1.00	0.16	1.00	0.66	0.66	0.34	0.37	0.38
Avail Cap(c_a), veh/h	177	801	671	110	724	607	324	669	680	188	669	636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	21.2	17.3	41.6	27.5	17.9	35.8	23.2	23.2	34.3	20.3	20.5
Incr Delay (d2), s/veh	86.0	3.2	0.3	17.9	34.0	0.1	51.2	2.3	2.3	1.0	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	12.5	4.1	2.3	24.7	1.6	12.6	9.4	9.6	1.5	4.6	4.5
LnGrp Delay(d),s/veh	126.5	24.4	17.6	59.5	61.5	18.0	86.9	25.5	25.5	35.3	20.6	20.9
LnGrp LOS	F	C	B	E	F	B	F	C	C	D	C	C
Approach Vol, veh/h		1010			895			1211			557	
Approach Delay, s/veh		41.9			56.7			42.0			22.4	
Approach LOS		D			E			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.0	39.0		38.0	9.3	42.7		38.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	30.5	34.5		33.5	5.1	37.9		33.5				
Max Q Clear Time (g_c+I1), s	30.5	37.0		36.0	5.7	25.1		28.8				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	7.7		3.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			42.6									
HCM 2010 LOS			D									

Intersection																
Intersection Delay, s/veh 28.8																
Intersection LOS D																

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations			⇄				⇄			↵	↳			↵	↳	
Traffic Vol, veh/h	0	50	230	70	0	90	360	110	0	20	310	40	0	50	210	30
Future Vol, veh/h	0	50	230	70	0	90	360	110	0	20	310	40	0	50	210	30
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	53	242	74	0	95	379	116	0	21	326	42	0	53	221	32
Number of Lanes	0	0	2	0	0	0	2	0	0	1	1	0	0	1	1	0

























Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	18.5	27.4	45.3	23
HCM LOS	C	D	E	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	30%	0%	33%	0%	100%	0%
Vol Thru, %	0%	89%	70%	62%	67%	62%	0%	88%
Vol Right, %	0%	11%	0%	38%	0%	38%	0%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	350	165	185	270	290	50	240
LT Vol	20	0	50	0	90	0	50	0
Through Vol	0	310	115	115	180	180	0	210
RT Vol	0	40	0	70	0	110	0	30
Lane Flow Rate	21	368	174	195	284	305	53	253
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.053	0.872	0.433	0.462	0.678	0.69	0.138	0.619
Departure Headway (Hd)	9.119	8.517	8.979	8.545	8.583	8.135	9.426	8.814
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	393	427	401	421	421	446	381	409
Service Time	6.867	6.265	6.734	6.3	6.337	5.888	7.179	6.566
HCM Lane V/C Ratio	0.053	0.862	0.434	0.463	0.675	0.684	0.139	0.619
HCM Control Delay	12.4	47.2	18.5	18.5	27.7	27.2	13.7	24.9
HCM Lane LOS	B	E	C	C	D	D	B	C
HCM 95th-tile Q	0.2	8.8	2.1	2.4	4.9	5.1	0.5	4



HCM 2010 Signalized Intersection Summary  
1: Mountain View Ave & San Bernardino Ave

Redlands General Plan  
Future (2035) with Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	880	90	450	350	290	150	200	260	210	270	90
Future Volume (veh/h)	70	880	90	450	350	290	150	200	260	210	270	90
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	74	926	95	474	368	305	158	211	274	221	284	95
Adj No. of Lanes	1	2	1	2	2	1	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	1072	438	528	1403	626	204	394	334	227	418	355
Arrive On Green	0.06	0.30	0.28	0.15	0.40	0.40	0.11	0.21	0.21	0.13	0.22	0.22
Sat Flow, veh/h	1774	3539	1580	3442	3539	1579	1774	1863	1579	1774	1863	1579
Grp Volume(v), veh/h	74	926	95	474	368	305	158	211	274	221	284	95
Grp Sat Flow(s),veh/h/ln	1774	1770	1580	1721	1770	1579	1774	1863	1579	1774	1863	1579
Q Serve(g_s), s	3.2	19.3	3.6	10.6	5.5	11.3	6.8	7.9	13.0	9.7	10.9	3.9
Cycle Q Clear(g_c), s	3.2	19.3	3.6	10.6	5.5	11.3	6.8	7.9	13.0	9.7	10.9	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	106	1072	438	528	1403	626	204	394	334	227	418	355
V/C Ratio(X)	0.70	0.86	0.22	0.90	0.26	0.49	0.78	0.54	0.82	0.98	0.68	0.27
Avail Cap(c_a), veh/h	211	1108	454	528	1403	626	204	654	555	227	678	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	25.8	21.8	32.5	15.9	17.7	33.7	27.4	29.4	34.0	27.8	25.0
Incr Delay (d2), s/veh	3.1	6.7	0.1	17.7	0.0	0.2	15.5	0.4	1.9	52.3	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	10.4	1.6	6.3	2.7	5.0	4.2	4.1	5.8	8.0	5.7	1.7
LnGrp Delay(d),s/veh	39.2	32.5	21.8	50.2	15.9	17.9	49.1	27.8	31.3	86.3	28.5	25.2
LnGrp LOS	D	C	C	D	B	B	D	C	C	F	C	C
Approach Vol, veh/h		1095			1147			643			600	
Approach Delay, s/veh		32.0			30.6			34.6			49.3	
Approach LOS		C			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	27.7	13.0	21.6	8.7	35.0	14.0	20.6				
Change Period (Y+Rc), s	4.5	6.0	4.5	4.5	4.5	6.0	4.5	4.5				
Max Green Setting (Gmax), s	11.5	22.5	8.5	28.0	8.8	25.2	9.5	27.0				
Max Q Clear Time (g_c+I1), s	12.6	21.3	8.8	12.9	5.2	13.3	11.7	15.0				
Green Ext Time (p_c), s	0.0	0.4	0.0	0.9	0.0	2.8	0.0	0.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			35.0									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
2: Alabama St & San Bernardino Ave

Redlands General Plan  
Future (2035) with Project PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	740	260	360	270	200	100	700	440	180	470	70
Future Volume (veh/h)	110	740	260	360	270	200	100	700	440	180	470	70
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1723	1723	1723	1723	1723	1723	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	116	779	274	379	284	211	105	737	0	189	495	74
Adj No. of Lanes	1	3	1	2	2	1	1	3	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	1463	560	424	1080	689	183	1367	426	214	886	132
Arrive On Green	0.11	0.31	0.29	0.13	0.33	0.33	0.10	0.27	0.00	0.12	0.29	0.27
Sat Flow, veh/h	1641	4704	1462	3184	3274	1462	1774	5085	1583	1774	3090	460
Grp Volume(v), veh/h	116	779	274	379	284	211	105	737	0	189	283	286
Grp Sat Flow(s),veh/h/ln	1641	1568	1462	1592	1637	1462	1774	1695	1583	1774	1770	1780
Q Serve(g_s), s	6.5	13.2	13.7	11.3	6.1	8.6	5.4	11.9	0.0	10.1	13.0	13.2
Cycle Q Clear(g_c), s	6.5	13.2	13.7	11.3	6.1	8.6	5.4	11.9	0.0	10.1	13.0	13.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	188	1463	560	424	1080	689	183	1367	426	214	507	510
V/C Ratio(X)	0.62	0.53	0.49	0.89	0.26	0.31	0.58	0.54	0.00	0.88	0.56	0.56
Avail Cap(c_a), veh/h	196	1790	661	424	1290	783	194	1745	543	214	627	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	27.4	22.6	41.0	23.7	15.7	41.1	30.1	0.0	41.6	29.1	29.4
Incr Delay (d2), s/veh	5.4	0.4	0.9	20.9	0.2	0.4	3.7	0.5	0.0	32.3	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	5.8	5.7	6.2	2.8	3.5	2.8	5.7	0.0	6.9	6.5	6.7
LnGrp Delay(d),s/veh	46.0	27.8	23.5	61.9	23.8	16.1	44.8	30.5	0.0	73.9	30.5	30.8
LnGrp LOS	D	C	C	E	C	B	D	C		E	C	C
Approach Vol, veh/h		1169			874			842			758	
Approach Delay, s/veh		28.6			38.5			32.3			41.4	
Approach LOS		C			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.8	33.9	13.9	31.6	15.0	35.7	15.6	29.9				
Change Period (Y+Rc), s	4.5	6.5	4.5	6.0	4.5	6.5	4.5	6.0				
Max Green Setting (Gmax), s	12.3	34.1	10.0	32.1	11.0	35.4	11.1	31.0				
Max Q Clear Time (g_c+I), s	11.3	15.7	7.4	15.2	8.5	10.6	12.1	13.9				
Green Ext Time (p_c), s	0.0	11.5	0.0	9.7	0.1	14.0	0.0	9.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				34.5								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary  
 3: Orange St & San Bernardino Ave

Redlands General Plan  
 Future (2035) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	830	150	30	470	120	260	540	50	170	460	60
Future Volume (veh/h)	140	830	150	30	470	120	260	540	50	170	460	60
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	147	874	158	32	495	126	274	568	53	179	484	63
Adj No. of Lanes	1	2	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	1457	263	245	697	178	351	1331	124	321	1281	166
Arrive On Green	0.49	0.49	0.47	0.49	0.49	0.47	0.41	0.41	0.39	0.41	0.41	0.39
Sat Flow, veh/h	800	2995	541	544	1433	365	856	3273	305	799	3151	408
Grp Volume(v), veh/h	147	516	516	32	0	621	274	307	314	179	271	276
Grp Sat Flow(s),veh/h/ln	800	1770	1766	544	0	1798	856	1770	1808	799	1770	1790
Q Serve(g_s), s	13.3	15.9	16.0	3.4	0.0	20.4	22.3	9.3	9.4	15.6	8.0	8.2
Cycle Q Clear(g_c), s	33.7	15.9	16.0	19.4	0.0	20.4	30.5	9.3	9.4	25.0	8.0	8.2
Prop In Lane	1.00		0.31	1.00		0.20	1.00		0.17	1.00		0.23
Lane Grp Cap(c), veh/h	268	861	860	245	0	875	351	720	735	321	720	728
V/C Ratio(X)	0.55	0.60	0.60	0.13	0.00	0.71	0.78	0.43	0.43	0.56	0.38	0.38
Avail Cap(c_a), veh/h	268	861	860	245	0	875	351	720	735	321	720	728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.3	14.0	14.1	21.0	0.0	15.2	27.1	16.0	16.1	25.0	15.6	15.7
Incr Delay (d2), s/veh	2.0	1.0	1.0	0.2	0.0	2.5	10.4	0.3	0.3	1.8	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	7.8	8.0	0.5	0.0	10.6	6.6	4.6	4.7	3.6	4.0	4.1
LnGrp Delay(d),s/veh	30.3	15.0	15.2	21.2	0.0	17.8	37.5	16.3	16.4	26.8	15.8	16.0
LnGrp LOS	C	B	B	C		B	D	B	B	C	B	B
Approach Vol, veh/h		1179			653			895			726	
Approach Delay, s/veh		17.0			17.9			22.8			18.6	
Approach LOS		B			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.5		34.5		40.5		34.5				
Change Period (Y+Rc), s		* 5.5		* 5.5		* 5.5		* 5.5				
Max Green Setting (Gmax), s		* 35		* 29		* 35		* 29				
Max Q Clear Time (g_c+I1), s		22.4		27.0		35.7		32.5				
Green Ext Time (p_c), s		8.1		1.5		0.0		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				19.0								
HCM 2010 LOS				B								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection																
Intersection Delay, s/veh 13.7																
Intersection LOS B																

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations			↔				↔				↔				↔	
Traffic Vol, veh/h	0	20	420	90	0	20	320	20	0	90	30	10	0	70	80	40
Future Vol, veh/h	0	20	420	90	0	20	320	20	0	90	30	10	0	70	80	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	21	442	95	0	21	337	21	0	95	32	11	0	74	84	42
Number of Lanes	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	14.8	12.7	12.3	13.2
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	69%	9%	0%	11%	0%	37%
Vol Thru, %	23%	91%	70%	89%	89%	42%
Vol Right, %	8%	0%	30%	0%	11%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	230	300	180	180	190
LT Vol	90	20	0	20	0	70
Through Vol	30	210	210	160	160	80
RT Vol	10	0	90	0	20	40
Lane Flow Rate	137	242	316	189	189	200
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.259	0.424	0.531	0.345	0.338	0.361
Departure Headway (Hd)	6.812	6.311	6.053	6.551	6.415	6.489
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	523	567	591	546	557	550
Service Time	4.912	4.091	3.833	4.34	4.204	4.578
HCM Lane V/C Ratio	0.262	0.427	0.535	0.346	0.339	0.364
HCM Control Delay	12.3	13.7	15.6	12.8	12.5	13.2
HCM Lane LOS	B	B	C	B	B	B
HCM 95th-tile Q	1	2.1	3.1	1.5	1.5	1.6

HCM 2010 Signalized Intersection Summary  
 5: California Ave & Lugonia Ave

Redlands General Plan  
 Future (2035) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	60	210	390	30	50	90	520	300	60	450	10
Future Volume (veh/h)	20	60	210	390	30	50	90	520	300	60	450	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	21	63	221	411	32	53	95	547	316	63	474	11
Adj No. of Lanes	0	1	1	0	2	1	1	1	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	619	727	551	740	727	116	679	577	81	1220	546
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.07	0.36	0.36	0.05	0.34	0.34
Sat Flow, veh/h	361	1348	1583	1030	1610	1583	1774	1863	1583	1774	3539	1583
Grp Volume(v), veh/h	84	0	221	411	32	53	95	547	316	63	474	11
Grp Sat Flow(s),veh/h/ln	1709	0	1583	1030	1610	1583	1774	1863	1583	1774	1770	1583
Q Serve(g_s), s	0.0	0.0	8.1	31.5	1.0	1.7	4.9	24.3	14.6	3.2	9.3	0.4
Cycle Q Clear(g_c), s	2.3	0.0	8.1	33.8	1.0	1.7	4.9	24.3	14.6	3.2	9.3	0.4
Prop In Lane	0.25		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	834	0	727	551	740	727	116	679	577	81	1220	546
V/C Ratio(X)	0.10	0.00	0.30	0.75	0.04	0.07	0.82	0.81	0.55	0.78	0.39	0.02
Avail Cap(c_a), veh/h	913	0	801	602	815	801	116	720	612	116	1367	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.1	0.0	15.6	23.6	13.7	13.9	42.4	26.3	23.2	43.4	22.8	19.9
Incr Delay (d2), s/veh	0.1	0.0	0.3	5.1	0.0	0.1	33.5	6.8	1.2	11.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	3.5	10.1	0.5	0.8	3.5	13.7	6.5	1.8	4.6	0.2
LnGrp Delay(d),s/veh	14.1	0.0	15.9	28.8	13.7	14.0	75.9	33.1	24.4	54.8	23.1	19.9
LnGrp LOS	B		B	C	B	B	E	C	C	D	C	B
Approach Vol, veh/h		305			496			958			548	
Approach Delay, s/veh		15.4			26.2			34.5			26.6	
Approach LOS		B			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	37.5			46.2	10.0	35.7		46.2				
Change Period (Y+Rc), s	4.0	6.5		6.5	4.0	6.5		6.5				
Max Green Setting (Gmax), s	33.0			44.0	6.0	33.0		44.0				
Max Q Clear Time (g_c+15), s	26.3			10.1	6.9	11.3		35.8				
Green Ext Time (p_c), s	0.0	4.7		8.1	0.0	11.1		3.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				28.3								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary  
6: Alabama St & Lugonia Ave

Redlands General Plan  
Future (2035) with Project PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	500	120	480	430	130	100	940	450	220	860	90
Future Volume (veh/h)	230	500	120	480	430	130	100	940	450	220	860	90
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	242	526	126	505	453	137	105	989	474	232	905	95
Adj No. of Lanes	1	2	0	2	2	0	1	2	1	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	688	164	558	691	207	123	1055	710	254	1739	182
Arrive On Green	0.15	0.24	0.23	0.16	0.26	0.25	0.07	0.30	0.28	0.14	0.37	0.36
Sat Flow, veh/h	1774	2835	676	3442	2683	805	1774	3539	1580	1774	4676	489
Grp Volume(v), veh/h	242	327	325	505	298	292	105	989	474	232	655	345
Grp Sat Flow(s),veh/h/ln	1774	1770	1741	1721	1770	1718	1774	1770	1580	1774	1695	1775
Q Serve(g_s), s	14.0	17.9	18.1	15.0	15.6	15.9	6.1	28.3	24.6	13.4	15.6	15.8
Cycle Q Clear(g_c), s	14.0	17.9	18.1	15.0	15.6	15.9	6.1	28.3	24.6	13.4	15.6	15.8
Prop In Lane	1.00		0.39	1.00		0.47	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	261	429	423	558	456	443	123	1055	710	254	1261	660
V/C Ratio(X)	0.93	0.76	0.77	0.90	0.65	0.66	0.85	0.94	0.67	0.91	0.52	0.52
Avail Cap(c_a), veh/h	261	483	476	649	557	540	224	1055	710	256	1261	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	36.6	36.9	42.8	34.4	34.8	47.8	35.5	22.6	43.9	25.4	25.7
Incr Delay (d2), s/veh	36.1	6.3	6.7	13.7	2.0	2.2	6.1	15.0	2.4	33.3	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	9.5	9.5	8.2	7.9	7.8	3.2	15.9	11.2	8.9	7.3	7.8
LnGrp Delay(d),s/veh	79.9	42.9	43.6	56.5	36.4	37.0	54.0	50.5	25.0	77.3	25.8	26.4
LnGrp LOS	E	D	D	E	D	D	D	D	C	E	C	C
Approach Vol, veh/h		894			1095			1568			1232	
Approach Delay, s/veh		53.1			45.8			43.0			35.7	
Approach LOS		D			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.9	29.2	11.2	42.7	19.3	30.8	18.9	35.0				
Change Period (Y+Rc), s	3.5	5.3	3.5	5.7	3.5	5.3	3.5	5.7				
Max Green Setting (Gmax), s	20.1	27.1	13.6	31.2	15.8	31.4	15.5	29.3				
Max Q Clear Time (g_c+M), s	17.0	20.1	8.1	17.8	16.0	17.9	15.4	30.3				
Green Ext Time (p_c), s	0.4	3.9	0.0	10.6	0.0	6.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				43.7								
HCM 2010 LOS				D								

# HCM 2010 Signalized Intersection Summary

## 7: Tennessee St & Lugonia Ave

Redlands General Plan  
Future (2035) with Project PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗		↖	↗	↘	↖	↗	
Traffic Volume (veh/h)	80	960	320	220	650	170	320	400	530	190	110	10
Future Volume (veh/h)	80	960	320	220	650	170	320	400	530	190	110	10
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	84	1011	337	232	684	179	337	421	558	222	86	11
Adj No. of Lanes	1	2	1	1	2	0	1	2	2	2	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	1176	525	266	1171	306	408	854	669	318	163	21
Arrive On Green	0.06	0.33	0.33	0.15	0.42	0.41	0.23	0.24	0.24	0.09	0.10	0.09
Sat Flow, veh/h	1774	3539	1580	1774	2777	726	1774	3539	2775	3548	1618	207
Grp Volume(v), veh/h	84	1011	337	232	436	427	337	421	558	222	0	97
Grp Sat Flow(s),veh/h/ln	1774	1770	1580	1774	1770	1733	1774	1770	1388	1774	0	1825
Q Serve(g_s), s	4.2	24.3	16.4	11.6	17.2	17.3	16.4	9.3	17.4	5.5	0.0	4.6
Cycle Q Clear(g_c), s	4.2	24.3	16.4	11.6	17.2	17.3	16.4	9.3	17.4	5.5	0.0	4.6
Prop In Lane	1.00		1.00	1.00		0.42	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	107	1176	525	266	746	731	408	854	669	318	0	184
V/C Ratio(X)	0.78	0.86	0.64	0.87	0.58	0.58	0.83	0.49	0.83	0.70	0.00	0.53
Avail Cap(c_a), veh/h	156	1324	591	312	818	801	605	1246	977	820	0	442
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.1	28.4	25.8	37.8	20.2	20.4	33.2	29.7	32.8	40.2	0.0	38.9
Incr Delay (d2), s/veh	8.3	4.9	1.3	18.5	0.5	0.5	3.7	0.2	2.7	1.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	12.6	7.3	7.0	8.5	8.3	8.5	4.6	6.9	2.8	0.0	2.4
LnGrp Delay(d),s/veh	50.4	33.3	27.0	56.3	20.6	20.8	36.9	29.9	35.5	41.2	0.0	39.8
LnGrp LOS	D	C	C	E	C	C	D	C	D	D		D
Approach Vol, veh/h		1432			1095			1316			319	
Approach Delay, s/veh		32.8			28.3			34.1			40.8	
Approach LOS		C			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	42.3		13.1	17.6	34.2		25.9				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	30	41.0		21.0	16.0	33.0		31.0				
Max Q Clear Time (g_c+1), s	10	19.3		7.5	13.6	26.3		19.4				
Green Ext Time (p_c), s	0.0	4.5		0.3	0.0	2.9		1.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				32.6								
HCM 2010 LOS				C								
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
 8: Orange St & Lugonia Ave

Redlands General Plan  
 Future (2035) with Project PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1170	180	260	370	90	90	660	120	230	370	40
Future Volume (veh/h)	50	1170	180	260	370	90	90	660	120	230	370	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	53	1232	189	274	389	95	95	695	126	242	389	42
Adj No. of Lanes	1	2	1	1	1	1	1	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	1140	580	256	793	673	99	944	668	306	1062	473
Arrive On Green	0.04	0.32	0.31	0.14	0.43	0.43	0.06	0.27	0.27	0.09	0.30	0.30
Sat Flow, veh/h	1774	3539	1580	1774	1863	1581	1774	3539	1580	3442	3539	1578
Grp Volume(v), veh/h	53	1232	189	274	389	95	95	695	126	242	389	42
Grp Sat Flow(s),veh/h/ln	1774	1770	1580	1774	1863	1581	1774	1770	1580	1721	1770	1578
Q Serve(g_s), s	2.7	29.0	7.7	13.0	13.6	3.3	4.8	16.1	4.5	6.2	7.8	1.7
Cycle Q Clear(g_c), s	2.7	29.0	7.7	13.0	13.6	3.3	4.8	16.1	4.5	6.2	7.8	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	72	1140	580	256	793	673	99	944	668	306	1062	473
V/C Ratio(X)	0.73	1.08	0.33	1.07	0.49	0.14	0.96	0.74	0.19	0.79	0.37	0.09
Avail Cap(c_a), veh/h	118	1140	580	256	793	673	99	944	668	306	1062	473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	30.5	20.5	38.5	18.7	15.8	42.4	30.1	16.3	40.2	24.8	22.7
Incr Delay (d2), s/veh	5.2	51.1	1.5	75.8	2.2	0.4	78.3	5.1	0.6	12.1	1.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4	22.2	3.6	11.7	7.5	1.5	4.5	8.5	2.1	3.5	3.9	0.8
LnGrp Delay(d),s/veh	47.9	81.6	22.0	114.3	20.9	16.2	120.7	35.2	17.0	52.3	25.7	23.0
LnGrp LOS	D	F	C	F	C	B	F	D	B	D	C	C
Approach Vol, veh/h		1474			758			916			673	
Approach Delay, s/veh		72.8			54.1			41.6			35.1	
Approach LOS		E			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	2.0	28.0	17.0	33.0	9.0	31.0	7.7	42.3				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	3.0	23.0	13.0	28.0	5.0	26.0	6.0	35.0				
Max Q Clear Time (g_c+1), s	1.0	18.1	15.0	31.0	6.8	9.8	4.7	15.6				
Green Ext Time (p_c), s	0.0	2.8	0.0	0.0	0.0	6.2	0.0	10.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			55.0									
HCM 2010 LOS			D									



HCM 2010 Signalized Intersection Summary  
 9: University Ave & Lugonia Ave

Redlands General Plan  
 Future (2035) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	900	110	140	630	10	100	90	150	10	60	20
Future Volume (veh/h)	50	900	110	140	630	10	100	90	150	10	60	20
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	53	947	116	147	663	11	105	95	158	11	63	21
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	471	1913	234	309	2152	36	185	150	478	56	260	77
Arrive On Green	0.60	0.60	0.58	0.60	0.60	0.58	0.31	0.31	0.31	0.31	0.31	0.28
Sat Flow, veh/h	761	3166	388	529	3561	59	405	489	1559	38	846	251
Grp Volume(v), veh/h	53	529	534	147	329	345	200	0	158	95	0	0
Grp Sat Flow(s),veh/h/ln	761	1770	1784	529	1770	1851	894	0	1559	1135	0	0
Q Serve(g_s), s	3.3	15.2	15.3	19.6	8.1	8.2	0.0	0.0	7.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	11.5	15.2	15.3	35.0	8.1	8.2	22.1	0.0	7.0	22.7	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.03	0.52		1.00	0.12		0.22
Lane Grp Cap(c), veh/h	471	1070	1078	309	1070	1119	335	0	478	393	0	0
V/C Ratio(X)	0.11	0.49	0.50	0.48	0.31	0.31	0.60	0.00	0.33	0.24	0.00	0.00
Avail Cap(c_a), veh/h	471	1070	1078	309	1070	1119	393	0	537	456	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.4	10.0	10.2	20.0	8.7	8.7	28.1	0.0	24.1	23.6	0.0	0.0
Incr Delay (d2), s/veh	0.5	1.6	1.6	5.2	0.7	0.7	0.8	0.0	0.1	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	7.8	7.9	3.3	4.2	4.3	4.7	0.0	3.0	1.7	0.0	0.0
LnGrp Delay(d),s/veh	11.9	11.7	11.8	25.1	9.4	9.4	28.9	0.0	24.2	23.7	0.0	0.0
LnGrp LOS	B	B	B	C	A	A	C		C	C		
Approach Vol, veh/h		1116			821			358			95	
Approach Delay, s/veh		11.8			12.2			26.8			23.7	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		58.4		31.6		58.4		31.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		49.0		29.0		49.0		29.0				
Max Q Clear Time (g_c+I1), s		17.3		24.7		37.0		24.1				
Green Ext Time (p_c), s		10.5		0.6		6.7		0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					14.6							
HCM 2010 LOS					B							

























HCM 2010 Signalized Intersection Summary  
10: Wabash Ave & Lugonia Ave

Redlands General Plan  
Future (2035) PM Peak Hour

	↖	→	↗	↙	←	↘	↖	↗	↑	↘	↙	↓	↘
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↘	↑	↗	↘	↑	↗	↘	↑	↗	↘	↑	↗	
Traffic Volume (veh/h)	20	620	120	80	540	130	130	180	150	320	250	10	
Future Volume (veh/h)	20	620	120	80	540	130	130	180	150	320	250	10	
Number	5	2	12	1	6	16	3	8	18	7	4	14	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	
Adj Flow Rate, veh/h	21	653	126	84	568	137	137	189	158	337	263	11	
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	30	771	656	97	841	715	397	710	602	410	710	602	
Arrive On Green	0.02	0.41	0.41	0.05	0.45	0.45	0.38	0.38	0.38	0.38	0.38	0.38	
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1099	1863	1579	1028	1863	1579	
Grp Volume(v), veh/h	21	653	126	84	568	137	137	189	158	337	263	11	
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1099	1863	1579	1028	1863	1579	
Q Serve(g_s), s	0.9	25.3	4.1	3.8	19.2	4.2	8.2	5.6	5.5	24.9	8.1	0.3	
Cycle Q Clear(g_c), s	0.9	25.3	4.1	3.8	19.2	4.2	16.3	5.6	5.5	30.5	8.1	0.3	
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h	30	771	656	97	841	715	397	710	602	410	710	602	
V/C Ratio(X)	0.69	0.85	0.19	0.87	0.68	0.19	0.34	0.27	0.26	0.82	0.37	0.02	
Avail Cap(c_a), veh/h	100	771	656	111	841	715	397	710	602	410	710	602	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	39.1	21.1	14.9	37.5	17.3	13.2	23.7	17.0	17.0	28.2	17.8	15.4	
Incr Delay (d2), s/veh	24.7	11.1	0.7	43.5	4.3	0.6	0.2	0.1	0.1	11.8	0.1	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.7	15.3	1.9	3.0	10.8	1.9	2.5	2.8	2.4	8.7	4.2	0.2	
LnGrp Delay(d),s/veh	63.8	32.2	15.6	81.0	21.6	13.8	23.9	17.1	17.1	40.0	18.0	15.4	
LnGrp LOS	E	C	B	F	C	B	C	B	B	D	B	B	
Approach Vol, veh/h	800			789			484			611			
Approach Delay, s/veh	30.4			26.6			19.0			30.1			
Approach LOS	C			C			B			C			
<b>Timer</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>					
Assigned Phs	1	2	4		5	6	8						
Phs Duration (G+Y+Rc), s	8.4	37.1	34.5		5.4	40.1	34.5						
Change Period (Y+Rc), s	3.5	5.5	4.5		3.5	5.5	4.5						
Max Green Setting (Gmax), s	5.5	31.0	30.0		5.0	31.5	30.0						
Max Q Clear Time (g_c+15), s	5.5	27.3	32.5		2.9	21.2	18.3						
Green Ext Time (p_c), s	0.0	2.1	0.0		0.0	4.3	2.7						
<b>Intersection Summary</b>													
HCM 2010 Ctrl Delay			27.2										
HCM 2010 LOS			C										

HCM 2010 Signalized Intersection Summary  
11: California St & Redlands Blvd

Redlands General Plan  
Future (2035) with Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	520	170	160	500	480	50	580	100	360	430	210
Future Volume (veh/h)	210	520	170	160	500	480	50	580	100	360	430	210
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	221	547	0	168	526	505	53	611	105	379	453	221
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	1050	444	208	1064	475	76	870	370	335	906	439
Arrive On Green	0.11	0.30	0.00	0.12	0.30	0.30	0.04	0.25	0.23	0.19	0.39	0.38
Sat Flow, veh/h	1774	3539	1583	1774	3539	1580	1774	3539	1579	1774	2313	1120
Grp Volume(v), veh/h	221	547	0	168	526	505	53	611	105	379	346	328
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1580	1774	1770	1579	1774	1770	1663
Q Serve(g_s), s	12.0	13.6	0.0	9.8	12.9	31.8	3.1	16.7	5.8	20.0	15.6	15.9
Cycle Q Clear(g_c), s	12.0	13.6	0.0	9.8	12.9	31.8	3.1	16.7	5.8	20.0	15.6	15.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.67
Lane Grp Cap(c), veh/h	201	1050	444	208	1064	475	76	870	370	335	693	651
V/C Ratio(X)	1.10	0.52	0.00	0.81	0.49	1.06	0.69	0.70	0.28	1.13	0.50	0.50
Avail Cap(c_a), veh/h	201	1050	444	268	1064	475	148	1010	433	335	693	651
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	30.9	0.0	45.5	30.4	37.0	49.9	36.4	33.2	42.9	24.3	24.7
Incr Delay (d2), s/veh	92.2	0.5	0.0	13.0	0.4	59.1	10.7	1.8	0.4	89.2	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	6.7	0.0	5.6	6.3	21.7	1.8	8.4	2.6	18.0	7.7	7.5
LnGrp Delay(d),s/veh	139.1	31.4	0.0	58.6	30.8	96.1	60.6	38.2	33.6	132.1	24.9	25.4
LnGrp LOS	F	C		E	C	F	E	D	C	F	C	C
Approach Vol, veh/h		768			1199			769			1053	
Approach Delay, s/veh		62.4			62.2			39.1			63.6	
Approach LOS		E			E			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	35.4	24.0	30.0	16.0	35.8	8.6	45.4				
Change Period (Y+Rc), s	4.5	* 5.7	4.5	* 5.2	4.5	* 5.7	4.5	* 5.2				
Max Green Setting (Gmax), s	15.5	* 26	19.5	* 29	11.5	* 30	8.3	* 40				
Max Q Clear Time (g_c+I1), s	11.8	15.6	22.0	18.7	14.0	33.8	5.1	17.9				
Green Ext Time (p_c), s	0.1	6.0	0.0	6.0	0.0	0.0	0.0	9.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			57.9									
HCM 2010 LOS			E									
<b>Notes</b>												

HCM 2010 Signalized Intersection Summary  
12: Alabama St & Redlands Blvd

Redlands General Plan  
Future (2035) PM Peak Hour

	↖	→	↘	↙	←	↗	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↖↖	↖	↖↖	↖↖	↖	↖↖	↖↖↖		↖↖	↖↖	
Traffic Volume (veh/h)	330	680	120	100	440	300	150	540	70	160	510	200
Future Volume (veh/h)	330	680	120	100	440	300	150	540	70	160	510	200
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	347	716	126	105	463	316	158	568	74	168	537	211
Adj No. of Lanes	2	2	1	2	2	1	2	3	0	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	1274	569	167	1274	569	125	1647	212	125	897	351
Arrive On Green	0.05	0.36	0.36	0.05	0.36	0.36	0.04	0.36	0.35	0.04	0.36	0.35
Sat Flow, veh/h	3442	3539	1581	3442	3539	1581	3442	4562	587	3442	2486	973
Grp Volume(v), veh/h	347	716	126	105	463	316	158	420	222	168	382	366
Grp Sat Flow(s),veh/h/ln	1721	1770	1581	1721	1770	1581	1721	1695	1758	1721	1770	1689
Q Serve(g_s), s	4.0	13.4	4.6	2.5	7.9	13.2	3.0	7.5	7.6	3.0	14.5	14.7
Cycle Q Clear(g_c), s	4.0	13.4	4.6	2.5	7.9	13.2	3.0	7.5	7.6	3.0	14.5	14.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		0.58
Lane Grp Cap(c), veh/h	167	1274	569	167	1274	569	125	1224	635	125	639	610
V/C Ratio(X)	2.08	0.56	0.22	0.63	0.36	0.56	1.26	0.34	0.35	1.34	0.60	0.60
Avail Cap(c_a), veh/h	167	1632	729	167	1632	729	125	1604	832	125	837	799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	21.2	18.3	38.5	19.4	21.1	39.7	19.2	19.4	39.7	21.5	21.7
Incr Delay (d2), s/veh	504.7	0.6	0.3	5.6	0.2	1.2	166.5	0.2	0.5	197.4	1.3	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	6.6	2.0	1.3	3.9	5.9	4.3	3.5	3.8	4.8	7.2	7.1
LnGrp Delay(d),s/veh	544.0	21.7	18.6	44.1	19.7	22.3	206.2	19.4	19.9	237.1	22.7	23.1
LnGrp LOS	F	C	B	D	B	C	F	B	B	F	C	C
Approach Vol, veh/h	1189			884			800			916		
Approach Delay, s/veh	173.8			23.5			56.4			62.2		
Approach LOS	F			C			E			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	33.7	8.0	33.7	7.0	33.7	8.0	33.7				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	38.0	38.0	4.0	37.0	3.0	38.0	4.0	37.0				
Max Q Clear Time (g_c+15), s	16.7	16.7	6.0	15.2	5.0	9.6	4.5	15.4				
Green Ext Time (p_c), s	0.0	11.9	0.0	13.2	0.0	14.0	0.0	13.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay	87.0											
HCM 2010 LOS	F											

HCM 2010 Signalized Intersection Summary  
 13: Tennessee St & Redlands Blvd

Redlands General Plan  
 Future (2035) with Project PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	690	50	50	440	170	70	670	80	250	450	30
Future Volume (veh/h)	40	690	50	50	440	170	70	670	80	250	450	30
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	42	726	53	53	463	179	74	705	84	263	474	32
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	1001	73	149	749	287	85	842	106	321	619	43
Arrive On Green	0.28	0.30	0.29	0.28	0.30	0.29	0.28	0.28	0.27	0.27	0.27	0.26
Sat Flow, veh/h	784	3345	244	690	2501	960	299	2973	372	1187	2292	159
Grp Volume(v), veh/h	42	384	395	53	327	315	458	0	405	399	0	370
Grp Sat Flow(s),veh/h/ln	784	1770	1819	690	1770	1691	1848	0	1796	1803	0	1834
Q Serve(g_s), s	4.1	15.8	15.9	6.2	12.9	13.2	19.2	0.0	17.0	16.9	0.0	15.0
Cycle Q Clear(g_c), s	17.2	15.8	15.9	22.0	12.9	13.2	19.2	0.0	17.0	16.9	0.0	15.0
Prop In Lane	1.00		0.13	1.00		0.57	0.16		0.21	0.66		0.09
Lane Grp Cap(c), veh/h	183	530	544	149	530	506	524	0	509	487	0	496
V/C Ratio(X)	0.23	0.72	0.73	0.36	0.62	0.62	0.87	0.00	0.80	0.82	0.00	0.75
Avail Cap(c_a), veh/h	183	530	544	149	530	506	558	0	542	531	0	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.3	25.6	25.6	36.8	24.5	24.8	27.8	0.0	27.1	27.9	0.0	27.2
Incr Delay (d2), s/veh	0.2	4.3	4.2	0.5	1.6	1.8	13.1	0.0	6.9	9.9	0.0	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	8.3	8.5	1.2	6.5	6.4	11.7	0.0	9.4	9.8	0.0	8.4
LnGrp Delay(d),s/veh	33.5	29.8	29.8	37.3	26.1	26.6	40.9	0.0	34.0	37.8	0.0	32.9
LnGrp LOS	C	C	C	D	C	C	D		C	D		C
Approach Vol, veh/h		821			695			863			769	
Approach Delay, s/veh		30.0			27.2			37.7			35.4	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.4		26.0		28.4		27.1				
Change Period (Y+Rc), s		4.9		4.9		4.9		4.9				
Max Green Setting (Gmax), s		23.5		23.1		23.5		23.7				
Max Q Clear Time (g_c+1), s		24.0		18.9		19.2		21.2				
Green Ext Time (p_c), s		0.0		2.1		2.4		0.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				32.8								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary  
 14: Texas St & Redlands Blvd

Redlands General Plan  
 Future (2035) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	1010	150	90	330	110	80	360	70	120	270	50
Future Volume (veh/h)	190	1010	150	90	330	110	80	360	70	120	270	50
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	200	1063	158	95	347	116	84	379	74	126	284	53
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	1368	203	109	975	321	307	928	180	307	584	496
Arrive On Green	0.13	0.44	0.43	0.06	0.37	0.36	0.31	0.31	0.30	0.31	0.31	0.31
Sat Flow, veh/h	1774	3091	459	1774	2617	861	1038	2958	572	933	1863	1580
Grp Volume(v), veh/h	200	608	613	95	233	230	84	225	228	126	284	53
Grp Sat Flow(s),veh/h/ln	1774	1770	1781	1774	1770	1709	1038	1770	1760	933	1863	1580
Q Serve(g_s), s	7.3	19.2	19.3	3.5	6.3	6.5	4.7	6.6	6.7	8.1	8.1	1.6
Cycle Q Clear(g_c), s	7.3	19.2	19.3	3.5	6.3	6.5	12.8	6.6	6.7	14.8	8.1	1.6
Prop In Lane	1.00		0.26	1.00		0.50	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	233	783	788	109	659	637	307	555	552	307	584	496
V/C Ratio(X)	0.86	0.78	0.78	0.87	0.35	0.36	0.27	0.41	0.41	0.41	0.49	0.11
Avail Cap(c_a), veh/h	304	870	876	162	728	703	369	661	657	362	696	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	15.6	15.7	30.7	14.9	15.2	23.5	17.8	17.9	23.7	18.3	16.0
Incr Delay (d2), s/veh	17.0	4.0	4.1	27.1	0.3	0.3	0.5	0.5	0.5	0.9	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	10.2	10.3	2.5	3.1	3.1	1.4	3.3	3.3	2.1	4.3	0.7
LnGrp Delay(d),s/veh	45.0	19.6	19.8	57.7	15.3	15.5	24.0	18.3	18.4	24.6	18.9	16.1
LnGrp LOS	D	B	B	E	B	B	C	B	B	C	B	B
Approach Vol, veh/h		1421			558			537			463	
Approach Delay, s/veh		23.3			22.6			19.2			20.1	
Approach LOS		C			C			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	2.7	28.5		24.7	8.0	33.2		24.7				
Change Period (Y+Rc), s	3.5	* 5.1		4.6	3.5	* 5.1		4.6				
Max Green Setting (Gmax), s	1.8	* 26		24.0	6.5	* 31		24.0				
Max Q Clear Time (g_c+19), s	1.8	8.5		14.8	5.5	21.3		16.8				
Green Ext Time (p_c), s	0.1	10.0		3.7	0.0	6.7		3.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				21.9								
HCM 2010 LOS				C								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary  
15: Orange St & Redlands Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	740	80	70	280	250	70	570	50	150	340	80
Future Volume (veh/h)	200	740	80	70	280	250	70	570	50	150	340	80
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	211	779	84	74	295	263	74	600	53	158	358	84
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	243	1123	121	81	460	398	81	851	75	185	902	209
Arrive On Green	0.14	0.35	0.35	0.05	0.26	0.26	0.05	0.26	0.26	0.10	0.32	0.31
Sat Flow, veh/h	1774	3217	347	1774	1783	1542	1774	3285	290	1774	2843	659
Grp Volume(v), veh/h	211	428	435	74	293	265	74	323	330	158	221	221
Grp Sat Flow(s),veh/h/ln	1774	1770	1794	1774	1770	1555	1774	1770	1805	1774	1770	1732
Q Serve(g_s), s	7.7	13.7	13.8	2.7	9.7	10.1	2.7	10.9	11.0	5.8	6.4	6.6
Cycle Q Clear(g_c), s	7.7	13.7	13.8	2.7	9.7	10.1	2.7	10.9	11.0	5.8	6.4	6.6
Prop In Lane	1.00		0.19	1.00		0.99	1.00		0.16	1.00		0.38
Lane Grp Cap(c), veh/h	243	618	626	81	457	401	81	458	467	185	561	550
V/C Ratio(X)	0.87	0.69	0.69	0.91	0.64	0.66	0.91	0.70	0.71	0.86	0.39	0.40
Avail Cap(c_a), veh/h	349	704	714	166	522	458	239	549	560	295	605	592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	18.5	18.5	31.4	21.8	22.0	31.4	22.2	22.2	29.1	17.6	17.7
Incr Delay (d2), s/veh	11.3	2.5	2.5	13.5	2.2	2.9	13.3	3.2	3.2	7.5	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	7.1	7.2	1.6	5.0	4.7	1.6	5.7	5.8	3.2	3.2	3.2
LnGrp Delay(d),s/veh	39.3	21.0	21.0	44.9	24.0	24.9	44.8	25.4	25.5	36.6	18.1	18.2
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	B	B
Approach Vol, veh/h		1074			632			727			600	
Approach Delay, s/veh		24.6			26.8			27.4			23.0	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	27.1	7.0	25.0	13.0	21.1	10.9	21.1				
Change Period (Y+Rc), s	3.5	* 4.2	3.5	* 4.2	3.5	* 4.2	3.5	* 4.2				
Max Green Setting (Gmax), s	3.5	* 26	9.4	* 22	13.5	* 19	11.5	* 20				
Max Q Clear Time (g_c+14), s	15.8	15.8	4.7	8.6	9.7	12.1	7.8	13.0				
Green Ext Time (p_c), s	0.0	6.2	0.0	5.8	0.0	4.7	0.0	3.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					25.4							
HCM 2010 LOS					C							
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary  
 16: Redlands Blvd & Citrus Ave

Redlands General Plan  
 Future (2035) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	340	260	50	220	130	110	280	50	110	660	150
Future Volume (veh/h)	140	340	260	50	220	130	110	280	50	110	660	150
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	147	358	274	53	232	137	116	295	53	116	695	0
Adj No. of Lanes	1	1	1	1	1	1	0	2	0	0	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	328	580	483	229	580	483	176	470	88	146	923	469
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.20	0.20	0.20	0.30	0.30	0.00
Sat Flow, veh/h	1007	1863	1551	790	1863	1551	860	2297	428	493	3115	1583
Grp Volume(v), veh/h	147	358	274	53	232	137	246	0	218	432	379	0
Grp Sat Flow(s),veh/h/ln	1007	1863	1551	790	1863	1551	1820	0	1765	1838	1770	1583
Q Serve(g_s), s	8.6	10.5	9.4	3.9	6.3	4.3	7.9	0.0	7.2	13.8	12.3	0.0
Cycle Q Clear(g_c), s	14.9	10.5	9.4	14.4	6.3	4.3	7.9	0.0	7.2	13.8	12.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.47		0.24	0.27		1.00
Lane Grp Cap(c), veh/h	328	580	483	229	580	483	372	0	361	545	524	469
V/C Ratio(X)	0.45	0.62	0.57	0.23	0.40	0.28	0.66	0.00	0.61	0.79	0.72	0.00
Avail Cap(c_a), veh/h	407	728	606	292	728	606	711	0	690	661	636	569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.2	18.8	18.4	24.9	17.3	16.6	23.4	0.0	23.1	20.7	20.2	0.0
Incr Delay (d2), s/veh	0.4	0.4	0.4	0.2	0.2	0.1	2.0	0.0	1.6	5.5	3.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	5.4	4.1	0.9	3.2	1.8	4.2	0.0	3.6	7.8	6.5	0.0
LnGrp Delay(d),s/veh	23.5	19.2	18.8	25.1	17.5	16.7	25.4	0.0	24.8	26.2	23.3	0.0
LnGrp LOS	C	B	B	C	B	B	C		C	C	C	
Approach Vol, veh/h		779			422			464			811	
Approach Delay, s/veh		19.9			18.2			25.1			24.9	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.1		23.9		23.0		23.9				
Change Period (Y+Rc), s		* 4.2		4.0		4.2		4.0				
Max Green Setting (Gmax), s		* 25		25.0		22.8		25.0				
Max Q Clear Time (g_c+I1), s		9.9		16.9		15.8		16.4				
Green Ext Time (p_c), s		2.4		2.8		2.9		2.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				22.2								
HCM 2010 LOS				C								
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



HCM 2010 Signalized Intersection Summary  
 17: Redlands Blvd & Highland Ave

Redlands General Plan  
 Future (2035) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (veh/h)	60	280	250	20	130	80	120	370	10	100	720	50
Future Volume (veh/h)	60	280	250	20	130	80	120	370	10	100	720	50
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	63	295	263	21	137	84	126	389	11	105	758	53
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	523	443	107	593	351	174	1423	40	148	1309	92
Arrive On Green	0.33	0.33	0.32	0.33	0.33	0.32	0.10	0.40	0.39	0.08	0.39	0.38
Sat Flow, veh/h	226	1587	1344	131	1799	1066	1774	3514	99	1774	3353	234
Grp Volume(v), veh/h	341	0	280	125	0	117	126	196	204	105	400	411
Grp Sat Flow(s),veh/h/ln	1724	0	1433	1508	0	1488	1774	1770	1844	1774	1770	1817
Q Serve(g_s), s	4.6	0.0	10.9	0.2	0.0	3.8	4.6	4.9	4.9	3.8	11.7	11.8
Cycle Q Clear(g_c), s	10.5	0.0	10.9	11.1	0.0	3.8	4.6	4.9	4.9	3.8	11.7	11.8
Prop In Lane	0.18		0.94	0.17		0.72	1.00		0.05	1.00		0.13
Lane Grp Cap(c), veh/h	633	0	473	561	0	490	174	717	747	148	691	710
V/C Ratio(X)	0.54	0.00	0.59	0.22	0.00	0.24	0.72	0.27	0.27	0.71	0.58	0.58
Avail Cap(c_a), veh/h	1070	0	847	966	0	879	271	1043	1086	271	1043	1071
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	0.0	18.8	15.9	0.0	16.4	28.9	13.1	13.2	29.5	15.8	15.9
Incr Delay (d2), s/veh	1.0	0.0	1.7	0.3	0.0	0.4	5.6	0.3	0.3	6.1	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	4.5	1.7	0.0	1.6	2.5	2.4	2.6	2.1	5.9	6.0
LnGrp Delay(d),s/veh	19.2	0.0	20.5	16.2	0.0	16.7	34.5	13.4	13.4	35.5	16.9	17.0
LnGrp LOS	B		C	B		B	C	B	B	D	B	B
Approach Vol, veh/h		621			242			526			916	
Approach Delay, s/veh		19.8			16.5			18.5			19.1	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.8	9.5	30.7		25.8	10.5	29.8				
Change Period (Y+Rc), s		4.9	4.5	4.9		4.9	4.5	4.9				
Max Green Setting (Gmax), s		38.1	9.6	38.0		38.1	9.6	38.0				
Max Q Clear Time (g_c+I1), s		12.9	5.8	6.9		13.1	6.6	13.8				
Green Ext Time (p_c), s		8.0	0.1	12.1		7.9	0.1	10.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					18.9							
HCM 2010 LOS					B							

# HCM 2010 Signalized Intersection Summary

## 18: Redlands Blvd & Ford St

Redlands General Plan  
Future (2035) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	250	50	140	290	60	70	350	130	120	740	130
Future Volume (veh/h)	80	250	50	140	290	60	70	350	130	120	740	130
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	84	263	53	147	305	63	74	368	137	126	779	137
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	368	842	167	403	871	178	80	913	335	124	1159	204
Arrive On Green	0.29	0.29	0.29	0.30	0.30	0.29	0.04	0.36	0.34	0.07	0.39	0.36
Sat Flow, veh/h	1010	2945	584	1059	2930	597	1774	2537	931	1774	3010	529
Grp Volume(v), veh/h	84	156	160	147	183	185	74	255	250	126	458	458
Grp Sat Flow(s),veh/h/ln	1010	1770	1760	1059	1770	1757	1774	1770	1698	1774	1770	1769
Q Serve(g_s), s	3.2	3.0	3.1	5.5	3.6	3.7	1.8	4.7	4.9	3.1	9.5	9.5
Cycle Q Clear(g_c), s	6.8	3.0	3.1	8.6	3.6	3.7	1.8	4.7	4.9	3.1	9.5	9.5
Prop In Lane	1.00		0.33	1.00		0.34	1.00		0.55	1.00		0.30
Lane Grp Cap(c), veh/h	368	506	503	403	526	523	80	637	612	124	682	682
V/C Ratio(X)	0.23	0.31	0.32	0.36	0.35	0.35	0.93	0.40	0.41	1.01	0.67	0.67
Avail Cap(c_a), veh/h	492	723	719	521	723	718	242	848	814	359	965	964
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	12.3	12.3	15.3	12.1	12.2	21.0	10.5	10.8	20.5	11.2	11.4
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.2	0.1	0.2	31.9	0.2	0.2	41.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.5	1.5	1.6	1.7	1.8	1.6	2.3	2.3	2.9	4.7	4.7
LnGrp Delay(d),s/veh	15.4	12.4	12.5	15.5	12.3	12.4	52.9	10.7	11.0	61.6	11.7	11.8
LnGrp LOS	B	B	B	B	B	B	D	B	B	F	B	B
Approach Vol, veh/h		400			515			579			1042	
Approach Delay, s/veh		13.1			13.2			16.2			17.8	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	19.9		17.1	6.0	21.0		17.1				
Change Period (Y+Rc), s	3.0	5.0		* 4.5	3.0	5.0		4.5				
Max Green Setting (Gmax), s	20.1	20.1		* 18	7.0	23.0		17.5				
Max Q Clear Time (g_c+1/5), s	6.9	6.9		8.8	3.8	11.5		10.6				
Green Ext Time (p_c), s	0.1	4.8		2.3	0.0	4.5		2.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					15.7							
HCM 2010 LOS					B							
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary  
19: Eureka St & Colton Ave

Redlands General Plan  
Future (2035) with Project PM Peak Hour

	→	↘	↙	←	↖	↗		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Volume (veh/h)	580	50	50	300	110	270		
Future Volume (veh/h)	580	50	50	300	110	270		
Number	4	14	3	8	5	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1900		
Adj Flow Rate, veh/h	611	53	53	316	116	284		
Adj No. of Lanes	1	0	0	1	0	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	0	0		
Cap, veh/h	838	73	142	676	140	343		
Arrive On Green	0.50	0.50	0.50	0.50	0.30	0.30		
Sat Flow, veh/h	1690	147	94	1363	473	1158		
Grp Volume(v), veh/h	0	664	369	0	401	0		
Grp Sat Flow(s),veh/h/ln	0	1837	1457	0	1635	0		
Q Serve(g_s), s	0.0	12.4	1.0	0.0	9.9	0.0		
Cycle Q Clear(g_c), s	0.0	12.4	13.4	0.0	9.9	0.0		
Prop In Lane		0.08	0.14		0.29	0.71		
Lane Grp Cap(c), veh/h	0	911	817	0	485	0		
V/C Ratio(X)	0.00	0.73	0.45	0.00	0.83	0.00		
Avail Cap(c_a), veh/h	0	1292	1138	0	773	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00		
Uniform Delay (d), s/veh	0.0	8.6	7.0	0.0	14.2	0.0		
Incr Delay (d2), s/veh	0.0	1.3	0.4	0.0	4.1	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	6.4	2.9	0.0	5.0	0.0		
LnGrp Delay(d),s/veh	0.0	9.9	7.4	0.0	18.4	0.0		
LnGrp LOS		A	A		B			
Approach Vol, veh/h	664			369	401			
Approach Delay, s/veh	9.9			7.4	18.4			
Approach LOS	A			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		17.4		26.0				26.0
Change Period (Y+Rc), s		4.5		4.5				4.5
Max Green Setting (Gmax), s		20.5		30.5				30.5
Max Q Clear Time (g_c+I1), s		11.9		14.4				15.4
Green Ext Time (p_c), s		1.0		6.4				6.1
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			11.6					
HCM 2010 LOS			B					
<b>Notes</b>								





















HCM 2010 Signalized Intersection Summary  
20: Orange St & Colton Ave

Redlands General Plan  
Future (2035) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	500	170	120	240	280	70	480	90	110	730	60
Future Volume (veh/h)	110	500	170	120	240	280	70	480	90	110	730	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	116	526	179	126	253	295	74	505	95	116	768	63
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	483	687	234	253	966	810	218	1085	203	295	1210	99
Arrive On Green	0.52	0.52	0.51	0.52	0.52	0.52	0.37	0.37	0.36	0.37	0.37	0.36
Sat Flow, veh/h	855	1325	451	740	1863	1561	657	2963	554	815	3305	271
Grp Volume(v), veh/h	116	0	705	126	253	295	74	300	300	116	411	420
Grp Sat Flow(s),veh/h/ln	855	0	1776	740	1863	1561	657	1770	1748	815	1770	1807
Q Serve(g_s), s	6.1	0.0	22.0	11.4	5.2	7.8	7.3	9.0	9.1	8.8	13.3	13.3
Cycle Q Clear(g_c), s	11.3	0.0	22.0	33.4	5.2	7.8	20.6	9.0	9.1	17.9	13.3	13.3
Prop In Lane	1.00		0.25	1.00		1.00	1.00		0.32	1.00		0.15
Lane Grp Cap(c), veh/h	483	0	921	253	966	810	218	648	640	295	648	661
V/C Ratio(X)	0.24	0.00	0.77	0.50	0.26	0.36	0.34	0.46	0.47	0.39	0.63	0.63
Avail Cap(c_a), veh/h	483	0	921	253	967	810	224	663	655	302	663	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.5	0.0	13.4	26.7	9.3	9.9	26.7	16.8	16.9	23.7	18.2	18.2
Incr Delay (d2), s/veh	0.3	0.0	3.9	1.5	0.1	0.3	0.9	0.5	0.5	0.9	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	11.6	2.4	2.7	3.3	1.4	4.4	4.4	2.0	6.9	7.0
LnGrp Delay(d),s/veh	12.7	0.0	17.3	28.2	9.4	10.2	27.6	17.3	17.4	24.5	20.1	20.1
LnGrp LOS	B		B	C	A	B	C	B	B	C	C	C
Approach Vol, veh/h		821			674			674			947	
Approach Delay, s/veh		16.6			13.3			18.5			20.6	
Approach LOS		B			B			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.4		40.0		29.4		40.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		25.5		35.5		25.5		35.5				
Max Q Clear Time (g_c+I1), s		22.6		24.0		19.9		35.4				
Green Ext Time (p_c), s		2.3		6.9		4.1		0.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				17.5								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary  
 21: University St & Colton Ave




















Redlands General Plan  
 Future (2035) with Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	270	50	180	160	30	40	290	130	20	320	40
Future Volume (veh/h)	80	270	50	180	160	30	40	290	130	20	320	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	84	284	53	189	168	32	42	305	137	21	337	42
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	571	611	114	461	609	116	387	445	200	333	594	74
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1178	1527	285	1039	1522	290	1000	1219	547	944	1625	202
Grp Volume(v), veh/h	84	0	337	189	0	200	42	0	442	21	0	379
Grp Sat Flow(s),veh/h/ln	1178	0	1812	1039	0	1812	1000	0	1766	944	0	1827
Q Serve(g_s), s	2.0	0.0	5.3	6.3	0.0	2.9	1.3	0.0	8.1	0.7	0.0	6.4
Cycle Q Clear(g_c), s	4.8	0.0	5.3	11.6	0.0	2.9	7.7	0.0	8.1	8.9	0.0	6.4
Prop In Lane	1.00		0.16	1.00		0.16	1.00		0.31	1.00		0.11
Lane Grp Cap(c), veh/h	571	0	725	461	0	725	387	0	646	333	0	668
V/C Ratio(X)	0.15	0.00	0.46	0.41	0.00	0.28	0.11	0.00	0.68	0.06	0.00	0.57
Avail Cap(c_a), veh/h	652	0	850	532	0	849	490	0	828	430	0	857
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.4	0.0	8.5	12.7	0.0	7.8	12.8	0.0	10.3	14.1	0.0	9.8
Incr Delay (d2), s/veh	0.1	0.0	0.5	0.6	0.0	0.2	0.1	0.0	1.6	0.1	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.7	1.9	0.0	1.4	0.4	0.0	4.2	0.2	0.0	3.3
LnGrp Delay(d),s/veh	9.5	0.0	9.0	13.3	0.0	8.0	13.0	0.0	11.9	14.1	0.0	10.5
LnGrp LOS	A		A	B		A	B		B	B		B
Approach Vol, veh/h		421			389			484			400	
Approach Delay, s/veh		9.1			10.6			12.0			10.7	
Approach LOS		A			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.5		19.9		18.5		19.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		10.1		7.3		10.9		13.6				
Green Ext Time (p_c), s		3.4		3.3		3.2		1.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				10.6								
HCM 2010 LOS				B								

# HCM 2010 Signalized Intersection Summary

## 22: Judson St & Colton Ave

Redlands General Plan  
Future (2035) with Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	250	40	30	210	30	30	220	40	30	190	40
Future Volume (veh/h)	40	250	40	30	210	30	30	220	40	30	190	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	42	263	42	32	221	32	32	232	42	32	200	42
Adj No. of Lanes	0	1	1	0	1	1	0	1	0	0	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	532	511	195	540	511	187	458	78	230	847	171
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	130	1647	1583	109	1673	1583	95	1423	241	178	2632	531
Grp Volume(v), veh/h	305	0	42	253	0	32	306	0	0	147	0	127
Grp Sat Flow(s),veh/h/ln	1777	0	1583	1782	0	1583	1759	0	0	1739	0	1601
Q Serve(g_s), s	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	1.5
Cycle Q Clear(g_c), s	3.4	0.0	0.5	2.7	0.0	0.4	3.5	0.0	0.0	1.5	0.0	1.5
Prop In Lane	0.14		1.00	0.13		1.00	0.10		0.14	0.22		0.33
Lane Grp Cap(c), veh/h	735	0	511	735	0	511	723	0	0	733	0	515
V/C Ratio(X)	0.41	0.00	0.08	0.34	0.00	0.06	0.42	0.00	0.00	0.20	0.00	0.25
Avail Cap(c_a), veh/h	1397	0	1125	1396	0	1125	1387	0	0	1362	0	1138
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.9	0.0	6.0	6.7	0.0	5.9	7.0	0.0	0.0	6.3	0.0	6.3
Incr Delay (d2), s/veh	0.4	0.0	0.1	0.3	0.0	0.1	0.4	0.0	0.0	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.2	1.4	0.0	0.2	1.8	0.0	0.0	0.8	0.0	0.7
LnGrp Delay(d),s/veh	7.3	0.0	6.0	7.0	0.0	6.0	7.4	0.0	0.0	6.5	0.0	6.6
LnGrp LOS	A		A	A		A	A			A		A
Approach Vol, veh/h		347			285			306			274	
Approach Delay, s/veh		7.2			6.9			7.4			6.5	
Approach LOS		A			A			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.7		12.7		12.7		12.7				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		5.5		5.4		3.5		4.7				
Green Ext Time (p_c), s		2.7		2.9		2.9		3.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			7.0									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary  
 23: Alabama St & Barton Rd

Redlands General Plan  
 Future (2035) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	370	780	30	40	430	130	10	30	20	250	30	200
Future Volume (veh/h)	370	780	30	40	430	130	10	30	20	250	30	200
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	389	821	32	42	453	137	11	32	21	286	0	211
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	2	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	423	1750	68	36	766	230	16	47	31	690	0	307
Arrive On Green	0.24	0.50	0.49	0.02	0.29	0.27	0.05	0.05	0.05	0.19	0.00	0.19
Sat Flow, veh/h	1774	3473	135	1774	2682	805	299	870	571	3548	0	1578
Grp Volume(v), veh/h	389	418	435	42	298	292	64	0	0	286	0	211
Grp Sat Flow(s),veh/h/ln	1774	1770	1839	1774	1770	1717	1740	0	0	1774	0	1578
Q Serve(g_s), s	15.1	10.8	10.8	1.4	10.2	10.4	2.5	0.0	0.0	5.0	0.0	8.7
Cycle Q Clear(g_c), s	15.1	10.8	10.8	1.4	10.2	10.4	2.5	0.0	0.0	5.0	0.0	8.7
Prop In Lane	1.00		0.07	1.00		0.47	0.17		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	423	892	926	36	505	490	94	0	0	690	0	307
V/C Ratio(X)	0.92	0.47	0.47	1.18	0.59	0.60	0.68	0.00	0.00	0.41	0.00	0.69
Avail Cap(c_a), veh/h	630	1036	1076	164	571	554	642	0	0	1275	0	567
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.1	11.3	11.4	34.5	21.6	21.9	32.7	0.0	0.0	24.8	0.0	26.4
Incr Delay (d2), s/veh	11.0	0.5	0.5	100.5	1.7	1.9	3.2	0.0	0.0	0.4	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	5.4	5.6	1.7	5.2	5.2	1.3	0.0	0.0	2.5	0.0	4.0
LnGrp Delay(d),s/veh	37.2	11.9	11.9	138.8	23.3	23.8	35.9	0.0	0.0	25.2	0.0	29.1
LnGrp LOS	D	B	B	F	C	C	D			C		C
Approach Vol, veh/h		1242			632			64			497	
Approach Delay, s/veh		19.8			31.2			35.9			26.9	
Approach LOS		B			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.8	24.1		7.8	5.4	39.5		17.7				
Change Period (Y+Rc), s	3.5	5.3		4.0	3.5	5.3		5.3				
Max Green Setting (Gmax), s	25.5	21.4		26.0	7.0	39.9		24.0				
Max Q Clear Time (g_c+1/7), s	11.7	12.4		4.5	3.4	12.8		10.7				
Green Ext Time (p_c), s	0.2	6.4		0.2	0.0	13.7		1.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					24.6							
HCM 2010 LOS					C							
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												

HCM 2010 Signalized Intersection Summary  
24: San Mateo St & Brookside Ave

Redlands General Plan  
Future (2035) PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	580	260	60	410	50	110	250	30	60	380	80
Future Volume (veh/h)	110	580	260	60	410	50	110	250	30	60	380	80
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	116	611	274	63	432	53	116	263	32	63	400	84
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	769	644	109	714	598	319	1051	126	407	962	200
Arrive On Green	0.09	0.41	0.41	0.06	0.38	0.38	0.33	0.33	0.32	0.33	0.33	0.32
Sat Flow, veh/h	1774	1863	1560	1774	1863	1560	907	3172	381	1078	2904	604
Grp Volume(v), veh/h	116	611	274	63	432	53	116	145	150	63	242	242
Grp Sat Flow(s),veh/h/ln	1774	1863	1560	1774	1863	1560	907	1770	1784	1078	1770	1738
Q Serve(g_s), s	3.9	17.7	7.7	2.1	11.5	1.3	7.0	3.7	3.8	2.8	6.5	6.7
Cycle Q Clear(g_c), s	3.9	17.7	7.7	2.1	11.5	1.3	13.7	3.7	3.8	6.6	6.5	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		0.35
Lane Grp Cap(c), veh/h	162	769	644	109	714	598	319	586	591	407	586	576
V/C Ratio(X)	0.72	0.79	0.43	0.58	0.60	0.09	0.36	0.25	0.25	0.15	0.41	0.42
Avail Cap(c_a), veh/h	201	904	758	158	859	720	422	788	794	530	788	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	15.8	12.9	28.2	15.3	12.2	21.4	15.1	15.1	17.5	16.0	16.1
Incr Delay (d2), s/veh	8.9	4.2	0.4	4.7	0.8	0.1	0.7	0.2	0.2	0.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	9.9	3.4	1.2	6.0	0.6	1.8	1.9	1.9	0.8	3.2	3.2
LnGrp Delay(d),s/veh	36.2	20.1	13.4	32.9	16.1	12.2	22.1	15.3	15.3	17.7	16.5	16.6
LnGrp LOS	D	C	B	C	B	B	C	B	B	B	B	B
Approach Vol, veh/h		1001			548			411			547	
Approach Delay, s/veh		20.1			17.7			17.2			16.7	
Approach LOS		C			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	27.7		24.5	7.8	29.5		24.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	28.0			27.0	5.0	29.5		27.0				
Max Q Clear Time (g_c+15), s	13.5			15.7	4.1	19.7		8.7				
Green Ext Time (p_c), s	0.0	6.8		4.1	0.0	5.3		5.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				18.4								
HCM 2010 LOS				B								



Intersection																
Intersection Delay, s/veh 32.7																
Intersection LOS D																

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations			↔↔				↔↔			↔	↔			↔	↔	
Traffic Vol, veh/h	0	60	370	100	0	40	280	80	0	20	170	30	0	110	360	30
Future Vol, veh/h	0	60	370	100	0	40	280	80	0	20	170	30	0	110	360	30
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	63	389	105	0	42	295	84	0	21	179	32	0	116	379	32
Number of Lanes	0	0	2	0	0	0	2	0	0	1	1	0	0	1	1	0
Approach	EB			WB				NB			SB					
Opposing Approach	WB			EB				SB			NB					
Opposing Lanes	2			2				2			2					
Conflicting Approach Left	SB			NB				EB			WB					
Conflicting Lanes Left	2			2				2			2					
Conflicting Approach Right	NB			SB				WB			EB					
Conflicting Lanes Right	2			2				2			2					
HCM Control Delay	26.8			20.6				21.4			53.6					
HCM LOS	D			C				C			F					

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	24%	0%	22%	0%	100%	0%
Vol Thru, %	0%	85%	76%	65%	78%	64%	0%	92%
Vol Right, %	0%	15%	0%	35%	0%	36%	0%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	200	245	285	180	220	110	390
LT Vol	20	0	60	0	40	0	110	0
Through Vol	0	170	185	185	140	140	0	360
RT Vol	0	30	0	100	0	80	0	30
Lane Flow Rate	21	211	258	300	189	232	116	411
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.057	0.537	0.626	0.696	0.473	0.553	0.29	0.964
Departure Headway (Hd)	9.82	9.187	8.737	8.354	8.979	8.598	9.03	8.456
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	365	394	413	432	402	419	398	431
Service Time	7.572	6.939	6.482	6.099	6.725	6.344	6.774	6.199
HCM Lane V/C Ratio	0.058	0.536	0.625	0.694	0.47	0.554	0.291	0.954
HCM Control Delay	13.2	22.2	25.1	28.2	19.6	21.5	15.4	64.4
HCM Lane LOS	B	C	D	D	C	C	C	F
HCM 95th-tile Q	0.2	3.1	4.1	5.2	2.5	3.3	1.2	11.5

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