APPENDIX F
NOISE TECHNICAL REPORT

Noise Technical Report

for the County of San Diego

General Plan Update

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EXECUTIVE SUMMARY

The proposed County of San Diego General Plan Update is a comprehensive update of the existing General Plan and establishes a blueprint for future land development projects in the unincorporated County. The General Plan Update applies to all of the unincorporated portions of San Diego County and directs population growth while planning for infrastructure needs, future development, and resource protection. The General Plan Update would focus population growth into the western area of the County, where infrastructure and services are currently available.

This technical report provides an assessment of the impacts associated with noise and excessive groundborne vibration that may be expected from the implementation of the proposed General Plan Update for the County of San Diego, in accordance with the County of San Diego Department of Planning and Land Use Guidelines for Determining Significance and Technical Report Format and Content Requirements for Noise (March 2007). It contains background information on noise regulations and standards, describes existing conditions, and examines potential impacts that may occur as a result of future development within the unincorporated County from the implementation of the General Plan Update.

Sources of noise in the unincorporated County include transportation noise sources (roadways, airports, and railroads), non-transportation noise sources (industrial operations, commercial land use, extractive operations, agricultural operations), temporary noise sources (construction equipment) and nuisance noise sources (barking dogs). A community noise survey was conducted in the spring of 2008 to assess the general noise environment within the unincorporated County. Noise contours for existing and proposed roadways were calculated to estimate the extent of noise exposure from traffic-generated noise. To determine the significance of potential impacts, the estimated noise levels that may be expected from implementation of the General Plan Update are compared to applicable guidelines contained in the proposed County of San Diego General Plan Update Noise Element, the County of San Diego CEQA Significance Guidelines, and other applicable local and federal standards.

The proposed General Plan Update would result in potential impacts associated with transportation noise, non-transportation noise, temporary and nuisance noise, and groundborne vibration from the sources listed above. Additionally, the General Plan Update would result in a cumulatively considerable impact associated with transportation noise and non-transportation noise sources. However, the proposed General Plan Update would include relevant goals and policies to reduce project related noise-impacts, such as the requirement to prepare an acoustical study where development may directly result in any existing or future noise sensitive land uses being subject to noise levels that may exceed a CNEL of 60 dBA. Additionally, all future discretionary development projects occurring under the General Plan Update would continue to be required to comply with applicable regulations such as CEQA. Implementation of the proposed General Plan Update goals, policies, existing regulations and mitigation measures would reduce all direct and cumulative impacts to below a level of significance, with the exception of impacts related to permanent increases in noise along area roadways, which would remain significant and unavoidable.

1.0 INTRODUCTION

This report provides an assessment of the potential noise impacts associated with the implementation of the proposed General Plan Update for the County of San Diego. The report is divided into six sections. Section One (1) provides a description of the proposed General Plan Update and background information on noise vibration, noise regulations and standards, and conditions within the County. Sections Two (2) through Five (5) examine potential noise related impacts associated with implementation of the proposed General Plan Update. Noise generated from transportation, operation, construction, and nuisance noise is examined in terms of potential direct and cumulative noise impacts that may result from implementation of the proposed General Plan Update. Potential impacts associated with groundborne vibration primarily resulting from construction and railroad operations are also included. Section Six (6) provides a summary of project-related impacts, mitigation and impact analysis. The Noise Element of the General Plan Update contains policies intended to reduce potential noise impacts and establish noise and land use compatibility standards. However, where appropriate, additional mitigation measures that further reduce potential noise impacts are recommended. To determine the significance of potential impacts, the estimated changes in ambient noise levels due to the proposed project are compared to applicable guidelines contained in local and state planning documents.

1.1 Project Location and Description

San Diego County is located in the southwestern corner of California. It is bordered by Riverside and Orange Counties to the north; Imperial County to the east; the country of Mexico to the south; and the Pacific Ocean to the west. The unincorporated area of the County encompasses approximately 2.3 million acres and is divided into 23 planning areas. Fourteen of the planning areas are referred to as Community Planning Areas (CPAs) and ten areas are called Subregional Planning Areas (Subregions). The 13 CPAs are Alpine, Bonsall, County Islands, Fallbrook, Julian, Lakeside, Pendleton/De Luz, Rainbow, Ramona, San Dieguito, Spring Valley, Sweetwater, Valle de Oro, and Valley Center. The ten Subregions are Central Mountain, Crest/Dehesa/Harbison, Canyon/Granite Hills, Desert, Jamul/Dulzura, Mountain Empire, North County Metro, North Mountain, Otay, and Pala/Pauma Valley.

The purpose of the County of San Diego General Plan Update is to establish a blueprint for future land development projects in the unincorporated County that meets community desires and balances the environmental protection goals with the need for housing, agriculture, infrastructure, and economic vitality. The General Plan Update applies to all of the unincorporated portions of San Diego County and will direct population growth and plan for infrastructure needs, development, and resource protection. The General Plan Update will focus population growth in the western areas of the County where infrastructure and services are available in order to reduce the potential for growth in the eastern areas. The objectives of this population distribution strategy are to: 1) facilitate efficient, orderly growth by containing development within areas potentially served by the San Diego County Water Authority (SDCWA) or other existing infrastructure; 2) protect natural resources through the reduction of population capacity in sensitive areas; and 3) retain or enhance the character of communities within the unincorporated County. The SDCWA service area approximately covers the western one third of the unincorporated County. The SDWCA boundary generally represents where existing water and wastewater infrastructure exists. Currently, this area is more developed than

the eastern areas of the unincorporated County, and would accommodate more growth under the proposed General Plan Update.

1.2 Noise and Vibration Evaluation and Measurement

Quantification of Noise

Noise is commonly defined as unwanted sound. Sound pressure magnitude is measured and quantified using a logarithmic ratio of pressures, the scale of which gives the level of sound in decibels (dB). Sound pressures in the environment have a wide range of values and the sound pressure level was developed as a convenience in describing this range as a logarithm of the sound pressure. To be consistent throughout the world, the sound pressure level is the logarithm of the ratio of the unknown sound pressure to an agreed upon reference quantity of the same kind. To account for the pitch of sounds and the corresponding sensitivity of human hearing to them, the raw sound pressure level is adjusted with an A-weighting scheme based on frequency that is stated in units of decibels (dBA). Typical A-weighted noise levels are listed in Table 1.

Table 1. Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1000 feet		
	— 100 —	
Gas lawn mower at 3 feet		
	— 90 —	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	— 80 —	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	**— 70 —**	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	**— 60 —**	
		Large business office
Quiet urban daytime	**— 50 —**	Dishwasher next room
Quiet urban nighttime	**— 40 —**	Theater, large conference room (background)
Quiet suburban nighttime		
	— 30 —	Library
Quiet rural nighttime		Bedroom at night, concert
	— 20 —	
		Broadcast/recording studio
	— 10 —	
Lowest threshold of human hearing	**— 0 —**	Lowest threshold of human hearing

Source: Caltrans 1998.

A given level of noise may be more or less tolerable depending on the sound level, duration of exposure, character of the noise sources, the time of day during which the noise is experienced, and the activity affected by the noise. For example, noise that occurs at night tends to be more disturbing than that which occurs during the day because sleep may be disturbed. Additionally, rest at night is a critical requirement in the recovery from exposure to high noise levels during the day. In consideration of these factors, different measures of noise exposure have been developed to quantify the extent of the effects anticipated from these activities. For example, some indices consider the 24-hour noise environment of a location by using a weighted average to estimate its habitability on a long term basis. Other measures consider portions of the day and evaluate the nearby activities affected by it as well as the noise sources. The most commonly used indices for measuring community noise levels are the Equivalent Energy Level (Leq), and the Community Noise Equivalent Level (CNEL).

- ***Leq***, the Equivalent Energy Level, is the average acoustical or sound energy content of noise, measured during a prescribed period, such as 1 minute, 15 minutes, 1 hour, or 8 hours. It is the decibel sound level that contains an equal amount of energy as a fluctuating sound level over a given period of time.
- ***CNEL***, Community Noise Equivalent Level, is the average equivalent A-weighted sound level over a 24-hour period. This measurement applies weights to noise levels during evening and nighttime hours to compensate for the increased disturbance response of people at those times. CNEL is the equivalent sound level for a 24-hour period with a +5 dBA weighting applied to all sound occurring between 7:00 p.m. and 10:00 p.m. and a +10 dBA weighting applied to all sound occurring between 10:00 p.m. and 7:00 a.m.

The decibel level of a sound decreases (or attenuates) exponentially as the distance from the source of that sound increases. For a single point source such as a piece of mechanical equipment, the sound level normally decreases by about 6 dBA for each doubling of distance from the source. Sound that originates from a linear, or “line” source such as a heavily traveled traffic corridor, attenuates by approximately 3 dBA per doubling of distance, provided that the surrounding site conditions lack ground effects or obstacles that either scatter or reflect noise. Noise from roadways in environments with major ground effects due to vegetation and loose soils may either absorb or scatter the sound yielding attenuation rates as high as 4.5 dBA for each doubling of distance. Other contributing factors that affect sound reception include meteorological conditions and the presence of manmade obstacles such as buildings and sound barriers.

Noise Effects

Noise has a significant effect on the quality of life. An individual’s reaction to a particular noise depends on many factors such as the source of the noise, its loudness relative to the background noise level, and the time of day. The reaction to noise can also be highly subjective; the perceived effect of a particular noise can vary widely among individuals in a community. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is perceivable, while 1 to 2 dBA changes generally are not perceived. Although the reaction to noise may vary, it is clear that noise is a significant component of the environment, and excessively noisy conditions can affect an individual’s health and well-being. The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on a community can be organized into six broad

categories: sleep disturbance; permanent hearing loss; human performance and behavior; social interaction of communication; extra-auditory health effects; and general annoyance.

Noise-Sensitive Land Uses

Noise-sensitive land uses (NSLU) include areas where an excessive amount of noise would interfere with normal activities. Primary NSLU include residential uses, public and private educational facilities, hospitals, convalescent homes, hotels/motels, daycare facilities, and passive recreational parks. Sleep disturbance is the most critical concern for a NSLU on a 24-hour basis or longer compared to activities that are occupied only a portion of a day.

Ground-borne Vibration

Vibration consists of waves transmitted through solid material (Baranek and Ver, 1992). Ground-borne vibration propagates from the source through the ground to adjacent buildings by surface waves. Vibration may be comprised of a single pulse, a series of pulses, or a continuous oscillatory motion. The frequency of a vibrating object describes how rapidly it is oscillating, measured in Hertz (Hz). The normal frequency range of most ground-borne vibration that can be felt generally starts from a low frequency of less than 1 Hz to a high of about 200 Hz.

Vibration energy spreads out as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. Ambient and source vibration are often expressed in terms of the peak particle velocity (PPV) or root mean square (RMS) velocity in inches per second (in/sec) that correlates best with human perception. The Federal Transit Authority estimates that the threshold of perception is approximately 0.0001 in/sec RMS and the level at which continuous vibrations begins to annoy people is approximately 0.001 in/sec RMS (FTA 2006).

Ground-borne vibration can be a concern for nearby neighbors of a transit system route or maintenance facility, causing buildings to shake and rumbling sounds to be heard. In contrast to airborne noise, ground-borne vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of ground-borne vibration are trains, buses on rough roads, and construction activities such as blasting, pile-driving and operating heavy earth-moving equipment.

The rumbling sound caused by the vibration of building structures is referred to as ground-borne noise. The annoyance potential of ground-borne noise is usually characterized with the A-weighted sound level, which is intended to represent the normal frequency response of the human ear. However, there are potential problems when characterizing low-frequency noise using A-weighting, because human hearing causes sounds dominated by low-frequency components to seem louder than broadband sounds that have the same A-weighted level. This is accounted for by setting the limits for ground-borne noise lower than would be the case for broadband noise. Other weighting schemes may be used in other jurisdictions. For example, a jurisdiction with a higher existing level of vibration may use the alternate C-weighting curve, which is a more accurate representation of human response at very high or very low frequencies than the A-weighting curve (Brüel & Kjær 2000).

Vibration-Sensitive Land Uses

Vibration-sensitive land uses include buildings where vibration would interfere with operations within the building, such as vibration-sensitive research and manufacturing, hospitals with vibration-sensitive equipment, and university research operations. The degree of sensitivity to vibration depends on the specific equipment that would be affected by the vibration. Electron microscopes and high-resolution lithography equipment function within certain scientific and manufacturing tolerances that can be compromised in high vibration environments. Residential uses are also sensitive to excessive levels of vibration of either a regular or intermittent nature.

1.3 Noise Regulations and Standards

Federal

Federal Aviation Administration (FAA) Standards

Enforced by the Federal Aviation Administration, Title 14, Part 150 prescribes the procedures, standards and methodology governing the development, submission, and review of airport noise exposure maps and airport noise compatibility programs, including the process for evaluating and approving or disapproving those programs. Title 14 also identifies those land uses which are normally compatible with various levels of exposure to noise by individuals. It provides technical assistance to airport operators, in conjunction with other local, state, and Federal authorities, to prepare and execute appropriate noise compatibility planning and implementation programs. The FAA establishes a 65 dBA CNEL as the noise standard associated with aircraft noise. This standard is also generally applied to railroad noise [FRA Part 150, Section 150.21].

Federal Highway Administration (FHWA) Standards

Title 23, Part 772 sets procedures for the abatement of highway traffic noise and construction noise. Title 23 is implemented by the Department of Transportation Federal Highway Administration. The purpose of this regulation is to provide procedures for noise studies and noise abatement measures to help protect the public health and welfare, to supply noise abatement criteria, and to establish requirements for information to be given to local officials for use in the planning and design of highways. All highway projects which are developed in conformance with this regulation shall be deemed to be in conformance with the Department of Transportation (DOT) Federal Highway Administration Noise Standards. Title 23 establishes a 67 dBA standard to federal highway projects [23 CFR Chapter 1, Part 772, Section 772.19].

Federal Railroad Administration (FRA) Standards

For high-speed ground transportation (HSGT) projects, responsible agencies require methods provided by the FRA for NEPA evaluation of a project's potential impacts considering the adjacent land uses categories, existing ambient conditions, and future exposure levels. The FRA standards provide methods to assist in the evaluation of high-speed designs in contrast to more standard mass transit developments.

Federal Transit Authority Standards (FTA)

For federally funded mass transit projects, the FTA standards preempt County standards. The County of San Diego currently relies on the vibration standards listed in the FTA Transit Noise and Vibration Impact Assessment Manual (May 2006).

U.S. Office of Surface Mining Reclamation and Enforcement

The U.S. Office of Surface Mining Reclamation and Enforcement (OSM) has established guidelines related to blasting for surface mining activities. The OSM guidelines requires the operator to distribute a blasting schedule, post blasting signs, and control access within the blasting area. OSM has established air blast and ground vibration limits at the location of any dwelling, public building, school, church, or community building outside the permit area. The standard PPV damage threshold for residential structures is 2.0 inches per second. This requirement is based on the findings and recommendations of several reports made by the former U.S. Bureau of Mines.

State

California Environmental Quality Act (CEQA)

The California Environmental Quality Act (CEQA) requires lead agencies to consider noise impacts. Under CEQA, lead agencies are directed to assess conformance to locally established noise standards or other agencies' noise standards; measure and identify the potentially significant exposure of people to or generation of excessive ground borne vibration or noise levels; measure and identify potentially significant permanent or temporary increases in ambient noise levels; and measure and identify potentially significant impacts associated with air traffic.

California Noise Control Act of 1973

Sections 46000 – 46080 of the California Health and Safety Code, known as the California Noise Control Act of 1973, finds that excessive noise is a serious hazard to the public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. It also finds that there is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the State to provide an environment for all Californians free from noise that jeopardizes their health or welfare.

California Noise Insulation Standards (CCR Title 24)

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for multi-family residential buildings (Title 24, Part 2, California Code of Regulations). Title 24 establishes standards for interior room noise (attributable to outside noise sources). The regulations also specify that acoustical studies must be prepared whenever a residential building or structure is proposed to be located near an existing or adopted freeway route, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source, and where such noise source or sources create an exterior CNEL (or Ldn) of 60 dBA or greater. Such acoustical analysis must demonstrate that the residence has been designed to limit intruding noise to an interior CNEL (or Ldn) of at least 45 dBA [California's Title 24 Noise Standards, Chap. 2-35].

California Airport Noise Standards (CCR, Title 21, Section 5000 et. Seq.)

The 1990 California Airport Noise Standards are designed to cause the airport proprietor, aircraft operator, local governments, pilots, and the Department of Transportation's Division of Aeronautics to work cooperatively to diminish noise. The regulations accomplish these ends by

controlling and reducing noise in communities within the vicinity of an airport. The level of noise acceptable to a reasonable person residing in the vicinity of an airport is established as a CNEL value of 65 dBA. The limitations on airport noise in residential communities are established to be:

a. The criterion CNEL is 65 dBA for proposed new airports and for active military airports being converted to civilian use.
b. The criterion CNEL for existing civilian airports is 65 dBA.

California Airport Land Use Planning Handbook

The California Airport Land Use Planning Handbook provides guidance for the assessment of noise compatibility of land uses near airports. Guidance is based on existing federal and State regulations and policies. The handbook states that 65 dBA is the basic limit of acceptable noise exposure for residential and other NSLU; however, this standard has been set with respect to relatively noisy urban areas and may be too high of a noise level to be appropriate as a standard for land use compatibility planning. The level of noise deemed acceptable in one community is not necessarily the same in another. According to the handbook, noise compatibility standards, typically place primary emphasis on residential areas because residential development is one of the most noise-sensitive land uses and usually covers the greatest proportion of urban land. Three CNELs are commonly used as the limit for acceptable residential noise exposure: CNEL 65 dBA, 60 dBA, or 55 dBA. The conditions in which each CNEL would be the suggested noise standard are listed in Table 2. The handbook also includes normalization factors a method for adjusting aircraft noise levels used for determining and predicting expected community reactions. These factors are listed in Table 3. The handbook recommends an annual CNEL of 60 dBA standard be used for new residential development.

Local

San Diego County General Plan Update, Noise Element

The proposed General Plan Update Noise Element (draft 2008) establishes noise and land use compatibility standards and outlines goals and policies to achieve these standards. The proposed Noise Element characterizes the noise environment in the County of San Diego and provides the context for the County's noise/land use compatibility guidelines and standards.

Under implementation of the proposed General Plan Update, the County would use the Noise Compatibility Guidelines (draft 2008) listed in Table 4 to determine the compatibility of land use when evaluating proposed development projects. The proposed Noise Compatibility Guidelines indicate ranges of compatibility and are intended to be flexible enough to apply to a range of projects and environments. For example, a commercial project would be evaluated differently than a residential project in a rural area or a mixed-use project in a more densely developed area of the County. If adopted, the Noise Compatibility Guidelines proposed in the County General Plan Update Noise Element would replace the noise policies and standards currently used in the existing County General Plan, which are more general in nature.

Table 2. Noise Compatibility Criteria Alternatives

	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Criteria	• Set by the FAA and other federal agencies as level above which residential land uses may be incompatible if not acoustically treated. • Established by California state regulations as the maximum normally acceptable for residential and certain other land uses at county-designated noise-problem airports. • Schultz curve predicts that about 13% of the population will be highly annoyed at this noise exposure.	• The contour within which California Building Code (Section 1208A) requires an acoustical analysis of proposed residential structures, other than detached single-family dwellings. • Suggested by the California Office of Planning and Research *General Plan Guidelines* as the maximum "normally acceptable" noise exposure for residential areas. • Individual noise events will occasionally cause significant interference with residential land use activities, particularly outdoor activities, in quiet suburban/rural communities. • Schultz curve indicates about 7% of population highly annoyed.	• Identified by the U.S. Environmental Protection Agency as the level below which "undue interference with activity and annoyance" will not occur. • Individual noise events will seldom significantly interfere with residential land use activities (e.g., interference with speech). • Schultz curve shows about 4% of population highly annoyed at this noise level. • In urban areas, aircraft contribution to this noise level may be less than that of other noise sources.
Suggested Applicability	• Generally not appropriate for most new development. • May be acceptable in noisy urban locations and/or in hot climates where most buildings are air conditioned.	• Suitable for new development around most airports. • Particularly appropriate in mild climates where windows are often open.	• Suitable for airports in quiet, rural locations.

Source: California Department of Transportation, Division of Aeronautics, 2002

Table 3. Adjustment Factors for Obtaining Normalized CNEL

Type of Correction	Description	Amount of Correction to be Added to Measured CNEL in dBA[(1)]
Seasonal Correction	Summer (or year-round operation).	0
	Winter only (or windows always closed).	– 5
Correction for Outdoor Noise Level Measured in Absence of Intruding Noise	Quiet suburban or rural community (remote from large cities and from industrial activity and trucking).	+ 10
	Normal suburban community (not located near industrial activity).	+ 5
	Urban residential community (not immediately adjacent to heavily-traveled roads and industrial areas).	0
	Noisy urban residential community (near relatively busy roads or industrial areas).	– 5
	Very noisy urban residential community.	– 10
Correction for Previous Exposure & Community Attitudes	No prior experience with the intruding noise.	+ 5
	Community has had some previous exposure to intruding noise but little effort is being made to control the noise. This correction may also be applied in a situation where the community has not been exposed to the noise previously, but the people are aware that bona fide efforts are being made to control the noise.	0
	Community has had considerable previous exposure to the intruding noise and the noise maker's relations with the community are good.	– 5
	Community aware that operation causing noise is very necessary and it will not continue indefinitely. This correction can be applied for an operation of limited duration and under emergency circumstances.	– 10
Pure Tone or Impulse	No pure tone or impulsive character.	0
	Pure tone or impulsive character present.	+ 5

(1) Source document uses the equivalent DNL metric.
Source: California Department of Transportation, Division of Aeronautics, 2002

Table 4. Noise Compatibility Guidelines

Land Use Category		Exterior Noise Level (CNEL)					
		55	60	65	70	75	80
A	Residential—single family residences, mobile homes, senior housing, convalescent homes						
B	Residential—multi-family residences, mixed-use (commercial/residential)						
C	Transient lodging—motels, hotels, resorts						
D[(1)]	Schools, churches, hospitals, nursing homes, child care facilities						
E[(1)]	Passive recreational parks, nature preserves, contemplative spaces, cemeteries						
F[(1)]	Active parks, golf courses, athletic fields, outdoor spectator sports, water recreation						
G[(1)]	Office\professional, government, medical\dental, commercial, retail, laboratories						
H [(1)]	Industrial, manufacturing, utilities, agriculture, mining, stables, ranching, warehouse, maintenance/repair						

ACCEPTABLE—Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE—New construction or development should be undertaken only after a detailed noise analysis is conducted to determine if noise reduction measures are necessary to achieve acceptable levels for land use. Criteria for determining exterior and interior noise levels are listed in Table 5, Noise Standards. If a project cannot mitigate noise to a level deemed Acceptable, the appropriate County decision-maker must determine that mitigation has been provided to the greatest extent practicable or that extraordinary circumstances exist.

UNACCEPTABLE—New construction or development shall not be undertaken.

[(1)] Denotes facilities used for part of the day; therefore, an hourly standard would be used rather than CNEL
Source: County of San Diego General Plan Update, Noise Element, 2009.

A land use located in an area identified as “acceptable” indicates that standard construction methods would attenuate exterior noise to an acceptable indoor noise level and that people can carry out outdoor activities with minimal noise interference. Land uses that fall into the “conditionally acceptable” noise environment should have an acoustical study that considers the type of noise source, the sensitivity of the noise receptor, and the degree to which the noise source may interfere with sleep, speech, or other activities characteristic of the land use. For land uses indicated as “conditionally acceptable,” structures must be able to attenuate the exterior noise to the indoor noise level as indicated in the Noise Standards listed in Table 5. For land uses where the exterior noise levels fall within the “unacceptable” range, new construction generally should not be undertaken.

Table 5. Noise Standards

1. The exterior noise level (as defined below in Noise Standard 4) standard for Category A shall be 60 CNEL, and the interior noise level standard for indoor habitable rooms shall be 45 CNEL.
2. The exterior noise level standard for Categories B and C shall be 65 CNEL, and the interior noise level standard for indoor habitable rooms shall be 45 CNEL.
3. The exterior noise level standard for Categories D and G shall be 65 CNEL and the interior noise level standard shall be 50 dBA L_{eq} (one hour average).
4. For single-family detached dwelling units, “exterior noise level” is defined as the noise level measured at an outdoor living area which adjoins and is on the same lot as the dwelling, and which contains at least the following minimum net lot area: *(i)* for lots less than 4,000 square feet in area, the exterior area shall include 400 square feet, *(ii)* for lots between 4,000 square feet to 10 acres in area, the exterior area shall include 10 percent of the lot area; *(iii)* for lots over 10 acres in area, the exterior area shall include 1 acre.
5. For all other residential land uses, “exterior noise level” is defined as noise measured at exterior areas which are provided for private or group usable open space purposes. “Private Usable Open Space” is defined as usable open space intended for use of occupants of one dwelling unit, normally including yards, decks, and balconies. When the noise limit for “Private Usable Open Space” cannot be met, then a “Group Usable Open Space” that meets the exterior noise level standard shall be provided. “Group Usable Open Space” is defined as usable open space intended for common use by occupants of a development, either privately owned and maintained or dedicated to a public agency, normally including swimming pools, recreation courts, patios, open landscaped areas, and greenbelts with pedestrian walkways and equestrian and bicycle trails, but not including off-street parking and loading areas or driveways.
6. For non-residential noise sensitive land uses, exterior noise level is defined as noise measured at the exterior area provided for public use.
7. For noise sensitive land uses that are not occupied on a 24-hour basis (a portion of the day), interior and exterior noise standards may be based on shorter periods such as an 8-hour exposure level or the one-hour average sound level using a worst case noise scenario (the limiting case).
8. The exterior noise standard does not apply for land uses where no exterior use area is proposed or necessary, such as a library.
9. For Categories E and F the exterior noise level standard shall not exceed the limit defined as “Acceptable” in Table 4 or an equivalent one-hour noise standard.

Source: County of San Diego General Plan Update, Noise Element, draft 2008.

County of San Diego Noise Ordinance

The County of San Diego Noise Ordinance establishes prohibitions for disturbing, excessive, or offensive noise, and provisions such as sound level limits for the purpose of securing and promoting the public health, comfort, safety, peace, and quiet for its citizens. Planned compliance with sound level limits and other specific parts of the ordinance allows presumption that the noise is not disturbing, excessive, or offensive. Limits are specified depending on the zoning placed on a property (e.g., varying densities and intensities of residential, industrial and commercial zones). Where two adjacent properties have different zones, the sound level limit at a location on a boundary between two properties is the arithmetic mean of the respective limits for the two zones, except for extractive industries. The one-hour average sound level limit applicable to extractive industries, including but not limited to borrow pits and mines, is 75 decibels at the property line regardless of the zone in which the extractive industry is located. It is unlawful for any person to cause or allow the creation of any noise that exceeds the applicable limits of the Noise Ordinance at any point on or beyond the boundaries of the property on which the sound is produced. Table 6 shows the allowable noise levels and corresponding times of day for each zoning designation. Furthermore, the Noise Ordinance allows the County to grant variances for specific situations involving temporary on-site noise sources, subject to terms and conditions intended to achieve compliance or at least to reduce potential noise effects from the proposed activities. Section 36.423 allows the County to grant variances from the noise limitations for temporary on-site noise sources, subject to terms and conditions intended to achieve compliance. Finally, Sections 36.408 through 36.411 of the Noise Ordinance establish additional noise limitations for operation of construction equipment [San Diego County Code of Regulatory Ordinances. Title 3. Division 6. Chapter 4. Section 36.401 through 36.435].

Airport Land Use Compatibility Plans (ALUCPs)

ALUCPs are plans that guide property owners and local jurisdictions in determining what types of proposed new land uses are appropriate around airports. They are intended to protect the safety of people, property and aircraft on the ground and in the air in the vicinity of the airport. ALUCPs are based on a defined area around an airport known as the Airport Influence Area (AIA). ALUCPs include policies that address noise compatibility issues associated with airports and their respective AIA.

1.4 Environmental Setting and Existing Conditions

Environmental Setting

The unincorporated County of San Diego is characterized as a predominantly rural environment with low-density development that contributes significantly to the perceived quality of life and the peace and tranquility that exist within the unincorporated County. However, several higher density communities, including Valle de Oro, Spring Valley and Sweetwater, also exist, which have a louder ambient noise environment. Major sources of noise in the unincorporated area include transportation and non-transportation related activities, as discussed below.

Transportation Noise Sources

The most common source of noise in most rural and semi-rural environments is transportation-related.

Table 6. San Diego County Noise Ordinance Exterior Noise Standards

Zone[1]	Limit One-Hour dBA[2]	Time Period
(1) R-S, R-D, R-R, R-MH, A-70, A-72, S-80, S-81, S-87, S-90, S-92, R-V, and R-U with a density of less than 11 dwelling units per acre.	50 dBA	7:00 a.m. – 10:00 p.m.
	45 dBA	10:00 p.m. – 7:00 a.m.
(2) R-RO, R-C, R-M, S-86, RV, AND R-U with a density of 11 or more dwelling units per acre.	55 dBA	7:00 a.m. – 10:00 p.m.
	50 dBA	10:00 p.m. – 7:00 a.m.
(3) S-94, V4, and all commercial zones.	60 dBA	7:00 a.m. – 10:00 p.m.
	55 dBA	10:00 p.m. – 7:00 a.m.
(4) V1, V2	60 dBA	7:00 a.m. – 7:00 p.m.
	55 dBA	7:00 p.m. – 10:00 p.m.
V1	55 dBA	10:00 p.m. – 7:00 a.m.
V2	50 dBA	10:00 p.m. – 7:00 a.m.
V3	70 dBA	7:00 a.m. – 10:00 p.m.
	65 dBA	10:00 p.m. – 7:00 a.m.
(5) M-50, M-52, M-54	70 dBA	Anytime
(6) S-82, M-56, and M-58.	75 dBA	Anytime
(7) S-88[3]	See below	

(1) Refer to the San Diego County Zoning Ordinance for a list of zones represented by the abbreviations in this table. Online URL: http://www.sdcounty.ca.gov/dplu/zoning/index.html

(2) If the measured ambient noise level exceeds the applicable limit, the allowable one-hour average sound level shall be the one-hour average ambient noise level, plus three decibels. The ambient noise level shall be measured when the alleged noise violation source is not operating.

(3) S-88 zones are Specific Planning Areas which allow different uses. The sound level limits that apply in an S-88 zone depend on the use being made of the property. The limits in subsection (1) apply to property with a residential, agricultural or civic use. The limits in subsection (3) apply to property with a commercial use. The limits in subsection (5) apply to property with an industrial use that would only be allowed in an M50, M52 or M54 zone. The limits in subsection (6) apply to all property with an extractive use or a use that would only be allowed in an M56 or M58 zone.

(4) The sound levels limit at a location on a boundary between two zones is the arithmetic mean of the respective limits for the two zones. The one-hour average sound level limit applicable to extractive industries, however, including but not limited to borrow pits and mines, shall be 75 decibels at the property line regardless of the zone in which the extractive property is located.

(5) A fixed-location public utility distribution or transmission facility located on or adjacent to a property line shall be subject to the sound level limits of this section measured at or beyond six feet from the boundary of the easement upon which the facility is located.

Source: San Diego County Municipal Code. Section 36.404, General Sound Level Limits, effective January 9, 2009.

Roadways

Traffic noise sources include automobiles, trucks, and other motor vehicles. Traffic on San Diego County's roadways is the most substantial and pervasive source of noise in San Diego County. There are several key factors associated with roadway or traffic noise, including: traffic volumes; the speed of the traffic; the type or "mix" of vehicles using a particular roadway; and pavement conditions. The roadway network in the unincorporated County consists of State highways, interstate highways, regional arterials, local public roads, and private roads. Highways and arterials generally accommodate high speed, high volume traffic, and are designed to provide for the movement of people and goods between and within communities in the County. The interstate highways in the unincorporated County include Interstate (I) 15, I-5, and I-8. I-15 and I-5 traverse the western portion of the County from north to south, while I-8 crosses the southern portion of the County from west to east. Major state highways include State Route (SR) 94, SR-78, SR-79, and SR-76. SR-94 is located in southwest unincorporated County, while SR-78, SR-79, and SR-76 all serve the eastern portion of unincorporated County. Examples of major arterials include Jamacha Road in Valle De Oro CPA, Sweetwater Road in Spring Valley CPA, Tecate Road in Mountain Empire Subregion, and South Santa Fe Avenue in North County Metro Subregion.

Local roads serve lower speed, lower volume traffic and provide access to local residential neighborhoods and commercial and industrial areas in each of the communities throughout the unincorporated County. Local roads also feed traffic onto the larger highways and arterials. Examples of local roads are Gopher Canyon Road in Bonsall CPA and Olive Hill Road in Fallbrook CPA. Private roads are generally not available to the public and serve a limited number of travelers. Examples of private roads include are private driveways or maintenance roads.

Airports

Another transportation-related noise source in the County is aviation operations. Noise generated from aviation operations is concentrated around airport buildings, runways, and along approach and departure routes. Six public airports are located in the unincorporated County: Agua Caliente Airstrip (Desert Subregion), Borrego Valley Airport (Desert Subregion), Fallbrook Community Airpark (Fallbrook CPA), Jacumba Airport (Mountain Empire Subregion), Ocotillo Airstrip (Desert Subregion), and Ramona Airport (Ramona CPA). The County also owns Gillespie Field in the City of El Cajon and McClellan-Palomar Airport in the City of Carlsbad. Current public airport operations are provided in Table 7. Additionally, 29 smaller private-use airports are scattered throughout the unincorporated County, including U.S. Forest Service airstrips in Pendleton/De Luz CPA and Alpine CPA, private or personal use airstrips in Bonsall and Mountain Empire Subregion, Lake Wohlford airstrip in North County Metro Subregion, Pauma Valley Airpark in Pala/Pauma Valley Subregion, a State Parks airstrip in North Mountain Subregion, and Special Use BLM airstrips in the Desert Subregion. The United State Marine Corps operates an airstrip at Marine Corps Base Camp Pendleton in the Pendleton/De Luz CPA.

Table 7. Current Public Airport Operations in the Unincorporated County

Airport Name	Annual Operations (2007)	Based Aircrafts
Agua Caliente Airstrip	4,400	1
Borrego Valley Airport	26,251	23
Fallbrook Airpark	33,286	125
Gillespie Field	300,391	978
Jacumba Airport	325	0
Ocotillo Airport	800	0
McClellan-Palomar Airport	215,847	344
Ramona Airport	134,691	209

Source: San Diego County Airports – Home, Aviation Information. Available at: http://www.sdcounty.ca.gov/dpw/airports.html

Railroads

Five railroad providers operate on two railroad corridors within the San Diego region, including: 1) NCTD; 2) MTS; 3) Burlington Northern Santa Fe Railroad (BNSF); 4) Carrizo Gorge Railway (CGR); and 5) San Diego and Imperial Valley Railroad (SD&IV). Although primarily within the incorporated cities, some rail services extend into unincorporated County areas. The North County Transit District operates the Sprinter, a rail transit line that extends from Oceanside to Escondido, which serves an area in the North County Metro Subregion. The Amtrak and Coaster passenger lines run along the coast through Marine Corps Base Camp Pendleton. The San Diego & Arizona Eastern Railway's Desert Line, is the primary freight rail line that traverses the unincorporated County. SD&IV operates freight services on this line. It extends through the Mountain Empire Subregion. However, this line is currently not operating and, according to SANDAG, a date for reopening the line has not been established (SANDAG 2009). The extent of the noise generated from passenger and freight trains depend on many factors, including the frequency of train operations, the number of railway cars, the type of engine, and the number of grade crossings that require warning bells or horns. In addition, train pass-by events may cause adjacent land uses to be affected by groundborne vibration.

Non-Transportation Noise Sources

Non-transportation related noise generators are commonly called "stationary," "fixed," "area," or "point" sources of noise. Industrial processing, mechanical equipment, pumping stations, and heating, ventilating, and air conditioning (HVAC) equipment are examples of fixed location, non-transportation noise sources within the County of San Diego. Some non-transportation sources are not stationary but are typically assessed as point or area sources due to the limited area in which they operate, such as truck deliveries, agricultural field machinery, and mining equipment.

Industrial, Commercial, Extractive, and Agricultural Operations

Noise generated by industrial and commercial operations, maintenance, manufacturing, truck traffic (loading docks), and warehousing noise can affect surrounding NSLU. Noise perceived as disruptive by residents in proximity to existing agricultural operations may result from the operation of agricultural machinery in the evening or early morning hours when many residents desire a quiet environment. In addition, operation of exterior exhaust and cooling system equipment typically used in greenhouse operations can be a source of noise that may affect surrounding land uses.

Industrial operations are located in Alpine CPA, Fallbrook CPA, Jamul/Dulzura CPA, Lakeside CPA, Mountain Empire Subregion, North County Metro Subregion, Pala/Pauma Valley Subregion, Pendleton/De Luz CPA, Ramona CPA, San Dieguito CPA, Spring Valley CPA, and Valle de Oro CPA. The major industrial area in the Mountain Empire Subregion, Tecate, is located along the U.S./Mexico international border, in close proximity to Tecate, Mexico, which is also an industrial center. Large areas of commercial land use are located in the more developed planning areas in the western portion of the unincorporated County, including: Spring Valley CPA, Valle de Oro CPA, Lakeside CPA, Ramona CPA, San Dieguito CPA, and North County Metro Subregion.

Although mineral resources are located throughout the County, mining operations are located primarily in the western half of the unincorporated County. The location of mining operations is attributable to the availability of transportation facilities. Extractive facilities mine the ground surface or subsurface for removal of sand, gravel, rock, and nonmetallic minerals. As of June 2006, 20 aggregate or construction materials mines were permitted and active within the unincorporated County, including 16 mines in the western portion of the County and four mines in the desert. The planning areas where extractive uses are located include Lakeside CPA, Mountain Empire Subregion, Desert Subregion, Crest/Dehesa Subregion, Valle de Oro CPA, and North County Metro Subregion. In addition to the 20 aggregate/construction mines, 13 mines actively extract industrial, chemical mineral materials, metallic, and rare minerals such as gems. These additional 13 active mines are located in the unincorporated communities of Pala/Pauma Valley Subregion, North Mountain Subregion, and Ramona CPA.

Heavy equipment used in quarry and mining activities and blasting operations may generate noise levels that would expose surrounding land uses to noise levels exceeding noise standards. Additionally, off-site noise may be generated by the transportation of materials to and from the mining facility. Typical noise sources and sound levels for mining operations in the unincorporated County were summarized from technical noise reports previously prepared for several extractive operations throughout the County and are provided in Table 8. Operations at these sites generally include extraction of sand resources using front end loaders or hydraulic excavators, topsoil blending using similar equipment, and rock extraction using power shovels. Processing of resources includes screening and separating material using motorized power screens or wet-cyclone screening, aggregate washing plants, rock crushing, rock sawing, and rock polishing. Bulldozers and front end loaders are used to load materials onto trucks for stockpiling or delivery. Backfilling of extraction sites also takes place. Groundborne vibrations from blasting, manufacturing and other extractive operations may also affect vibration-sensitive land uses, as discussed further in Section 5.

It is estimated that of the County's approximately 2.7 million acres of land, 366,500 acres are in active agricultural use (County of San Diego 2007). Major agricultural areas are located in Bonsall CPA, Fallbrook CPA, Jamul/Dulzura CPA, Lakeside CPA, Mountain Empire Subregion, North County Metro Subregion, North Mountain Subregion, Pala/Pauma Valley Subregion, Pendleton/De Luz CPA, Rainbow CPA, Ramona CPA, and Valley Center CPA. Major crop categories for the County of San Diego include: nursery and flower crops, fruit and nut crops, vegetable crops, livestock and poultry, livestock and poultry products, field crops, timber, and apiary products. Agricultural noise sources that generate the highest sound levels are chainsaws, crop dusting aircraft, and tractors. The majority of agricultural noise comes from horticultural and agricultural processing operations (County of San Diego 2007).

Table 8. Typical Extraction Equipment Noise Levels

Description	Distance from Source (ft)	Hourly Leq (dBA)
Aggregate Washing Plant	50	75
Asphalt Plant	50	82
Bridge Saw	50	78
Bulldozer	50	81
Concrete Batch Plant	50	81
Diamond Wire Block Saw	50	68
Drill Rig	50	85
Front End Loader	50	72
Hydraulic Excavator	50	77
Motor Grader	50	91
Power Screen	50	76
Power Shovel	50	75
Rock Crusher	50	75
Wheel Polisher	50	50

Sources: Kimley-Horn and Associates, Inc. 2005; Pacific Noise Control 1996; URS 2002; URS 2003

Temporary and/or Nuisance Noise

Intermittent or temporary neighborhood noise from amplified music, public address systems, barking dogs, landscape maintenance, stand-by power generators, and construction activities are disturbing to residents but are difficult to attenuate and control. The County's record of noise complaints by community is shown in Table 9. This table shows that the highest majority (approximately 74 percent) of noise complaints in the unincorporated County are associated with dogs. Roosters and machinery are also common sources of noise complaints, each accounting for approximately seven percent of complaints. The least common source of noise complaints are birds, accounting for approximately two percent of noise complaints. Noise complaints occur more frequently in densely developed areas of the unincorporated County, such as Spring Valley CPA and Valle de Oro CPA, as well as areas that are heavily agricultural, such as Fallbrook CPA and Valley Center CPA. However, this table only includes complaints that were received by the County's Office of Noise Control. Other noise complaints may have been reported to the San Diego County Sherriff's Department or were not reported.

Table 9. Noise Complaints by Community (2006)

Community	Bird	Construction	Dog	Machinery	Music	Off-road Vehicles	Rooster	Total
Alpine			9			3		12
Bonsall		1	16	3	1		5	26
Borrego Springs			2	1				3
Boulevard		1	1			1		3
Campo/Lake Morena			2	1			1	4
Crest	3		32	3		2	2	42
Descanso						1		1
Fallbrook		1	34	3	1	1	8	48
Jacumba			1					1
Jamul/Dulzura			7	4		1	1	13
Julian		1	2				1	4
Lakeside	1		28	2	1	5	1	38
Pala/Pauma			1	1				2
Pine Valley			9					9
Ramona		1	22	1	1	3	1	29
San Dieguito	1	1	31	3	4		1	41
Spring Valley	2	3	56	2	3		6	72
Sweetwater		1	12	3			1	17
Tecate				1				1
Twin Oaks Valley			5				1	6
Valle de Oro	1		42		1		3	47
Valley Center	2	2	38	2		5	5	54
Total	**10**	**12**	**350**	**30**	**12**	**22**	**37**	**473**

Source: County of San Diego, 2006

Community Noise Survey

During February and March 2008, PBS&J conducted noise measurements with the purpose of establishing baseline ambient noise levels for transportation and non-transportation noise generators throughout the County of San Diego. Locations were monitored using a Larson-Davis ANSI Type II integrating sound level meter to establish existing ambient noise levels. Noise meter locations varied for each measurement according to site accessibility. A total of 44 short-term (15-minute) measurements were conducted to provide a basis for understanding the overall existing noise environment of the County of San Diego. Short-term measurement locations are shown in Figure 1. A 15-minute sample is considered a “snapshot” of the baseline noise environment at a given time; the sound level may vary depending on time, day or season. Table 10 summarizes the noise levels measured for the varied land uses within the County. As shown in this table, freeways and highways, major arterials, and railroads were the land use categories where the highest noise levels were measured. Lower short-term noise levels were measured near airports, agricultural areas, and near some NSLU.

Table 10. Summary of County Noise Levels

Major Noise Sources	Noise Level (Leq)[(1)]
Freeways and Highways	70 dBA
Major Arterials	66 – 71 dBA
Passenger Rail	70 dBA
Airports	56 dBA
Commercial	65 – 69 dBA
Industrial	61 – 62 dBA
Agricultural	44 – 68 dBA
Casino	66 dBA
Other Uses	59 – 74 dBA
Noise-Sensitive Uses	43 – 65 dBA

(1) All noise levels are short-term (15-minute) measurements
Source: PBS&J, 2008

The results of the community noise survey show that the locations with the highest noise levels (between 70 dBA and 74 dBA Leq) were roadways, (including the I-8 freeway, boulevards, and a prime arterial), a Sprinter pass-by in North County Metro, a shooting range in Valle de Oro, Ramona Landfill, and construction in Spring Valley. The locations with the lowest Leq (between 43 dBA and 50 dBA) were a resort in Borrego Springs, residential development in San Dieguito and Lakeside, and noise-sensitive biological resources in Lakeside, all of which were subject to limited traffic noise. Other land use categories with lower noise levels included a recreational park in Julian, a school in Pala/Pauma with school bells and children at recess, and agricultural use in Pala/Pauma utilizing tractors and forklifts. The results of each noise monitoring location are included in Appendix A. The results provide a description of the location, land use category associated with the location, plan area, major noise source, and Leq. All noise meter measurements are referenced by a location number and each location number corresponds to data listed in the Appendix A table and locations shown on Figure 1.

Two 24-hour noise measurements were also conducted as part of the community noise survey. The purpose of a long-term measurement is to sample the fluctuation in noise levels that occur throughout the day; though the sound level may vary depending on the day of the week or season. A-weighted noise levels were measured with an integrating sound meter recording 5-minute average levels. These 5-minute samples were then combined to yield hourly Leq levels for each site. The CNEL was calculated for each site based on the hourly Leq levels. The locations of the measurement sites were chosen to represent the sound level that NSLU may be exposed to near a freeway (I-15) and near a roadway that provides primary access to a casino. Table 11 includes the summary of noise level data from the two 24-hour sampling sites including the site location, the community CNEL, and the ranges for the hourly Leq, maximum sound level (Lmax), and minimum sound level (Lmin) for each sample. The first CNEL measurement, located approximately 220 feet from the I-15, was 66 dBA and the 24 Leq was 62 dBA with no time of day corrections. The second CNEL measurement, located approximately 60 feet from the centerline of Wildcat Canyon road, was 73 dBA and the corresponding 24-hour Leq was 67 dBA. The noise level along the I-15 was generally constant throughout the day and evening, with a decrease in noise level in the early morning (midnight to 4:00 a.m.) when traffic on the I-15 is generally lighter. The noise level near the casino was generally constant the entire 24 hours, suggesting that traffic to and from the casino is continuous at all hours of the

day. Noise monitoring data for the 24-hour monitoring sites are included in Figure A1 and Figure A2 within Appendix A.

Table 11. Summary of Noise Levels for 24-Hour Monitoring Sites

Location	Distance from Roadway Centerline	CNEL	24-Hour L_{EQ}	Hourly L_{EQ}	L_{10}	L_{90}	L_{MIN}
Highway 15 (between Pala Road and Lilac Road)	220 feet	66 dBA	62 dBA	53 – 66 dBA	66 dBA	53 dBA	37- 64 dBA
Wildcat Canyon Road (near casino)	60 feet	73 dBA	67 dBA	61 – 70 dBA	72 dBA	40 dBA	36 – 49 dBA

Source: PBS&J, 2008

Noise Contours

Noise level contours are used as a guide for minimizing the exposure of community residents to noise. Noise contours represent lines of equal noise exposure, just as the lines on a weather map indicate equal temperature or atmospheric pressure. Contours are used to provide a general visualization of sound levels and should not be considered as absolute lines of demarcation.

Noise contours for roadway noise sources in the County were developed for existing conditions (2007) and General Plan Update (Referral Map) conditions and are expressed as CNEL values. Traffic noise levels were predicted using the FHWA Traffic Noise Model Version 2.5 (TNM 2.5). The noise model results are included in Appendix B. The model results are based on the following parameters:

1. Roadways within the unincorporated County of San Diego that have a threshold capacity of 4,500 average daily trips (ADT) or greater are categorized into 20 roadway types that correspond to the categories included in the draft Mobility Element of the General Plan Update.

2. Traffic volumes are based on the threshold capacity at LOS C for each roadway classification. Roadways are based on ADT volumes, and freeways are based on peak-hour volumes. Other model assumptions (median width, speed, truck percent, lanes, soil type, etc.) are listed in the Traffic Noise Contour data table included in Appendix B. The model does not account for the attenuating effects of buildings, walls, structures, unique soil types, and terrain features that might intervene between the noise source and receiver.

3. For the freeway classifications, the noise model accounts for traffic on both sides of the freeway in estimating noise contour distances. For freeways with HOV lanes, the model includes traffic volume for two HOV lanes (one in each direction). HOV lanes are assumed to be included for the entire length of the freeway between the roadway centerlines, and are assumed to be geographically symmetric in both directions.

   Receptor positions have been placed perpendicular to the midpoint of the roadway segment at enough positions to predict where the 75, 70, 65, 60, and 55 CNEL contour would occur. The model runs were conducted for the off-peak hour (using 5.8 percent of

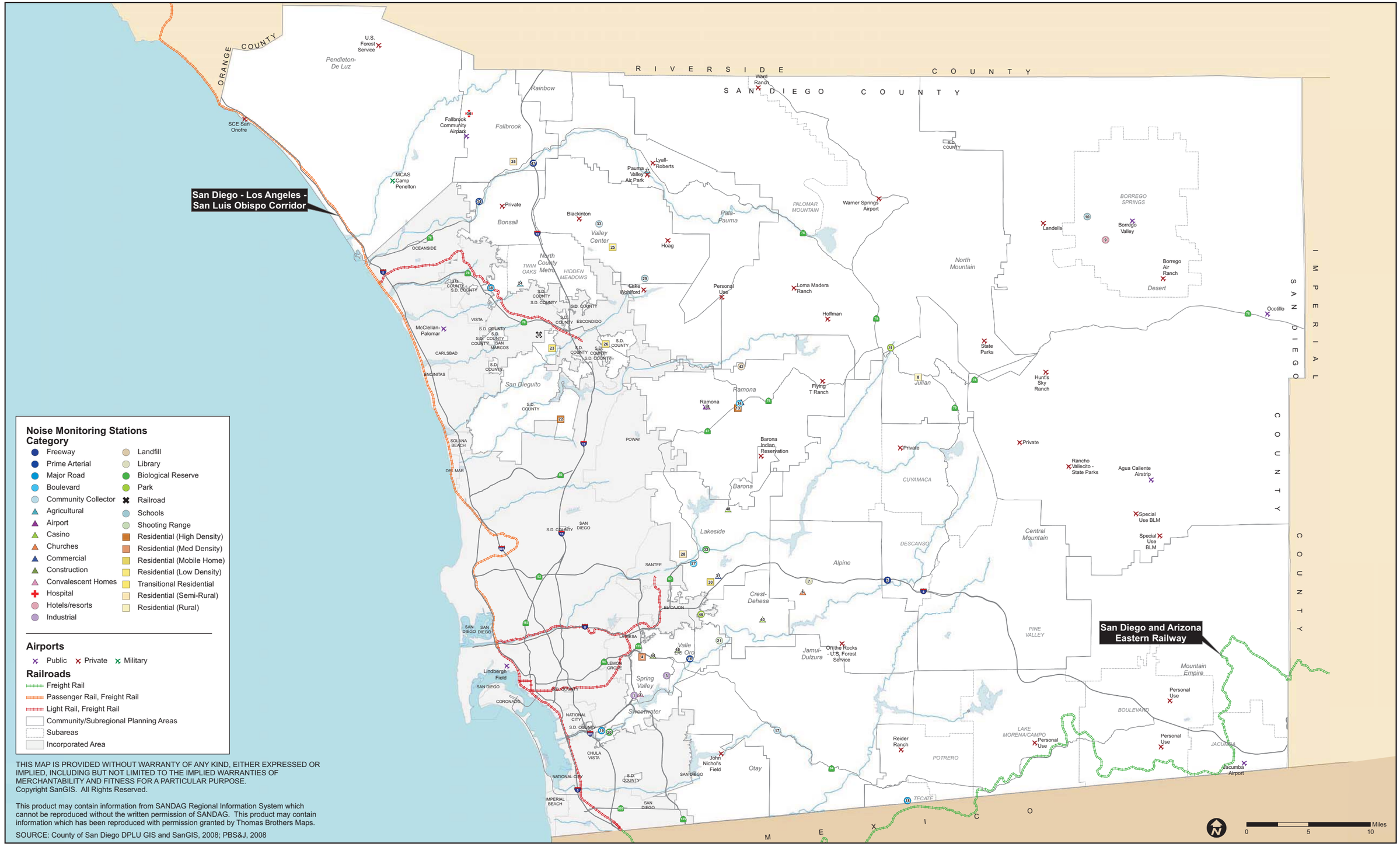
the expected ADT) for County roadways and using 70 percent of the Peak Hour capacity for State freeways. The freeway estimates were equivalent to the median ADT expected for each roadway segment when a 2-decibel correction was added to the model results to yield a CNEL estimate. Off-peak hour estimates for County roadways are converted to a CNEL estimate by adding a 2-decibel correction to the model results. A more detailed approach to the estimation of freeway noise contours beyond the General Plan Update is anticipated for the ongoing review of specific discretionary development projects.

4. Existing noise contours are shown on Figure 2 (Existing Noise Contours). Future noise contours for roadways are presented on Figure 3 (Future Noise Contours) for year 2030 conditions. Figures 2 and 3 also display the noise contours for the public airports in the County. The noise contours shown for public airports were derived from information contained within the Airport Land Use Compatibility Plans (ALUCP) developed for each airport, which account for the future operations within each Airport Influence Area (AIA). The ALCUPs determine noise contours using the annual CNEL for each airport. The annual CNEL is the average of the daily CNEL over a 12-month period. The annual CNEL is more representative of noise levels in areas in the proximity of airports, compared to the daily CNEL. Unlike traffic flows, which are generally consistent from day to day, airport operations fluctuate daily, resulting in varying daily CNEL noise levels. Locations within contours may experience daily noise levels that fluctuate above or below the determined contour noise level. Contours for each airport are provided in Appendix D.

The Day-Night Sound Level (Ldn) contours for the Sprinter railway line is based on information provided by the North County Transit District (NCTD) and the City of El Centro. The Arizona Eastern Railway provided information for the freight railway operations in East County. The operational noise for both corridors was estimated with the FTA's Noise Impact Assessment Spreadsheet (July 2007). For the Sprinter corridor, the contributions from commuter and freight operations were combined to estimate the effects of train horns using the FRA Grade Crossing Noise Model spreadsheet (September 2008). The model assumptions and variables used were based on information provided by these agencies or their consultants and then adjusted to locate the 60 dBA Ldn contours. The CNEL values are typically within 1 decibel of the Ldn results produced by these models. The FRA horn model produces estimates for the 65 dBA Ldn contour and had to be adjusted by 5 decibels to yield the 60 dBA contour location.

The Sprinter corridor has contributions from the North County Freight Line operator who will have at best one train trip per night including 3 diesel locomotives and 12 cars with a top speed of 25 miles per hour. The other contribution is the Sprinter passenger operation with 4 trains per hour during the day and 0.33 trains per hour at night. A passenger train may include two Diesel Multiple Units. These trains are capable of running at a top speed of 55 miles per hour. No barriers, buildings, jointed tracks, embedded tracks, or aerial structures were used for this worst case estimate.

The East County freight operations of the San Diego and Arizona Eastern Railway were analyzed as part of the Las Aldeas (October, 2006) project for the City of El Centro. Based on a worst case estimate, day and night operations were equivalent to 0.33 trains per hour. Each train included 2 diesel locomotives and a maximum number of 30 cars moving at a top speed of 20 miles per hour. A jointed track was assumed in this estimate and no barriers, buildings, embedded tracks, or aerial structures were included.



Noise Monitoring Stations
Category

- Freeway
- Prime Arterial
- Major Road
- Boulevard
- Community Collector
- Agricultural
- Airport
- Casino
- Churches
- Commercial
- Construction
- Convalescent Homes
- Hospital
- Hotels/resorts
- Industrial
- Landfill
- Library
- Biological Reserve
- Park
- Railroad
- Schools
- Shooting Range
- Residential (High Density)
- Residential (Med Density)
- Residential (Mobile Home)
- Residential (Low Density)
- Transitional Residential
- Residential (Semi-Rural)
- Residential (Rural)

Airports

Public Private Military

Railroads

- Freight Rail
- Passenger Rail, Freight Rail
- Light Rail, Freight Rail
- Community/Subregional Planning Areas
- Subareas
- Incorporated Area

SOURCE: County of San Diego DPLU GIS and SanGIS, 2008; PBS&J, 2008

COMMUNITY NOISE SURVEY LOCATIONS

FIGURE 1

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San Diego County
Existing Noise Contours (2007)

- Existing Circulation Element Roads
- 55 CNEL*
- 60 CNEL*
- 65 CNEL*
- 70 CNEL*
- 75 CNEL*
- Railroads - All
- Railroad Grade Crossings (Sprinter Line, Uninc.)
- Sprinter Rail Line - 60 dB Ldn**
- Freight Rail Line - 60 dB Ldn**
- 60dB Road Grade Crossing Buffer

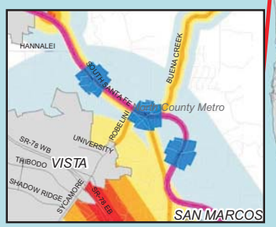
Airports- Projected Airport Use - Annual CNEL***

- 55
- 55 - 60 Range
- 60 - 65 Range
- 65
- 65 - 70 Range
- 70
- 70 - 75 Range
- 75
- San Diego County Owned
- Other
- Military Airport
- Personal Use
- Special Use (No FAA Number)
- Heliport

*Traffic Noise Model (TNM) assumptions available in accompanying document.

**The Day-Night Sound Level (Ldn) contours for the Sprinter and East County freight lines are based on information provided by the North County Transit District (NCTD), San Diego Freight Rail Consulting, and the City of El Centro and describe the combined noise exposure from rail activities over a 24-hour period. Ldn and CNEL are generally equivalent measures describing the noise environment and are used for acoustical assessments by local planning authorities

***Airport CNELs provided by the San Diego County Regional Airport Authority. Recent revisions include: Brown Field, Gillespie Field, MCAS Camp Pendleton, and Ramona.



SOURCE: County of San Diego DPLU GIS and SanGIS, 2008; PBS&J, 2008

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EXISTING NOISE CONTOURS

FIGURE 2

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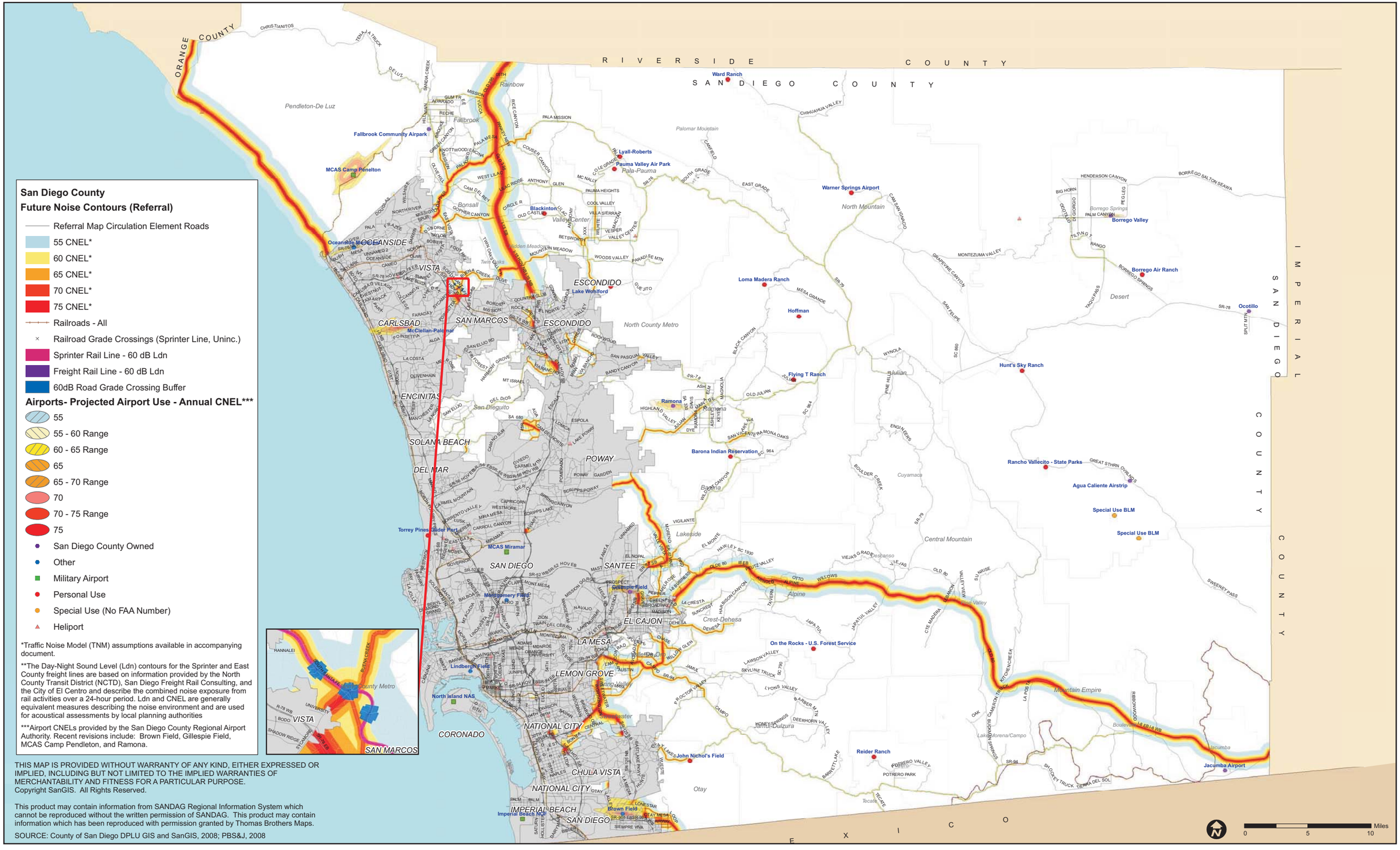

FUTURE NOISE CONTOURS

FIGURE 3

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2.0 TRANSPORTATION NOISE SOURCES

2.1 Guidelines for the Determination of Significance

Based on the County of San Diego Guidelines for Determining Significance, land uses under the proposed County General Plan Update would have a significant impact if it would result in the exposure of any existing or reasonably foreseeable future NSLU to exterior or interior noise including existing and planned Circulation/Mobility Element, roadways, railroads, and all other noise sources, with the exception of airports, in excess of any of the following:

- Exterior Locations:
  - Roadways and all other noise sources: 60 or 65 dBA (CNEL) in the Noise Compatibility Guidelines as identified in Table 4 or an increase of 10 dBA (CNEL) over pre-existing noise in areas where ambient noise level is 49 CNEL or less
  - Railroads: 60 dBA (CNEL) or an increase of 10 dBA (CNEL) over pre-existing noise in areas where ambient noise level is 49 CNEL or less
- Interior Locations: 45 dBA (CNEL)

Based on the California Airport Land Use Planning Handbook, the level of noise acceptable to new development in the vicinity of most airports is established as an annual CNEL value of 60 dBA. The limitations on airport noise in residential communities are established to be:

(c) The criterion annual CNEL is 60 dBA for proposed new airports and for active military airports being converted to civilian use.

(d) The criterion annual CNEL for existing civilian airports is 60 dBA.

2.2 Potential Noise Impacts

As mentioned in Section 1.2, NSLU are uses where an excessive amount of noise would interfere with normal operations or activities and where a high degree of noise control may be necessary. Examples include schools, hospitals, and residential areas. Recreational areas may be considered noise-sensitive where quiet and solitude are an important aspect of the specific recreational experience. The Noise Compatibility Guidelines in Table 4 establish the noise levels that are acceptable for the proposed land uses under the General Plan Update, based on the noise sensitivity of the land use.

Noise contours for major transportation sources in the County of San Diego have been generated for the General Plan Update future conditions (Referral Map). The contours are used to provide a general visualization of sound levels, not absolute lines of demarcation. These contours provide an initial estimate of sound levels from identified sources that combines the hourly Leq representing the A-weighted human response with the time of day sensitivity to noise exposure represented by penalties in a 24-hour weighted average (with an exception for aircraft flight operations that use an annual exposure estimate). The use of capacity for the freeway CNEL estimates was a conservative approach equivalent to using the median ADT expected from all of the freeway segments. Noise contours shown on Figure 3 present a worst-case scenario in which no structures, sound walls, or other barriers intervene between the source and

receiver; therefore, measured hourly noise levels and the resulting CNEL estimate reflect site-specific conditions and may be considerably lower than the contours provided in Figure 3. For example, a segment of the I-15 through the community of Rainbow is surrounded by hills on either side of the freeway. In this location, the actual measured noise level for residences on the further side of the hills would likely be lower than the calculated noise contour, due to the noise attenuation that the hills would provide. As an example of the differences that may occur between the noise contour map and the actual measured noise level, the community noise survey measured a CNEL of 66 dBA at a distance of 220 feet from I-15 between Pala Road and Lilac Road, at an elevation approximately 25 feet lower than the freeway elevation. The existing noise contour shown in Figure 2 for this location is 75 CNEL, which is approximately 9 dBA higher than the actual noise measurement. The noise contour map also does not account for noise attenuation that the elevation difference provides in this location. A more exposed site next to a freeway may be subject to higher noise levels. As described above, the noise contours represent a conservative estimate of the influence of roadway noise upon proposed NSLU based on the best available data.

Roadways

In order to generate noise contours for the 2030 conditions, data from the General Plan Update Mobility Element was used to represent future conditions. The Mobility Element map shows several possible roadway extensions that could be constructed in the future. Contours generated from estimated traffic levels on these roadways would only apply if the roadway were constructed. As noted earlier, the contours represent conservative noise levels that do not account for any noise-attenuating features of the topography. The purpose of the contour map is to identify areas where noise may be a potential concern.

The contour maps identity 55 dBA (CNEL), 60 dBA (CNEL), 65 dBA (CNEL), 70 dBA (CNEL), and 75 dBA (CNEL) noise contours. Table 4 identifies that land uses that would be acceptable within each contour. As shown in this table, the 55 dBA (CNEL) noise contour would be acceptable for all proposed land uses. According to the General Plan Update Noise Element, Single family residential use, or semi-rural or rural residential development, would not be compatible with noise levels greater that 60 dBA (CNEL); therefore, the 60 dBA (CNEL) noise contour is the appropriate noise contour for the analysis of impacts to proposed single-family residential land uses. Village residential, village core mixed-use, and public semi/public facilities land uses and open space designated for conservation would be compatible with noise levels up to 65 dBA (CNEL), and conditionally acceptable up to 75 dBA. Recreational open space, office professional, commercial, and industrial land uses are compatible with noise levels up to 70 dBA, and conditionally acceptable up to 75 dBA. Only certain industrial land uses would potentially be compatible with noise levels beyond 75 dBA CNEL. For the purpose of this analysis, it was assumed that limited- and medium-impact industrial land uses would be compatible with noise levels up to 70 dBA (CNEL), and heavy-impact industrial land uses would be compatible with noise levels up to 75 dBA (CNEL). As noted in Table 4, land uses that are only in use during the day, such as public facilities and offices, would typically use an hourly standard to determine noise compatibility. Therefore, the weighted CNEL contours represent a conservative estimate of impacts to these land uses.

As seen on the contour map, the areas near freeways and major arterials may be exposed to noise levels that equal or exceed noise compatibility guidelines. Table 12 provides the

acreages of land uses that would be accommodated within each roadway contour in each CPA or Subregion that may be exposed to noise levels that exceed the noise compatibility guidelines.

Table 12. Land Uses within the Roadway Contours with the Potential to be Exposed to Noise Levels Exceeding Noise Compatibility Guidelines (Acres)

Planning Area	Area within CNEL Contour (acres)			
	60 dBA	65 dBA	70 dBA	75 dBA
Alpine	3,264	1,052	126	4
Bonsall	5,395	1,056	60	0
Central Mountain	1,841	2,308	0	0
County Islands	79	240	0	0
Crest/Dehesa	903	204	4	0
Desert	199	76	0	0
Fallbrook	5,074	1,681	149	0
Jamul/Dulzura	1,086	333	27	0
Julian	148	6	0	0
Lakeside	3,300	2,741	357	48
Mountain Empire	6,068	5,326	18	0
North County Metro	5,454	2,153	160	12
North Mountain	543	387	0	0
Otay	0	1,619	0	0
Pala/Pauma	826	321	0	0
Pendleton/De Luz	139	0	4,173	0
Rainbow	2,001	338	58	0
Ramona	1,863	367	46	0
San Dieguito	924	705	0	0
Spring Valley	0	1,757	142	0
Sweetwater	727	1,304	104	0
Valle De Oro	308	1,618	89	0
Valley Center	3,112	247	21	0
Countywide Total	**43,254**	**25,840**	**5,534**	**64**

Source: County of San Diego Department of Planning and Land Use GIS, 2008

Specific land use designations within each CPA are included in Appendix C. In 2030, the General Plan Update would accommodate development of 74,692 acres of land uses that exceed the noise level deemed as “Acceptable” in the noise compatibility guidelines. This total includes both existing and proposed new development. This total is a conservative estimate because it includes both existing and future development, and it does not take into account any noise attenuation that may have been incorporated into the development to reduce exterior noise levels to an acceptable level. The contour with the greatest amount of potential impacts is the 60 dBA (CNEL) contour because this contour encompasses the largest area. The 75 dBA (CNEL) is the contour with the fewest potential impacts because this contour encompasses only land very close to the roadways.

As shown in tables in Appendix C, the planning area with the greatest amount of acreage in the 60 dBA (CNEL) and 65 dBA (CNEL) roadway contours is the Mountain Empire Subregion, which is traversed by I-8. Other planning areas along I-8 that would accommodate land uses that may be exposed to noise levels exceeding noise compatibility guidelines within the 60 dBA (CNEL) and 65 dBA (CNEL) contours are Alpine CPA, Central Mountain Subregion, and Lakeside CPA. Several planning areas along I-15 would accommodate a relatively large amount of land uses with the potential to be exposed to noise levels exceeding noise compatibility guidelines within the 60 dBA (CNEL) or 65 dBA (CNEL) contour, including Bonsall CPA, Fallbrook CPA, North County Metro Subregion, and Valley Center CPA. The area with the greatest amount of acreage in the 70 dBA (CNEL) is the Pendleton/De Luz CPA because Marine Corps Base Camp Pendleton is traversed by I-5. However, the General Plan Update does not propose land uses in this area. Lakeside CPA would accommodate the greatest acreage of land uses within both the 70 dBA (CNEL) and 75 dBA (CNEL) contours with the potential to be exposed to noise levels in excess of noise compatibility guidelines.

To verify the noise levels estimated by the roadway contours, two 24-hour noise measurements were taken along major roadways as part of the community noise survey (as discussed above in Section 1.4, Environmental Setting and Existing Conditions). One was taken along I-15, a major freeway in the unincorporated County, and the second was taken along Wildcat Canyon Road near the access road for a casino. As shown in Table 11, the CNEL along I-15 was 66 dBA at a distance of 220 feet from the roadway centerline and the CNEL along Wildcat Canyon Road near the casino was 73 dBA at a distance of 60 feet from the roadway centerline. Both roadways exceed the 60 CNEL exterior noise standard. Additionally, these noise levels were generally constant over the 24-hour period.

Railroads

Table 13 provides the acreages of potential NSLU that would occur within the 60 dBA (Ldn) contour of railroads. This includes both the Sprinter Line and the Desert Line. As mentioned previously, the Ldn and CNEL are essentially equivalent noise metrics; there is generally less than a 1 decibel difference between the two levels. As described above, some land uses typically considered NSLU may be compatible with noise levels greater than 60 dBA under the Noise Compatibility Guidelines in Table 4. However, only the 60 dBA noise contours have been established for the railroads in the unincorporated County. Therefore, this analysis is a conservative estimate of potential NSLU that may be exposed to excessive noise from railroads.

Table 13. Designated NSLU within the 60 Ldn Railroad Contour

Planning Area	Railroad	Acres
Mountain Empire Subregion Total	San Diego & Arizona Eastern Railway's Desert Line	1,561
North County Metro Subregion Total	Sprinter	53
Total		**1,614**

Note: Designated NSLU are land uses designated under the General Plan Update that may accommodate development of NSLU, primarily residential uses, public and private educational facilities, hospitals, convalescent homes, hotels/motels, daycare facilities, and passive recreational parks. The entire acreage would not necessarily be developed with NSLU.
Source: County of San Diego Department of Planning and Land Use GIS, 2008

The General Plan Update designates 1,614 acres of land uses that would accommodate NSLU in areas exceeding the 60 Ldn contour. Specific land use designations within each CPA are included in Appendix C. Land use designations that would accommodate development of NSLU within the 60 Ldn railroad contour are only included in the Mountain Empire Subregion and the North County Metro Subregion. A large segment of the San Diego & Arizona Eastern Railway's Desert Line traverses the Mountain Empire Subregion, while the Sprinter line serves only a small portion of North County Metro Subregion. As a result, 97 percent of the acreage of NSLU located within the 60 CNEL contour is located in the Mountain Empire Subregion. The Desert Line is currently not in use and no date for reopening has been established. Potentially significant impacts associated with the Desert Line would only occur if this line became operational.

Airports

Table 14 provides the acreages of NSLU that would occur within the 60 dBA annual CNEL contour of public airports and Table 15 provides NSLU that would occur within 2 miles of private airports. Specific land use designations within each CPA are included in Appendix C. Noise contour maps for individual airports are included in Appendix D.

A total of 1,650 acres of land uses potentially resulting in the development of NSLU are designated within the 60 dBA annual CNEL noise contour of a public airport under the General Plan Update. These acreages are based on conservative estimates representing the worst-case scenario. Though exterior noise attenuation is typically not possible for airborne sources of noise, the noise contours do not take into account any interior noise attenuation. As discussed in Section 1.4, noise contours are based on the annual CNEL and daily CNEL may be higher or lower than this level depending on the day. Additionally, the entire acreage would not be developed with NSLU, or may be developed with NSLU that may be compatible with noise levels above 60 dBA according the Noise Compatibility Guidelines in Table 4. The acreage estimate represents entire areas that have been designated for a land use that may accommodate some NSLU. The affected areas are within the Desert Subregion, Lakeside CPA, and Ramona CPA. Within the Desert Subregion, a total of 152 acres of Public/Semi-public facilities and rural lands, which could include NSLU such as residences or educational facilities, are located with the 60 dBA annual CNEL noise contour of Borrego Airport. A very small area, less that one acre, of public/semi-public facilities designated land is located within the 60 dBA annual CNEL noise contour of Gillespie Field Airport in Lakeside CPA. A total of 1,497 acres of open space, public/semi-public facilities, commercial, rural lands, semi-rural residential, and village residential land use designations are located within the 60 dBA annual CNEL noise contour of Ramona Airport in Ramona CPA. Some communities may establish stricter noise standards for land uses near airports in their community plans, which will be updated as part of the General Plan Update process.

A total of 195,415 acres of land uses, as designated under the proposed General Plan Update, would potentially be developed with NSLU located within 2 miles of a private airstrip. As described above for public use airports, these acreages are based on conservative estimates representing the worst-case scenario. Though exterior noise attenuation is typically not possible for airborne source of noise, the noise contours do not take into account any interior noise attenuation. Additionally, the entire acreage would not be developed with NSLU.

Table 14. Designated NSLU with the 60 dBA Annual CNEL Noise Contour of a Public Use Airport

CPA or Subregion	Airport	Acres
Desert Subregion (Borrego Springs)	Borrego Airport	151 152
Lakeside CPA	Gillespie Field Airport	<1
Ramona CPA	Ramona Airport	1,497
Countywide Total		**1,650**

Note: Designated NSLU are land uses designated under the General Plan Update that may accommodate development of NSLU, primarily residential uses, public and private educational facilities, hospitals, convalescent homes, hotels/motels, daycare facilities, and passive recreational parks. The entire acreage would not necessarily be developed with NSLU.
Source: County of San Diego Department of Planning and Land Use GIS, 2008

Table 15. Designated NSLU within Two Miles of a Private Airstrip

CPA/Subregion	Airport(s)	Acres
Alpine CPA Total	On the Rocks - U.S. Forest Service	6,414
Central Mountain Subregion Total	Flying T Ranch	76
Desert Subregion Total	Agua Caliente Airstrip, Borrego Air Ranch, Hunt's Sky Ranch, Ocotillo, Rancho Vallecito - State Parks, Special Use BLM	54,228
Jamul-Dulzura Subregion Total	John Nichol's Field, On the Rocks - U.S. Forest Service, Reider Ranch	2,871
Lakeside CPA Total	Barona Indian Reservation	238
Mountain Empire Subregion Total	Jacumba Airport, Personal Use, Reider Ranch, Special Use BLM	37,820
North County Metro Subregion Total	Blackinton, Lake Wohlford, Personal Use	6,226
North Mountain Subregion Total	Hoffman, Hunt's Sky Ranch, Loma Madera Ranch, Personal Use, Ward Ranch, Warner Springs Airport, Lyall-Roberts	33,500
Otay Subregion	Brown Field, John Nichol's Field	7,496
Pala/Pauma Valley Subregion Total	Lyall-Roberts, Pauma Valley Air Park, Personal Use	17,695
Ramona CPA	Barona Indian Reservation, Flying T Ranch, Hoffman	16,698
Valley Center CPA	Blackinton, Lake Wohlford, Lyall-Roberts, Pauma Valley Air Park	12,153
Total		**195,415**

Note: Designated NSLU are land uses designated under the General Plan Update that may accommodate development of NSLU, primarily residential uses, public and private educational facilities, hospitals, convalescent homes, hotels/motels, daycare facilities, and passive recreational parks. The entire acreage would not necessarily be developed with NSLU.
Source: County of San Diego Department of Planning and Land Use GIS, 2008

The acreage estimate represents entire areas that have been designated for a land use that may accommodate some NSLU. Potentially affected CPAs and Subregions include Alpine CPA, Central Mountain Subregion, Desert Subregion, Jamul/Dulzura Subregion, Lakeside CPA, Mountain Empire Subregion, North County Metro Subregion, North Mountain Subregion, Otay Subregion, Pala/Pauma Valley Subregion, Ramona CPA, and Valley Center CPA. Land use designations potentially affected in Alpine CPA, Ramona CPA, Central Mountain Subregion, and Otay Subregion are low density designations such as rural land and national forest and state park. Due to the low density of development allowed in rural areas and high amount of conservation land in national forest and state park land, and designated open space, these land uses have less potential for noise impacts than higher density land use designations. However, the remaining CPAs and Subregions include higher density land use designations, such as village or semi-rural residential, or may include public facilities such as schools and hospitals, within two miles of a public airstrip. Due to their higher density growth potential, these land uses are more likely to be developed with NSLU within the two mile vicinity of a private airstrip.

Potential Impacts

Roadway systems are, by far, the most predominant source of noise exposure in the County followed by airport noise, rail operations, and other non-transportation related noise sources. Development naturally occurs in proximity to roadway and railroad corridors including the Sprinter line. Additionally, roadways and railroad corridors are constructed in or adjacent to the population centers that it serves. As is typical in established communities, the County's historical pattern of development includes many areas where sensitive land uses exist adjacent to noise sources that would be restricted or prohibited under current and proposed general plan and development regulations.

Many developed properties located within the roadway noise contours and adjacent to freeways (I-8, I-15), state roads (SR-54; SR-67, SR-94), and railroads (San Diego & Arizona Eastern Railway's Desert freight line, Sprinter) in the County are NSLUs or other land uses that are exposed to nose levels exceeding County noise standards (existing ambient noise level). While most of these areas are completely built out with existing development, the opportunity for infill and redevelopment are not precluded. For example, the General Plan Update would accommodate new development in the proximity of the Buena Creek Sprinter Station in North County Metro Subregion. Although this area is currently developed with single family residences and low intensity commercial use, implementation of the proposed General Plan Update would encourage redevelopment so that this area would become a hub of higher intensity commercial and residential uses. As reflected in the Referral map, the area where new development is most likely to occur is generally located in the eastern regions of the County along the I-8 corridor. Though development in this corridor is proposed at a low level of intensity, especially east of Alpine, it also presents the greatest potential for incompatibility due its rural character and the limited uses allowed in the Semi-Rural and Rural Lands categories, which are predominantly sensitive receptors.

Public airports and private airstrips may result in excessive noise impacts to NSLUs from activities such as aircraft takeoffs and landings. NSLUs should generally not be located within the 60 dBA annual CNEL noise contour of a public airport, or within two miles of a private airstrip. The General Plan Update does not propose any new public or private airstrips; however, it does include land use designations that would accommodate NSLU that would be exposed to excessive noise impacts from an existing public airport or private airstrip. Future development

would be required to comply with the ALUCPs prepared for the public airports in the unincorporated County. ALUCPs are plans that are intended to, among other purposes, minimize the public's exposure to excessive noise within areas around public airports, and designate compatible and incompatible land uses surrounding the airport. However, ALUCPs are not required for private airstrips. Future development consistent with the General Plan Update within two miles of a private airstrip may be exposed to excessive noise from aircraft operations.

General Plan Update Policies

In addition to the Noise Compatibility Guidelines and Noise Standards listed in Tables 2 and 3, the proposed General Plan Update Noise Element contains several policies that would reduce potential noise impacts to NSLUs:

N-2.1 Development Impacts to Noise Sensitive Land Uses. Require an acoustical study where development may directly result in any existing or future noise sensitive land uses being subject to noise levels equal to or greater than 60 CNEL and require mitigation for sensitive uses in compliance with the noise standards listed in Table 5.

N-2.2 Balconies and Patios. Assure that in developments where the exterior noise level on patios or balconies for multi-family residences or mixed-use developments exceed 65 CNEL, a solid noise barrier is incorporated into the building design of the balconies and patios while still maintaining the openness of the patio or balcony.

N-4.1 Traffic Noise. Ensure that projects proposing General Plan amendments that increase the average daily traffic beyond what is anticipated in the General Plan do not substantially increase cumulative traffic noise to off-site noise sensitive land uses.

N-4.2 Traffic Calming. Support traffic calming design, traffic control measures, and low-noise pavement surfaces that minimize motor vehicle traffic noise for new development that may impact noise sensitive land uses.

N-4.5 Roadway Location. Locate new or expanded roads designated in the Mobility Element (ME) where the impact to noise sensitive land uses would be minimized.

N-4.7 Railway Jurisdictional Coordination. Work with the San Diego Association of Governments (SANDAG), Caltrans, Metropolitan Transit System (MTS), California High-Speed Rail Authority, and passenger and freight train operators as appropriate to install noise attenuation features to minimize impacts to adjacent residential or other noise sensitive uses from railroad operations.

N-4.8 Train Horn Noise. Establish train horn "quiet zones" with new rail projects consistent with federal regulations, where applicable. Promote community programs for existing grade crossings by working with rail operators.

N-4.9 Airport Compatibility. Assure the noise compatibility of any development projects that may be affected by noise from public or private airports and helipads during project review by coordinating, as appropriate, with appropriate agencies such as the San Diego County Regional Airport Authority (SDCRAA) and the Federal Aviation Administration (FAA).

2.3 Mitigated Noise Impacts

Compliance with existing regulations and the proposed General Plan Update policies, Noise Compatibility Guidelines, and Noise Standards identified above would reduce potential noise impacts in most locations to a less than significant level. In addition, future discretionary projects proposed under the General Plan Update would be required to conduct a Noise Impact Analysis report consistent with the County of San Diego Report Format and Content Requirements. Mitigation measures such as double-paned windows and public statements such as the disclosure of potential overflight noise would be required for any significant impacts; therefore, impacts would be reduced to below a significant level.

2.4 Cumulative Noise Impacts

A cumulative noise impact would occur if construction and development associated with cumulative regional land use projects, such as those identified in adjacent city and county general plans and regional transportation plans combined would exceed the standards of the proposed Noise Element. However, development and construction proposed under most cumulative projects would be subject to regulations that require compliance with noise standards, such as those contained in the State of California Code of Regulations and by the OSM. The exception to this would be projects proposed in the Country of Mexico and on Tribal lands. Therefore, although required regulations would minimize the cumulative impact of projects in the U.S; development in Mexico or on Tribal lands within the vicinity of existing NSLUs would not be required to comply with the same noise standards and a potentially significant cumulative impact would occur.

As discussed above, development associated with buildout of the proposed General Plan Update would result in potentially significant impacts that may not be sufficiently reduced to meet the County standards or those of an affected neighboring jurisdiction. Therefore, the proposed project, in combination with the identified cumulative projects, would have the potential to result in a significant cumulative impact associated with noise. The proposed project's contribution would be cumulatively considerable. However, the proposed General Plan Update Noise Element contains several policies, in addition to the policies listed in Section 2.2, which would reduce cumulative noise impacts to NSLU to below a level of significance by requiring coordination with other jurisdictions and local agencies:

N-1.4 Adjacent Jurisdiction Noise Standards. Incorporate the noise standards of an adjacent jurisdiction into the evaluation of a proposed project when it has the potential to impact the noise environment of that jurisdiction.

N-1.5 Regional Noise Impacts. Work with local and regional transit agencies and/or other jurisdictions, as appropriate, to provide services or facilities to minimize regional traffic noise and other sources of noise in the County.

N-4.3 Jurisdictional Coordination. Coordinate with California Department of Transportation (Caltrans), the City of San Diego, and other adjacent jurisdictions, as appropriate, for early review of proposed new and expanded State freeways, highways, and road improvement projects within or affecting the unincorporated County to (1) locate facilities where the impacts to noise sensitive land uses would be minimized and to (2) develop

and include noise abatement measures in the projects to minimize and/or avoid the impacts to noise sensitive land uses.

N-4.7 Railway Jurisdictional Coordination. Work with the San Diego Association of Governments (SANDAG), Caltrans, Metropolitan Transit System (MTS), California High-Speed Rail Authority, and passenger and freight train operators as appropriate to install noise attenuation features to minimize impacts to adjacent residential or other noise sensitive uses from railroad operations.

N-4.9 Airport Compatibility. Assure the noise compatibility of any development projects that may be affected by noise from public or private airports and helipads during project review by coordinating, as appropriate, with appropriate agencies such as the San Diego County Regional Airport Authority (SDCRAA) and the Federal Aviation Administration (FAA).

2.5 Conclusions

Implementation of the General Plan Update would result in potentially significant impacts that may not be sufficiently reduced to meet the County's standards or those of an affected neighboring jurisdiction. However, implementation of the proposed General Plan Update policies, in addition to compliance with applicable regulations, would mitigate direct and cumulative impacts associated with the proposed General Plan Update to a level below significance.

3.0 PERMANENT NOISE INCREASES

3.1 Guidelines for the Determination of Significance

Based on the County of San Diego Guidelines for Determining Significance, the proposed County General Plan Update would be considered to have a significant impact if it would result in a substantial permanent increase in ambient noise which, together with noise from all sources, will be in excess of the limit specified in San Diego County Code Section 36.404, Sound Level Limits, at the property line of the property on which the noise is produced or at any location on a property that is receiving the noise. The sound level standards in Section 36.404 are provided in Table 6.

If the measured ambient level exceeds the applicable limit noted in Table 6, the allowable one hour average sound level shall be the one-hour average ambient sound level, plus three decibels. The ambient noise level shall be measured when the alleged noise violation source is not operating. The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts. The one-hour average sound level limit applicable to extractive industries, however, including but not limited to borrow pits and mines, shall be 75 decibels at the property line regardless of the zone where the extractive industry is located. Proposed extractive facilities would be subject to the noise standards within the Noise Element at the proposed site and adjacent uses. Fixed-location public utility distribution or transmission facilities located on or adjacent to a property line shall be subject to the sound level limits of this section, measured at or beyond six feet from the boundary of the easement upon which the equipment is located. However, some uses are exempt from the

noise ordinance. Exemptions are listed in Section 36.417 and apply to certain instances of emergency work, school activities, public events, emergency generators, agricultural operations, and property maintenance. Additionally, existing extractive operations are not restricted by the zone standards in Section 36.404 because of Section 36.404(e).Section 36.404 (e) of the Noise Ordinance defines the sound limit level at a location on a boundary between two zones as the arithmetic mean of the respective limits for the two zones. The one-hour average sound level limit applicable to extractive industries, however, including but not limited to borrow pits and mines, is defined as 75 decibels at the property line regardless of the zone in which the extractive industry is located.

For the purposes of this analysis, permanent traffic noise impacts are considered significant if the project raises the noise levels above the County of San Diego noise standard of 60 dBA (CNEL). In areas where the existing noise level without the project is above 60 dBA but below 65 dBA, a three decibel increase is allowed in accordance with the Federal Transit Administration Standards. Where the existing noise exposure is between 65 dBA – 70 dBA, a significant impact would occur if the project exceeds the existing noise level by more than one decibel. Where the existing noise exposure exceeds 70 dBA, any increase in noise levels is considered significant.

3.2 Potential Noise Impacts

Future development and expansion of infrastructure in the County consistent with the General Plan Update would result in a significant impact if it would substantially increase ambient noise levels above existing conditions. Provision of new infrastructure to accommodate planned growth, especially the new roads and road improvements in the Mobility Element, would have the potential to increase traffic noise above existing conditions. Operation noise from industrial, agricultural or other noise-generating uses may result in permanent increases in noise that may affect surrounding land uses.

Roadways

As part of the proposed General Plan Update, the updated Circulation Element would include changes to the classifications of roadways within the unincorporated County. As discussed in Section 1.4, Noise Contours, the estimated noise level at the roadway segment's capacity at Level of Service (LOS) C was used to calculate the noise contours for the existing (2007) and future (Referral Map) conditions. In most instances, the classification changes for roadways anticipate increased capacity and result in increased noise levels in the future. Table 16 compares the roadway classifications in the existing and future scenarios for the roadway segments that would result in an increase in traffic noise levels. The list below is not meant to be exhaustive; the intent is to show generally those areas that can expect a substantial increase in noise levels as compared to existing conditions.

The majority of increases in noise levels would result from an upgrade of a roadway segment from a Collector classification to a Major Arterial. These upgrades result in an increase in the noise level from 64 dBA to 71 dBA (CNEL) at 100 feet from the roadway centerline. Not surprisingly, the increases would generally occur in the areas where the proposed General Plan Update anticipates an intensification of development (west of the CWA boundary), and therefore would require an increase in roadway capacity. In some cases, roadway classifications are upgraded from a Collector to a Prime Arterial, resulting in an increase of 13 dBA (CNEL).

Table 16. Increases in Noise Levels along Mobility Element Roadways

Roadway	Segment	Existing Class[1]	Existing CNEL[2]	Future Class[1]	Future CNEL[2]	Change
Mission Road	Green Canyon Road to Triple Crown	C	64 dBA	MA	71 dBA	+7 dBA
Gopher Canyon Road	Ormsby Road to I-15	C	64 dBA	MA	71 dBA	+7 dBA
Ormsby Road	East Vista to Gopher Canyon Road	C	64 dBA	MA	71 dBA	+7 dBA
Buena Creek Road	South Santa Fe to Twin Oaks	C	64 dBA	MA	71 dBA	+7 dBA
Monte Vista Road	Foothill Road to Buena Creek Road	C	64 dBA	MA	71 dBA	+7 dBA
Deer Springs Road	Marilyn Road to I-15	C	64 dBA	PA	77 dBA	+13 dBA
Mountain Meadow Road	I-15 to North Broadway	C	64 dBA	MA	71 dBA	+7 dBA
Pala Road	I-15 to Causer Canyon	C	64 dBA	MA	71 dBA	+7 dBA
Cole Grade Road	Horse Creek Road to Fruitvale	C	64 dBA	MA	71 dBA	+7 dBA
Lilac Road	Cypress Street to Sierra Rjo	C	64 dBA	MA	71 dBA	+7 dBA
Valley Center Road	Lilac Road to Indian Creek Road	C	64 dBA	MA	71 dBA	+7 dBA
San Pasqual Valley	Birch Street to Bear Valley Road	C	64 dBA	MA	71 dBA	+7 dBA
Bear Valley Road	Boyle Street to San Pasqual Road	C	64 dBA	MA	71 dBA	+7 dBA
SR-67	Sycamore Road to Willow Street	C	64 dBA	PA	77 dBA	+13 dBA
Dehasa Road	Granite Hills Road to Sycuan Casino	C	64 dBA	MA	71 dBA	+7 dBA
Campo Road	Jamacha Road to Melody Street	C	64 dBA	MA	71 dBA	+7 dBA
Jamacha Blvd	Whitestone Street to Campo Road	C	64 dBA	MA	71 dBA	+7 dBA
Otay Lakes Road	Wueste Road to Campo Road	C	64 dBA	MA	71 dBA	+7 dBA
I-15	County-wide	8F	82 dBA	10FHOV	83 dBA	+1 dBA

[1] C = Collector, MA = Major Arterial, 8F = 8-Lane Freeway, 10FHOV = 10 Lane Freeway with HOV lanes, PA = Prime Arterial, dBA = A-weighted decibel, CNEL = Community Noise Equivalent Level, SR = State Route

[2] Sound level at 100 feet from roadway centerline.

Source: County of San Diego, 2008; PBS&J, 2008.

Examples include Deer Springs Road (from Marilyn Road to the I-15) and SR-67 (from Sycamore Road to Willow Road). The CPAs that would be most affected are the southwestern portion of the Fallbrook (Mission Road), the central area of Bonsall (Gopher Canyon Road), Fallbrook, the central area of Valley Center, Twin Oaks, North County Metro, San Dieguito, and the western area of Ramona. Western Lakeside CPA would be affected by the increase in capacity of the SR-67 roadway. Increases in noise levels along Dehasa Road, Campo Road,

and Jamacha Road would affect the CPAs of Crest-Dehasa, Valle de Oro, and Spring Valley. The increase in capacity of Otay Lakes Road would affect the Otay and Jamul-Dazura CPAs.

Further, under the future scenario (Referral Map), certain new proposed roadways or roadway extensions would result in an increase in roadway levels above existing conditions (un-built). Examples of these roadways as shown in Table 17 include the Foothill Tollway in the northern area of Pendleton/De Luz CPA, SR-125 in central Sweetwater and western Otay CPA. These roadways would increase result in permanent increases in traffic noise levels over existing conditions.

Table 17. New Roadway Segments (not in Existing Conditions)

Roadway	Segment	Future Class[1]	Future CNEL[2]
Foothill Tollway	I-5 to Christianos Road	4F	79 dBA
SR-125	SR-54 to San Miguel Ranch Road	8F	82 dBA
SR-125	Otay Valley Road to SR-905	8F	82 dBA
SR-11	SR-905 to border with Mexico	4F	79 dBA
SR 680	Black Mountain Road to Dove Canyon	MA	71 dBA

(1) MA = Major Arterial, 4F = 4-Lane Freeway, 8F = 8-Lane Freeway, dBA = A-weighted decibel, CNEL = Community Noise Equivalent Level

(2) Sound level at 100 feet from roadway centerline.

Source: County of San Diego, 2008; PBS&J, 2008.

Non-Transportation Noise Sources

An example of a potential noise impact from future development of land uses designated under the proposed General Plan Update would be the development of industrial uses land uses in areas that are relatively quiet or contain, or are designated for, NSLUs. Operation of an industrial facility can cause the exposure of on- or off- site areas to increased noise associated with mechanical equipment (pumps, rooftop equipment, condenser units, A/C units, pneumatic equipment), operation-related traffic (vehicle movement, engine noise), speakers, bells, chimes, and outdoor human activity in defined limited areas.

Industrial land use designations are included under the proposed General Plan Update in following areas:

- Alpine CPA
- Desert Subregion
- Fallbrook CPA
- Julian CPA
- Lakeside CPA
- Mountain Empire Subregion
- North County Metro Subregion
- Ramona CPA
- Spring Valley CPA
- Valley Center CPA

The most intensive industrial use designation, High Impact Industrial, is proposed under the General Plan Update in Alpine CPA, Desert Subregion, Lakeside CPA, North County Metro Subregion, and Ramona CPA. In the Alpine CPA, Fallbrook CPA, Julian CPA, and North County Metro CPA, new industrial facilities may result in a significant increase in ambient noise because the surrounding area is relatively undeveloped with semi-rural land uses. Additionally,

the land uses surrounding the area designated for industrial include residential land uses. If residential developments are developed prior to industrial facilities, new industrial facilities may result in a significant impact.

In the Desert Subregion, industrial land use designations would be accommodated in the Borrego Springs planning area under the General Plan Update. These land use designations reflect existing development and new industrial facilities would likely be compatible with the existing noise environment. The same is true in Lakeside CPA, Mountain Empire Subregion, Ramona CPA, Spring Valley CPA, and Valley Center CPA.

Major agricultural uses are currently located in Bonsall CPA, Fallbrook CPA, Jamul/Dulzura CPA, Lakeside CPA, Mountain Empire Subregion, North County Metro Subregion, North Mountain Subregion, Pala/Pauma Valley Subregion, Pendleton/De Luz CPA, Rainbow CPA, Ramona CPA, and Valley Center CPA. However, under implementation of the proposed General Plan Update, agricultural operations would be allowed within any land use designation. Therefore, new agricultural operations may be located near residences or other NSLU. Truck deliveries and operation of farming equipment such as tractors are the primary agricultural noise sources. As shown in Table 10, the Community Noise Survey identified agricultural operations as having a noise level range of 44.4 – 68.3 dBA, which may exceed the noise limit identified in Table 6 for residential land uses. However, under Section 36.417 of the noise ordinance, agricultural operations are generally exempt from the noise standards, provided that each piece of equipment and machinery powered by an internal-combustion engine is equipped with an appropriate muffler and air intake silencer in good working order and one of the following applies: operations do not take place between 7:00 p.m. and 7:00 a.m.; the operations and equipment are utilized for the preparation, planting, harvesting, protection or salvage of agricultural crops during adverse weather conditions; or the operations and equipment are used for agricultural pest control in accordance with regulations and procedures administered by the County Department of Agriculture. Therefore, agricultural operations would not result in a significant impact.

Extractive operations may also exceed the noise limits identified established in the noise ordinance. The one-hour average sound level limit applicable for extractive industries is 75 dBA, regardless of the zone in which the extractive industry is located, as stated in Section 36.404(e). Heavy equipment used in quarry and mining activities and blasting operations may generate noise levels that would be expose surrounding land uses to noise levels exceeding County noise standards. As shown in Table 8, equivalent sound levels (Leq) from extraction equipment can exceed 75 dBA at 50 feet from equipment. No new mining operations are directly envisioned as part of the proposed General Plan Update. Any future extractive facilities would be subject to the noise standards within the Noise Element at the proposed site and adjacent uses. However, new NSLU may be exposed to noise levels in excess of County noise standards if proposed to be located near existing mining operations.

Casinos have the potential to generate noise in the unincorporated County by increasing traffic (passenger buses) travel along the roadways to and from the facilities. Casinos are currently located on the: Viejas Reservation in the Alpine CPA; Sycuan Reservation in the Crest/Dehesa Subregion; Pala, La Jolla, and Rincon Reservations in the Pala/Pauma Valley Subregion; San Pasqual Reservation in the Valley Center CPA; Campo and La Posta Reservations in Mountain Empire Subregion; and Pauma-Yuima and Santa Ysabel Reservations in North Mountain Subregion. As shown in Table 10, the short-term Community Noise Survey measured a noise

level of 66 dBA Leq approximately 60 feet from the centerline of an access road to a casino. A 24-hour noise measurement taken outside another casino measured a CNEL of 73 dBA. Hourly Leq measurements were generally constant throughout the 24-hour period, though noise level was lower in the early morning compared to rest of the period. As shown in Table 11, the unweighted 24-hour Leq for the Casino was 67 dBA, which indicates that the noise levels at both casinos were comparable. Access roads to casinos may be adjacent to residences or other NSLU, especially in the planning areas that are currently densely developed or that would accommodate higher density development under the proposed General Plan Update, such as Alpine CPA and Valley Center CPA. Therefore, casino operations have the potential to exceed the exterior noise standards in Table 6 and result in a significant impact.

Other noise-generating uses in the County include shooting ranges, landfills, and mixed use areas. The Community Noise Survey (see Appendix A) measured an Leq of 74 dBA approximately 20 feet from a shooting range in Valle de Oro, primarily from firearm noise, and an Leq of 73 dBA on the Ramona Landfill property, primarily due to bulldozers used in landfill operation. Therefore, both land uses have the potential to exceed noise limits. Additionally, mixed-use development would be accommodated within several planning areas under the General Plan Update: Fallbrook CPA, San Dieguito CPA, and Valley Center CPA. The mixed-use land use designation would allow commercial, civic, and residential uses to be developed in close proximity. While this land use designation is intended to create pedestrian oriented areas that would reduce vehicle traffic, and associated traffic noise, commercial land uses may generate noise that exceeds noise limits for residences. The Community Noise Survey identified a range in noise level of 65 - 69 dBA (Table 10) for commercial uses. Therefore, new commercial development in close proximity to residential uses may exceed the exterior noise standard of 65 dBA in Table 6 for mixed-use land uses.

General Plan Update Policies

In addition to the Noise Compatibility Guidelines and Noise Standards listed in Tables 2 and 3, the proposed General Plan Update Noise Element contains several policies that would reduce noise impacts from roadways and other non-transportation noise sources:

N-4.1 Traffic Noise. Ensure that projects proposing amendments to the San Diego County General Plan that increase the Average Daily Traffic beyond what is anticipated in the General Plan do not substantially increase cumulative traffic noise to off-site noise sensitive land uses.

N-4.2 Traffic Calming. Support traffic calming design, traffic control measures, and low-noise pavement surfaces that minimize motor vehicle traffic noise for new development that may impact noise sensitive land uses.

N-4.6 Road Improvement Projects. For county road improvement projects, evaluate the proposed project against ambient noise levels to determine whether the project would increase ambient noise levels by more than 3 decibels. If so, apply the limits in the Noise Standards listed in Table 5 for noise sensitive land uses that may be affected by the increased noise levels. For federally funded roadway construction projects, use the limits in the applicable Federal Highway Administration Standards.

N-5.1 Truck Access. Encourage automobile and truck access to industrial and commercial properties abutting residential properties to be located at the maximum practical distance from residential zones.

N-5.2 Noise-Generating Industrial Facilities. Encourage noise-generating industrial facilities to be located at the maximum practical distance from residential zones. Promote the use of setbacks between noise generating equipment and noise sensitive uses and limit the operation of noise generating activities to daytime hours as appropriate where such activities may affect residential uses.

3.3 Mitigated Noise Impacts

In addition to the proposed General Plan Update policies, guidelines and standards identified above, future projects under the proposed General Plan Update would be required to conduct a Noise Impact Analysis report consistent with the County of San Diego Report Format and Content Requirements. Future development would be required to comply with all standards established by the County. Mitigation measures would be required for any significant impacts. Therefore, impacts associated with non-transportation related permanent noise increases would be reduced to below a significant level.

Noise levels associated with roadways would increase with implementation of the proposed General Plan Update. Although the policies listed above would mitigate potential noise impacts to NSLU to the extent feasible, a permanent noise increase would remain along many existing roadways. Therefore, permanent noise increases associated with County roadways are considered significant and unavoidable.

3.4 Cumulative Noise Impacts

A cumulative noise impact would occur if construction and development associated with cumulative regional land use projects, such as those identified in adjacent city and county general plans and regional transportation plans would result in an increase in ambient noise that would exceed the County's noise standards. However, development and construction proposed under most cumulative projects would be subject to regulations that require compliance with noise standards. The exception to this would be projects proposed in the Country of Mexico and on Tribal lands. As discussed above, the 24-hour noise measurement taken outside a casino as part of the Community Noise Survey measured a CNEL of 73 dBA, approximately 60 feet from the centerline of the road providing access to the casino (see Table 11). This measurement suggests that future casino development on Tribal lands could result in an increase in ambient noise due to passenger buses that transport customers to and from casinos and an associated increase in traffic on local roads. Therefore, even though required regulations would minimize the cumulative impact of projects in the U.S, development of land uses in Mexico or on Tribal lands that permanently increase noise would not be required to comply with the same noise standards and a potentially significant cumulative impact could occur.

As discussed above, the General Plan Update may result in a permanent increase in ambient noise levels. Therefore, the General Plan Update, in combination with the identified cumulative projects, would have the potential to result in a significant cumulative impact. The proposed Project's contribution would be cumulatively considerable. Implementation of General Plan Update Noise Element contains Policy N-1.5, in addition to the policies listed in Section 3.2,

which would reduce cumulative noise impacts to the extent feasible by requiring coordination with other jurisdictions and local agencies:

N-1.5 Regional Noise Impacts. Work with local and regional transit agencies and/or other jurisdictions, as appropriate, to provide services or facilities to minimize regional traffic noise and other sources of noise in the County.

However, since future noise increases associated with roadway traffic would increase noise levels beyond the standards put forth by the Federal Highway Administration, cumulative noise impacts would remain significant and unavoidable.

3.5 Conclusions

Implementation of the proposed General Plan Update would permanently increase ambient noise along roadways. Additionally, the proposed General Plan Update would result in a cumulatively considerable contribution to a significant cumulative impact. Although implementation of the proposed General Plan Update policies, in addition to compliance with applicable regulations, and requiring future development projects to prepare Noise Impact Analysis reports, would reduce the direct and cumulative impacts associated with the General Plan Update to the extent feasible, impacts associated with permanent noise increases would remain significant and unavoidable.

4.0 CONSTRUCTION, TEMPORARY, AND/OR NUISANCE NOISE

4.1 Guidelines for the Determination of Significance

Based on the County of San Diego Guidelines for Determining Significance, the proposed County General Plan Update would be considered to have a significant impact if it would result in a substantial temporary or periodic increase in ambient noise levels during construction which, together with noise from all sources, would exceed the standards listed in San Diego County Code Sections 36.408 and 36.409, Construction Equipment. Sections 36.408 and 36.409 state that, except for emergency work, in shall be unlawful for any person to operate or cause to be operated, construction equipment:

(a) Between the hours of 7:00 p.m. and 7:00 a.m.

(b) On a Sunday or a holiday. For the purposed of this section a holiday means January 1st, the last Monday in May, July 4th, the first Monday in September, December 25th and any day appointed by the President as a special national holiday or the Governor of the State as a special State holiday. A person may, however, operate construction equipment on a Sunday or holiday between the hours of 10:00 a.m. and 5:00 p.m. at the persons residence or for the purpose of constructing a residence for himself or herself, provided that the operation of construction equipment is not carried out for financial consideration or other consideration of any kind and does not violate the limitations in sections 36.409 and 36.410**.**

(c) That exceeds an average sound level of 75 decibels for an eight hour period, between 7:00 a.m. and 7:00 p.m., when measured at the boundary line of the property where the noise source is located or on any occupied property where the noise is being received.

The noise ordinance also includes standards for other sources of temporary and nuisance noise. Section 36.410, Sound Level Limitations on Impulsive Noise, states that except for emergency work, no person shall produce or cause to be produced an impulsive noise that exceeds to following standards when measured at the boundary line of or on any occupied property for 25 percent of the minutes in the measurement period:

- 82 dBA at an occupied residential, village zoning, or civic use, or 85 dBA at an occupied agricultural, commercial, or industrial use; or
- 85 dBA at an occupied residential, village zoning, or civic use, or 90 dBA at an occupied agricultural, commercial, or industrial use for a public road project

The minimum measurement period for any measurements conducted under this section shall be one hour. During the measurement period a measurement shall be conducted every minute from a fixed location on an occupied property. The measurements shall measure the maximum sound level during each minute of the measurement period. If the sound level caused by construction equipment or the producer of the impulsive noise, exceeds the maximum sound level for any portion of any minute it will deemed that the maximum sound level was exceeded during that minute.

Section 36.413, Multiple Family Dwelling Units, states that, notwithstanding any other provisions of the Noise Ordinance, it shall be unlawful for any person to create, maintain or cause to be maintained any sound within the interior of any multiple family dwelling unit which causes the noises level to exceed 45 dBA between 10:00 p.m. and 7:00 a.m. and 55 dBA between 7 am and 10 pm. Additionally, it shall be unlawful for any person to generate an interior noise level to exceed 40 dBA for one minute in one hour or 35 dBA for five minutes in one hour between the hours of 10:00 p.m. and 7:00 a.m., or to exceed 50 dBA for one minute in one hour or 35 dBA for five minutes in one hour between the hours of 7:00 a.m. and 10:00 p.m.

Section 36.414, General Noise Regulations of the County of San Diego Noise Ordinance includes additional noise standards for disturbing, excessive or offensive noise.

Section 36.416, Noise from Off-Road Recreational Vehicles, states that no person shall operate or allow the operation of an off-road recreational vehicle on private property that produces a noise when measured at the boundary line of or on any occupied property that at any time exceeds the following maximum sound levels: 82 decibels between the hours of 7:00 a.m. and 7:00 p.m., 77 decibels between the hours of 7:00 p.m. and 10:00 p.m. and 55 decibels between the hours of 10:00 p.m. and 7:00 a.m.

4.2 Potential Noise Impacts

Construction Noise

The future development of land uses consistent with the proposed General Plan Update would have the potential to result in the exposure of on- or off- site areas to noise in excess of the standards listed in San Diego County Code Sections 36.408 and 36.409. Construction equipment associated with project-related development activities would include, but are not limited to; site grading, truck/construction equipment movement, engine noise, rock excavation,

rock crushing, and blasting. Typical construction equipment noise levels are provided in Table 18.

Table 18. Typical Construction Equipment Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from source
Air Compressor	81
Backhoe	80
Compactor	82
Concrete Mixer	85
Crane, Derrick	88
Dozer	85
Grader	85
Jack Hammer	88
Loader	85
Paver	89
Pile-driver (Impact)	101
Pump	76
Roller	74
Scraper	89
Truck	88

Source: U.S. Environmental Protection Agency, "Noise from Construction Equipment and Operations, Building Equipment and Home Appliances," NTID300.1, December 31, 1971, as cited in Federal Transit Administration, Transit Noise and Vibration Impact Assessment, FTA-VA-90-1003-06, May 2006.

As described in greater detail above in Section 1.1, the majority of new development, approximately 80 percent, is planned within the SDCWA boundary, or western region of the unincorporated County. Therefore, this area is more likely to be affected by temporary increases in ambient noise from construction as a result of the development of land uses proposed under the General Plan Update. Growth would also be accommodated in areas of the eastern portion of the unincorporated County, which would also have the potential for construction-related noise impacts. In many areas of the unincorporated County, new development may require infrastructure that would also have the potential to result in substantial construction noise.

Nuisance Noise

Intermittent or temporary neighborhood noise from amplified music, public address systems, barking dogs, landscape maintenance, and stand-by power generators are disturbing to residents but are difficult to attenuate and control. These noise sources would result in a significant impact if they would exceed the noise standards included in Sections 36.410, 36.413, 36.414, and 36.416 of the County Noise Ordinance. As shown in Table 9, noise complaints by residents show that the highest number of complaints is due to barking dogs. Nuisance noise impacts are more likely to occur in the more densely developed areas of the unincorporated

County, where residences would be closer together and neighbors would be more likely to hear a neighbor's dog or music. The proposed General Plan Update would accommodate intensified residential and mixed-use development in town centers, which may result in an increased number of residents registering noise complaints from neighboring uses. The CPAs and Subregions proposed for the greatest amount of growth under the General Plan Update are the Desert Subregion, Mountain Empire Subregion, North Mountain Subregion, Otay CPA, Pala/Pauma Valley Subregion, Rainbow CPA, and Valley Center CPA. Therefore, these areas of the unincorporated County are likely to experience an increase in temporary or nuisance noises. However, an attempt to quantify the potential number of future complaints would be speculative. Continuing enforcement of the County Noise Ordinance would reduce potential nuisance noise impacts to the extent feasible.

General Plan Update Policies

In addition to the County Noise Ordinance standards, the proposed General Plan Update Noise Element contains several policies that would reduce noise impacts from construction, temporary, and/or nuisance noise:

N-6.1 Noise Regulations. Develop and regularly update codes and ordinances as necessary to reduce impacts from point, intermittent, and other disruptive noise sources.

N-6.2 Recurring Intermittent Noise. Minimize impacts from noise to land uses in areas where recurring intermittent noise may not exceed the noise standards listed in Table 5, but can have other adverse effects.

N-6.3 High-Noise Equipment. Limit the use of motorized landscaping equipment, parking lot sweepers, and other high-noise equipment if their activity will result in noise that affects residential zones.

N-6.4 Hours of Construction. Limit the hours of operation as appropriate for nonemergency construction and maintenance, trash collection, and parking lot sweeper activity near noise sensitive land uses.

N-6.5 Special Events. Schedule special events sponsored by the County that may generate excessive noise levels to daytime hours when feasible.

N-6.6 Code Enforcement. Provide sufficient resources within the County for effective enforcement of County codes and ordinances.

4.3 Mitigated Noise Impacts

Compliance with the policies listed above and the County of San Diego Noise Ordinance would reduce impacts associated with nuisance and construction noise to a level below significance.

4.4 Cumulative Noise Impacts

A cumulative noise impact would occur if construction associated with one or more projects in an area would result in combined noise levels that would temporarily increase ambient noise levels beyond the standards in the County Noise Ordinance. However, since there are no

specific plans or time scales for individual projects, it is not possible to determine exact noise levels, locations, or time periods for construction.

Construction projects in incorporated jurisdictions would be subject to noise standards and limits for the jurisdiction in which they are proposed. Projects proposed in the County of Mexico and on Tribal lands would not be subject to County of San Diego noise regulations and standards; however, potential construction noise-related impacts would be temporary and limited to the area immediately surrounding the project.

General Plan Update Policy N-4.3, provided in Section 2.4, requires coordination with adjacent jurisdictions, as appropriate, for early review of proposed projects that may affect NSLU that would potentially affect NSLU within the unincorporated County. Incorporation of this policy would reduce potential cumulative construction impacts to a less than significant level.

Similarly, a cumulative nuisance noise impact would occur if noise associated with one or more land uses in an area would result in combined noise levels that would temporarily increase ambient noise levels beyond the standards in the County Noise Ordinance. For example, if several housing developments are located in an area, noise sources such as loud music, car alarms, and dogs barking in each development may combine and temporarily exceed the standards in the County Noise Ordinance. However, due to the short-term and event-specific nature of nuisance noise impacts, the proposed General Plan Update would not be expected to result in a cumulative nuisance noise impact.

4.5 Conclusions

Implementation of the proposed General Plan Update would have the potential to temporarily increase ambient noise from construction activity as well as other sources of temporary or nuisance noise. However, implementation of the proposed General Plan Update policies, in addition to compliance with applicable regulations, would mitigate the proposed project's direct and cumulative impacts to a level below significance.

5.0 EXCESSIVE GROUNDBORNE VIBRATION AND NOISE

5.1 Guidelines for the Determination of Significance

Based on the County of San Diego Guidelines for Determining Significance, development under the proposed County General Plan Update would be considered to have a significant impact if it would result in the exposure of vibration sensitive land uses to ground-borne vibration and noise equal to or in excess of the levels shown in Table 19.

Table 19. Significance Threshold for Ground-borne Vibration and Noise Impacts

Land Use Category[5]	Ground-Borne Vibration Impact Levels (inches per second RMS)		Ground-Borne Noise Impact Levels (dB re 20 micro Pascals)	
	Frequent Events[1]	Occasional or Infrequent Events[2]	Frequent Events[1]	Occasional or Infrequent Events[2]
Category 1: Buildings where low ambient vibration is essential for interior operations (research & manufacturing facilities with special vibration constraints).	0.0018[3]	0.0018[3]	Not Applicable[4]	Not Applicable[4]
Category 2: Residences and buildings where people normally sleep (hotels, hospitals, residences, & other sleeping facilities).	0.0040	0.010	35 dBA	43 dBA
Category 3[6]: Institutional land uses with primarily daytime use (schools, churches, libraries, other institutions, & quiet offices).	0.0056	0.014	40 dBA	48 dBA

RMS = root mean squared

(1) "Frequent Events" is defined as more than 70 vibration events per day. Most rapid transit projects fall into this category.

(2) "Occasional or Infrequent Events" are defined as fewer than 70 vibration events per day. This combined category includes most commuter rail systems.

(3) This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration sensitive manufacturing or research will require detailed evaluation to define acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.

(4) Vibration-sensitive equipment is not sensitive to ground-borne noise.

(5) There are some buildings, such as concert halls, TV and recording studios, and theaters that can be very sensitive to vibration and noise but do not fit into any of the three categories. Refer to Table 3 in the County of San Diego Guidelines for Determining Significance for Noise for acceptable levels of ground-borne vibration and noise for these various types of special uses.

(6) For Categories 2 and 3 with occupied facilities, isolated events such as blasting are significant when the peak particle velocity (PPV) exceeds one inch per second. Non-transportation vibration sources such as impact pile drivers or hydraulic breakers are significant when their PPV exceeds 0.1 inch per second.

Source: County of San Diego Guidelines for Determining Significance for Noise, March 2007.

5.2 Potential Impacts

The proposed General Plan Update would have the potential to result in significant ground-borne vibration or noise if construction activities associated with the development of land uses proposed under the General Plan Update would exceed the groundborne vibration levels listed in Table 20, or if new vibration sensitive land uses would be located in the vicinity of ground-borne vibration inducing land uses such as railroads or mining operations. Ground-borne vibration can disrupt vibration-sensitive land uses by causing movement of buildings, rattling of windows and items inside buildings, rumbling sounds, and even property damage. According to the Transit Noise and Vibration Impact Assessment, prepared by the FTA (2006), background vibration level in residential areas is typically 0.00003 in/sec RMS, which is lower than 0.0001 in/sec RMS, the threshold of perception for humans.

Table 20. Typical Levels of Groundborne Vibration

Vibration Level		Typical Sources (50 ft from Source)	Human/Structural Response
VdB[(1)]	in/sec RMS		
100	0.01	Blasting from construction projects	Threshold, minor cosmetic damage to fragile buildings
90-100	0.003-0.01	Bulldozers and other heavy tracked construction equipment	Difficulty with tasks such as reading
80-90	0.001-0.003	Commuter rail and rapid transit, upper range	Residential annoyance, infrequent events (e.g. commuter rail)
70-80	0.0003-0.001	Typical commuter rail, bus or truck over bump, typical rapid transit	Residential annoyance, frequent events (e.g. rapid transit)
60-70	0.0001-0.0003	Bus or truck, typical	Limit for vibration sensitive equipment. Approximate threshold for human perception
50	0.00003	Typical background vibration	Not detectable

(1) RMS Vibration Velocity Level in VdB relative to 10^{-6} inches/second
Source: Federal Transit Administration, 2006

Construction

As shown in Table 20, construction typically results in ground-borne vibration that ranges from 0.003 to 0.01 in/sec RMS at a distance of 50 feet. These vibration levels would exceed the significant threshold for infrequent events (fewer than 70 vibration events per day) for Category 1 land uses (vibration-sensitive equipment), but would not exceed the threshold level for the land uses within Categories 2 and 3. For isolated events such as blasting, impacts would be significant if the PPV exceeds 1.0 in/sec RMS. For other vibration sources such as pile drivers or hydraulic breakers, impacts would be significant if the PPV exceeds 0.1 in/sec RMS.

Since no specific plans or time scales for individual projects are yet available, it is not possible to determine exact vibration levels associated with the development of land uses proposed under the General Plan Update. However, approximately 80 percent of new development planned within the General Plan Update would be located within the CWA boundary, or western region of the unincorporated County. Therefore, this area is more likely to be affected by ground-borne vibration and noise from construction resulting from the development of land uses proposed under the General Plan Update. Specifically, in Bonsall CPA, a substantial amount of additional development may occur under the proposed General Plan Update, particularly in the northern part of the CPA. Substantial growth is also anticipated in Fallbrook along the I-15 and within the town center. Intensification of residential and commercial uses is expected to occur within the Lakeside CPA town center and along major thoroughfares. Intensified development in the town centers of Rainbow CPA, Ramona CPA, San Dieguito CPA, and Valley Center CPA would also be anticipated. In the Sweetwater CPA, new residential development would be accommodated along the southeastern boundary of the CPA.

New growth could also be accommodated in areas of the eastern portion of the unincorporated County. The proposed General Plan Update would accommodate intensified development within the town centers of Alpine CPA, Central Mountain Subregion, Crest/Dehesa Subregion, Julian CPA, and Mountain Empire Subregion. A substantial amount of future growth could also

occur in the Borrego Springs area of the Desert Subregion. Growth of commercial and industrial uses in the Tecate planning area of the Mountain Empire Subregion would likely occur due to its proximity to Tecate, Mexico. In all areas of the unincorporated County, new development could require infrastructure that would also have the potential to result in substantial construction groundborne vibration and noise.

Railroads

Two railroads are located within the unincorporated San Diego County, the Sprinter Commuter Rail Line located near the North County Metro CPA, and the San Diego & Arizona Eastern Railway's Desert Line which is located in the southeastern portion of the County. As shown in Table 20, typical vibration levels for commuter rail operations can range from 0.0003 to 0.003 in/sec VMS at a distance of 50 feet. At this distance, vibration levels would not exceed the significance threshold for Categories 2 and 3, but may exceed the significance threshold for Category 1 land uses (vibration-sensitive equipment). The Desert Line is currently not in use and no date for reopening has been established. Additionally, should the line become operational, vibration impacts are expected to be less than significant due to the infrequency of operations that would occur on the freight rail line.

According to the proposed General Plan Update, new commercial and residential development would be accommodated within the North County Metro CPA near the Buena Creek Sprinter Station and along the Sprinter Rail Line. This development would have the potential to be exposed to vibration impacts from the Sprinter Rail Line. The FTA provides screening distances for land use categories to screen projects that may be subject to vibration impacts from a commuter railroad. For Category 1 land uses (vibration-sensitive equipment), the screening distance from the railroad right-of-way to the property line is 600 feet. For Category 2 land uses, the screening distance is 200 feet. The screening distance for Category 3 land uses is 120 feet. New development that is proposed within the screening distance of the Sprinter Rail Line would require further analysis to determine potential vibration-related impacts.

Extraction (Mining) Operations

Mining and extraction operations may include blasting or other activities that may result in ground-borne vibration or noise impacts. The majority of extractive sites, as well as the areas where mineral resources are most likely present, are concentrated in the western portion of the unincorporated County, where development would be concentrated under the proposed General Plan Update. Equipment used for extraction operations could be reasonably assumed to have similar levels of vibration associated with blasting and heavy equipment used for construction projects. Therefore, vibration levels from mining equipment could potentially range between 0.003 – 0.01 in/sec RMS at a distance of 50 feet.

These levels could exceed the significance threshold for vibration impacts depending on the frequency of occurrences throughout the day. If the frequency of the vibration events exceed 70 per day, impacts would be significant for all three land use categories. If the frequency is less than 70 vibration events per day, impacts would be significant for Category 1 land uses (vibration-sensitive equipment), but may not exceed the significance threshold for Categories 2 and 3. Additionally, isolated events such as blasting may be significant if the PPV exceeds 1.0 in/sec RMS, and the use of impact pile drivers or hydraulic breakers may be significant if the PPB exceeds 0.1 in/sec.

The OSM has also established guidelines related to blasting for surface mining activities, which may result in groundborne vibration impacts. The OSM guidelines requires the operator to distribute a blasting schedule, post blasting signs, and control access within the blasting area. OSM has established air blast and ground vibration limits at the location of any dwelling, public building, school, church, or community building outside the permit area. The standard PPV damage threshold for residential structures is 2.0 in/sec.

General Plan Update Policies

The proposed General Plan Update Noise Element includes Policy N-3.1, which would minimize exposure of land uses to the harmful effects of ground-borne vibration.

N 3.1 Groundborne Vibration. Use the Federal Transit Administration and Federal Railroad Administration guidelines, where appropriate, to limit the extent of exposure that sensitive uses may have to groundborne vibration from trains, construction equipment, and other sources.

In addition, Policy N 5.2 would require the County to work with SANDAG, MTS, and passenger and freight rail operators as appropriate to minimize impacts to residential and other sensitive land uses. Policies N 7.2 would locate industrial facilities in areas that would minimize impacts to sensitive land uses.

5.3 Mitigated Ground-borne Vibration Impacts

In addition to the proposed General Plan Update policies and regulations identified above, future projects that have the potential for incurring ground-borne vibration and noise impacts would be required to conduct a Noise Impact Analysis report consistent with the County of San Diego Report Format and Content Requirements. Mitigation measures would be required for any significant impacts.

In addition, the following mitigation measure would reduce ground-borne vibration and noise impacts for development planned near the Sprinter Rail Line.

Measure 1 **Ground-borne Vibration Technical Study**. For Land Use Categories defined in Table 4, a ground-borne vibration technical study shall be required for proposed land uses within the following distances from the Sprinter Rail Line right-of-way and the property line: 600 feet of a Category 1 Land Use, 200 feet of a Category 2 Land Use, and 120 feet of a Category 3 Land Use. If necessary, mitigation shall be required for land uses in compliance with the standards listed in Tables 2 and 3 of the County of San Diego Guidelines for Determining Significance for Noise.

5.4 Cumulative Ground-borne Vibration Impacts

A cumulative ground-borne vibration impact would occur if one or more projects in the area would result in combined ground-borne vibration impacts that would increase vibration levels beyond the standards in the County significance thresholds. Ground-borne vibration impacts could result from construction operations, railroad operations, or industrial operations such as mining. Since there are no specific plans or time scales for individual construction projects, it is

not possible to determine exact noise levels, locations, or time periods for construction. Potential vibration impacts from construction would need to be analyzed on a case-by-case basis. Implementation of Policy N 3.1 would require coordination with the FTA and FRA and would minimize potential railroad impacts to the extent feasible. At this time, no mining facilities are located in adjacent jurisdictions at a close enough distance to planned new development in the County that would potentially exceed ground-borne vibration significance thresholds for vibration-sensitive uses. Therefore, with the incorporation of General Plan Update policies, cumulative ground-borne vibration impacts would be less than significant.

5.5 Conclusions

Implementation of the General Plan Update would have the potential to affect ground-borne vibration sensitive land uses near the Sprinter Rail Line and where construction equipment would operate within vibration-sensitive land uses. However, implementation of the proposed General Plan Update policies and the above mitigation measure would reduce potential impacts to a level of less than significant.

6.0 SUMMARY OF PROJECT IMPACTS, MITIGATION, AND CONCLUSION

Implementation of the General Plan Update would have the potential to expose NSLUs to excessive noise, expose people to excessive groundborne vibration or noise, result in a permanent or temporary increase in ambient noise, and expose people residing or working in the project area to excessive noise levels due to placement within the 60 dBA annual CNEL noise contour of a public airport or within two miles of a private airstrip. Therefore, the proposed project would result in potentially significant direct impacts. Additionally, the proposed project would result in a cumulatively considerable contribution to a significant cumulative impact for each issue. However, implementation of the proposed General Plan Update policies, in addition to compliance with applicable regulations, such as that future development projects prepare a Noise Impact Analysis that identifies impacts and mitigation, would mitigate the proposed project's direct and cumulative impacts to a level below significant, with the exception of impacts related to permanent increases in noise along area roadways, which would remain significant and unavoidable.

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Appendix A

Community Noise Survey Results

Community Noise Survey Results

Location #	Location	Land Use Category	Plan Area	Noise Source	Leq
1	Quarry Rd/Sweetwater Rd	Industrial	Spring Valley	Automobile crusher	61.7
2	Mt. Miguel Covenant Village	Convalescent Homes	Spring Valley	Residents	53.7
3	Jamacha Rd/Sweetwater Spgs Rd	Industrial	Spring Valley	Medium duty trucks	60.8
4	Sweetwater Spgs Rd/Don Pico Rd	Residential (Med Dens)	Spring Valley	Traffic, pedestrians	58.4
5	Interstate 8, btw Willows Rd-Japatul Valley Rd	Freeway	Alpine	Traffic	70.1
6	Alpine Lutheran Church	Churches	Alpine	Traffic	52.6
7	Alpine Branch Library	Library	Alpine	Traffic	64.9
8	Pine Hills Rd/SR 78	Residential (Rural)	Julian	Traffic	53.8
9	Borrego Springs Resort	Hotels/resorts	Borrego Springs	Traffic, sprinklers	42.6
10	Borrego Springs High School	Schools	Borrego Springs	Bells, students	55.3
11	Santa Ysabel Open Space Preserve	Park	Julian	Stream	44.0
12	B St/7th Ave	Commercial	Ramona	Traffic	69.0
13	12th St	Residential (High Dens)	Ramona	Traffic, pedestrians	54.7
14	SR-78 (Main St), btw Pine St-7th St	Boulevard	Ramona	Traffic	70.6
15	Ramona Airport	Airport	Ramona	Aircraft	56.0
16	Jamacha Rd (SR 54), btw Campo Rd-Willow Glen Dr.	Prime Arterial	Valle de Oro	Traffic	68.9
17	Campo Rd (SR-94), s/o Otay Lakes Rd	Community Collector	Jamul-Dulzura	Traffic	69.0
18	Tecate Rd, btw SR-94 and state border	Major Road	Tecate	Traffic	65.5
19	Sweetwater Rd, btw Stockman St-Valley Rd	Major Road	Spring Valley	Traffic	67.9
20	Sweetwater River Mitigation Area	Noise-Sens Bio	Sweetwater	Traffic	53.9
21	Project 2000 Shooting Range	Shooting Range	Valle de Oro	Firearms	74.2
22	Rancho Bernardo Rd/Camino Del Norte	Residential (High Dens)	San Dieguito	Traffic	46.3
23	Harmony Grove Village	Transitional Residential	N. County Metro	Traffic, poultry farm	54.7
24	Twin Oaks Valley Rd, n/o of Deer Springs Rd	Agricultural (greenhouses)	N. County Metro	Delivery trucks	68.3
25	Blueberry Hill Lane	Residential (Low Dens)	Valley Center	Traffic	55.1
26	San Pasqual Valley Rd/Bear Valley Rd	Residential (Low Dens)	N. County Metro	Traffic	50.0
27	Woodside Ave, btw Winter Garden Blvd-Channel Rd	Boulevard	Lakeside	Traffic	71.0
28	Lakeside Ave/Palm Row Dr	Residential (Semi-Rural)	Lakeside	Traffic, horses	65.2
29	Pauma Elementary School	Schools	Pala-Pauma	Bells, students	49.5

30	Los Coches Rd near I-8 Business	Residential (Mobile)	Lakeside	Traffic	49.8
31	I-8 business route near Lakeview Rd	Commercial	Lakeside	Traffic, fabrication equip.	64.6
32	San Diego River, Lakeside	Noise-Sens Bio	Lakeside	Traffic	48.2
33	Lilac Rd, btw Old Castle Rd-Anthony Rd	Community Collector	Valley Center	Traffic	68.6
34	SR-76 (Mission Rd), btw Via Montellano-Olive Hill Rd	Prime Arterial	Bonsall	Traffic	70.9
35	Monserate Hill Rd	Residential (Semi-Rural)	Fallbrook	Traffic, birds	49.5
36	Fallbrook Hospital	Hospital	Fallbrook	Parking lot	64.2
37	Cole Grade Rd	Agricultural (row crops)	Pala-Pauma	Tractor, forklift	44.4
38	S. Santa Fe Ave, btw Monte Vista Dr-Sycamore Ave	Major Road	N. County Metro	Traffic	68.5
39	Sprinter Station – Vista Transit Center	Railroad	N. County Metro	Light Rail	70.2
40	Sycuan Casino (Dehesa Rd – 500ft west of entrance)	Casino	Crest-Dehesa	Passenger buses	66.3
42	Ramona Landfill	Landfill	Ramona	Bulldozer	72.8
44	Dictionary Hill (Dolores St/Kenward Dr)	Construction	Spring Valley	Construction equip.	71.9
45	Fury Lane/Sundown Ln	Construction	Spring Valley	Construction equip.	58.7
46	John F. Kennedy Park	Park	Crest-Dehesa	Recreational activity	58.9

Source: PBS&J, 2008

Figure 1: Interstate 15 between Highway 76 and Lilac Road

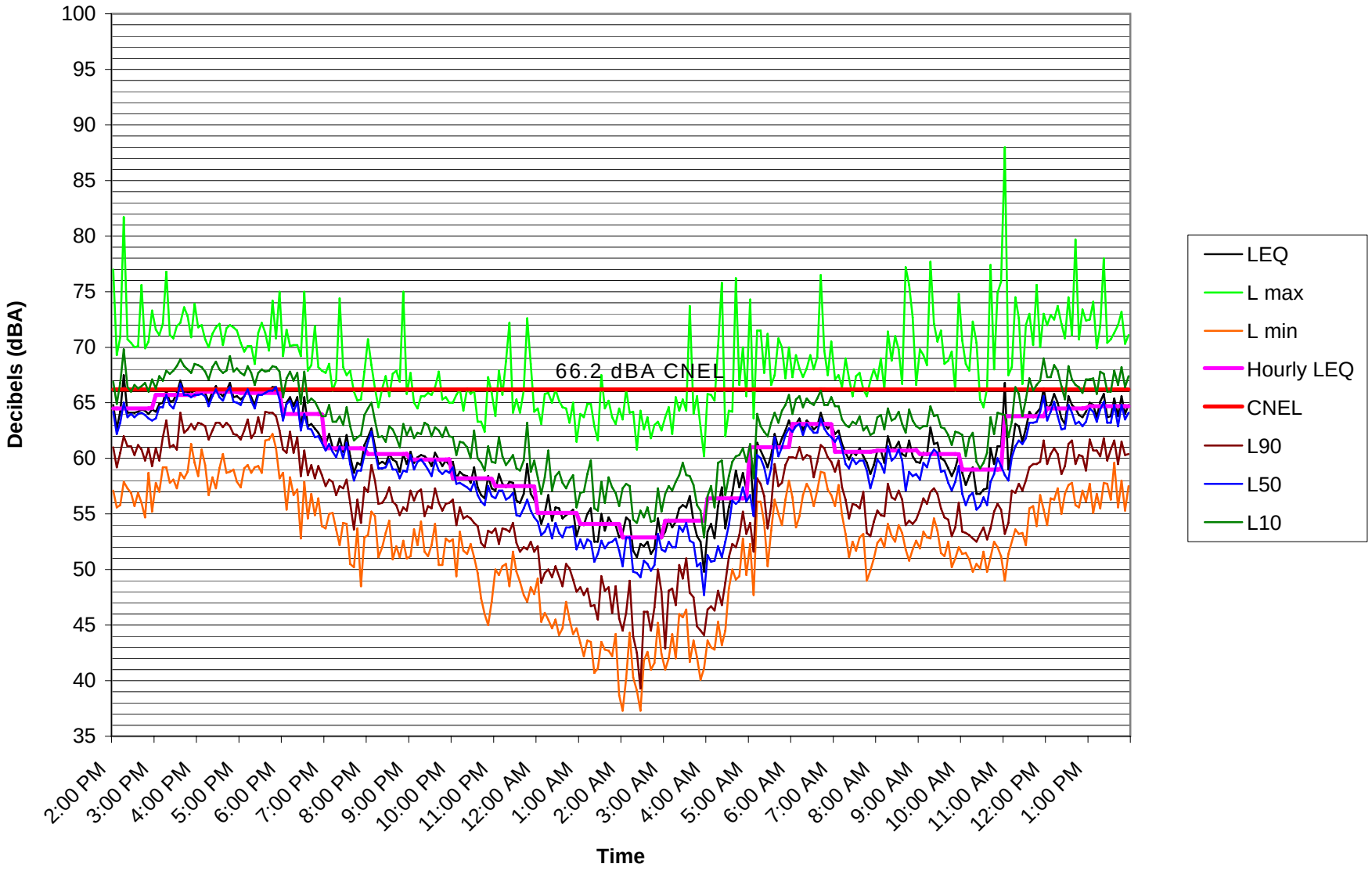
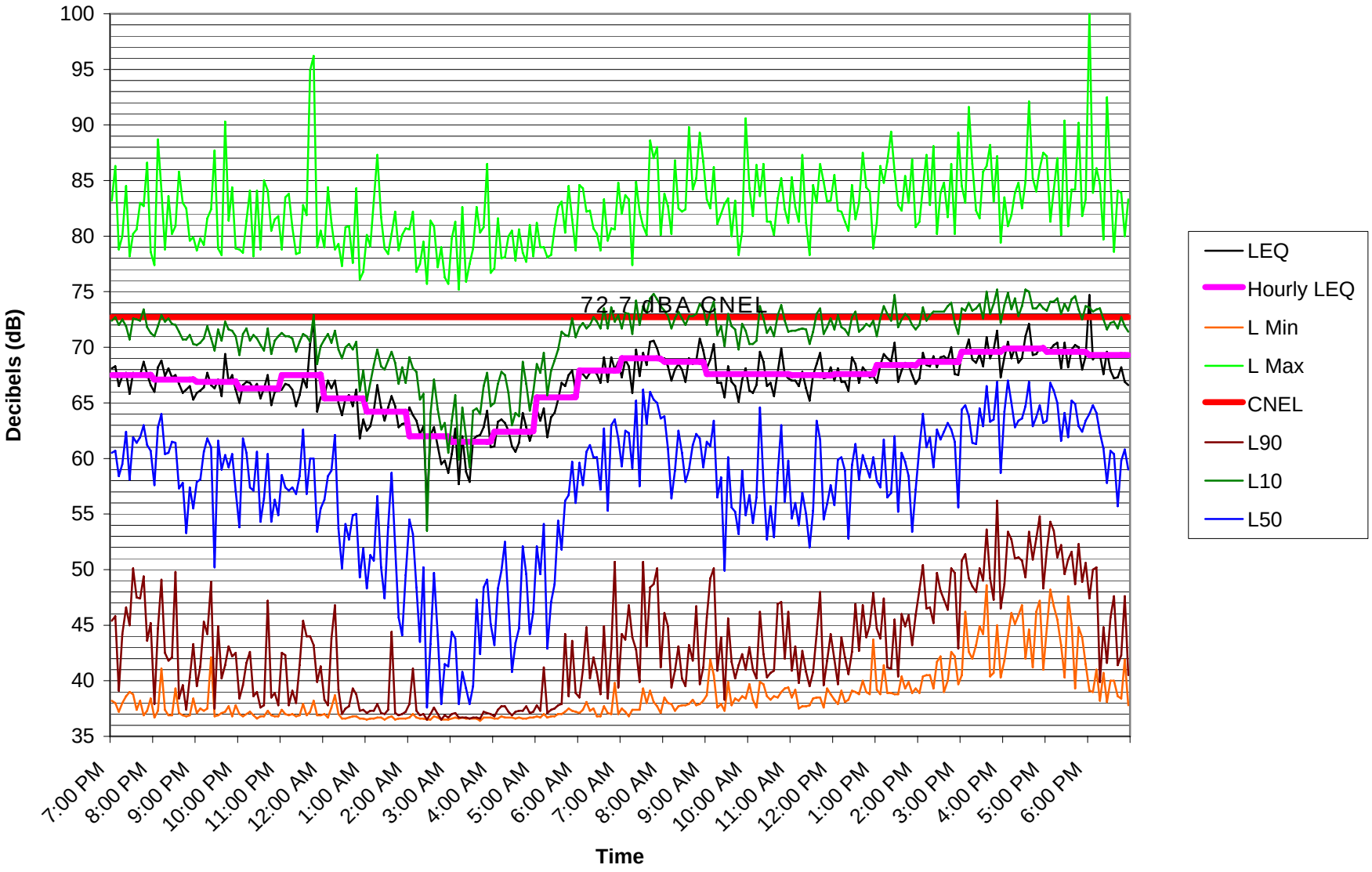


Figure 2: Wildcat Canyon Road East of Old Barona Road



Appendix B

Traffic Noise Levels

Traffic Noise Contours

Project: **San Diego County General Plan Update**

Noise Model Source: Federal Highway Administration's Traffic Noise Model (FHWA TNM), Version 2.5, February 2004.
Traffic Data Source:: SANDAG, 2008.

Parameters
Segment Length: 50,000 feet for freeways, 10,000 feet for roads
Ground Type: Loose Soil
Pavement Type: Average
Relative Humidity 50%
Temperature 68 deg F
CNEL Calc: Off-Peak Hour + 2 dB
Off Peak Hour: 0.058xADT, or 0.7xPeak Hr

All traffic volumes are given at threshold capacity at Level of Service (LOS) C.
Freeways: LOS C Peak Hour Volume = 2,000 vehicles per lane
HOV Lanes: LOS C Peak Hour Volume = 1,600 vehicles per lane

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

Type	TNM Code	ADT	Peak Hour Volume	Off-Peak Hour Volume	Lanes	Total Road Width (ft)	% MDT	% HDT	Design Speed	IFC	Sound Level (dBA) 100 feet	Distance to CNEL Contour Line (feet) 75	70	65	60	55
12 Lane Freeway	12F		24,000	16,800	12	198	5%	3%	65	1	83.2	494	1000	1867	3611	6833
12 Lane Freeway+ 2 HOV	12FHOV		27,200	19,040	14	198	5%	3%	65	1	83.7	538	1071	2000	3889	7250
10 Lane Freeway	10F		20,000	14,000	10	174	5%	3%	65	1	82.5	438	873	1680	3227	6214
10 Lane Freeway, 2 HOV	10FHOV		23,200	16,240	12	174	5%	3%	65	1	83.1	479	950	1825	3550	6714
8 Lane Freeway	8F		16,000	11,200	8	150	5%	3%	65	1	81.6	375	770	1480	2800	5571
8 Lane Freeway + 2 HOV	8FHOV		19,200	13,440	10	150	5%	3%	65	1	82.3	419	844	1650	3136	6143
6 Lane Freeway	6F		12,000	8,400	6	126	5%	3%	65	1	80.5	300	645	1250	2400	4750
6 Lane Freeway + 2 HOV	6FHOV		15,200	10,640	8	126	5%	3%	65	1	81.4	356	744	1440	2733	5429
4 Lane Freeway	4F		8,000	5,600	4	102	5%	3%	65	1	78.8	214	500	988	1925	3750
4 Lane Freeway + 2 HOV	4FHOV		11,200	7,840	6	102	5%	3%	65	1	80.2	280	600	1200	2300	4563
Prime Arterial	PA	70,000		4,060	6	102	5%	3%	60	2	77.4	167	417	782	1480	2800
Major Arterial	MA	29,600		1,717	4	78	3%	2%	50	3	70.9	--	124	318	627	1217
Boulevard	B	19,000		1,102	4	78	2%	2%	35	3	64.7	--	--	94	265	562
Collector	C	10,300		597	2	54	3%	2%	40	4	63.6	--	--	73	212	457
Local Collector	LC	9,500		551	2	54	2%	1%	35	5	61.2	--	--	42	132	315
Rural Collector	RC	5,100		296	2	54	2%	1%	30	6	56.3	--	--	--	43	136
Local (non ME road)	L	4,500		261	2	28	2%	1%	25	7	54.9	--	--	--	31	98
Freeway Connector ramp	FR		3,200	2,240	2	36	3%	2%	55	8	73.2	67	183	389	813	1580
Local Ramp (2 lane)	LR-2		2,400	1,680	2	32	3%	2%	35	9	66.7	--	46	140	328	733
Local Ramp (1 lane)	LR-1		1,200	840	1	20	3%	2%	35	9	63.4	--	--	73	191	450

Traffic Noise Contours

Project: **San Diego County General Plan Update**

Noise Model Source: Federal Highway Administration's Traffic Noise Model (FHWA TNM), Version 2.5, February 2004.
Traffic Data Source:: SANDAG
Scenario: **Existing Conditions (2007)**
" -- " = Contour is located within the roadway right-of-way.

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment						MDT	HDT	%MDT	%HDT													
	From	To		AM	PM							UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
01ST	SUMNER	BROADWAY	2	460	720	7669	230	153	3%	2%	35	775	4	5	1	0	LC	61.2	--	--	42	132	315
01ST	ZONE CONNECTOR	SUMNER	2	460	720	7669	230	153	3%	2%	35	779	4	5	1	0	LC	61.2	--	--	42	132	315
01ST	PERSIMMON	ZONE CONNECTOR	2	432	678	7138	214	143	3%	2%	35	784	4	5	1	0	LC	61.2	--	--	42	132	315
01ST	GREENFIELD	PERSIMMON	2	397	592	5166	155	103	3%	2%	35	794	3	5	1	0	LC	61.2	--	--	42	132	315
01ST	FLAMINGO	GREENFIELD	2	350	491	5083	152	102	3%	2%	35	811	3	5	1	0	LC	61.2	--	--	42	132	315
01ST	DAWNRIDGE	FLAMINGO	2	350	491	5083	152	102	3%	2%	35	818	3	5	1	0	LC	61.2	--	--	42	132	315
01ST	SPINEL/GRETA	DAWNRIDGE	2	404	585	6010	180	120	3%	2%	35	821	3	5	1	0	LC	61.2	--	--	42	132	315
01ST	BRADLEY	SPINEL/GRETA	2	386	555	5633	169	113	3%	2%	35	825	3	5	1	0	LC	61.2	--	--	42	132	315
01ST	PEPPER	BRADLEY	2	453	651	5965	179	119	3%	2%	35	853	3	5	1	0	LC	61.2	--	--	42	132	315
02ND	ADOBE	DAWNRIDGE	4	1687	2071	23307	699	466	3%	2%	35	824	2	3	2	0	MA	70.9	--	124	318	627	1217
02ND	PEPPER	ADOBE	4	1635	1966	21929	658	439	3%	2%	35	848	2	3	2	0	MA	70.9	--	124	318	627	1217
03RD	G	OLD JULIAN	2	462	938	8096	243	162	3%	2%	45	1507	4	4	1	0	C	63.6	--	--	73	212	457
03RD	E	G	2	452	914	8179	245	164	3%	2%	45	1519	4	4	1	0	C	63.6	--	--	73	212	457
03RD	D	E	2	446	908	8031	241	161	3%	2%	45	1528	4	4	1	0	C	63.6	--	--	73	212	457
03RD	MAIN	D	2	446	908	8031	241	161	3%	2%	45	1537	4	4	1	0	C	63.6	--	--	73	212	457
04TH	BROADWAY	NARANCA	2	433	702	7077	212	142	3%	2%	40	770	3	5	1	0	LC	61.2	--	--	42	132	315
07TH	E	G	2	521	575	7149	214	143	3%	2%	30	1499	4	6	1	0	RC	56.3	--	--	--	43	136
07TH	D	E	2	521	575	7149	214	143	3%	2%	30	1504	4	6	1	0	RC	56.3	--	--	--	43	136
07TH	MAIN	D	2	521	575	7149	214	143	3%	2%	30	1509	4	6	1	0	RC	56.3	--	--	--	43	136
07TH	B	MAIN	2	485	679	6823	205	136	3%	2%	25	1513	3	6	1	0	RC	56.3	--	--	--	43	136
07TH	A	B	2	485	679	6823	205	136	3%	2%	25	1525	3	6	1	0	RC	56.3	--	--	--	43	136
07TH	OLIVE	A	2	485	679	6823	205	136	3%	2%	25	1531	3	6	1	0	RC	56.3	--	--	--	43	136
10TH	ZONE CONNECTOR	H	2	861	1166	14461	434	289	3%	2%	45	1481	5	3	3	0	MA	70.9	--	124	318	627	1217
10TH	E	ZONE CONNECTOR	2	938	1278	15928	478	319	3%	2%	45	1484	5	3	3	0	MA	70.9	--	124	318	627	1217
10TH	D	E	2	961	1313	16320	490	326	3%	2%	45	1493	6	3	2	0	MA	70.9	--	124	318	627	1217
10TH	MAIN	D	3	1057	1526	18569	557	371	3%	2%	45	1498	2	3	2	0	MA	70.9	--	124	318	627	1217
10TH	PINE	MAIN	2	981	1395	16793	504	336	3%	2%	40	1501	4	3	1	0	MA	70.9	--	124	318	627	1217
10TH	PINE	PINE	2	850	1143	13992	420	700	3%	5%	40	1505	4	3	1	0	MA	70.9	--	124	318	627	1217
17TH	LENDEE	SAN PASQUAL VALLEY	2	717	1357	12230	367	245	3%	2%	40	1638	5	4	1	0	C	63.6	--	--	73	212	457
ALPINE	ALPINE OAKS MHP	VIA LA MANCHA	2	531	947	10162	305	203	3%	2%	40	915	4	4	1	0	C	63.6	--	--	73	212	457
ALPINE	ALPINE OAKS MHP	VIA LA MANCHA	2	531	947	10162	305	203	3%	2%	40	920	4	4	1	0	C	63.6	--	--	73	212	457
ALPINE	ELTINGE	ALPINE OAKS MHP	2	605	989	10770	323	215	3%	2%	40	927	4	4	1	0	C	63.6	--	--	73	212	457
ALPINE	SOUTH GRADE	ELTINGE	2	601	985	10678	320	214	3%	2%	40	934	4	4	1	0	C	63.6	--	--	73	212	457
ALPINE	UNKNOWN	SOUTH GRADE	2	605	989	10770	323	215	3%	2%	40	936	4	4	1	0	C	63.6	--	--	73	212	457
ALPINE	SO GRADE/E VICTORIA	UNKNOWN	2	605	989	10770	323	215	3%	2%	40	943	4	4	1	0	C	63.6	--	--	73	212	457
ALPINE	PADRE DAM/DANATOS	ROCK	2	822	794	12424	373	248	3%	2%	50	944	5	4	1	0	C	63.6	--	--	73	212	457
ALPINE	ROCK	RAMP I-8 EB	2	818	790	12332	370	247	3%	2%	50	945	5	4	1	0	C	63.6	--	--	73	212	457
ALPINE	RAMP I-8 EB	SO GRADE/E VICTORIA	2	822	794	12424	373	248	3%	2%	50	946	5	4	1	0	C	63.6	--	--	73	212	457
ALPINE	BAY MEADOWS	PADRE DAM/DANATOS	2	822	794	12424	373	248	3%	2%	50	951	5	4	1	0	C	63.6	--	--	73	212	457
ALPINE	ALPINE MHP	BAY MEADOWS	2	1000	1042	15180	455	304	3%	2%	50	953	5	4	1	0	C	63.6	--	--	73	212	457
ALPINE	WEST VICTORIA	ELTINGE	2	1457	2060	24785	744	496	3%	2%	50	958	6	4	1	0	C	63.6	--	--	73	212	457
ALPINE	ELTINGE	ALPINE MHP	2	1427	1701	23517	706	470	3%	2%	50	959	6	4	1	0	C	63.6	--	--	73	212	457
ALPINE	UNKNOWN	WEST VICTORIA	2	746	961	11516	345	230	3%	2%	35	960	5	4	1	0	C	63.6	--	--	73	212	457
ALPINE	UNKNOWN	UNKNOWN	2	746	961	11516	345	230	3%	2%	35	964	5	4	1	0	C	63.6	--	--	73	212	457
ALPINE	ZONE CONNECTOR	UNKNOWN	2	746	961	11516	345	230	3%	2%	35	973	5	4	1	0	C	63.6	--	--	73	212	457
ALPINE	ZONE CONNECTOR	ZONE CONNECTOR	2	906	1224	14339	430	287	3%	2%	35	979	5	4	1	0	C	63.6	--	--	73	212	457
ALPINE	UNKNOWN	ZONE CONNECTOR	2	819	967	11689	351	234	3%	2%	35	980	5	4	1	0	C	63.6	--	--	73	212	457
ALPINE	TAVERN	UNKNOWN	2	819	967	11689	351	234	3%	2%	35	983	5	4	1	0	C	63.6	--	--	73	212	457
ALPINE	ZONE CONNECTOR	TAVERN	2	240	691	6107	183	122	3%	2%	35	1035	3	4	1	0	C	63.6	--	--	73	212	457
ALPINE	PEUTZ VALLEY	ZONE CONNECTOR	2	264	591	5301	159	106	3%	2%	35	1067	3	4	1	0	C	63.6	--	--	73	212	457
ALPINE	ARNOLD	PEUTZ VALLEY	2	378	740	6479	194	130	3%	2%	35	1081	3	4	1	0	C	63.6	--	--	73	212	457
ALPINE	RAMP I-8 EB	ARNOLD	2	811	1305	12363	371	247	3%	2%	45	1118	5	3	1	0	MA	70.9	--	124	318	627	1217
ALPINE	RAMP I-8 EB	RAMP I-8 EB	2	872	1341	13083	392	262	3%	2%	50	1119	5	3	1	0	MA	70.9	--	124	318	627	1217
ALTA	LONE STAR	OTAY MESA	2	1689	1411	17414	1741	2612	10%	15%	40	7	6	4	1	0	C	63.6	--	--	73	212	457
ALTA	ZONE CONNECTOR	LONE STAR	2	1689	1410	17411	1741	2612	10%	15%	40	9	6	4	2	0	C	63.6	--	--	73	212	457
ALTA	UNKNOWN	ZONE CONNECTOR	2	972	818	10277	1028	1542	10%	15%	35	11	4	2	2	0	PA	77.4	167	417	782	1480	2800
ALTA	SA 1107	UNKNOWN	2	972	818	10277	1028	1542	10%	15%	35	12	4	2	2	0	PA	77.4	167	417	782	1480	2800
ALVA	4SR	RANCHO BERNARDO	2	575	717	8419	253	168	3%	2%	25	1434	4	7	2	0	L	54.9	--	--	--	31	98
ALVA	ZONE CONNECTOR	4SR	4	575	717	8419	253	168	3%	2%	25	1453	1	7	2	0	L	54.9	--	--	--	31	98
ALVARADO	ZONE CONNECTOR	BRANDON	2	307	474	5173	155	103	3%	2%	30	2220	3	5	1	0	LC	61.2	--	--	42	132	315
ALVARADO	MAIN	ZONE CONNECTOR	2	402	661	7278	218	146	3%	2%	30	2222	4	5	1	0	LC	61.2	--	--	42	132	315
ALVARADO	PICO	MAIN	2	374	598	6729	202	135	3%	2%	30	2223	3	5	1	0	LC	61.2	--	--	42	132	315
AMMUNITION	FALLBROOK GATE	ALTURAS	4	1093	897	11755	353	235	3%	2%	35	2189	1	3	2	0	MA	70.9	--	124	318	627	1217
AMMUNITION	ZONE CONNECTOR	MISSION	4	1171	974	12501	375	250	3%	2%	35	2190	1	3	2	0	MA	70.9	--	124	318	627	1217
AMMUNITION	ALTURAS	ZONE CONNECTOR	4	1093	897	11755	353	235	3%	2%	35	2191	1	3	2	0	MA	70.9	--	124	318	627	1217
APPLE	RAMONA	MAYA	2	663	1007	10017	301	200	3%	2%	45	385	4	4	1	0	C	63.6	--	--	73	212	457
APPLE	JAMACHA ROAD	RAMONA	2	699	1081	10758	323	215	3%	2%	45	388	4	4	1	0	C	63.6	--	--	73	212	457
ARENA	HAMPSON	SAN VICENTE	2	368	430	5195	156	104	3%	2%	25	1371	3	6	1	0	RC	56.3	--	--	--	43	136
ARNOLD	FOSS	ALPINE TERRACE	2	424	522	6834	205	137	3%	2%	40	935	3	4	1	0	C	63.6	--	--	73	212	457
ARNOLD	ALPINE TERRACE	MIDWAY	2	419	507	6738	202	135	3%	2%	40	950	3	4	1	0	C	63.6	--	--	73	212	457
ARNOLD	MIDWAY	TAVERN	2	419	507	6738	202	135	3%	2%	40	954	3	4	1	0	C	63.6	--	--	73	212	457
ARNOLD	OLIVEWOOD	WEST VICTORIA	2	530	861	10026	301	201	3%	2%	35	957	4	4	1	0	C	63.6	--	--	73	212	457
ARNOLD	TAVERN	ALPINE GROVE	2	587	841	9936	298	199	3%	2%	35	962	4	4	1	0	C	63.6	--	--	73	212	457
ARNOLD	ALPINE VILAGE	OLIVEWOOD	2	553	851	9975	299	200	3%	2%	35	966	4	4	1	0	C	63.6	--	--	73	212	457
ARNOLD	ALPINE GROVE	ALPINE VILAGE	2	587	841	9936	298	199	3%	2%	35	968	4	4	1	0	C	63.6	--	--	73	212	457
ARNOLD	HARBISON CANYON	SOUTH GRADE	2	512	756	7442	223	149	3%	2%	35	1027	4	5	1	0	LC	61.2	--	--	42	132	315
ARNOLD	PEUTZ VALLEY	HARBISON CANYON	2	430	620	6390	192	128	3%	2%	35	1055	3	4	1	0	C	63.6	--	--	73	212	457
ARNOLD	ALPINE	PEUTZ VALLEY	2	498	728	7468	224	149	3%	2%	35	1080	4	4	1	0	C	63.6	--	--	73	212	457
ASH	HUBBARD	UNKNOWN	2	617	832	8539	256	171	3%	2%	35	1723	4	4	1	0	C	63.6	--	--	73	212	457

Street Name	Roadway Segment From	To	Number Lanes	Peak Hour Traffic AM	PM	ADT	Vehicle Mix MDT	HDT	%MDT	%HDT	Speed	UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	CNEL Distance to dBA Contour Line (feet) 100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
ASH	ZONE CONNECTOR	HUBBARD	2	617	832	8539	256	171	3%	2%	35	1724	4	4	1	0	C	63.6	--	--	73	212	457
ASH	VISTA	ZONE CONNECTOR	2	502	647	6353	191	127	3%	2%	40	1725	3	4	1	0	C	63.6	--	--	73	212	457
ASHWOOD	ZONE CONNECTOR	MAPLEVIEW	2	946	1975	16097	483	322	3%	2%	40	1223	5	4	1	0	C	63.6	--	--	73	212	457
ASHWOOD	ZONE CONNECTOR	ZONE CONNECTOR	2	905	1960	15684	471	314	3%	2%	40	1233	5	4	1	0	C	63.6	--	--	73	212	457
ASHWOOD	WILLOW	ZONE CONNECTOR	2	803	1810	13913	417	278	3%	2%	40	1240	5	4	1	0	C	63.6	--	--	73	212	457
AUSTIN	SWEETWATER SPRINGS	VIA ORANGE	2	401	701	6641	199	133	3%	2%	40	447	3	7	1	0	L	54.9	--	--	--	31	98
AUSTIN	AVNDA BOSQUES	SWEETWATER SPRINGS	2	572	763	9138	274	183	3%	2%	35	448	4	5	2	0	LC	61.2	--	--	42	132	315
AUSTIN	GRANADA	LEDGEVIEW	2	470	621	7282	218	146	3%	2%	35	449	4	5	1	0	LC	61.2	--	--	42	132	315
AUSTIN	SOUTH BARCELONA	GRANADA	2	362	479	5487	165	110	3%	2%	35	450	3	5	1	0	LC	61.2	--	--	42	132	315
AUSTIN	LEDGEVIEW	AVNDA BOSQUES	2	470	621	7282	218	146	3%	2%	35	451	4	5	1	0	LC	61.2	--	--	42	132	315
AVIATION	UNKNOWN	MISSION	2	639	1357	14056	422	281	3%	2%	35	2198	5	7	1	0	L	54.9	--	--	--	31	98
AVOCADO	RAMP SR-94 WB	RAMP SR-94 EB	4	1157	2260	19736	592	395	3%	2%	45	530	2	3	1	0	MA	70.9	--	124	318	627	1217
AVOCADO	RAMP SR-94 WB	RAMP SR-94 EB	4	1157	2260	19736	592	395	3%	2%	45	548	2	3	1	0	MA	70.9	--	124	318	627	1217
AVOCADO	RAMP SR-94 WB	RAMP SR-94 EB	4	1157	2260	19736	592	395	3%	2%	45	560	2	3	1	0	MA	70.9	--	124	318	627	1217
AVOCADO	MADRID	RAMP SR-94 WB	4	1793	2682	26368	791	527	3%	2%	45	565	3	3	1	0	MA	70.9	--	124	318	627	1217
AVOCADO	UNKNOWN	MADRID	4	1871	2944	28615	858	572	3%	2%	45	579	3	3	3	0	MA	70.9	--	124	318	627	1217
AVOCADO	CALLE VERDE	UNKNOWN	4	1726	2852	25815	774	516	3%	2%	45	600	3	3	3	0	MA	70.9	--	124	318	627	1217
AVOCADO	LOUISA	CALLE VERDE	4	1810	2831	26746	802	535	3%	2%	45	612	3	3	3	0	MA	70.9	--	124	318	627	1217
AVOCADO	FURY	LOUISA	4	1810	2831	26746	802	535	3%	2%	45	629	3	3	3	0	MA	70.9	--	124	318	627	1217
AVOCADO	ZONE CONNECTOR	FURY	4	2297	2837	30134	904	603	3%	2%	45	663	4	3	3	0	MA	70.9	--	124	318	627	1217
AVOCADO	CHALLENGE	ZONE CONNECTOR	4	2290	2832	30045	901	601	3%	2%	45	685	4	3	3	0	MA	70.9	--	124	318	627	1217
AVOCADO	EXPLORER	CHALLENGE	4	2506	3131	33005	990	660	3%	2%	45	689	4	3	3	0	MA	70.9	--	124	318	627	1217
AVOCADO	DUTTON	EXPLORER	4	2476	3064	32178	965	644	3%	2%	45	693	4	3	3	0	MA	70.9	--	124	318	627	1217
AVOCADO	FUERTE	DUTTON	4	2482	3067	32223	967	644	3%	2%	45	705	4	3	3	0	MA	70.9	--	124	318	627	1217
AVOCADO	CALAVO	FUERTE	4	1778	2264	23524	706	470	3%	2%	50	709	2	3	3	0	MA	70.9	--	124	318	627	1217
AVOCADO	HORIZON HILLS	CALAVO	4	1751	2243	23276	698	466	3%	2%	50	730	2	3	3	0	MA	70.9	--	124	318	627	1217
BALLANTYNE	HART	BROADWAY	2	587	793	10686	321	214	3%	2%	40	786	4	3	1	0	MA	70.9	--	124	318	627	1217
BALLANTYNE	GRAVES	HART	2	443	574	7626	229	153	3%	2%	40	798	4	3	1	0	MA	70.9	--	124	318	627	1217
BANCROFT	LAMAR	TROY	2	1470	2164	16163	485	323	3%	2%	35	484	5	4	3	0	C	63.6	--	--	73	212	457
BANCROFT	OLIVE	LAMAR	2	1386	2015	16483	494	330	3%	2%	35	506	5	4	3	0	C	63.6	--	--	73	212	457
BANCROFT	SWITZER/3401	OLIVE	2	1354	2009	16358	491	327	3%	2%	35	514	5	4	3	0	C	63.6	--	--	73	212	457
BANCROFT	KENWOOD	SWITZER/3401	2	1354	2009	16358	491	327	3%	2%	35	537	5	4	3	0	C	63.6	--	--	73	212	457
BANCROFT	KOONCE	KENWOOD	2	1319	1646	15576	467	312	3%	2%	35	580	5	4	3	0	C	63.6	--	--	73	212	457
BANCROFT	HELIX	KOONCE	2	1347	1688	16081	482	322	3%	2%	35	605	5	4	3	0	C	63.6	--	--	73	212	457
BANCROFT	RAMP SR-94 EB	HELIX	2	1576	2015	19598	588	392	3%	2%	35	610	6	4	3	0	C	63.6	--	--	73	212	457
BANCROFT	UNKNOWN	RAMP SR-94 EB	2	1501	2072	19738	592	395	3%	2%	35	613	6	4	1	0	C	63.6	--	--	73	212	457
BANCROFT	UNKNOWN	RAMP SR-94 EB	2	1501	2072	19738	592	395	3%	2%	35	616	6	4	1	0	C	63.6	--	--	73	212	457
BANCROFT	RAMP SR-94 WB	UNKNOWN	2	1501	2072	19738	592	395	3%	2%	35	618	6	5	1	0	LC	61.2	--	--	42	132	315
BANCROFT	RAMP SR-94 WB	UNKNOWN	2	1501	2072	19738	592	395	3%	2%	35	621	6	5	1	0	LC	61.2	--	--	42	132	315
BANCROFT	CAMPO	RAMP SR-94 WB	2	1412	2163	20138	604	403	3%	2%	35	636	6	5	1	0	LC	61.2	--	--	42	132	315
BANCROFT	UNKNOWN	CAMPO	2	970	1228	10613	318	212	3%	2%	40	662	4	5	1	0	LC	61.2	--	--	42	132	315
BANCROFT	ZONE CONNECTOR	UNKNOWN	2	1043	1321	11413	342	228	3%	2%	40	686	5	5	1	0	LC	61.2	--	--	42	132	315
BANCROFT	GROSSMONT SUMMIT	LEMON	2	1239	1517	12256	368	245	3%	2%	35	734	5	5	1	0	LC	61.2	--	--	42	132	315
BASILONE	RAMP I-5 SB	RAMP I-5 NB	2	702	1578	15678	470	314	3%	2%	25	2259	5	7	1	0	L	54.9	--	--	--	31	98
BASILONE	RAMP I-5 SB	RAMP I-5 NB	2	702	1578	15678	470	314	3%	2%	25	2262	5	7	1	0	L	54.9	--	--	--	31	98
BASILONE	RAMP I-5 SB	RAMP I-5 NB	2	702	1578	15678	470	314	3%	2%	25	2265	5	7	1	0	L	54.9	--	--	--	31	98
BEAR VALLEY	LAS PALMAS	CANYON	4	2031	1975	23643	709	473	3%	2%	50	1579	2	3	1	0	MA	70.9	--	124	318	627	1217
BEAR VALLEY	OLD SPANISH	LAS PALMAS	2	2047	1980	23805	714	476	3%	2%	50	1582	6	3	1	0	MA	70.9	--	124	318	627	1217
BEAR VALLEY	SUNSET	OLD SPANISH	2	2047	1980	23805	714	476	3%	2%	50	1599	6	3	1	0	MA	70.9	--	124	318	627	1217
BEAR VALLEY	ELDORADO	ENCINO	2	1629	1197	20279	608	406	3%	2%	50	1625	6	3	1	0	MA	70.9	--	124	318	627	1217
BEAR VALLEY	SAN PASQUAL VALLEY	ELDORADO	2	2240	1983	28784	864	576	3%	2%	50	1635	6	3	1	0	MA	70.9	--	124	318	627	1217
BEAR VALLEY	SUBURBAN HILLS	SAN PASQUAL VALLEY	2	1714	1373	20724	622	414	3%	2%	40	1640	6	3	1	0	MA	70.9	--	124	318	627	1217
BEAR VALLEY	LANDAVO	SUBURBAN HILLS	2	1703	1359	20546	616	411	3%	2%	40	1644	6	3	1	0	MA	70.9	--	124	318	627	1217
BEAR VALLEY	IDAHO	LANDAVO	2	1703	1359	20546	616	411	3%	2%	40	1648	6	3	1	0	MA	70.9	--	124	318	627	1217
BEAR VALLEY	BIRCH	IDAHO	2	1572	2011	22731	682	455	3%	2%	40	1649	6	3	1	0	MA	70.9	--	124	318	627	1217
BEAR VALLEY	BOYLE	BIRCH	2	1529	1940	22062	662	441	3%	2%	40	1655	6	3	1	0	MA	70.9	--	124	318	627	1217
BEAR VALLEY	HINRICHS	BOYLE	2	1358	1684	19466	584	389	3%	2%	40	1658	6	3	2	0	MA	70.9	--	124	318	627	1217
BENNETT	CASA REAL	ROCK SPRINGS	2	703	1112	7722	232	154	3%	2%	35	1722	4	4	1	0	C	63.6	--	--	73	212	457
BERNARDO CENTER	UNKNOWN	BLACK MOUNTAIN	6	2616	3346	27821	835	556	3%	2%	45	1348	2	3	2	0	MA	70.9	--	124	318	627	1217
BERNARDO CENTER	DOVE CANYON	UNKNOWN	6	2616	3346	27821	835	556	3%	2%	45	1351	2	3	2	0	MA	70.9	--	124	318	627	1217
BERNARDO CENTER	UNKNOWN	DOVE CANYON	6	2198	2692	24551	737	491	3%	2%	45	1355	2	3	2	0	MA	70.9	--	124	318	627	1217
BERNARDO CENTER	CAM CRISALIDA	UNKNOWN	6	2198	2692	24551	737	491	3%	2%	45	1358	2	3	2	0	MA	70.9	--	124	318	627	1217
BONITA	ANDORRA	PLZA BONITA/LYNNWOOD	4	3039	3163	39201	1176	784	3%	2%	50	70	6	3	2	0	MA	70.9	--	124	318	627	1217
BONITA	VILLA BONITA SR	ANDORRA	4	3039	3163	39201	1176	784	3%	2%	50	71	6	3	2	0	MA	70.9	--	124	318	627	1217
BONITA	GLEN ABBEY CEMETERY	VILLA BONITA SR	4	2848	2996	36887	1107	738	3%	2%	50	73	5	3	2	0	MA	70.9	--	124	318	627	1217
BONITA	7897-MHP	GLEN ABBEY CEMETERY	4	2473	2602	32049	961	641	3%	2%	45	75	4	3	2	0	MA	70.9	--	124	318	627	1217
BONITA	LYNNWOOD	7897-MHP	4	2473	2602	32049	961	641	3%	2%	45	76	4	3	2	0	MA	70.9	--	124	318	627	1217
BONITA	WILLOW	LYNNWOOD	4	2473	2602	32049	961	641	3%	2%	45	83	4	3	2	0	MA	70.9	--	124	318	627	1217
BONITA	ZONE CONNECTOR	VILLAS	2	2426	2831	32596	978	652	3%	2%	35	173	6	3	1	0	B	64.7	--	--	94	265	562
BONITA	CHRISTIAN CENTER	ZONE CONNECTOR	2	2395	2790	32010	960	640	3%	2%	35	181	6	3	1	0	B	64.7	--	--	94	265	562
BONITA	CENTRAL	CHRISTIAN CENTER	2	2145	2585	28332	850	567	3%	2%	35	198	6	3	1	0	B	64.7	--	--	94	265	562
BONITA	ZONE CONNECTOR	CENTRAL	3	515	808	6363	191	127	3%	2%	35	214	3	4	1	0	C	63.6	--	--	73	212	457
BONITA	FRISBIE	ZONE CONNECTOR	3	609	977	8154	245	163	3%	2%	35	216	4	4	1	0	C	63.6	--	--	73	212	457
BONITA	SAN MIGUEL	FRISBIE	2	817	1193	9547	286	191	3%	2%	35	233	4	4	1	0	C	63.6	--	--	73	212	457
BONITA	UNKNOWN	SAN MIGUEL	4	997	1613	12775	383	256	3%	2%	40	241	1	3	2	0	MA	70.9	--	124	318	627	1217
BONITA	SWEETWATER	UNKNOWN	2	997	1613	12775	383	256	3%	2%	45	246	5	4	1	0	C	63.6	--	--	73	212	457
BORREGO SPRINGS	YAQUI PASS	DESART	2	409	851	9338	187	93	2%	1%	40	1833	4	4	2	0	C	63.6	--	--	73	212	457
BORREGO SPRINGS	BORREGO VALLEY	YAQUI PASS	2	320	525	5664	113	57	2%	1%	40	1834	3	4	2	0	C	63.6	--	--	73	212	457
BORREGO SPRINGS	COUNTRY CLUB	BORREGO VALLEY	2	296	485	5259	105	53	2%	1%	40	1865	3	4	2	0	C	63.6	--	--	73	212	457
BORREGO SPRINGS	TILTING T	COUNTRY CLUB	2	360	577	6212	124	62	2%	1%	40	1875	3	4	2	0	C	63.6	--	--	73	212	457
BRABHAM	JAMACHA ROAD	HILTON HEAD	2	723	931	10419	313	208	3%	2%	25	615	4	7	1	0	L	54.9	--	--	--	31	98
BRABHAM	HILTON HEAD	GREENWICK	2	723	931	10419	313	208	3%	2%	25	617	4	7	1	0	L	54.9	--	--	--	31	98
BRADLEY	UNKNOWN	01ST	2	427	604	5784	174	116	3%	2%	40	826	3	3	1	0	MA	70.9	--	124	318	627	1217
BRADLEY	UNKNOWN	UNKNOWN	2	427	604	5784	174	116	3%	2%	40	827	3	3	1	0	MA	70.9	--	124	318	627	1217
BRADLEY	PEPPER VILLA	UNKNOWN	2	427	604	5784	174	116	3%	2%	40	828	3	3	1	0	MA	70.9	--	124	318	627	1217
BRADLEY	450/465-MHP/469	MOLLISON	2	634	902	8778	263	176	3%	2%	40	829	4	3	1	0	MA	70.9	--	124	318	627	1217
BRADLEY	325/360	450/465-MHP/469	2	688	964	9596	288	192	3%	2%	40	830	4	3	1	0	MA	70.9	--	124	318	627	1217
BRADLEY	201	325/360	2	688	964	9596	288	192	3%	2%	40	831	4	3	1	0	MA	70.9	--	124	318	627	1217
BRADLEY	GRAVES	201	2	854	1209	12418	373	248	3%	2%	40	833	5	3	1	0	MA	70.9	--	124	318	627	1217

Street Name	Roadway Segment		Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL Distance to dBA Contour Line (feet)					
	From	To		AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
BRADLEY	RAMP SR-67 NB	GRAVES	2	1454	1905	19990	600	400	3%	2%	40	835	6	3	1	0	MA	70.9	--	124	318	627	1217
BRADLEY	RAMP SR-67 SB	RAMP SR-67 NB	2	1766	1413	17878	536	358	3%	2%	45	837	6	3	1	0	MA	70.9	--	124	318	627	1217
BRADLEY	RAMP SR-67 SB	RAMP SR-67 NB	2	1766	1413	17878	536	358	3%	2%	45	839	6	3	1	0	MA	70.9	--	124	318	627	1217
BRADLEY	RAMP SR-67 SB	RAMP SR-67 NB	2	1766	1413	17878	536	358	3%	2%	45	841	6	3	1	0	MA	70.9	--	124	318	627	1217
BRADLEY	365	MAGNOLIA	4	1454	1501	17848	535	357	3%	2%	45	842	2	3	3	0	MA	70.9	--	124	318	627	1217
BRADLEY	MAGNOLIA	RAMP SR-67 SB	2	1983	1411	19164	575	383	3%	2%	45	844	6	3	1	0	MA	70.9	--	124	318	627	1217
BRANDON	MISSION	ALVARADO	2	382	538	6097	183	122	3%	2%	25	2231	3	7	1	0	L	54.9	--	--	--	31	98
BRIARWOOD	BONITA WOODS	SWEETWATER	2	1277	1556	19205	576	384	3%	2%	30	243	6	4	2	0	C	63.6	--	--	73	212	457
BRIARWOOD	ROBINWOOD	BONITA WOODS	2	1446	1740	21499	645	430	3%	2%	30	255	6	4	2	0	C	63.6	--	--	73	212	457
BRIARWOOD	RAMP SR-54 EB	ROBINWOOD	2	1780	2262	27624	829	552	3%	2%	30	257	6	4	1	0	C	63.6	--	--	73	212	457
BRIARWOOD	SOUTH BAY PARKWAY	RAMP SR-54 EB	2	1161	2250	21811	654	436	3%	2%	40	259	6	4	2	0	C	63.6	--	--	73	212	457
BRIARWOOD	SOUTH BAY PARKWAY	RAMP SR-54 EB	2	1161	2250	21811	654	436	3%	2%	40	261	6	4	2	0	C	63.6	--	--	73	212	457
BRIARWOOD	SOUTH BAY PARKWAY	RAMP SR-54 EB	2	1161	2250	21811	654	436	3%	2%	40	262	6	4	2	0	C	63.6	--	--	73	212	457
BRIARWOOD	SOUTH BAY PARKWAY	SOUTH BAY PARKWAY	2	1161	2250	21811	654	436	3%	2%	40	263	6	4	2	0	C	63.6	--	--	73	212	457
BRIARWOOD	RAMP SR-54 WB	SOUTH BAY PARKWAY	2	1161	2250	21811	654	436	3%	2%	40	265	6	4	2	0	C	63.6	--	--	73	212	457
BRIARWOOD	RAMP SR-54 WB	SOUTH BAY PARKWAY	2	1161	2250	21811	654	436	3%	2%	40	267	6	4	2	0	C	63.6	--	--	73	212	457
BRIARWOOD	RAMP SR-54 WB	SOUTH BAY PARKWAY	2	1161	2250	21811	654	436	3%	2%	40	268	6	4	2	0	C	63.6	--	--	73	212	457
BROADWAY	UNKNOWN	FAIRWAY	4	1621	2172	20262	608	405	3%	2%	50	633	2	3	2	0	MA	70.9	--	124	318	627	1217
BROADWAY	FAIRWAY	CAMPO	4	1772	2362	22703	681	454	3%	2%	50	643	2	3	2	0	MA	70.9	--	124	318	627	1217
BROADWAY	MAIN	04TH	2	420	680	6860	206	137	3%	2%	40	771	3	4	1	0	C	63.6	--	--	73	212	457
BUCKMAN SPRINGS	LAKE MORENA	SR-94	2	359	610	6514	130	65	2%	1%	35	53	3	4	1	0	C	63.6	--	--	73	212	457
BUENA CREEK	SYCAMORE	SYCAMORE	2	926	942	12429	373	249	3%	2%	40	1759	5	3	1	0	MA	70.9	--	124	318	627	1217
BUENA CREEK	SYCAMORE	HARTWRIGHT	2	918	934	12225	367	244	3%	2%	40	1760	5	3	1	0	MA	70.9	--	124	318	627	1217
BUENA CREEK	HARTWRIGHT	ZONE CONNECTOR	2	918	934	12225	367	244	3%	2%	40	1774	5	3	1	0	MA	70.9	--	124	318	627	1217
BUENA CREEK	LAS POSAS	TAMARA	2	872	1088	11563	347	231	3%	2%	50	1775	5	4	2	0	C	63.6	--	--	73	212	457
BUENA CREEK	TAMARA	SUNSHINE MTN	2	811	1022	10706	321	214	3%	2%	50	1776	4	4	2	0	C	63.6	--	--	73	212	457
BUENA CREEK	SUNSHINE MTN	TWIN OAKS VALLEY	2	811	1022	10706	321	214	3%	2%	50	1777	4	4	2	0	C	63.6	--	--	73	212	457
BUENA CREEK	ZONE CONNECTOR	LONE OAK	2	793	786	10070	302	201	3%	2%	40	1779	4	3	1	0	MA	70.9	--	124	318	627	1217
BUENA CREEK	LONE OAK	MONTE VISTA	2	793	786	10070	302	201	3%	2%	40	1781	4	3	1	0	MA	70.9	--	124	318	627	1217
BUENA CREEK	FREDAS HILL	LAS POSAS	2	872	1088	11563	347	231	3%	2%	45	1782	5	3	1	0	MA	70.9	--	124	318	627	1217
BUENA CREEK	HOLLYBERRY	FREDAS HILL	2	887	1109	11788	354	236	3%	2%	45	1785	5	3	1	0	MA	70.9	--	124	318	627	1217
BUENA CREEK	MONTE VISTA	SUGARBUSH	2	992	1275	13457	404	269	3%	2%	45	1788	5	3	1	0	MA	70.9	--	124	318	627	1217
BUENA CREEK	SUGARBUSH	HOLLYBERRY	2	952	1211	12819	385	256	3%	2%	30	1789	5	3	1	0	B	64.7	--	--	94	265	562
BURMA	CONCORDIA	OLIVE HILL	2	521	630	6430	193	129	3%	2%	25	2056	3	7	1	0	L	54.9	--	--	--	31	98
BURMA	SLEEPING INDIAN	CONCORDIA	2	501	599	6149	184	123	3%	2%	25	2058	3	7	1	0	L	54.9	--	--	--	31	98
CALAVO	RANCHWOOD	JAMACHA BOULEVARD	2	367	625	6360	191	127	3%	2%	25	453	3	7	1	0	L	54.9	--	--	--	31	98
CALAVO	RAMP SR-94 EB	DEL RIO	4	606	1042	9361	281	187	3%	2%	25	517	1	3	2	0	MA	70.9	--	124	318	627	1217
CALLE ALBARA	UNKNOWN	JAMACHA ROAD	2	668	1012	10671	320	213	3%	2%	25	661	4	7	1	0	L	54.9	--	--	--	31	98
CALLE VERDE	RANCHO S D VILLAGE	VIA MERCADO	2	295	708	8101	243	162	3%	2%	25	594	4	7	1	0	L	54.9	--	--	--	31	98
CALLE VERDE	VIA MERCADO	ZONE CONNECTOR	2	596	454	5912	177	118	3%	2%	25	602	3	7	1	0	L	54.9	--	--	--	31	98
CAM DEL NORTE	UNKNOWN	BERNARDO CENTER	6	930	1030	13306	399	266	3%	2%	45	1381	1	2	2	0	PA	77.4	167	417	782	1480	2800
CAM DEL NORTE	RAMP	UNKNOWN	6	930	1030	13306	399	266	3%	2%	45	1394	1	3	2	0	MA	70.9	--	124	318	627	1217
CAM DEL REY	UNKNOWN	OLD 395	2	485	652	7092	213	142	3%	2%	40	1966	3	6	1	0	RC	56.3	--	--	--	43	136
CAM DEL REY	UNKNOWN	OLD 395	2	485	652	7092	213	142	3%	2%	40	1968	3	6	1	0	RC	56.3	--	--	--	43	136
CAM DEL REY	UNKNOWN	OLD 395	2	485	652	7092	213	142	3%	2%	40	1969	3	6	1	0	RC	56.3	--	--	--	43	136
CAM DEL REY	DISNEY	UNKNOWN	2	470	632	6870	206	137	3%	2%	40	1974	3	6	1	0	RC	56.3	--	--	--	43	136
CAM DEL REY	BOBRITT	DISNEY	2	464	624	6765	203	135	3%	2%	40	1987	3	6	1	0	RC	56.3	--	--	--	43	136
CAM DEL REY	WRIGHTWOOD	BOBRITT	2	473	636	6881	206	138	3%	2%	40	1988	3	6	1	0	RC	56.3	--	--	--	43	136
CAM DEL REY	GOLF CLUB	WRIGHTWOOD	2	473	636	6881	206	138	3%	2%	40	1996	3	6	1	0	RC	56.3	--	--	--	43	136
CAM DEL REY	UNKNOWN	GOLF CLUB	2	507	724	7767	233	155	3%	2%	40	2005	4	6	1	0	RC	56.3	--	--	--	43	136
CAM DEL REY	CAM DEL CIELO	UNKNOWN	2	507	724	7767	233	155	3%	2%	40	2008	4	4	1	0	C	63.6	--	--	73	212	457
CAM DEL REY	WEST LILAC	CAM DEL CIELO	4	800	985	10574	317	211	3%	2%	35	2009	1	3	3	0	MA	70.9	--	124	318	627	1217
CAM SAN BERNARDO	RAMP	RAMP	6	410	730	7457	224	149	3%	2%	45	1402	1	3	2	0	MA	70.9	--	124	318	627	1217
CAM SAN BERNARDO	WILLOW	RAMP	5	872	873	10907	327	218	3%	2%	45	1407	1	3	2	0	MA	70.9	--	124	318	627	1217
CAM SAN BERNARDO	THORNMINT	WILLOW	5	872	873	10907	327	218	3%	2%	45	1410	1	3	2	0	MA	70.9	--	124	318	627	1217
CAM SAN BERNARDO	COASTWOOD	THORNMINT	4	630	653	7862	236	157	3%	2%	45	1415	1	3	2	0	MA	70.9	--	124	318	627	1217
CAM SAN BERNARDO	RANCHO BERNARDO	COASTWOOD	4	630	653	7862	236	157	3%	2%	45	1420	1	3	2	0	MA	70.9	--	124	318	627	1217
CAM SAN IGNACIO	SR-79	CAM ORTEGA	2	368	790	8224	164	82	2%	1%	30	1980	4	6	1	0	RC	56.3	--	--	--	43	136
CAMINO DEL	ZONE CONNECTOR	RANCHO SANTA FE	2	512	883	9730	292	195	3%	2%	35	1656	4	7	1	0	L	54.9	--	--	--	31	98
CAMPO	UNKNOWN	SR-94	2	536	626	7557	378	227	5%	3%	45	74	2	3	1	0	MA	70.9	--	124	318	627	1217
CAMPO	OTAY LAKES	UNKNOWN	2	542	633	7647	382	229	5%	3%	45	189	2	3	1	0	MA	70.9	--	124	318	627	1217
CAMPO	HONEY SPRINGS	OTAY LAKES	2	588	685	8187	409	246	5%	3%	45	199	2	3	1	0	MA	70.9	--	124	318	627	1217
CAMPO	ZONE CONNECTOR	HONEY SPRINGS	2	706	843	10275	514	308	5%	3%	45	277	4	3	1	0	MA	70.9	--	124	318	627	1217
CAMPO	SC 760	ZONE CONNECTOR	2	723	879	10649	532	319	5%	3%	45	293	4	3	1	0	MA	70.9	--	124	318	627	1217
CAMPO	UNKNOWN	SC 760	2	741	899	10934	547	328	5%	3%	45	305	4	3	1	0	MA	70.9	--	124	318	627	1217
CAMPO	UNKNOWN	SC 760	2	741	899	10934	328	547	3%	5%	45	314	4	3	1	0	MA	70.9	--	124	318	627	1217
CAMPO	MELODY	UNKNOWN	2	741	899	10934	328	547	3%	5%	45	337	4	3	1	0	MA	70.9	--	124	318	627	1217
CAMPO	HILLSIDE	MELODY	2	748	918	11145	334	557	3%	5%	45	358	4	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	MAXFIELD	HILLSIDE	2	748	920	11129	334	556	3%	5%	45	367	4	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	ZONE CONNECTOR	MAXFIELD	2	770	950	11452	344	573	3%	5%	45	370	4	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	JEFFERSON	ZONE CONNECTOR	2	770	949	11481	344	574	3%	5%	45	394	4	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	UNKNOWN	JEFFERSON	2	908	1151	14079	422	704	3%	5%	45	398	4	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	LYONS VALLEY	UNKNOWN	2	959	1152	14341	430	717	3%	5%	45	405	4	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	VISTA DIEGO	LYONS VALLEY	2	1449	1708	22078	662	1104	3%	5%	45	409	8	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	VISTA SAGE	VISTA DIEGO	2	1471	1721	22306	669	1115	3%	5%	45	416	8	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	SR-94	FAIR ACRES	2	1335	1422	19874	596	994	3%	5%	45	422	6	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	FAIR ACRES	STEELE CANYON	2	1335	1422	19874	596	994	3%	5%	45	428	6	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	UNKNOWN	SR-94	2	1433	1549	21429	643	1071	3%	5%	45	429	6	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	STEELE CANYON	RANCHO MIGUEL	2	1603	1873	24209	726	1210	3%	5%	45	431	8	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	RANCHO MIGUEL	VISTA SAGE	2	1569	1857	23792	714	1190	3%	5%	45	437	8	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	UNKNOWN	UNKNOWN	2	1520	1660	22778	683	1139	3%	5%	45	438	6	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	MILLAR RANCH	UNKNOWN	2	1520	1660	22778	683	1139	3%	5%	45	445	6	2	1	0	PA	77.4	167	417	782	1480	2800
CAMPO	SR-94	MILLAR RANCH	2	1538	1679	23016	690	1151	3%	5%	45	452	6	2	1	0	PA	77.4	167	417	782	1480	2800
CAMPO	UNKNOWN	SR-94	2	1538	1679	23016	690	1151	3%	5%	45	459	6	2	1	0	PA	77.4	167	417	782	1480	2800
CAMPO	RAMP SR-94 WB	UNKNOWN	4	1640	1761	24061	722	1203	3%	5%	40	470	6	2	2	0	PA	77.4	167	417	782	1480	2800
CAMPO	ZONE CONNECTOR	RAMP SR-94 WB	4	1640	1761	24061	722	1203	3%	5%	40	478	6	2	2	0	PA	77.4	167	417	782	1480	2800
CAMPO	RAMP	ZONE CONNECTOR	4	1845	2686	29367	881	1468	3%	5%	40	480	6	2	2	0	PA	77.4	167	417	782	1480	2800
CAMPO	RAMP SR-94 EB	RAMP	4	4750	5089	68250	2048	3412	3%	5%	55	483	8	2	2	0	PA	77.4	167	417	782	1480	2800
CAMPO	RAMP	UNKNOWN	4	4750	5089	68250	2048	3412	3%	5%	55	486	8	2	2	0	PA	77.4	167	417	782	1480	2800

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment						MDT	HDT	%MDT	%HDT													
	From	To		AM	PM							UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
CAMPO	JAMACHA ROAD	RAMP	4	1845	2686	29367	881	587	3%	2%	40	487	6	2	2	0	PA	77.4	167	417	782	1480	2800
CAMPO	UNKNOWN	JAMACHA ROAD	4	4750	5089	68250	2048	3412	3%	5%	55	488	8	2	2	0	PA	77.4	167	417	782	1480	2800
CAMPO	JAMACHA BOULEVARD	RAMP SR-94 EB	4	4750	5089	68250	2048	3412	3%	5%	55	494	8	2	2	0	PA	77.4	167	417	782	1480	2800
CAMPO	SR 54	JAMACHA BOULEVARD	4	4248	4222	62376	1871	3119	3%	5%	55	496	8	2	2	0	PA	77.4	167	417	782	1480	2800
CAMPO	RAMP	SR 54	4	4248	4222	62376	1871	3119	3%	5%	55	499	8	2	2	0	PA	77.4	167	417	782	1480	2800
CAMPO	ZONE CONNECTOR	RAMP	4	4240	4214	62192	1866	3110	3%	5%	55	508	8	2	2	0	PA	77.4	167	417	782	1480	2800
CAMPO	CAMPO/SWEETWATER SPN	SWEETWATER SPRINGS	4	948	1590	15426	463	309	3%	2%	40	522	2	4	1	0	C	63.6	--	--	73	212	457
CAMPO	CAMPO/SWEETWATER SPN	SWEETWATER SPRINGS	4	948	1590	15426	463	309	3%	2%	40	535	2	4	1	0	C	63.6	--	--	73	212	457
CAMPO	CAMPO/SWEETWATER SPN	SWEETWATER SPRINGS	4	948	1590	15426	463	309	3%	2%	40	555	2	4	1	0	C	63.6	--	--	73	212	457
CAMPO	VIA MERCADO	ZONE CONNECTOR	4	4264	4246	62641	1879	3132	3%	5%	55	558	8	2	2	0	PA	77.4	167	417	782	1480	2800
CAMPO	SR-94 EB	VIA MERCADO	4	4599	4507	64361	1931	3218	3%	5%	55	563	8	2	2	0	PA	77.4	167	417	782	1480	2800
CAMPO	GRANADA	CAMPO/SWEETWATER SPN	4	757	1308	12893	387	258	3%	2%	40	587	1	4	1	0	C	63.6	--	--	73	212	457
CAMPO	SOUTH CORDOBA	GRANADA	2	1155	1959	19202	576	384	3%	2%	40	588	6	4	1	0	C	63.6	--	--	73	212	457
CAMPO	NORTH BARCELONA	SOUTH CORDOBA	2	1134	1498	17061	512	341	3%	2%	40	590	6	4	1	0	C	63.6	--	--	73	212	457
CAMPO	NORTH BONITA	NORTH BARCELONA	4	1611	1797	19998	600	400	3%	2%	35	591	2	4	3	0	C	63.6	--	--	73	212	457
CAMPO	CONRAD	NORTH BONITA	4	1611	1797	19998	600	400	3%	2%	35	595	2	4	3	0	C	63.6	--	--	73	212	457
CAMPO	KENWOOD	CONRAD	4	2788	3902	42115	1263	842	3%	2%	35	597	6	4	1	0	C	63.6	--	--	73	212	457
CAMPO	ZONE CONNECTOR	KENWOOD	4	858	1200	12055	362	241	3%	2%	40	598	1	4	1	0	C	63.6	--	--	73	212	457
CAMPO	ROGERS	ZONE CONNECTOR	4	807	1161	11318	340	226	3%	2%	40	601	1	4	1	0	C	63.6	--	--	73	212	457
CAMPO	UNKNOWN	ROGERS	2	820	1189	11606	348	232	3%	2%	40	604	5	4	1	0	C	63.6	--	--	73	212	457
CAMPO	HELIX	UNKNOWN	2	820	1189	11606	348	232	3%	2%	40	620	5	4	1	0	C	63.6	--	--	73	212	457
CAMPO	CAMINO PAZ	HELIX	2	820	1189	11606	348	232	3%	2%	40	624	5	4	1	0	C	63.6	--	--	73	212	457
CAMPO	BANCROFT	CAMINO PAZ	2	1078	1607	16085	483	322	3%	2%	40	637	5	4	1	0	C	63.6	--	--	73	212	457
CAMPO	TERRACE	BANCROFT	2	881	1387	13091	393	262	3%	2%	40	642	5	4	1	0	C	63.6	--	--	73	212	457
CAMPO	KENWOOD	TERRACE	2	938	1393	13138	394	263	3%	2%	40	646	5	4	1	0	C	63.6	--	--	73	212	457
CAMPO	KENWOOD	TERRACE	2	938	1393	13138	394	263	3%	2%	40	648	5	4	1	0	C	63.6	--	--	73	212	457
CAMPO	BROADWAY	RAMP SR-125 NB	4	1361	1617	16015	480	320	3%	2%	40	651	2	4	1	0	C	63.6	--	--	73	212	457
CAMPO	RAMP SR-125 NB	KENWOOD	2	1026	1411	13707	411	274	3%	2%	40	652	5	4	1	0	C	63.6	--	--	73	212	457
CAMPO	KENWOOD	TERRACE	2	938	1393	13138	394	263	3%	2%	40	653	5	4	1	0	C	63.6	--	--	73	212	457
CANONITA	OLD 395	RAMP I-15 SB	2	365	479	5347	160	107	3%	2%	25	2156	3	7	1	0	L	54.9	--	--	--	31	98
CARLINA	EL PAISANO	MACADAMIA	2	915	902	13054	392	261	3%	2%	40	2284	4	3	3	0	MA	70.9	--	124	318	627	1217
CARMICHAEL	FLETCHER	ZONE CONNECTOR	2	503	578	6442	193	129	3%	2%	25	713	3	7	1	0	L	54.9	--	--	--	31	98
CASA DE ORO	RAMONA	CAMPO	2	562	944	9150	274	183	3%	2%	30	599	4	7	1	0	L	54.9	--	--	--	31	98
CASA DE ORO	TOLEDO	RAMONA	2	445	679	6721	202	134	3%	2%	25	603	3	7	1	0	L	54.9	--	--	--	31	98
CENTRAL	SWEETWATER	BONITA	2	1452	2023	23672	710	473	3%	2%	40	197	6	4	2	0	C	63.6	--	--	73	212	457
CENTRAL	BONITA	BONITA GLEN	3	1129	1716	20008	600	400	3%	2%	35	201	6	5	1	0	LC	61.2	--	--	42	132	315
CENTRAL	BONITA GLEN	ZONE CONNECTOR	2	1125	1712	19896	597	398	3%	2%	35	204	6	5	1	0	LC	61.2	--	--	42	132	315
CENTRAL	ZONE CONNECTOR	FRISBIE	2	857	1133	13323	400	266	3%	2%	35	205	5	5	1	0	LC	61.2	--	--	42	132	315
CENTRAL	FRISBIE	HAZELHURST	2	1055	1339	14653	440	293	3%	2%	35	207	5	5	1	0	LC	61.2	--	--	42	132	315
CENTRAL	HAZELHURST	AUDUBON	2	1065	1338	14666	440	293	3%	2%	35	208	5	5	1	0	LC	61.2	--	--	42	132	315
CENTRAL	AUDUBON	CORRAL CANYON	2	1065	1338	14666	440	293	3%	2%	35	212	5	5	1	0	LC	61.2	--	--	42	132	315
CENTRAL	TROY	ZONE CONNECTOR	2	400	642	6558	197	131	3%	2%	35	474	3	7	1	0	L	54.9	--	--	--	31	98
CHALLENGE	CASA DE ORO	ESTRELLA	2	371	519	5304	159	106	3%	2%	25	641	3	7	1	0	L	54.9	--	--	--	31	98
CHAMPAGNE	UNKNOWN	MOUNTAIN MEADOW	2	1333	656	10727	322	215	3%	2%	50	1866	4	4	2	0	C	63.6	--	--	73	212	457
CHAMPAGNE	UNKNOWN	UNKNOWN	2	1333	656	10727	322	215	3%	2%	50	1877	4	4	2	0	C	63.6	--	--	73	212	457
CHAMPAGNE	LAWRENCE WELK	UNKNOWN	2	1331	654	10691	321	214	3%	2%	50	1884	4	4	2	0	C	63.6	--	--	73	212	457
CHAMPAGNE	UNKNOWN	LAWRENCE WELK	2	1232	375	7296	219	146	3%	2%	50	1898	4	4	2	0	C	63.6	--	--	73	212	457
CHAMPAGNE	OLD CASTLE	UNKNOWN	2	1230	373	7260	218	145	3%	2%	50	1914	4	4	2	0	C	63.6	--	--	73	212	457
CHAMPAGNE	GOPHER CANYON	OLD CASTLE	2	1533	972	12326	370	247	3%	2%	50	1918	5	4	1	0	C	63.6	--	--	73	212	457
CHANNEL	ZONE CONNECTOR	JULIAN	2	585	569	6283	188	126	3%	2%	40	1129	3	3	2	0	MA	70.9	--	124	318	627	1217
CHANNEL	WOODSIDE	ZONE CONNECTOR	2	717	845	9277	278	186	3%	2%	40	1144	4	3	2	0	MA	70.9	--	124	318	627	1217
CHANNEL	LAKESHORE	WOODSIDE	2	858	1379	12431	373	249	3%	2%	40	1174	5	3	2	0	MA	70.9	--	124	318	627	1217
CHANNEL	INDUSTRY	LAKESHORE	4	1045	1577	15255	458	305	3%	2%	40	1185	2	3	2	0	MA	70.9	--	124	318	627	1217
CHANNEL	INDUSTRY	LAKESHORE	4	1045	1577	15255	458	305	3%	2%	40	1192	2	3	2	0	MA	70.9	--	124	318	627	1217
CHANNEL	MAPLEVIEW	INDUSTRY	2	1729	2235	25607	768	512	3%	2%	45	1199	6	3	2	0	MA	70.9	--	124	318	627	1217
CHANNEL	ZONE CONNECTOR	MAPLEVIEW	4	960	1386	14354	431	287	3%	2%	50	1218	1	3	3	0	MA	70.9	--	124	318	627	1217
CHANNEL	LAKESIDE	ZONE CONNECTOR	4	1023	1445	14969	449	299	3%	2%	50	1227	2	3	3	0	MA	70.9	--	124	318	627	1217
CHASE	SR 54	JAMACHA ROAD	2	1001	1679	15916	477	318	3%	2%	45	719	5	3	1	0	MA	70.9	--	124	318	627	1217
CHASE	FUERTE	SR 54	2	1001	1679	15916	477	318	3%	2%	45	720	5	3	1	0	MA	70.9	--	124	318	627	1217
CHASE	MONUMENT HILL	FUERTE	2	700	1306	12016	360	240	3%	2%	45	727	5	3	1	0	MA	70.9	--	124	318	627	1217
CHASE	UNKNOWN	MONUMENT HILL	2	684	1269	11669	350	233	3%	2%	45	733	5	3	1	0	MA	70.9	--	124	318	627	1217
CHASE	BERNITA	UNKNOWN	2	735	1344	12577	377	252	3%	2%	45	735	5	3	1	0	MA	70.9	--	124	318	627	1217
CHASE	GROVE	BERNITA	2	720	1336	12364	371	247	3%	2%	45	739	5	3	1	0	MA	70.9	--	124	318	627	1217
CHASE	RANCHO VALLE	GROVE	2	727	1395	12695	381	254	3%	2%	45	748	5	3	1	0	MA	70.9	--	124	318	627	1217
CHRISTIANITOS	CRISTIANITOS	CHRISTIANITOS GATE	2	2391	1889	26452	794	529	3%	2%	40	2302	6	3	1	0	MA	70.9	--	124	318	627	1217
CHRISTIANITOS	CHRISTIANITOS GATE	ZONE CONNECTOR	4	2391	1889	26452	794	529	3%	2%	40	2303	3	3	1	0	MA	70.9	--	124	318	627	1217
CHRISTIANITOS	ZONE CONNECTOR	CAMP TALEGA	2	2403	1893	26559	797	531	3%	2%	40	2308	6	3	1	0	MA	70.9	--	124	318	627	1217
CHRISTMAS N	BORREGO SPRINGS	PALM CANYON	2	209	541	5240	105	52	2%	1%	30	1941	1	3	1	0	B	64.7	--	--	94	265	562
CHRISTMAS N	PALM CANYON	BORREGO SPRINGS	2	256	506	5232	105	52	2%	1%	40	1942	1	3	1	0	MA	70.9	--	124	318	627	1217
CHRISTMAS S	SUNSET	BORREGO SPRINGS	2	310	518	5524	110	55	2%	1%	30	1927	1	3	1	0	B	64.7	--	--	94	265	562
CHRISTMAS S	PALM CANYON	SUNSET	2	254	568	5527	111	55	2%	1%	30	1932	1	3	1	0	B	64.7	--	--	94	265	562
CHRISTMAS S	BORREGO SPRINGS	PALM CANYON	2	360	417	5212	104	52	2%	1%	40	1933	1	3	1	0	MA	70.9	--	124	318	627	1217
CITRACADO	BERNARDO	RAMP I-15 SB	2	424	821	8289	249	166	3%	2%	35	1600	4	3	1	0	B	64.7	--	--	94	265	562
CITRUS	IDAHO	SAN PASQUAL VALLEY	2	308	624	6721	202	134	3%	2%	40	1641	3	5	1	0	LC	61.2	--	--	42	132	315
CITRUS	IDAHO	IDAHO	2	390	767	8067	242	161	3%	2%	40	1645	4	5	1	0	LC	61.2	--	--	42	132	315
CITRUS	BIRCH	IDAHO	2	272	559	6165	185	123	3%	2%	40	1651	3	5	1	0	LC	61.2	--	--	42	132	315
CITRUS	ZONE CONNECTOR	BIRCH	2	330	686	7533	226	151	3%	2%	40	1653	4	5	1	0	LC	61.2	--	--	42	132	315
CITRUS	MTN VIEW	ZONE CONNECTOR	2	316	673	7372	221	147	3%	2%	35	1659	4	5	1	0	LC	61.2	--	--	42	132	315
CLEMMENS	MISSION/MAIN	OLD STAGE	2	297	577	5752	173	115	3%	2%	25	2183	3	7	1	0	L	54.9	--	--	--	31	98
CLEMMENS	HILL	MISSION/MAIN	2	381	697	6750	202	135	3%	2%	25	2185	3	7	1	0	L	54.9	--	--	--	31	98
CLOVERDALE	ROCKWOOD	NEW CLOVERDALE	2	377	467	5368	161	107	3%	2%	35	1643	3	5	1	0	LC	61.2	--	--	42	132	315
CLOVERDALE	MTN VIEW	ROCKWOOD	2	377	467	5368	161	107	3%	2%	35	1650	3	5	1	0	LC	61.2	--	--	42	132	315
CLOVERDALE	UNNAMED PUBLIC	MTN VIEW	2	377	467	5368	161	107	3%	2%	35	1652	3	5	1	0	LC	61.2	--	--	42	132	315
COAST	SAN DIEGO	MONTEREY	2	1879	1589	18732	562	375	3%	2%	40	1840	6	4	1	0	C	63.6	--	--	73	212	457
COLE GRADE	ZONE CONNECTOR	VALLEY CENTER	2	787	1046	11732	352	235	3%	2%	55	1885	5	4	1	0	C	63.6	--	--	73	212	457
COLE GRADE	JAKE	ZONE CONNECTOR	2	771	1018	11376	341	228	3%	2%	55	1887	5	4	1	0	C	63.6	--	--	73	212	457
COLE GRADE	FRUITVALE	JAKE	2	763	1039	11386	342	228	3%	2%	55	1896	5	4	1	0	C	63.6	--	--	73	212	457
COLE GRADE	HORSE CREEK	FRUITVALE	2	857	1179	12891	387	258	3%	2%	55	1899	4	4	3	0	C	63.6	--	--	73	212	457
COLE GRADE	MILLCO	HORSE CREEK	2	857	1174	12877	386	258	3%	2%	55	1907	4	4	3	0	C	63.6	--	--	73	212	457

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment						MDT	HDT	%MDT	%HDT													
	From	To		AM	PM							UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
COLE GRADE	VIA VALENCIA	MILLCO	2	732	1010	11031	331	221	3%	2%	55	1912	4	4	3	0	C	63.6	--	--	73	212	457
COLE GRADE	UNKNOWN	VIA VALENCIA	2	725	910	10549	316	211	3%	2%	55	1936	4	4	3	0	C	63.6	--	--	73	212	457
COLE GRADE	VILLA SIERRA	UNKNOWN	2	725	910	10549	316	211	3%	2%	55	1947	4	4	3	0	C	63.6	--	--	73	212	457
COLE GRADE	ZONE CONNECTOR	VILLA SIERRA	2	717	1047	10829	325	217	3%	2%	45	1960	4	4	3	0	C	63.6	--	--	73	212	457
COLE GRADE	COOL VALLEY	ZONE CONNECTOR	2	705	1030	10652	320	213	3%	2%	45	1963	4	4	3	0	C	63.6	--	--	73	212	457
COLE GRADE	WHITE STAR	COOL VALLEY	2	532	777	7980	239	160	3%	2%	45	1976	3	4	3	0	C	63.6	--	--	73	212	457
COLE GRADE	PAUMA HEIGHTS	WHITE STAR	2	532	777	7980	239	160	3%	2%	45	1986	3	4	3	0	C	63.6	--	--	73	212	457
COLE GRADE	TYLER	PAUMA HEIGHTS	2	404	605	6166	185	123	3%	2%	45	1991	3	4	3	0	C	63.6	--	--	73	212	457
COLE GRADE	MC NALLY	TYLER	2	404	605	6166	185	123	3%	2%	45	2011	3	4	3	0	C	63.6	--	--	73	212	457
COLE GRADE	PAUMA VISTA	MC NALLY	2	339	525	5324	160	106	3%	2%	45	2019	3	4	1	0	C	63.6	--	--	73	212	457
COLE GRADE	ZONE CONNECTOR	PAUMA VISTA	2	325	506	5131	154	103	3%	2%	45	2042	3	4	1	0	C	63.6	--	--	73	212	457
CONRAD	ZONE CONNECTOR	CAMPO	2	512	798	7631	229	153	3%	2%	35	611	4	5	1	0	LC	61.2	--	--	42	132	315
CORRAL CANYON	SHADOW CANYON	COUNTRY VISTA LN	2	731	879	9400	282	188	3%	2%	35	160	4	5	1	0	LC	61.2	--	--	42	132	315
CORRAL CANYON	STEEPLECHASE	SHADOW CANYON	2	731	879	9400	282	188	3%	2%	35	176	4	5	1	0	LC	61.2	--	--	42	132	315
CORRAL CANYON	SNAFFLE BIT/LEADROPE	STEEPLECHASE	2	731	879	9400	282	188	3%	2%	35	179	4	5	1	0	LC	61.2	--	--	42	132	315
CORRAL CANYON	BLACKSMITH	SNAFFLE BIT/LEADROPE	2	731	879	9400	282	188	3%	2%	35	185	4	5	1	0	LC	61.2	--	--	42	132	315
CORRAL CANYON	GALLOPING	BLACKSMITH	2	731	879	9400	282	188	3%	2%	35	190	4	5	1	0	LC	61.2	--	--	42	132	315
CORRAL CANYON	YEARLING	GALLOPING	2	934	1172	12687	381	254	3%	2%	35	191	5	5	1	0	LC	61.2	--	--	42	132	315
CORRAL CANYON	JOCKEY	YEARLING	2	934	1172	12687	381	254	3%	2%	35	192	5	5	1	0	LC	61.2	--	--	42	132	315
CORRAL CANYON	3668	JOCKEY	2	934	1172	12687	381	254	3%	2%	35	200	5	5	1	0	LC	61.2	--	--	42	132	315
CORRAL CANYON	PONY	3668	2	934	1172	12687	381	254	3%	2%	35	206	5	5	1	0	LC	61.2	--	--	42	132	315
CORRAL CANYON	CENTRAL	PONY	2	934	1172	12687	381	254	3%	2%	35	213	5	5	1	0	LC	61.2	--	--	42	132	315
CRISTIANITOS	CAM REAL/CARLS'JR	RAMP I-5 SB	2	934	1091	13210	396	264	3%	2%	35	2288	5	3	2	0	B	64.7	--	--	94	265	562
CRISTIANITOS	CAM REAL/CARLS'JR	RAMP I-5 SB	2	934	1091	13210	396	264	3%	2%	35	2290	5	3	2	0	B	64.7	--	--	94	265	562
CRISTIANITOS	CAM REAL/CARLS'JR	RAMP I-5 SB	2	934	1091	13210	396	264	3%	2%	35	2292	5	3	2	0	B	64.7	--	--	94	265	562
CRISTIANITOS	EL CAMINO REAL	CAM REAL/CARLS'JR	2	2391	1889	26452	794	529	3%	2%	40	2293	6	3	1	0	MA	70.9	--	124	318	627	1217
CRISTIANITOS	RAMP FOOTHILL TOLLWA	EL CAMINO REAL	2	2391	1889	26452	794	529	3%	2%	40	2296	6	3	1	0	MA	70.9	--	124	318	627	1217
CRISTIANITOS	SAN CLEMENTE RANCH	RAMP FOOTHILL TOLLWA	2	2391	1889	26452	794	529	3%	2%	40	2297	6	3	1	0	MA	70.9	--	124	318	627	1217
CRISTIANITOS	UNKNOWN	SAN CLEMENTE RANCH	2	2391	1889	26452	794	529	3%	2%	40	2298	6	3	1	0	MA	70.9	--	124	318	627	1217
CRISTIANITOS	CHRISTIANITOS	UNKNOWN	2	2391	1889	26452	794	529	3%	2%	40	2301	6	3	1	0	MA	70.9	--	124	318	627	1217
CYPRESS	CHARLAN	MOUNTAIN MEADOW	2	324	752	5357	161	107	3%	2%	25	1836	3	7	1	0	L	54.9	--	--	--	31	98
CYPRESS	ZONE CONNECTOR	CHARLAN	2	324	752	5357	161	107	3%	2%	25	1857	3	7	1	0	L	54.9	--	--	--	31	98
DE LUZ	DOUGHERTY	PICO	2	509	698	7523	226	150	3%	2%	35	2256	4	5	1	0	LC	61.2	--	--	42	132	315
DE LUZ	ZONE CONNECTOR	DOUGHERTY	2	444	613	6627	199	133	3%	2%	35	2264	3	5	1	0	LC	61.2	--	--	42	132	315
DEER SPRINGS	MULBERRY	MARILYN	2	1524	1209	16102	483	322	3%	2%	35	1784	5	3	1	0	B	64.7	--	--	94	265	562
DEER SPRINGS	MARILYN	UNKNOWN	2	1534	1210	16556	497	331	3%	2%	50	1792	6	3	1	0	MA	70.9	--	124	318	627	1217
DEER SPRINGS	UNKNOWN	VISTA MERRIAM	2	1534	1210	16556	497	331	3%	2%	35	1796	6	3	1	0	B	64.7	--	--	94	265	562
DEER SPRINGS	VISTA MERRIAM	ZONE CONNECTOR	2	1539	1220	16646	499	333	3%	2%	40	1799	6	3	1	0	MA	70.9	--	124	318	627	1217
DEER SPRINGS	ZONE CONNECTOR	ZONE CONNECTOR	2	1539	1221	16652	500	333	3%	2%	40	1800	6	3	1	0	MA	70.9	--	124	318	627	1217
DEER SPRINGS	ZONE CONNECTOR	ZONE CONNECTOR	2	1540	1222	16669	500	333	3%	2%	55	1802	6	3	1	0	MA	70.9	--	124	318	627	1217
DEER SPRINGS	ZONE CONNECTOR	MESA ROCK	2	1540	1222	16669	500	333	3%	2%	55	1804	6	3	1	0	MA	70.9	--	124	318	627	1217
DEER SPRINGS	MESA ROCK	RAMP I-15 SB	2	1580	1292	17501	525	350	3%	2%	35	1805	6	3	1	0	B	64.7	--	--	94	265	562
DEGEN	ROBINWOOD	ZONE CONNECTOR	2	253	436	5041	151	101	3%	2%	25	280	3	7	1	0	L	54.9	--	--	--	31	98
DEHESA	SYCUAN SUMMIT	UNKNOWN	2	653	1168	11836	355	237	3%	2%	45	749	5	3	1	0	MA	70.9	--	124	318	627	1217
DEHESA	UNKNOWN	UNKNOWN	2	630	1147	11574	347	231	3%	2%	45	750	5	3	1	0	MA	70.9	--	124	318	627	1217
DEHESA	ZONE CONNECTOR	SYCUAN SUMMIT	2	653	1168	11836	355	237	3%	2%	45	751	5	3	1	0	MA	70.9	--	124	318	627	1217
DEHESA	CALLE ENCANTO	VISTA GRANDE	2	653	1110	11548	346	231	3%	2%	45	753	5	3	1	0	MA	70.9	--	124	318	627	1217
DEHESA	SINGING TRAILS	DEHESA-NEW	2	481	898	9152	275	183	3%	2%	45	754	4	3	1	0	MA	70.9	--	124	318	627	1217
DEHESA	GRANITE HILLS	CALLE ENCANTO	2	653	1114	11583	347	232	3%	2%	45	755	5	3	1	0	MA	70.9	--	124	318	627	1217
DEHESA	VISTA GRANDE	SINGING TRAILS	2	604	1065	11024	331	220	3%	2%	45	756	5	3	1	0	MA	70.9	--	124	318	627	1217
DEHESA	DEHESA-NEW	DEHESA-NEW	2	481	898	9152	275	183	3%	2%	45	757	4	3	1	0	MA	70.9	--	124	318	627	1217
DEHESA	DEHESA-NEW	WILLOW GLEN	2	481	898	9152	275	183	3%	2%	45	758	4	3	1	0	MA	70.9	--	124	318	627	1217
DEHESA	WILLOW GLEN	ZONE CONNECTOR	2	761	1349	13839	415	277	3%	2%	45	759	5	3	1	0	MA	70.9	--	124	318	627	1217
DEHESA	UNKNOWN	HARBISON CANYON	2	609	1124	11269	338	225	3%	2%	45	760	5	3	1	0	MA	70.9	--	124	318	627	1217
DEHESA	HARBISON CANYON	ZONE CONNECTOR	2	606	1238	12267	368	245	3%	2%	45	761	5	6	1	0	RC	56.3	--	--	--	43	136
DEHESA	ZONE CONNECTOR	SYCUAN	2	568	1180	11584	348	232	3%	2%	45	762	5	6	1	0	RC	56.3	--	--	--	43	136
DEL DIOS	DEL DIOS ROUNDABOUT	EL CAMINO DEL NORTE	2	1971	1778	22309	669	446	3%	2%	50	1474	6	5	1	0	LC	61.2	--	--	42	132	315
DEL DIOS	LUNA DE MIEL	DEL DIOS ROUNDABOUT	2	1979	1786	22425	673	448	3%	2%	50	1475	6	5	1	0	LC	61.2	--	--	42	132	315
DEL DIOS	RANCHO DEL RIO	LUNA DE MIEL	2	1877	1637	20871	626	417	3%	2%	50	1477	6	5	1	0	LC	61.2	--	--	42	132	315
DEL DIOS	UNKNOWN	RANCHO DEL RIO	2	1877	1637	20871	626	417	3%	2%	50	1479	6	5	1	0	LC	61.2	--	--	42	132	315
DEL DIOS	ZONE CONNECTOR	UNKNOWN	2	1874	1632	20814	624	416	3%	2%	50	1494	6	4	1	0	C	63.6	--	--	73	212	457
DEL DIOS	UNKNOWN	UNKNOWN	2	1849	1578	20278	608	406	3%	2%	50	1502	6	4	1	0	C	63.6	--	--	73	212	457
DEL DIOS	UNKNOWN	ZONE CONNECTOR	2	1849	1578	20278	608	406	3%	2%	50	1510	6	4	1	0	C	63.6	--	--	73	212	457
DEL DIOS	RANCHO	UNKNOWN	2	1849	1578	20278	608	406	3%	2%	55	1554	6	4	1	0	C	63.6	--	--	73	212	457
DEL DIOS	MT ISRAEL	RANCHO	2	1880	1618	20756	623	415	3%	2%	45	1555	6	4	1	0	C	63.6	--	--	73	212	457
DEL DIOS	ZONE CONNECTOR	MT ISRAEL	2	1924	1676	21507	645	430	3%	2%	50	1562	6	4	1	0	C	63.6	--	--	73	212	457
DEL DIOS	ELM	ZONE CONNECTOR	2	2064	1878	23840	715	477	3%	2%	50	1573	6	4	1	0	C	63.6	--	--	73	212	457
DEL DIOS	COUNTRY CLUB	ELM	2	2064	1878	23840	715	477	3%	2%	50	1578	6	4	1	0	C	63.6	--	--	73	212	457
DEL DIOS	ZONE CONNECTOR	COUNTRY CLUB	2	2064	1878	23840	715	477	3%	2%	50	1581	6	4	1	0	C	63.6	--	--	73	212	457
DEL DIOS	VIA RANCHO	ZONE CONNECTOR	2	2070	1886	23937	718	479	3%	2%	50	1588	6	4	1	0	C	63.6	--	--	73	212	457
DEL RIO	SWEETWATER SPRINGS	CALAVO	2	517	793	6311	189	126	3%	2%	25	511	3	7	1	0	L	54.9	--	--	--	31	98
DELROSE	RANGEVIEW	ELKELTON	2	314	573	6081	182	122	3%	2%	35	362	3	5	1	0	LC	61.2	--	--	42	132	315
DEODAR	OASIS	MONTIEL	2	319	679	7240	217	145	3%	2%	35	1699	4	5	1	0	LC	61.2	--	--	42	132	315
DEODAR	ROCK SPRINGS	OASIS	2	334	689	7382	221	148	3%	2%	35	1706	4	5	1	0	LC	61.2	--	--	42	132	315
DISCOVERY	SAN PABLO	LA SOMBRA	4	1086	1030	12018	361	240	3%	2%	50	1691	1	3	2	0	MA	70.9	--	124	318	627	1217
DISCOVERY	SAN MARCOS	SAN PABLO	4	914	982	10917	328	218	3%	2%	50	1695	1	3	2	0	MA	70.9	--	124	318	627	1217
DOVE CANYON	UNAMED	BERNARDO CENTER	4	910	1194	12250	368	245	3%	2%	40	1387	1	3	2	0	MA	70.9	--	124	318	627	1217
DOVE CANYON	UNKNOWN	UNAMED	4	489	746	7241	217	145	3%	2%	40	1403	1	3	2	0	MA	70.9	--	124	318	627	1217
DOVE CANYON	CAM DEL NORTE	UNKNOWN	4	489	746	7241	217	145	3%	2%	40	1408	1	3	2	0	MA	70.9	--	124	318	627	1217
DOVE CANYON	UNKNOWN	CAM DEL NORTE	4	723	1056	11204	336	224	3%	2%	40	1412	1	3	1	0	MA	70.9	--	124	318	627	1217
DOVE CANYON	SF 1407	UNKNOWN	4	723	1056	11204	336	224	3%	2%	40	1416	1	3	1	0	MA	70.9	--	124	318	627	1217
DUNBAR	RAMP I-8 WB	RAMP I-8 EB	2	874	769	10029	301	201	3%	2%	25	1132	4	4	1	0	C	63.6	--	--	73	212	457
DUNBAR	RAMP I-8 WB	RAMP I-8 EB	2	874	769	10029	301	201	3%	2%	25	1138	4	4	1	0	C	63.6	--	--	73	212	457
DUNBAR	RAMP I-8 WB	RAMP I-8 EB	2	874	769	10029	301	201	3%	2%	25	1145	4	4	1	0	C	63.6	--	--	73	212	457
DUNBAR	OLDE 80	RAMP I-8 WB	2	567	793	8655	260	173	3%	2%	25	1160	4	4	1	0	C	63.6	--	--	73	212	457
DYE	UNKNOWN	RAMONA	2	421	537	5538	166	111	3%	2%	35	1372	3	6	1	0	RC	56.3	--	--	--	43	136
DYE	DURAZANITOS	UNKNOWN	2	460	574	5985	180	120	3%	2%	35	1373	3	6	1	0	RC	56.3	--	--	--	43	136
DYE	UNKNOWN	DURAZANITOS	2	490	620	6486	195	130	3%	2%	35	1374	3	6	2	0	RC	56.3	--	--	--	43	136
DYE	ZONE CONNECTOR	UNKNOWN	2	490	620	6486	195	130	3%	2%	40	1384	3	6	1	0	RC	56.3	--	--	--	43	136

Street Name	Roadway Segment		Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
	From	To		AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
DYE	JULIAN	ZONE CONNECTOR	2	532	678	7246	217	145	3%	2%	40	1393	4	6	1	0	RC	56.3	--	--	--	43	136
EAST VISTA	UNKNOWN	BARSBY	4	1383	1735	16165	485	323	3%	2%	50	1891	2	3	2	0	MA	70.9	--	124	318	627	1217
EAST VISTA	OSBORNE	UNKNOWN	4	1383	1735	16165	485	323	3%	2%	50	1893	2	3	2	0	MA	70.9	--	124	318	627	1217
EAST VISTA	STRAWBERRY HILL	OSBORNE	2	1209	1534	14616	438	292	3%	2%	50	1901	5	3	1	0	MA	70.9	--	124	318	627	1217
EAST VISTA	ORMSBY/GOPHER CANYON	STRAWBERRY HILL	2	1192	1507	14329	430	287	3%	2%	50	1906	5	3	3	0	MA	70.9	--	124	318	627	1217
EAST VISTA	HUTCHISON	ORMSBY/GOPHER CANYON	2	1038	1393	14832	445	297	3%	2%	50	1916	5	3	3	0	MA	70.9	--	124	318	627	1217
EAST VISTA	EVERGREEN	HUTCHISON	4	1271	1730	17788	534	356	3%	2%	50	1946	2	3	3	0	MA	70.9	--	124	318	627	1217
EAST VISTA	OLD RIVER	EVERGREEN	4	1331	1808	18826	565	377	3%	2%	50	1957	2	3	3	0	MA	70.9	--	124	318	627	1217
EAST VISTA	MISSION	OLD RIVER	2	1331	1808	18826	565	377	3%	2%	50	1959	6	3	1	0	MA	70.9	--	124	318	627	1217
EL APAJO	VIA DE SANTA FE	SAN DIEGUITO	2	769	863	8143	244	163	3%	2%	25	1346	4	7	1	0	L	54.9	--	--	--	31	98
EL CAMINO DEL NORTE	DEL DIOS ROUNDABOUT	DEL DIOS/PS DELICIAS	2	489	452	7992	240	160	3%	2%	35	1476	4	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	UNKNOWN	DEL DIOS ROUNDABOUT	2	489	452	7992	240	160	3%	2%	35	1495	4	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	RANCHO CIELO	UNKNOWN	2	489	452	7992	240	160	3%	2%	35	1506	4	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	ALISO CANYON	RANCHO CIELO	2	489	452	7992	240	160	3%	2%	35	1514	4	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	LAGO LINDO	ALISO CANYON	2	461	412	7273	218	145	3%	2%	35	1515	4	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	ZONE CONNECTOR	LAGO VISTA	2	461	412	7283	218	146	3%	2%	35	1516	4	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	LAGO VISTA	LAGO LINDO	2	461	412	7283	218	146	3%	2%	35	1517	4	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	VIA ROSWITHA	ZONE CONNECTOR	2	474	425	7370	221	147	3%	2%	35	1518	4	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	VIA DE FORTUNA	VIA ROSWITHA	2	530	502	8154	245	163	3%	2%	35	1526	4	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	VIA DE SUENO	VIA DE FORTUNA	2	497	504	7336	220	147	3%	2%	35	1527	4	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	LAS MONTANAS	VIA DE SUENO	2	497	504	7336	220	147	3%	2%	35	1539	4	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	VAL SERENO	LAS MONTANAS	2	536	551	7971	239	159	3%	2%	35	1541	4	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	WINDMILL RANCH	VAL SERENO	2	484	507	7192	216	144	3%	2%	35	1550	4	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO REAL	RANCHO DEL MADISON	VIA DE LA VALLE	2	567	1088	6152	185	123	3%	2%	35	1329	3	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO REAL	LADERA SARINA	RANCHO DEL MADISON	2	567	1088	6152	185	123	3%	2%	35	1332	3	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO REAL	LINEA DEL CIELO	LADERA SARINA	2	567	1086	6145	184	123	3%	2%	35	1350	3	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO REAL	UNKNOWN	HIGHLAND	2	1151	1353	8614	258	172	3%	2%	35	1379	4	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO REAL	LA NORIA	UNKNOWN	2	1151	1353	8614	258	172	3%	2%	35	1426	4	5	1	0	LC	61.2	--	--	42	132	315
EL NOPAL	UNNAMED LKS	UNKNOWN	2	839	1331	11738	352	235	3%	2%	40	1193	5	5	1	0	LC	61.2	--	--	42	132	315
EL NOPAL	UNKNOWN	11354	2	839	1331	11738	352	235	3%	2%	40	1196	5	3	1	0	MA	70.9	--	124	318	627	1217
EL NOPAL	11354	RIVERFORD	2	1131	1545	15036	451	301	3%	2%	40	1197	5	3	2	0	MA	70.9	--	124	318	627	1217
EL NOPAL	LOZITA	UNNAMED LKS	2	811	1296	11320	340	226	3%	2%	35	1210	5	5	1	0	LC	61.2	--	--	42	132	315
EL NOPAL	LOS RANCHITOS	LOZITA	2	811	1296	11320	340	226	3%	2%	35	1211	5	5	1	0	LC	61.2	--	--	42	132	315
EL NOPAL	SANTANA	AQUILLA	2	728	992	9350	280	187	3%	2%	35	1213	4	4	1	0	C	63.6	--	--	73	212	457
EL NOPAL	AQUILLA	LOS RANCHITOS	2	685	966	9090	273	182	3%	2%	35	1214	4	5	1	0	LC	61.2	--	--	42	132	315
EL NORTE	REES	NUTMEG/NORDAHL	4	1794	2264	21076	632	422	3%	2%	45	1721	2	3	3	0	MA	70.9	--	124	318	627	1217
ELKELTON	PARADISE VALLEY	RAMP SR-125 SB	4	307	692	8488	255	170	3%	2%	35	307	1	2	1	0	PA	77.4	167	417	782	1480	2800
ELKELTON	PARKBROOK	PARADISE VALLEY	4	922	975	12310	369	246	3%	2%	35	311	1	3	3	0	MA	70.9	--	124	318	627	1217
ELKELTON	NOELINE	PARKBROOK	4	706	752	7786	234	156	3%	2%	35	335	1	4	3	0	C	63.6	--	--	73	212	457
ELKELTON	MILBURN	NOELINE	4	661	737	6996	210	140	3%	2%	35	339	1	4	3	0	C	63.6	--	--	73	212	457
ELKELTON	LANCE	MILBURN	4	646	749	6840	205	137	3%	2%	35	340	1	4	3	0	C	63.6	--	--	73	212	457
ELKELTON	KELBURN	LANCE	4	646	749	6840	205	137	3%	2%	35	352	1	3	3	0	MA	70.9	--	124	318	627	1217
ELKELTON	INNSDALE	KELBURN	4	620	779	6965	209	139	3%	2%	35	356	1	3	3	0	MA	70.9	--	124	318	627	1217
ELKELTON	DELROSE	INNSDALE	4	620	779	6965	209	139	3%	2%	35	363	1	3	3	0	MA	70.9	--	124	318	627	1217
ELKELTON	JAMACHA ROAD/ASHMORE	DELROSE	4	888	1358	12487	375	250	3%	2%	35	389	1	3	3	0	MA	70.9	--	124	318	627	1217
EMERALD GROVE	MARILLA	ZONE CONNECTOR	2	353	464	5192	156	104	3%	2%	25	1050	3	7	1	0	L	54.9	--	--	--	31	98
EUCLID	NORTH OF SWEETWATER	SWEETWATER	2	626	1044	10215	306	204	3%	2%	25	161	4	3	1	0	B	64.7	--	--	94	265	562
EUCLID	RIDGEWAY	NORTH OF SWEETWATER	2	626	1044	10215	306	204	3%	2%	25	164	4	3	1	0	B	64.7	--	--	94	265	562
EUCLID	RIDGEWAY	NORTH OF SWEETWATER	2	626	1044	10215	306	204	3%	2%	25	166	4	3	1	0	B	64.7	--	--	94	265	562
EUCLID	RIDGEWAY	NORTH OF SWEETWATER	2	626	1044	10215	306	204	3%	2%	25	168	4	3	1	0	B	64.7	--	--	94	265	562
EUCLID	RIDGEWAY	NORTH OF SWEETWATER	2	626	1044	10215	306	204	3%	2%	25	171	4	3	1	0	B	64.7	--	--	94	265	562
EUCLID	RIDGEWAY	NORTH OF SWEETWATER	2	626	1044	10215	306	204	3%	2%	25	187	4	3	1	0	B	64.7	--	--	94	265	562
EUCLID	24TH	RIDGEWAY	4	626	1044	10215	306	204	3%	2%	25	203	1	3	1	0	MA	70.9	--	124	318	627	1217
FALLBROOK	UNKNOWN	STAGE COACH	2	895	1173	12609	378	252	3%	2%	45	2200	5	5	1	0	LC	61.2	--	--	42	132	315
FALLBROOK	MAGARIAN	UNKNOWN	2	876	1171	12523	376	250	3%	2%	35	2201	4	5	3	0	LC	61.2	--	--	42	132	315
FALLBROOK	MC DONALD	MAGARIAN	2	904	1237	13274	398	265	3%	2%	45	2202	5	5	1	0	LC	61.2	--	--	42	132	315
FALLBROOK	DEBRA ANN	MC DONALD	2	863	1199	12821	385	256	3%	2%	45	2203	5	5	1	0	LC	61.2	--	--	42	132	315
FALLBROOK	MORRO	DEBRA ANN	2	891	1258	13422	403	268	3%	2%	45	2204	5	5	1	0	LC	61.2	--	--	42	132	315
FALLBROOK	SHADY GLEN	MORRO	2	891	1258	13422	403	268	3%	2%	35	2205	4	5	3	0	LC	61.2	--	--	42	132	315
FALLBROOK	MANDARIN	SHADY GLEN	2	992	1443	15261	458	305	3%	2%	45	2206	5	5	3	0	LC	61.2	--	--	42	132	315
FALLBROOK	OLD STAGE	MANDARIN	2	1070	1584	16786	504	336	3%	2%	45	2208	6	5	1	0	LC	61.2	--	--	42	132	315
FALLBROOK	MAIN	OLD STAGE	2	880	1345	14196	426	284	3%	2%	35	2210	5	5	3	0	LC	61.2	--	--	42	132	315
FALLBROOK	PICO	MAIN	2	450	809	8013	240	160	3%	2%	45	2211	4	5	1	0	LC	61.2	--	--	42	132	315
FALLBROOK	MISSION	PICO	2	450	809	8013	240	160	3%	2%	45	2213	4	5	1	0	LC	61.2	--	--	42	132	315
FELICITA	UNKNOWN	HAMILTON	2	459	505	5975	179	120	3%	2%	45	1594	3	5	1	0	LC	61.2	--	--	42	132	315
FOOTHILL	UNKNOWN	MONTE VISTA	2	465	530	5448	163	109	3%	2%	30	1798	3	5	1	0	LC	61.2	--	--	42	132	315
FOOTHILL	SUNRISE	UNKNOWN	2	465	530	5448	163	109	3%	2%	30	1817	3	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	KAREN	FUERTE FARMS	2	455	546	5917	178	118	3%	2%	35	701	3	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	MAYAPAN	KAREN	2	584	672	7650	230	153	3%	2%	35	702	4	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	AVOCADO	MAYAPAN	2	572	654	7457	224	149	3%	2%	35	706	4	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	CALAVO	AVOCADO	2	1057	1382	13100	393	262	3%	2%	35	708	5	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	ALZEDA	CALAVO	2	1053	1358	12770	383	255	3%	2%	35	710	5	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	GRANDVIEW	ALZEDA	2	1079	1540	13612	408	272	3%	2%	35	712	5	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	UNKNOWN	SHADOWGLEN	2	387	488	5082	152	102	3%	2%	35	714	3	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	SHADOWGLEN	ROLLING HILLS	2	387	488	5082	152	102	3%	2%	35	721	3	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	ROLLING HILLS	CHASE	2	398	515	5279	158	106	3%	2%	35	724	3	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	SHADOW KNOLLS	CHASE	2	424	539	5708	171	114	3%	2%	35	725	3	7	1	0	L	54.9	--	--	--	31	98
FUERTE	CHASE	NAVAJA	2	422	533	5730	172	115	3%	2%	35	726	3	7	1	0	L	54.9	--	--	--	31	98
FUERTE	NAVAJA	SHADOW KNOLLS	2	423	531	5796	174	116	3%	2%	35	728	3	7	1	0	L	54.9	--	--	--	31	98
FUERTE	HELIX	GRANDVIEW	2	1529	1893	19422	583	388	3%	2%	35	731	6	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	LEMON	HELIX	2	1480	1798	18793	564	376	3%	2%	35	736	6	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	ZONE CONNECTOR	LEMON	2	1107	1414	14718	442	294	3%	2%	35	738	5	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	UNKNOWN	ZONE CONNECTOR	2	1129	1457	15261	458	305	3%	2%	35	741	5	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	SIERRA VISTA	UNKNOWN	2	1061	1353	14092	423	282	3%	2%	35	743	5	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	GROSSMONT	SIERRA VISTA	2	1061	1353	14092	423	282	3%	2%	35	745	5	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	GROSSMONT SUMMIT	GROSSMONT	2	1108	1277	15807	474	316	3%	2%	35	747	5	5	1	0	LC	61.2	--	--	42	132	315
FURY	VIA RANCHO SAN DIEGO	JAMACHA ROAD	4	481	966	9823	295	196	3%	2%	35	534	1	4	1	0	C	63.6	--	--	73	212	457
FURY	BRABHAM	VIA RANCHO SAN DIEGO	4	404	960	7691	231	154	3%	2%	35	576	1	4	1	0	C	63.6	--	--	73	212	457
FURY	CALLE FREDERICO	BRABHAM	4	712	1276	11223	337	224	3%	2%	35	606	1	4	1	0	C	63.6	--	--	73	212	457

Street Name	Roadway Segment		Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
	From	To		AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
FURY	SR 54	CALLE FREDERICO	4	864	1390	12594	378	252	3%	2%	35	623	1	4	1	0	C	63.6	--	--	73	212	457
FURY	SUNDOWN	JULIE	4	1008	1515	13639	409	273	3%	2%	35	625	1	4	1	0	C	63.6	--	--	73	212	457
FURY	CALLE VERDE	SUNDOWN	4	1008	1515	13639	409	273	3%	2%	35	626	1	4	1	0	C	63.6	--	--	73	212	457
FURY	RAPATEE	CALLE VERDE	2	797	1455	12518	376	250	3%	2%	35	627	5	4	1	0	C	63.6	--	--	73	212	457
FURY	ZONE CONNECTOR	RAPATEE	2	770	1498	12596	378	252	3%	2%	35	628	5	4	1	0	C	63.6	--	--	73	212	457
FURY	AVOCADO	ZONE CONNECTOR	2	874	1627	14126	424	283	3%	2%	35	630	5	4	1	0	C	63.6	--	--	73	212	457
FURY	JULIE	UNKNOWN	4	1024	1563	14116	423	282	3%	2%	35	631	1	4	1	0	C	63.6	--	--	73	212	457
FURY	UNKNOWN	SR 54	4	1024	1563	14116	423	282	3%	2%	35	632	1	4	1	0	C	63.6	--	--	73	212	457
GIRD	ZONE CONNECTOR	PALA	2	453	720	7371	221	147	3%	2%	40	2054	4	6	1	0	RC	56.3	--	--	--	43	136
GIRD	UNKNOWN	ZONE CONNECTOR	2	403	622	6297	189	126	3%	2%	40	2064	3	6	1	0	RC	56.3	--	--	--	43	136
GIRD	KNOTTWOOD/ENCINA	UNKNOWN	2	403	622	6297	189	126	3%	2%	40	2065	3	6	1	0	RC	56.3	--	--	--	43	136
GIRD	VIA LOMA	KNOTTWOOD/ENCINA	2	374	582	5888	177	118	3%	2%	40	2078	3	6	1	0	RC	56.3	--	--	--	43	136
GIRD	PALA MESA	VIA LOMA	2	320	508	5075	152	102	3%	2%	40	2083	3	6	1	0	RC	56.3	--	--	--	43	136
GIRD	OAK CLIFF	PALA MESA	2	337	529	5297	159	106	3%	2%	40	2088	3	6	1	0	RC	56.3	--	--	--	43	136
GOPHER CANYON	RAMP I-15 NB	OLD 395	2	1861	1656	19101	573	382	3%	2%	35	1920	6	4	1	0	C	63.6	--	--	73	212	457
GOPHER CANYON	RAMP I-15 SB	RAMP I-15 NB	2	2037	1415	18000	540	360	3%	2%	35	1922	6	4	1	0	C	63.6	--	--	73	212	457
GOPHER CANYON	RAMP I-15 SB	RAMP I-15 NB	2	2037	1415	18000	540	360	3%	2%	35	1924	6	4	1	0	C	63.6	--	--	73	212	457
GOPHER CANYON	RAMP I-15 SB	RAMP I-15 NB	2	2037	1415	18000	540	360	3%	2%	35	1926	6	4	1	0	C	63.6	--	--	73	212	457
GOPHER CANYON	TWIN OAKS VALLEY	DISNEY	2	1281	1919	18239	547	365	3%	2%	35	1928	6	4	1	0	C	63.6	--	--	73	212	457
GOPHER CANYON	UNKNOWN	RAMP I-15 SB	2	1331	1962	18751	563	375	3%	2%	35	1929	6	4	1	0	C	63.6	--	--	73	212	457
GOPHER CANYON	VISTA VALLEY	TWIN OAKS VALLEY	2	1297	1785	17636	529	353	3%	2%	35	1937	6	4	1	0	C	63.6	--	--	73	212	457
GOPHER CANYON	WHISPER TRACE	VISTA VALLEY	2	1296	1780	17597	528	352	3%	2%	35	1939	6	4	1	0	C	63.6	--	--	73	212	457
GOPHER CANYON	DISNEY	UNKNOWN	2	1281	1919	18239	547	365	3%	2%	35	1940	6	4	1	0	C	63.6	--	--	73	212	457
GOPHER CANYON	ORMSBY	WHISPER TRACE	2	1299	1782	17632	529	353	3%	2%	35	1956	6	4	1	0	C	63.6	--	--	73	212	457
GRAND	ST GEORGE	JAMACHA BOULEVARD	2	377	682	6967	209	139	3%	2%	30	359	3	4	3	0	C	63.6	--	--	73	212	457
GRAND	JAMACHA ROAD	ST GEORGE	2	350	584	6014	180	120	3%	2%	30	387	3	4	3	0	C	63.6	--	--	73	212	457
GRANDVIEW	RESMAR	WESTON	2	552	1043	7891	237	158	3%	2%	35	707	4	5	1	0	LC	61.2	--	--	42	132	315
GRANDVIEW	WESTON	FUERTE	2	552	1043	7891	237	158	3%	2%	35	711	4	5	1	0	LC	61.2	--	--	42	132	315
GRANITE HILLS	MELODY	LEXINGTON	2	510	844	8222	247	164	3%	2%	40	764	4	4	1	0	C	63.6	--	--	73	212	457
GRANITE HILLS	04TH	MELODY	2	513	821	7898	237	158	3%	2%	40	765	4	4	1	0	C	63.6	--	--	73	212	457
GRAVES	HART	ZONE CONNECTOR	2	170	427	5056	152	101	3%	2%	30	788	3	5	1	0	LC	61.2	--	--	42	132	315
GRAVES	GREENFIELD	HART	2	205	628	5880	176	118	3%	2%	25	797	3	5	1	0	LC	61.2	--	--	42	132	315
GRAVES	GRAVES LN	BRADLEY ACCESS	2	398	903	9399	282	188	3%	2%	25	819	4	5	1	0	LC	61.2	--	--	42	132	315
GRAVES	BRADLEY	GRAVES LN	2	554	994	10553	317	211	3%	2%	30	832	4	3	1	0	B	64.7	--	--	94	265	562
GRAVES	DANNY	BRADLEY	2	613	969	10499	315	210	3%	2%	40	857	4	5	1	0	LC	61.2	--	--	42	132	315
GRAVES	PEPPER	DANNY	2	581	890	9738	292	195	3%	2%	40	874	4	5	1	0	LC	61.2	--	--	42	132	315
GREENFIELD	ZONE CONNECTOR	MADISON	2	691	840	10839	325	217	3%	2%	45	766	4	3	1	0	MA	70.9	--	124	318	627	1217
GREENFIELD	LA CRESTA	ZONE CONNECTOR	2	726	893	11461	344	229	3%	2%	45	768	5	3	1	0	MA	70.9	--	124	318	627	1217
GREENFIELD	SYCAMORE	LA CRESTA	2	1256	1622	19628	589	393	3%	2%	35	772	6	3	1	0	B	64.7	--	--	94	265	562
GREENFIELD	CANDLE	SYCAMORE	2	1256	1622	19628	589	393	3%	2%	35	773	6	3	1	0	B	64.7	--	--	94	265	562
GREENFIELD	BERMUDA LANE	CANDLE	2	1358	1779	21383	641	428	3%	2%	35	776	6	3	1	0	B	64.7	--	--	94	265	562
GREENFIELD	ORO	02ND	2	446	756	6759	203	135	3%	2%	35	791	3	4	3	0	C	63.6	--	--	73	212	457
GREENFIELD	MOLLISON	DIAMOND	2	907	1308	12649	379	253	3%	2%	35	792	4	4	3	0	C	63.6	--	--	73	212	457
GREENFIELD	DIAMOND	01ST	2	828	1212	11616	348	232	3%	2%	35	793	4	4	3	0	C	63.6	--	--	73	212	457
GREENFIELD	01ST	ORO	2	675	1060	10394	312	208	3%	2%	35	795	4	4	3	0	C	63.6	--	--	73	212	457
GREENFIELD	UNKNOWN	VICTOR	2	617	809	7451	224	149	3%	2%	35	796	3	4	3	0	C	63.6	--	--	73	212	457
GREENFIELD	BALLANTYNE	UNKNOWN	2	617	809	7451	224	149	3%	2%	35	799	3	4	3	0	C	63.6	--	--	73	212	457
GREENFIELD	BRADLEY ACCESS	BALLANTYNE	2	1028	1323	14343	430	287	3%	2%	35	800	5	4	3	0	C	63.6	--	--	73	212	457
GREENFIELD	VERNON	BRADLEY ACCESS	2	967	1431	14330	430	287	3%	2%	40	802	5	4	3	0	C	63.6	--	--	73	212	457
GREENFIELD	VERNON	BRADLEY ACCESS	2	967	1431	14330	430	287	3%	2%	40	804	5	4	3	0	C	63.6	--	--	73	212	457
GREENFIELD	VERNON	BRADLEY ACCESS	2	967	1431	14330	430	287	3%	2%	40	806	5	4	3	0	C	63.6	--	--	73	212	457
GREENFIELD	VERNON	BRADLEY ACCESS	2	967	1431	14330	430	287	3%	2%	40	807	5	4	3	0	C	63.6	--	--	73	212	457
GROSSMONT	BANCROFT	ZONE CONNECTOR	2	412	777	5315	159	106	3%	2%	25	742	3	5	1	0	LC	61.2	--	--	42	132	315
GROSSMONT	ZONE CONNECTOR	FUERTE	2	547	905	7911	237	158	3%	2%	25	744	4	5	1	0	LC	61.2	--	--	42	132	315
GROVE	UNKNOWN	SWEETWATER	2	291	648	5293	159	106	3%	2%	25	165	3	7	1	0	L	54.9	--	--	--	31	98
GROVE	VISTA WY	UNKNOWN	2	291	648	5293	159	106	3%	2%	25	184	3	7	1	0	L	54.9	--	--	--	31	98
H	RAMP I-805 HOV NB	RAMP I-805 SB	6	2474	2832	32085	963	642	3%	2%	40	34	2	3	1	0	MA	70.9	--	124	318	627	1217
H	RAMP I-805 SB	UNKNOWN	6	4154	5174	61759	1853	1235	3%	2%	40	35	6	3	2	0	MA	70.9	--	124	318	627	1217
H	RAMP I-805 SB	UNKNOWN	6	4154	5174	61759	1853	1235	3%	2%	40	36	6	3	2	0	MA	70.9	--	124	318	627	1217
H	UNKNOWN	RAMP	5	4154	5174	61759	1853	1235	3%	2%	40	37	6	2	2	0	PA	77.4	167	417	782	1480	2800
H	UNKNOWN	RAMP	5	4154	5174	61759	1853	1235	3%	2%	40	38	6	2	2	0	PA	77.4	167	417	782	1480	2800
H	UNKNOWN	RAMP	5	4154	5174	61759	1853	1235	3%	2%	40	39	6	2	2	0	PA	77.4	167	417	782	1480	2800
H	UNKNOWN	RAMP	5	4154	5174	61759	1853	1235	3%	2%	40	41	6	2	2	0	PA	77.4	167	417	782	1480	2800
HAMILTON	ZONE CONNECTOR	FELICITA	2	425	587	7113	213	142	3%	2%	35	1586	4	5	1	0	LC	61.2	--	--	42	132	315
HAMILTON	BERNARDO	ZONE CONNECTOR	2	306	420	5119	154	102	3%	2%	35	1591	3	5	1	0	LC	61.2	--	--	42	132	315
HANSON	UNKNOWN	SAN VICENTE	2	358	468	5678	170	114	3%	2%	45	1438	2	4	3	0	C	63.6	--	--	73	212	457
HANSON	UNKNOWN	UNKNOWN	2	358	468	5678	170	114	3%	2%	45	1439	2	4	3	0	C	63.6	--	--	73	212	457
HANSON	SA 330	UNKNOWN	2	477	708	8054	242	161	3%	2%	45	1440	3	4	3	0	C	63.6	--	--	73	212	457
HARBISON CANYON	UNKNOWN	BULLARD	2	444	553	6754	203	135	3%	2%	40	972	3	4	1	0	C	63.6	--	--	73	212	457
HARBISON CANYON	ARNOLD	UNKNOWN	2	444	553	6754	203	135	3%	2%	40	1026	3	4	1	0	C	63.6	--	--	73	212	457
HARBOR	SAN LUIS REY	SANTA FE	2	605	806	10110	303	202	3%	2%	25	1838	4	5	1	0	LC	61.2	--	--	42	132	315
HARBOR	SAN DIEGO	SAN LUIS REY	2	819	1105	13242	397	265	3%	2%	25	1839	5	5	1	0	LC	61.2	--	--	42	132	315
HARMONY GROVE	UNKNOWN	COUNTRY CLUB	2	495	652	6714	201	134	3%	2%	35	1617	3	4	1	0	C	63.6	--	--	73	212	457
HARMONY GROVE	ZONE CONNECTOR	UNKNOWN	2	495	652	6714	201	134	3%	2%	35	1620	3	4	1	0	C	63.6	--	--	73	212	457
HARMONY GROVE	AVNDA DEL DIABLO	ZONE CONNECTOR	2	551	717	7487	225	150	3%	2%	40	1624	4	4	1	0	C	63.6	--	--	73	212	457
HARMONY GROVE	CITRACADO	AVNDA DEL DIABLO	2	551	717	7487	225	150	3%	2%	40	1637	4	4	1	0	C	63.6	--	--	73	212	457
HART	UNKNOWN	BALLANTYNE	2	203	510	5954	179	119	3%	2%	25	787	3	7	1	0	L	54.9	--	--	--	31	98
HELIX	UNKNOWN	OLIVE	2	439	674	6096	183	122	3%	2%	30	509	3	7	1	0	L	54.9	--	--	--	31	98
HELIX	KENWOOD	UNKNOWN	2	439	674	6096	183	122	3%	2%	30	542	3	7	1	0	L	54.9	--	--	--	31	98
HIBISCUS	SYCAMORE	OLEANDER	2	1312	1912	15712	471	314	3%	2%	35	1730	5	4	1	0	C	63.6	--	--	73	212	457
HIGHLAND	EL CAMINO REAL	SAN MARIO	2	814	529	5217	157	104	3%	2%	35	1367	3	5	1	0	LC	61.2	--	--	42	132	315
HILL	ALMOND	ZONE CONNECTOR	2	310	630	6747	202	135	3%	2%	25	2166	3	7	1	0	L	54.9	--	--	--	31	98
HILL	ZONE CONNECTOR	ALMOND	2	274	542	5067	152	101	3%	2%	25	2171	3	7	1	0	L	54.9	--	--	--	31	98
HILL	CLEMMENS	ZONE CONNECTOR	2	381	697	6750	202	135	3%	2%	25	2184	3	7	1	0	L	54.9	--	--	--	31	98
HILLSDALE	LA VALHALLA	CHASE	2	663	910	9973	299	199	3%	2%	30	695	4	5	1	0	LC	61.2	--	--	42	132	315
HILLSDALE	CHASE	WIND RIVER	2	663	910	9973	299	199	3%	2%	30	696	4	5	1	0	LC	61.2	--	--	42	132	315
HILLSDALE	JAMACHA ROAD	LA VALHALLA	2	816	1106	12269	368	245	3%	2%	30	698	5	5	1	0	LC	61.2	--	--	42	132	315
HILLSDALE	WIND RIVER	VISTA GRANDE	2	375	496	5516	165	110	3%	2%	30	699	3	5	1	0	LC	61.2	--	--	42	132	315
HUTCHISON	MASON	OSBORNE	2	467	774	5563	167	111	3%	2%	30	1900	3	5	1	0	LC	61.2	--	--	42	132	315

Street Name	Roadway Segment From	To	Number Lanes	Peak Hour Traffic AM	PM	ADT	Vehicle Mix MDT	HDT	%MDT	%HDT	Speed	UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	CNEL Distance to dBA Contour Line (feet) 100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
HUTCHISON	BLACKWELL	MASON	2	477	791	5748	172	115	3%	2%	30	1911	3	5	1	0	LC	61.2	--	--	42	132	315
HUTCHISON	EAST VISTA	BLACKWELL	2	485	791	5869	176	117	3%	2%	30	1915	3	5	1	0	LC	61.2	--	--	42	132	315
I-15 HOV NB	SR-163 NB	SR-163	9	-10	3200	25363	761	1268	3%	5%	65	1274	3	1	2	0	HOV	0	0	0	0	0	0
I-15 HOV NB	SR-163 NB	SR-163	9	-10	3200	25363	761	1268	3%	5%	65	1308	3	1	2	0	HOV	0	0	0	0	0	0
I-15 HOV SB	POMERADO	POMERADO	2	1402	-10	16720	502	836	3%	5%	65	1268	2	1	2	0	4F	78.8	214	500	988	1925	3750
I-15 HOV SB	POMERADO	POMERADO	2	1402	-10	16720	502	836	3%	5%	65	1305	2	1	2	0	4F	78.8	214	500	988	1925	3750
I-15 NB	POMERADO	POMERADO	6	11437	10116	151219	4537	7561	3%	5%	65	1277	11	1	1	1	12FHOV	83.7	538	1071	2000	3889	7250
I-15 NB	POMERADO	POMERADO	6	11437	10116	151219	4537	7561	3%	5%	65	1288	11	1	1	1	12FHOV	83.7	538	1071	2000	3889	7250
I-15 NB	POMERADO	POMERADO	6	11792	11050	162466	4874	8123	3%	5%	65	1299	11	1	1	1	12FHOV	83.7	538	1071	2000	3889	7250
I-15 NB	POMERADO	CARROLL CANYON	5	12979	11160	166543	4996	8327	3%	5%	65	1306	11	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	CENTRE CITY	CITRACADO	5	6277	9492	116192	3486	5810	3%	5%	65	1584	5	1	1	0	10F	82.5	438	873	1680	3227	6214
I-15 NB	CITRACADO	CITRACADO	5	6216	9012	113255	3398	5663	3%	5%	65	1596	4	1	1	0	10F	82.5	438	873	1680	3227	6214
I-15 NB	CITRACADO	09TH	5	6347	9138	116347	3490	5817	3%	5%	65	1621	4	1	1	0	10F	82.5	438	873	1680	3227	6214
I-15 NB	09TH	09TH	4	5843	8688	110675	3320	5534	3%	5%	65	1632	5	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	SR-78 WB	SR-78 EB	4	3379	6365	70793	2124	3540	3%	5%	65	1666	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	SR-78 WB	SR-78 EB	4	3379	6365	70793	2124	3540	3%	5%	65	1674	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	SR-78 WB	SR-78 EB	4	3379	6365	70793	2124	3540	3%	5%	65	1682	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	SR-78 WB	SR-78 EB	4	3379	6365	70793	2124	3540	3%	5%	65	1688	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	SR-78 EB	SR-78 WB	4	3380	6859	75955	2279	3798	3%	5%	65	1692	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	SR-78 WB	EL NORTE	4	3411	7505	80109	2403	4005	3%	5%	65	1700	5	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	SR-78 WB	EL NORTE	4	3411	7505	80109	2403	4005	3%	5%	65	1712	5	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	EL NORTE	CENTRE CITY	4	2907	7122	73497	2205	3675	3%	5%	65	1739	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	CENTRE CITY	DEER SPRINGS	4	2876	6828	69485	2085	3474	3%	5%	70	1746	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	CENTRE CITY	DEER SPRINGS	4	2876	6828	69485	2085	3474	3%	5%	70	1750	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	CENTRE CITY	DEER SPRINGS	4	2878	6830	69513	2085	3476	3%	5%	70	1755	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	CENTRE CITY	DEER SPRINGS	4	2878	6830	69513	2085	3476	3%	5%	70	1766	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	CENTRE CITY	DEER SPRINGS	4	2878	6830	69513	2085	3476	3%	5%	70	1794	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	DEER SPRINGS	DEER SPRINGS	4	2761	6308	64713	1941	3236	3%	5%	70	1810	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	DEER SPRINGS	DEER SPRINGS	4	2761	6308	64713	1941	3236	3%	5%	70	1821	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	DEER SPRINGS	GOPHER CANYON	4	3142	6834	70595	2118	3530	3%	5%	70	1905	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	GOPHER CANYON	GOPHER CANYON	4	2873	5983	63107	1893	3155	3%	5%	70	1921	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	GOPHER CANYON	GOPHER CANYON	4	2873	5983	63107	1893	3155	3%	5%	70	1953	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	GOPHER CANYON	OLD 395	4	3083	7020	70952	2129	3548	3%	5%	70	1965	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	GOPHER CANYON	OLD 395	4	3083	7020	70952	2129	3548	3%	5%	70	1982	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	OLD 395	OLD 395	4	3044	6670	69105	2073	3455	3%	5%	70	1992	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	OLD 395	OLD 395	4	3044	6670	69107	2073	3455	3%	5%	70	2004	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	OLD 395	PALA	4	3056	6677	69252	2078	3463	3%	5%	70	2061	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	PALA	PALA	4	2421	6237	59666	1790	2983	3%	5%	70	2077	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	PALA	PALA	4	2421	6237	59666	1790	2983	3%	5%	70	2092	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	PALA	STEWART CANYON	4	2794	6754	65272	1958	3264	3%	5%	70	2150	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	STEWART CANYON	STEWART CANYON	4	2794	6754	65272	1958	3264	3%	5%	70	2160	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	STEWART CANYON	STEWART CANYON	4	2794	6754	65272	1958	3264	3%	5%	70	2170	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	STEWART CANYON	MISSION	4	2794	6754	65272	1958	3264	3%	5%	70	2226	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	MISSION	MISSION	4	2560	5836	57761	1733	2888	3%	5%	70	2246	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	MISSION	MISSION	4	2560	5836	57761	1733	2888	3%	5%	70	2277	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	MISSION	RAINBOW VALLEY WEST	4	2802	7055	66373	1991	3319	3%	5%	70	2300	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	RAINBOW VALLEY WEST	RAINBOW VALLEY WEST	4	2801	7023	66254	1988	3313	3%	5%	70	2305	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 NB	RAINBOW VALLEY WEST	RAINBOW VALLEY WEST	4	2801	7023	66254	1988	3313	3%	5%	70	2306	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	MIRAMAR	MIRAMAR	6	10139	10072	131309	3939	6565	3%	5%	65	1269	4	1	1	1	12FHOV	83.7	538	1071	2000	3889	7250
I-15 SB	MIRAMAR	MIRAMAR	6	10139	10072	131309	3939	6565	3%	5%	65	1298	4	1	1	1	12FHOV	83.7	538	1071	2000	3889	7250
I-15 SB	CARROLL CANYON	MIRAMAR	6	11264	10333	141920	4258	7096	3%	5%	65	1304	5	1	1	1	12FHOV	83.7	538	1071	2000	3889	7250
I-15 SB	CITRACADO	CENTRE CITY	4	8552	8340	122781	3683	6139	3%	5%	65	1577	5	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	CITRACADO	CENTRE CITY	5	8552	8340	122781	3683	6139	3%	5%	65	1585	4	1	1	0	10F	82.5	438	873	1680	3227	6214
I-15 SB	CITRACADO	CITRACADO	4	8281	7872	119697	3591	5985	3%	5%	65	1597	5	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	CITRACADO	CITRACADO	4	8281	7872	119697	3591	5985	3%	5%	65	1607	5	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	09TH	CITRACADO	4	8478	8082	122980	3689	6149	3%	5%	65	1622	5	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	09TH	09TH	4	8193	7604	117363	3521	5868	3%	5%	65	1630	5	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	SR-78 WB	SR-78 WB	4	6554	4190	71123	2134	3556	3%	5%	65	1664	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	SR-78 WB	SR-78 WB	4	6554	4190	71123	2134	3556	3%	5%	65	1671	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	SR-78 WB	SR-78 WB	4	6554	4190	71123	2134	3556	3%	5%	65	1684	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	SR-78 WB	SR-78 WB	4	6554	4190	71123	2134	3556	3%	5%	65	1697	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	EL NORTE	SR-78 WB	4	7333	4749	81557	2447	4078	3%	5%	65	1703	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	EL NORTE	SR-78 WB	4	7333	4749	81557	2447	4078	3%	5%	65	1711	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	CENTRE CITY	EL NORTE	4	6963	3870	72018	2161	3601	3%	5%	65	1737	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	DEER SPRINGS	CENTRE CITY	4	6314	4115	69589	2088	3479	3%	5%	70	1745	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	DEER SPRINGS	CENTRE CITY	4	6312	4113	69561	2087	3478	3%	5%	70	1752	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	DEER SPRINGS	CENTRE CITY	4	6312	4113	69561	2087	3478	3%	5%	70	1754	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	DEER SPRINGS	CENTRE CITY	4	6314	4115	69589	2088	3479	3%	5%	70	1767	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	DEER SPRINGS	CENTRE CITY	4	6314	4115	69589	2088	3479	3%	5%	70	1793	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	DEER SPRINGS	DEER SPRINGS	4	6023	3840	65467	1964	3273	3%	5%	70	1808	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	DEER SPRINGS	DEER SPRINGS	4	6023	3840	65467	1964	3273	3%	5%	70	1820	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	GOPHER CANYON	DEER SPRINGS	4	6617	4160	70427	2113	3521	3%	5%	70	1903	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	GOPHER CANYON	GOPHER CANYON	4	5988	3781	63096	1893	3155	3%	5%	70	1923	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	GOPHER CANYON	GOPHER CANYON	4	5988	3781	63096	1893	3155	3%	5%	70	1952	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	OLD 395	GOPHER CANYON	4	6829	3800	67340	2020	3367	3%	5%	70	1967	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	OLD 395	GOPHER CANYON	4	6829	3800	67340	2020	3367	3%	5%	70	1985	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	OLD 395	OLD 395	4	6675	3745	65981	1979	3299	3%	5%	70	2014	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	PALA	OLD 395	4	6679	3763	66133	1984	3307	3%	5%	70	2063	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	PALA	PALA	4	6460	3167	60148	1804	3007	3%	5%	70	2075	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	PALA	PALA	4	6460	3167	60148	1804	3007	3%	5%	70	2097	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	STEWART CANYON	PALA	4	6933	3454	64719	1942	3236	3%	5%	70	2147	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	STEWART CANYON	STEWART CANYON	4	6933	3454	64719	1942	3236	3%	5%	70	2158	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	STEWART CANYON	STEWART CANYON	4	6933	3454	64719	1942	3236	3%	5%	70	2168	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	MISSION	STEWART CANYON	4	6933	3454	64719	1942	3236	3%	5%	70	2225	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	MISSION	MISSION	4	6383	3145	58122	1744	2906	3%	5%	70	2244	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	MISSION	MISSION	4	6383	3145	58122	1744	2906	3%	5%	70	2276	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	RAINBOW VALLEY WEST	MISSION	4	7559	3595	66210	1986	3310	3%	5%	70	2299	5	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	RAINBOW VALLEY WEST	RAINBOW VALLEY WEST	4	7554	3593	66161	1985	3308	3%	5%	70	2304	5	1	1	0	8F	81.6	375	770	1480	2800	5571
I-15 SB	RAINBOW VALLEY WEST	RAINBOW VALLEY WEST	4	7554	3593	66161	1985	3308	3%	5%	70	2307	5	1	1	0	8F	81.6	375	770	1480	2800	5571

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment						MDT	HDT	%MDT	%HDT													
	From	To		AM	PM							UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
I-5 NB	VANDEGRIFT	VANDEGRIFT	4	4828	4655	72636	2179	3632	3%	5%	65	1849	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 NB	VANDEGRIFT	VANDEGRIFT	4	4828	4655	72636	2179	3632	3%	5%	65	1859	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 NB	VANDEGRIFT	LAS PULGAS	4	5336	4784	75553	2267	3778	3%	5%	70	2025	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 NB	LAS PULGAS	LAS PULGAS	4	4978	4666	72233	2167	3612	3%	5%	70	2036	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 NB	LAS PULGAS	BASILONE	4	5007	4733	73114	2193	3656	3%	5%	70	2251	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 NB	BASILONE	BASILONE	4	4062	3807	59290	1779	2964	3%	5%	70	2263	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 NB	BASILONE	BASILONE	4	4062	3807	59290	1779	2964	3%	5%	70	2270	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 NB	BASILONE	CRISTIANITOS	4	4077	3818	59548	1786	2977	3%	5%	70	2280	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 NB	BASILONE	CRISTIANITOS	4	4077	3818	59548	1786	2977	3%	5%	70	2286	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 NB	CRISTIANITOS	CRISTIANITOS	4	3266	3054	47696	1431	2385	3%	5%	70	2291	2	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 NB	CRISTIANITOS	CRISTIANITOS	4	3266	3054	47696	1431	2385	3%	5%	70	2295	2	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 SB	VANDEGRIFT	VANDEGRIFT	4	3874	5606	73968	2219	3698	3%	5%	65	1847	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 SB	VANDEGRIFT	VANDEGRIFT	4	3874	5606	73968	2219	3698	3%	5%	65	1861	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 SB	LAS PULGAS	VANDEGRIFT	4	3941	5754	75813	2274	3791	3%	5%	70	2024	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 SB	LAS PULGAS	LAS PULGAS	4	3861	5362	72273	2168	3614	3%	5%	70	2035	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 SB	BASILONE	LAS PULGAS	4	3902	5410	73118	2194	3656	3%	5%	70	2250	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 SB	FOOTHILL TOLLWAY SB	BASILONE	4	3445	4205	59163	1775	2958	3%	5%	70	2260	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 SB	FOOTHILL TOLLWAY SB	BASILONE	4	3445	4205	59163	1775	2958	3%	5%	70	2269	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 SB	CRISTIANITOS	BASILONE	4	3460	4214	59421	1783	2971	3%	5%	70	2281	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 SB	CRISTIANITOS	BASILONE	4	3460	4214	59421	1783	2971	3%	5%	70	2287	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 SB	CRISTIANITOS	CRISTIANITOS	4	2773	3375	47619	1429	2381	3%	5%	70	2289	2	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 SB	CRISTIANITOS	CRISTIANITOS	4	2773	3375	47619	1429	2381	3%	5%	70	2294	2	1	1	0	8F	81.6	375	770	1480	2800	5571
I-8 BUSINESS	12970-RANCH VALLEY	LAVALA	2	957	1558	13207	396	264	3%	2%	50	862	5	3	1	0	MA	70.9	--	124	318	627	1217
I-8 BUSINESS	13162(TERRACE VIEW)	12970-RANCH VALLEY	2	941	1537	12940	388	259	3%	2%	50	878	5	3	1	0	MA	70.9	--	124	318	627	1217
I-8 BUSINESS	JACKSON HILL	13162(TERRACE VIEW)	2	941	1537	12940	388	259	3%	2%	50	894	5	3	1	0	MA	70.9	--	124	318	627	1217
I-8 BUSINESS	13162	JACKSON HILL	2	789	1309	10588	318	212	3%	2%	50	901	4	3	1	0	MA	70.9	--	124	318	627	1217
I-8 BUSINESS	UNKNOWN	13162	2	789	1309	10588	318	212	3%	2%	50	909	4	3	1	0	MA	70.9	--	124	318	627	1217
I-8 BUSINESS	LOS COCHES/CM CANADA	UNKNOWN	2	789	1309	10588	318	212	3%	2%	50	916	4	3	1	0	MA	70.9	--	124	318	627	1217
I-8 BUSINESS	13439(VONS)	LOS COCHES/CM CANADA	2	584	918	8763	263	175	3%	2%	50	921	4	3	1	0	MA	70.9	--	124	318	627	1217
I-8 BUSINESS	WAL-MART	13439(VONS)	2	584	918	8763	263	175	3%	2%	50	926	4	3	1	0	MA	70.9	--	124	318	627	1217
I-8 BUSINESS	13450-LAMPLITER	WAL-MART	2	584	918	8763	263	175	3%	2%	50	929	4	3	1	0	MA	70.9	--	124	318	627	1217
I-8 BUSINESS	13460-PANARAMA	13450-LAMPLITER	2	584	918	8763	263	175	3%	2%	50	947	4	3	1	0	MA	70.9	--	124	318	627	1217
I-8 BUSINESS	13468	13460-PANARAMA	2	584	918	8763	263	175	3%	2%	50	965	4	3	1	0	MA	70.9	--	124	318	627	1217
I-8 BUSINESS	13490	13468	2	584	918	8763	263	175	3%	2%	50	974	4	3	1	0	MA	70.9	--	124	318	627	1217
I-8 BUSINESS	13545	13490	2	412	608	5540	166	111	3%	2%	50	978	3	3	1	0	MA	70.9	--	124	318	627	1217
I-8 BUSINESS	13594	13545	2	412	608	5540	166	111	3%	2%	50	985	3	3	1	0	MA	70.9	--	124	318	627	1217
I-8 BUSINESS	13655/LAKE VIEW	13594	2	412	608	5540	166	111	3%	2%	50	1003	3	3	1	0	MA	70.9	--	124	318	627	1217
I-8 BUSINESS	13720(TWDW MHP)	13655/LAKE VIEW	2	412	608	5540	166	111	3%	2%	50	1016	3	3	1	0	MA	70.9	--	124	318	627	1217
I-8 BUSINESS	LAKEVIEW/13754	13720(TWDW MHP)	2	412	608	5540	166	111	3%	2%	50	1020	3	3	1	0	MA	70.9	--	124	318	627	1217
I-8 BUSINESS	13792(HILLS MHP)	LAKEVIEW/13754	2	542	787	7689	231	154	3%	2%	25	1023	4	3	1	0	B	64.7	--	--	94	265	562
I-8 BUSINESS	PINKARD	13792(HILLS MHP)	2	542	787	7689	231	154	3%	2%	50	1030	4	3	1	0	MA	70.9	--	124	318	627	1217
I-8 BUSINESS	UNKNOWN	PINKARD	2	542	787	7689	231	154	3%	2%	50	1032	4	3	1	0	MA	70.9	--	124	318	627	1217
I-8 BUSINESS	LAKESIDE FIRE DEPT	UNKNOWN	2	542	787	7689	231	154	3%	2%	50	1036	4	3	1	0	MA	70.9	--	124	318	627	1217
I-8 BUSINESS	UNKNOWN	LAKESIDE FIRE DEPT	2	542	787	7689	231	154	3%	2%	50	1045	4	3	1	0	MA	70.9	--	124	318	627	1217
I-8 BUSINESS	LAKE JENNINGS PARK	UNKNOWN	2	542	787	7689	231	154	3%	2%	50	1064	4	3	1	0	MA	70.9	--	124	318	627	1217
I8 EB			2	1484	1994	25192	756	1260	3%	5%	70	1131	2	1	1	0	4F	78.8	214	500	988	1925	3750
I8 EB			2	1484	1994	25192	756	1260	3%	5%	70	1133	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	CORRIZO GORGE	CORRIZO GORGE	2	344	373	6319	316	190	5%	3%	70	29	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	CORRIZO GORGE	IN KO PAH	2	362	384	6563	328	197	5%	3%	70	31	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	IN KO PAH	IN KO PAH	2	362	384	6563	328	197	5%	3%	70	44	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	IN KO PAH	IMPERIAL COUNTY LINE	2	362	384	6563	328	197	5%	3%	70	52	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	SR-94	CORRIZO GORGE	2	366	529	7499	375	225	5%	3%	70	218	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	SR-94	SR-94	2	323	491	6768	338	203	5%	3%	70	244	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	CRESTWOOD	SR-94	2	329	577	7372	369	221	5%	3%	70	304	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	CRESTWOOD	CRESTWOOD	2	322	539	7066	353	212	5%	3%	70	320	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	CAMERON TRUCK	CAMERON TRUCK	2	465	648	9570	478	287	5%	3%	70	404	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	CAMERON TRUCK	CRESTWOOD	2	467	653	9622	481	289	5%	3%	70	419	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	BUCKMAN SPRINGS	CAMERON TRUCK	2	593	437	9419	471	283	5%	3%	70	682	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	BUCKMAN SPRINGS	BUCKMAN SPRINGS	2	585	423	9232	462	277	5%	3%	70	694	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	SUNRISE	BUCKMAN SPRINGS	2	654	522	10445	522	313	5%	3%	70	769	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	SUNRISE	SUNRISE	2	601	481	9581	479	287	5%	3%	70	777	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	PINE VALLEY	SUNRISE	2	602	485	9633	482	289	5%	3%	70	813	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	PINE VALLEY	PINE VALLEY	2	528	402	8375	419	251	5%	3%	70	817	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	JAPATUL VALLEY	PINE VALLEY	2	637	523	9999	500	300	5%	3%	70	859	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	GREENFIELD	CAM CANADA	2	2267	3442	43274	1298	2164	3%	5%	65	868	5	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	JAPATUL VALLEY	JAPATUL VALLEY	3	588	504	9487	474	285	5%	3%	70	880	1	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	CAM CANADA	CAM CANADA	2	1802	2514	32337	970	1617	3%	5%	65	887	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	CAM CANADA	CAM CANADA	2	1802	2514	32337	970	1617	3%	5%	65	898	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	JAPATUL VALLEY	JAPATUL VALLEY	3	588	504	9487	474	285	5%	3%	70	905	1	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	WEST WILLOWS	WEST WILLOWS	3	567	729	10499	315	525	3%	5%	70	924	1	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	WEST WILLOWS	WEST WILLOWS	3	567	729	10499	315	525	3%	5%	70	925	1	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	WEST WILLOWS	WEST WILLOWS	3	567	729	10499	315	525	3%	5%	70	933	1	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	TAVERN	WEST WILLOWS	3	1313	1088	19328	580	966	3%	5%	70	963	1	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	WEST WILLOWS	EAST WILLOWS	3	677	803	12558	628	377	5%	3%	70	981	1	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	EAST WILLOWS	JAPATUL VALLEY	3	705	952	13845	692	415	5%	3%	70	984	1	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	WEST WILLOWS	EAST WILLOWS	3	677	803	12558	628	377	5%	3%	70	987	1	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	EAST WILLOWS	EAST WILLOWS	3	669	788	12326	616	370	5%	3%	70	988	1	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	WEST WILLOWS	EAST WILLOWS	3	677	803	12558	628	377	5%	3%	70	989	1	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	WEST WILLOWS	EAST WILLOWS	3	677	803	12558	628	377	5%	3%	70	991	1	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	WEST WILLOWS	EAST WILLOWS	3	677	803	12558	628	377	5%	3%	70	992	1	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	TAVERN	WEST WILLOWS	3	1313	1088	19328	580	966	3%	5%	70	1006	1	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	TAVERN	TAVERN	3	1262	974	18270	548	914	3%	5%	70	1008	1	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	TAVERN	TAVERN	3	1262	974	18270	548	914	3%	5%	70	1013	1	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	CAM CANADA	LAKE JENNINGS PARK	2	1833	2668	33408	1002	1670	3%	5%	65	1034	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	LAKE JENNINGS PARK	LAKE JENNINGS PARK	2	1347	2111	25349	760	1267	3%	5%	65	1046	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	LAKE JENNINGS PARK	LAKE JENNINGS PARK	2	1775	2673	32140	964	1607	3%	5%	65	1048	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	LAKE JENNINGS PARK	LAKE JENNINGS PARK	2	1775	2673	32140	964	1607	3%	5%	65	1057	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	LAKE JENNINGS PARK	DUNBAR	2	1949	2355	33091	993	1655	3%	5%	70	1087	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	DUNBAR	TAVERN	3	1738	1482	26229	787	1311	3%	5%	70	1111	2	1	1	0	6F	80.5	300	645	1250	2400	4750

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment						MDT	HDT	%MDT	%HDT													
	From	To		AM	PM							UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
I-8 EB	LAKE JENNINGS PARK	DUNBAR	2	1949	2355	33091	993	1655	3%	5%	70	1126	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	CORRIZO GORGE	CORRIZO GORGE	2	287	473	6150	308	184	5%	3%	70	30	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	IN KO PAH	CORRIZO GORGE	2	297	493	6389	319	192	5%	3%	70	32	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	IN KO PAH	IN KO PAH	2	297	493	6389	319	192	5%	3%	70	47	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB		IN KO PAH	2	297	493	6389	319	192	5%	3%	70	51	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	CORRIZO GORGE	SR-94	2	422	518	7232	362	217	5%	3%	70	224	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	SR-94	SR-94	2	387	462	6534	327	196	5%	3%	70	245	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	SR-94	CRESTWOOD	2	447	482	7093	355	213	5%	3%	70	308	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	CRESTWOOD	CRESTWOOD	2	421	466	6804	340	204	5%	3%	70	327	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	CAMERON TRUCK	CAMERON TRUCK	2	481	800	9266	463	278	5%	3%	70	400	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	CRESTWOOD	CAMERON TRUCK	2	485	804	9314	466	279	5%	3%	70	426	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	CAMERON TRUCK	BUCKMAN SPRINGS	2	357	963	9299	465	279	5%	3%	70	680	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	BUCKMAN SPRINGS	BUCKMAN SPRINGS	2	346	944	9105	455	273	5%	3%	70	700	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	BUCKMAN SPRINGS	SUNRISE	2	392	1013	9952	498	299	5%	3%	70	767	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	SUNRISE	SUNRISE	2	364	940	9100	455	273	5%	3%	70	778	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	SUNRISE	PINE VALLEY	2	367	943	9153	458	275	5%	3%	70	814	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	PINE VALLEY	PINE VALLEY	2	314	850	8248	412	247	5%	3%	70	823	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	PINE VALLEY	JAPATUL VALLEY	2	391	987	9869	493	296	5%	3%	70	863	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	CAM CANADA	GREENFIELD	2	3752	3783	47374	1421	2369	3%	5%	65	869	5	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	JAPATUL VALLEY	JAPATUL VALLEY	2	381	917	9351	468	281	5%	3%	70	886	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	CAM CANADA	CAM CANADA	2	3141	2971	36225	1087	1811	3%	5%	65	889	4	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	CAM CANADA	CAM CANADA	2	3141	2971	36225	1087	1811	3%	5%	65	899	4	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	JAPATUL VALLEY	JAPATUL VALLEY	2	381	917	9351	468	281	5%	3%	70	907	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	WEST WILLOWS	WEST WILLOWS	2	590	1060	10730	322	536	3%	5%	70	930	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	WEST WILLOWS	WEST WILLOWS	2	590	1060	10730	322	536	3%	5%	70	931	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	WEST WILLOWS	WEST WILLOWS	2	590	1060	10730	322	536	3%	5%	70	937	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	WEST WILLOWS	TAVERN	2	783	2393	19620	589	981	3%	5%	70	967	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	EAST WILLOWS	WEST WILLOWS	2	594	1230	12871	644	386	5%	3%	70	986	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	JAPATUL VALLEY	EAST WILLOWS	2	700	1138	13756	688	413	5%	3%	70	993	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	EAST WILLOWS	WEST WILLOWS	2	594	1230	12871	644	386	5%	3%	70	994	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	EAST WILLOWS	WEST WILLOWS	2	594	1230	12871	644	386	5%	3%	70	995	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	EAST WILLOWS	EAST WILLOWS	2	594	1054	12208	610	366	5%	3%	70	996	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	EAST WILLOWS	WEST WILLOWS	2	594	1230	12871	644	386	5%	3%	70	997	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	EAST WILLOWS	WEST WILLOWS	2	594	1230	12871	644	386	5%	3%	70	998	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	TAVERN	TAVERN	2	715	2244	18226	547	911	3%	5%	70	1011	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	WEST WILLOWS	TAVERN	2	783	2393	19620	589	981	3%	5%	70	1015	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	TAVERN	TAVERN	2	715	2244	18226	547	911	3%	5%	70	1018	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	LAKE JENNINGS PARK	CAM CANADA	2	3218	3202	37862	1136	1893	3%	5%	65	1037	4	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	LAKE JENNINGS PARK	LAKE JENNINGS PARK	2	2819	2954	33518	1006	1676	3%	5%	65	1051	4	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	LAKE JENNINGS PARK	LAKE JENNINGS PARK	2	2819	2954	33518	1006	1676	3%	5%	65	1053	4	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	LAKE JENNINGS PARK	LAKE JENNINGS PARK	2	2433	2489	27919	838	1396	3%	5%	65	1059	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	DUNBAR	LAKE JENNINGS PARK	2	2168	3022	32849	985	1642	3%	5%	70	1090	4	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	TAVERN	DUNBAR	2	1675	2901	28860	866	1443	3%	5%	70	1123	4	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	DUNBAR	LAKE JENNINGS PARK	2	2168	3022	32849	985	1642	3%	5%	70	1136	4	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	DUNBAR	DUNBAR	2	1635	2699	27412	822	1371	3%	5%	70	1137	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	DUNBAR	DUNBAR	2	1635	2699	27412	822	1371	3%	5%	70	1139	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-805 NB	H	H	4	7480	6345	101276	3038	5064	3%	5%	65	62	7	1	1	0	8F	81.6	375	770	1480	2800	5571
I-805 NB	H	BONITA	4	8703	6449	110869	3326	5543	3%	5%	65	69	7	1	1	0	8F	81.6	375	770	1480	2800	5571
I-805 NB	SR-54 EB	SWEETWATER	4	8329	5627	98830	2965	4942	3%	5%	65	80	6	1	1	0	8F	81.6	375	770	1480	2800	5571
I-805 NB	SR-54 EB	SWEETWATER	4	8329	5627	98830	2965	4942	3%	5%	65	86	6	1	1	0	8F	81.6	375	770	1480	2800	5571
I-805 NB	SWEETWATER	SWEETWATER	4	7869	5137	91007	2730	4550	3%	5%	65	93	5	1	1	0	8F	81.6	375	770	1480	2800	5571
I-805 NB	SWEETWATER	SWEETWATER	4	7869	5137	91007	2730	4550	3%	5%	65	109	5	1	1	0	8F	81.6	375	770	1480	2800	5571
I-805 NB	SWEETWATER	SWEETWATER	4	7869	5137	91007	2730	4550	3%	5%	65	121	5	1	1	0	8F	81.6	375	770	1480	2800	5571
I-805 NB	SWEETWATER	SWEETWATER	4	7869	5137	91007	2730	4550	3%	5%	65	134	5	1	1	0	8F	81.6	375	770	1480	2800	5571
I-805 NB	SWEETWATER	SWEETWATER	4	7869	5137	91007	2730	4550	3%	5%	65	154	5	1	1	0	8F	81.6	375	770	1480	2800	5571
I-805 NB	SWEETWATER	SWEETWATER	4	7869	5137	91007	2730	4550	3%	5%	65	167	5	1	1	0	8F	81.6	375	770	1480	2800	5571
I-805 NB	SWEETWATER	SWEETWATER	4	7869	5137	91007	2730	4550	3%	5%	65	177	5	1	1	0	8F	81.6	375	770	1480	2800	5571
I-805 NB	SWEETWATER	SR-54 WB	4	8457	5546	91162	2735	4558	3%	5%	65	193	5	1	1	0	8F	81.6	375	770	1480	2800	5571
I-805 NB	SR-54 WB	PLAZA	4	9527	7213	108737	3262	5437	3%	5%	65	227	7	1	1	0	8F	81.6	375	770	1480	2800	5571
I-805 SB	H	H	5	5908	9640	107075	3212	5354	3%	5%	65	50	8	1	1	0	10F	82.5	438	873	1680	3227	6214
I-805 SB	BONITA	H	5	6210	11475	126180	3785	6309	3%	5%	65	60	5	1	1	0	10F	82.5	438	873	1680	3227	6214
I-805 SB	BONITA	BONITA	4	5912	10522	117267	3518	5863	3%	5%	65	67	8	1	1	0	8F	81.6	375	770	1480	2800	5571
I-805 SB	EUCLID	SR-54 EB	4	4670	9209	93746	2812	4687	3%	5%	65	78	8	1	1	0	8F	81.6	375	770	1480	2800	5571
I-805 SB	EUCLID	SR-54 EB	4	4670	9209	93746	2812	4687	3%	5%	65	84	8	1	1	0	8F	81.6	375	770	1480	2800	5571
I-805 SB	SWEETWATER	SWEETWATER	4	4371	8821	89530	2686	4476	3%	5%	65	89	8	1	1	0	8F	81.6	375	770	1480	2800	5571
I-805 SB	SWEETWATER	SWEETWATER	4	4371	8821	89530	2686	4476	3%	5%	65	106	8	1	1	0	8F	81.6	375	770	1480	2800	5571
I-805 SB	SWEETWATER	SWEETWATER	4	4371	8821	89530	2686	4476	3%	5%	65	117	8	1	1	0	8F	81.6	375	770	1480	2800	5571
I-805 SB	SWEETWATER	SWEETWATER	4	4371	8821	89530	2686	4476	3%	5%	65	131	8	1	1	0	8F	81.6	375	770	1480	2800	5571
I-805 SB	SWEETWATER	SWEETWATER	4	4371	8821	89530	2686	4476	3%	5%	65	156	8	1	1	0	8F	81.6	375	770	1480	2800	5571
I-805 SB	SWEETWATER	SWEETWATER	4	4371	8821	89530	2686	4476	3%	5%	65	175	8	1	1	0	8F	81.6	375	770	1480	2800	5571
I-805 SB	SR-54 WB	SWEETWATER	4	4199	9841	96295	2889	4815	3%	5%	65	183	8	1	1	0	8F	81.6	375	770	1480	2800	5571
I-805 SB	PLAZA	SR-54 WB	4	5126	10918	110562	3317	5528	3%	5%	65	226	8	1	1	0	8F	81.6	375	770	1480	2800	5571
IDAHO	ENCINO	GLENNA	2	455	684	7797	234	156	3%	2%	35	1642	4	5	1	0	LC	61.2	--	--	42	132	315
IDAHO	GLENNA	SAN PASQUAL VALLEY	2	462	682	7870	236	157	3%	2%	40	1646	4	5	1	0	LC	61.2	--	--	42	132	315
IMPERIAL	SAN PASQUAL	45TH	4	1053	1845	17891	537	358	3%	2%	40	323	2	3	1	0	MA	70.9	--	124	318	627	1217
IMPERIAL	GREENWOOD CEMETARY	SAN PASQUAL	4	881	1370	12835	385	257	3%	2%	40	324	1	3	1	0	MA	70.9	--	124	318	627	1217
IMPERIAL	MESSINA	GREENWOOD CEMETARY	4	881	1370	12835	385	257	3%	2%	40	325	1	3	1	0	MA	70.9	--	124	318	627	1217
IMPERIAL	40TH	MESSINA	4	881	1370	12835	385	257	3%	2%	40	326	1	3	1	0	MA	70.9	--	124	318	627	1217
INDUSTRY	WINTER GARDENS	MAPLEVIEW	2	1718	1926	25090	753	502	3%	2%	30	1182	6	4	1	0	C	63.6	--	--	73	212	457
INDUSTRY	MAPLEVIEW	UNKNOWN	2	1718	1926	25090	753	502	3%	2%	30	1183	6	4	1	0	C	63.6	--	--	73	212	457
INDUSTRY	UNKNOWN	CHANNEL	2	1550	1851	23617	709	472	3%	2%	30	1191	6	4	1	0	C	63.6	--	--	73	212	457
JAMACHA BOULEVARD	ZONE CONNECTOR	PARADISE VALLEY	4	2208	2485	28888	867	578	3%	2%	40	342	3	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	THAYER	ZONE CONNECTOR	4	2238	2626	29932	898	599	3%	2%	40	344	4	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	LA PRESA	RAMONA	4	2117	2450	26773	803	535	3%	2%	40	345	3	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	SAN MIGUEL	SAN JUAN	3	1794	1822	19876	596	398	3%	2%	40	346	2	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	KEMPTON	THAYER	4	2243	2621	29742	892	595	3%	2%	40	347	4	3	1	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	RAMONA	GRAND	4	2148	2458	26985	810	540	3%	2%	40	348	3	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	GRAND	SACRAMENTO	4	1875	2152	23893	717	478	3%	2%	40	349	2	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	SAN JUAN	LA PRESA	3	1794	1822	19876	596	398	3%	2%	40	350	2	3	3	0	MA	70.9	--	124	318	627	1217

Street Name	Roadway Segment From	Roadway Segment To	Number Lanes	Peak Hour Traffic AM	Peak Hour Traffic PM	ADT	Vehicle Mix MDT	Vehicle Mix HDT	%MDT	%HDT	Speed	UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	CNEL 100 feet	Distance to dBA Contour Line (feet) 75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
JAMACHA BOULEVARD	SACRAMENTO	KEMPTON	4	1966	2281	25630	769	513	3%	2%	40	351	3	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	SAN DIEGO	SAN MIGUEL	3	1794	1822	19876	596	398	3%	2%	40	353	2	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	OMEGA	SAN DIEGO	3	1683	1666	18176	545	364	3%	2%	40	354	2	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	MAYA	OMEGA	2	1638	1649	17874	536	357	3%	2%	40	365	6	3	1	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	WHITESTONE	MAYA	3	1850	1907	20005	600	400	3%	2%	50	391	2	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	SPRING GLEN	WHITESTONE	2	2010	2090	22306	669	446	3%	2%	50	406	6	4	1	0	C	63.6	--	--	73	212	457
JAMACHA BOULEVARD	JAMACHA	SPRING GLEN	2	2010	2090	22306	669	446	3%	2%	50	411	6	4	1	0	C	63.6	--	--	73	212	457
JAMACHA BOULEVARD	RAMP	JAMACHA	3	2030	2118	22617	679	452	3%	2%	50	415	2	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	SWEETWATER SPRINGS	RAMP	3	2037	2128	22727	682	455	3%	2%	50	423	2	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	RAMP	SWEETWATER SPRINGS	4	1373	1206	15148	454	303	3%	2%	50	425	2	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	10707 MHP	RAMP	4	1222	1064	14049	421	281	3%	2%	50	432	1	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	CALAVO/DOUBLETREE	10707 MHP	4	1222	1064	14049	421	281	3%	2%	50	442	1	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	TRACE	CALAVO/DOUBLETREE	4	1696	1578	21598	648	432	3%	2%	50	454	2	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	SR-54	TRACE	4	1696	1578	21598	648	432	3%	2%	50	460	2	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	RAMP SR-94 EB	SR-54	4	1692	1574	21506	645	430	3%	2%	50	482	2	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	RAMP SR-94 WB	RAMP SR-94 EB	4	1696	1578	21598	648	432	3%	2%	50	492	2	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	CAMPO	RAMP SR-94 WB	4	1696	1578	21598	648	432	3%	2%	50	493	2	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA ROAD	GILLESPIE	JAMACHA	4	1574	2280	24402	732	488	3%	2%	45	371	2	4	3	0	C	63.6	--	--	73	212	457
JAMACHA ROAD	RAMP SR-125 SB	RAMP SR-125 NB	4	1822	2468	26977	809	540	3%	2%	45	373	3	4	1	0	C	63.6	--	--	73	212	457
JAMACHA ROAD	RAMP SR-125 SB	RAMP SR-125 NB	4	1822	2468	26977	809	540	3%	2%	45	375	3	4	1	0	C	63.6	--	--	73	212	457
JAMACHA ROAD	RAMP SR-125 SB	RAMP SR-125 NB	4	1822	2468	26977	809	540	3%	2%	45	377	3	4	1	0	C	63.6	--	--	73	212	457
JAMACHA ROAD	RAMP SR-125 NB	SWEETWATER	4	2218	2893	32639	979	653	3%	2%	45	379	4	4	1	0	C	63.6	--	--	73	212	457
JAMACHA ROAD	SWEETWATER	UNKNOWN	4	1659	2360	25635	769	513	3%	2%	45	381	3	4	3	0	C	63.6	--	--	73	212	457
JAMACHA ROAD	UNKNOWN	HELIX	4	1607	2368	25320	760	506	3%	2%	45	382	3	4	3	0	C	63.6	--	--	73	212	457
JAMACHA ROAD	HELIX	GILLESPIE	4	1566	2275	24342	730	487	3%	2%	45	383	2	4	3	0	C	63.6	--	--	73	212	457
JAMACHA ROAD	JAMACHA	PRESIOCA/KEMPTON	4	1366	2048	21321	640	426	3%	2%	45	384	2	4	3	0	C	63.6	--	--	73	212	457
JAMACHA ROAD	PRESIOCA/KEMPTON	GRAND	4	969	1567	14840	445	297	3%	2%	45	386	2	4	3	0	C	63.6	--	--	73	212	457
JAMACHA ROAD	ELKELTON	RAMP SR-125 SB	4	1452	2017	21677	650	434	3%	2%	45	390	2	4	1	0	C	63.6	--	--	73	212	457
JAMACHA ROAD	DARBY	ELKELTON	4	1207	1822	19893	597	398	3%	2%	35	395	2	4	2	0	C	63.6	--	--	73	212	457
JAMACHA ROAD	OSAGE	DARBY	4	1181	1796	19341	580	387	3%	2%	35	402	2	4	2	0	C	63.6	--	--	73	212	457
JAMACHA ROAD	CARDIFF	OSAGE	4	732	1119	11813	354	236	3%	2%	35	403	1	4	2	0	C	63.6	--	--	73	212	457
JAMACHA ROAD	RAMP SR-94 WB	CAMPO	6	3683	3172	50016	1500	1000	3%	2%	50	491	5	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	CUYAMACA COLLEGE W	RAMP SR-94 WB	6	3679	3168	49924	1498	998	3%	2%	50	501	4	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	UNKNOWN	CUYAMACA COLLEGE W	5	3947	4899	60621	1819	1212	3%	2%	50	503	6	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	CUYAMACA COLLEGE E	UNKNOWN	4	3947	4899	60621	1819	1212	3%	2%	50	505	6	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	FURY	CUYAMACA COLLEGE E	4	3255	4242	50620	1519	1012	3%	2%	50	510	6	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	UNKNOWN	FURY	4	3004	3733	43366	1301	867	3%	2%	50	515	6	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	WILLOW GLEN	UNKNOWN	4	2915	3534	41561	1247	831	3%	2%	50	531	6	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	HILTON HEAD	WILLOW GLEN	4	2440	3018	35305	1059	706	3%	2%	50	567	5	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	UNKNOWN	HILTON HEAD	4	2233	2699	31520	946	630	3%	2%	50	583	4	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	BRABHAM	UNKNOWN	4	2229	2695	31428	943	629	3%	2%	50	607	4	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	CALLE ALBARA	BRABHAM	4	2107	2579	28749	862	575	3%	2%	50	644	3	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	SCOTTYS WAY	CALLE ALBARA	4	2109	2654	28827	865	577	3%	2%	50	684	3	2	1	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	UNKNOWN	SCOTTYS WAY	4	2109	2654	28827	865	577	3%	2%	50	690	3	2	1	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	HILLSDALE	UNKNOWN	4	2109	2654	28827	865	577	3%	2%	50	697	3	2	1	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	SUNDALE	HILLSDALE	4	2464	3177	34579	1037	692	3%	2%	50	704	5	2	1	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	CHASE	SUNDALE	4	2431	3130	34065	1022	681	3%	2%	50	718	5	2	3	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	PENASCO	CHASE	4	1948	2103	26328	790	527	3%	2%	45	729	3	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA ROAD	HIDDEN MESA	PENASCO	4	1834	1891	23932	718	479	3%	2%	45	732	2	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA ROAD	RANCHO WINCHESTER	HIDDEN MESA	4	1834	1891	23932	718	479	3%	2%	45	737	2	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA ROAD	GROVE	RANCHO WINCHESTER	6	1937	2097	26265	788	525	3%	2%	50	740	2	3	2	0	MA	70.9	--	124	318	627	1217
JAMACHA ROAD	VAN VECHTEN	GROVE	4	1938	2138	26495	795	530	3%	2%	45	746	3	3	3	0	MA	70.9	--	124	318	627	1217
JAMUL	STEELE CANYON	IVANHOE RANCH	2	528	889	7051	212	141	3%	2%	35	497	3	6	1	0	RC	56.3	--	--	--	43	136
JAMUL	IVANHOE RANCH	COTTONWOOD SPRINGS	2	528	889	7051	212	141	3%	2%	35	500	3	6	1	0	RC	56.3	--	--	--	43	136
JAPATUL VALLEY	RAMP I-8 WB	RAMP I-8 EB	2	222	651	5479	110	55	2%	1%	50	879	3	4	1	0	C	63.6	--	--	73	212	457
JAPATUL VALLEY	RAMP I-8 WB	RAMP I-8 EB	2	222	651	5479	110	55	2%	1%	50	885	3	4	1	0	C	63.6	--	--	73	212	457
JAPATUL VALLEY	RAMP I-8 WB	RAMP I-8 EB	2	222	651	5479	110	55	2%	1%	50	891	3	4	1	0	C	63.6	--	--	73	212	457
JEFFERSON	OLIVE VISTA	ZONE CONNECTOR	2	246	542	5172	155	103	3%	2%	35	412	3	6	1	0	RC	56.3	--	--	--	43	136
JULIAN	PROSPECT	CHANNEL	2	286	545	5830	175	117	3%	2%	35	1094	3	7	1	0	L	54.9	--	--	--	31	98
JULIAN	CHANNEL	CACTUS	2	970	1166	12692	381	254	3%	2%	35	1099	5	4	1	0	C	63.6	--	--	73	212	457
JULIAN	CACTUS	LEMONCREST	2	1028	1313	14228	427	285	3%	2%	35	1100	5	4	1	0	C	63.6	--	--	73	212	457
JULIAN	LEMONCREST	LOS COCHES/MAINE	2	1046	1385	14711	441	294	3%	2%	35	1106	5	4	2	0	C	63.6	--	--	73	212	457
JULIAN	LOS COCHES/MAINE	VINE	4	773	964	10985	330	220	3%	2%	25	1108	1	4	1	0	C	63.6	--	--	73	212	457
JULIAN	VINE	12640	2	999	1259	14267	428	285	3%	2%	35	1112	5	5	1	0	LC	61.2	--	--	42	132	315
JULIAN	12640	CYPRESS	2	999	1259	14267	428	285	3%	2%	35	1122	5	5	1	0	LC	61.2	--	--	42	132	315
JULIAN	CYPRESS	PETITE	2	865	1081	12416	372	248	3%	2%	35	1134	5	5	1	0	LC	61.2	--	--	42	132	315
JULIAN	PETITE	PINO	2	865	1081	12416	372	248	3%	2%	35	1142	5	5	1	0	LC	61.2	--	--	42	132	315
JULIAN	PINO	LAKEVIEW	2	819	980	11304	339	226	3%	2%	35	1147	5	5	1	0	LC	61.2	--	--	42	132	315
JULIAN	LAKEVIEW	WOODLAND VISTA	2	573	738	8303	249	166	3%	2%	35	1155	4	5	1	0	LC	61.2	--	--	42	132	315
JULIAN	WOODLAND VISTA	EL MONTE	2	572	739	8286	249	166	3%	2%	35	1178	4	5	1	0	LC	61.2	--	--	42	132	315
JULIAN	DYE	MUSSEY GRADE	2	2122	2294	27327	820	1366	3%	5%	45	1392	11	4	3	0	C	63.6	--	--	73	212	457
JULIAN	HIGHLAND VALLEY	DYE	2	1668	1818	21831	655	1092	3%	5%	45	1395	7	4	3	0	C	63.6	--	--	73	212	457
JULIAN	ZONE CONNECTOR	HIGHLAND VALLEY	2	1668	1818	21831	655	1092	3%	5%	45	1411	7	4	3	0	C	63.6	--	--	73	212	457
JULIAN	BOUNDARY	ZONE CONNECTOR	2	1700	1870	22441	673	1122	3%	5%	45	1413	7	4	3	0	C	63.6	--	--	73	212	457
JULIAN	MAIN	BOUNDARY	2	1700	1870	22441	673	1122	3%	5%	45	1429	7	4	3	0	C	63.6	--	--	73	212	457
JULIAN	UNKNOWN	PASEO PANTERA	2	428	574	6800	204	340	3%	5%	45	1520	2	3	1	0	MA	70.9	--	124	318	627	1217
JULIAN	UNKNOWN	PASEO PANTERA	2	428	574	6800	204	340	3%	5%	45	1521	2	3	1	0	MA	70.9	--	124	318	627	1217
JULIAN	UNKNOWN	PASEO PANTERA	2	428	574	6800	204	340	3%	5%	45	1523	2	3	1	0	MA	70.9	--	124	318	627	1217
JULIAN	UNKNOWN	PASEO PANTERA	2	428	574	6800	204	340	3%	5%	45	1524	2	3	1	0	MA	70.9	--	124	318	627	1217
JULIAN	PASEO PANTERA	JULIAN BRIDGE	2	394	529	6306	315	189	5%	3%	45	1530	2	3	1	0	MA	70.9	--	124	318	627	1217
JULIAN	JULIAN BRIDGE	PUBLIC	2	394	529	6306	315	189	5%	3%	45	1538	2	3	1	0	MA	70.9	--	124	318	627	1217
JULIAN	MAIN	AQUA	4	958	1484	16646	499	832	3%	5%	40	1540	3	3	2	0	MA	70.9	--	124	318	627	1217
JULIAN	AQUA	COWBOY	4	958	1484	16646	499	832	3%	5%	40	1542	3	3	1	0	MA	70.9	--	124	318	627	1217
JULIAN	COWBOY	EARLHAM	2	931	1450	16274	488	814	3%	5%	40	1543	3	3	1	0	MA	70.9	--	124	318	627	1217
JULIAN	UNKNOWN	PASEO PANTERA	2	428	574	6800	204	340	3%	5%	45	1544	2	3	1	0	MA	70.9	--	124	318	627	1217
JULIAN	MAGNOLIA	UNKNOWN	2	428	574	6800	204	340	3%	5%	45	1545	2	3	1	0	MA	70.9	--	124	318	627	1217
JULIAN	KEYES	MAGNOLIA	2	664	877	10232	307	512	3%	5%	40	1546	3	3	1	0	MA	70.9	--	124	318	627	1217
JULIAN	UNKNOWN	KEYES	2	664	877	10232	307	512	3%	5%	40	1547	3	3	1	0	MA	70.9	--	124	318	627	1217
JULIAN	EARLHAM	UNKNOWN	2	664	877	10232	307	512	3%	5%	40	1548	3	3	1	0	MA	70.9	--	124	318	627	1217

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment						MDT	HDT	%MDT	%HDT													
	From	To		AM	PM							UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
JULIAN	PUBLIC	RAMONA TRAILS	2	394	529	6306	315	189	5%	3%	45	1556	2	6	1	0	RC	56.3	--	--	--	43	136
JULIAN	RAMONA TRAILS	ZONE CONNECTOR	2	394	529	6306	315	189	5%	3%	45	1565	2	6	1	0	RC	56.3	--	--	--	43	136
JULIAN	ZONE CONNECTOR	SUTHERLAND	2	364	493	5897	295	177	5%	3%	45	1575	2	6	1	0	RC	56.3	--	--	--	43	136
JULIAN	SR-79	SR-78	2	415	621	6943	347	208	5%	3%	50	1629	2	6	1	0	RC	56.3	--	--	--	43	136
KENWOOD	BANCROFT	ZONE CONNECTOR	2	625	817	8017	241	160	3%	2%	25	539	4	4	1	0	C	63.6	--	--	73	212	457
KENWOOD	ZONE CONNECTOR	KENWOOD GARDEN/9210	2	412	634	5418	163	108	3%	2%	25	540	3	4	1	0	C	63.6	--	--	73	212	457
KENWOOD	KENWOOD GARDEN/9210	HELIX	2	412	634	5418	163	108	3%	2%	25	541	3	4	1	0	C	63.6	--	--	73	212	457
KENWOOD	HELIX	UNKNOWN	2	591	947	8159	245	163	3%	2%	25	543	4	4	1	0	C	63.6	--	--	73	212	457
KENWOOD	UNKNOWN	SUMMERFIELD	2	598	960	8301	249	166	3%	2%	25	550	4	4	1	0	C	63.6	--	--	73	212	457
KENWOOD	SUMMERFIELD	DALE	2	774	1184	11032	331	221	3%	2%	25	564	4	4	3	0	C	63.6	--	--	73	212	457
KENWOOD	DALE	RAMP SR-94 EB	2	895	1331	12734	382	255	3%	2%	25	569	5	4	1	0	C	63.6	--	--	73	212	457
KENWOOD	RAMP SR-94 EB	RAMP SR-94 WB	2	1201	1605	17613	528	352	3%	2%	45	572	6	4	1	0	C	63.6	--	--	73	212	457
KENWOOD	RAMP SR-94 EB	RAMP SR-94 WB	2	1201	1605	17613	528	352	3%	2%	45	574	6	4	1	0	C	63.6	--	--	73	212	457
KENWOOD	RAMP SR-94 EB	RAMP SR-94 WB	2	1201	1605	17613	528	352	3%	2%	45	578	6	4	1	0	C	63.6	--	--	73	212	457
KENWOOD	RAMP SR-94 WB	CAMPO	2	1504	1977	22908	687	458	3%	2%	45	596	6	4	1	0	C	63.6	--	--	73	212	457
KNOB HILL	UNKNOWN	NORDAHL	2	627	835	6567	197	131	3%	2%	35	1710	3	4	1	0	C	63.6	--	--	73	212	457
LA BAJADA	LA NORIA	LOS MORROS	2	1506	1646	17183	515	344	3%	2%	30	1456	6	5	1	0	LC	61.2	--	--	42	132	315
LA BAJADA	EL MIRLO	LA NORIA	2	2348	2635	23226	697	465	3%	2%	30	1464	6	5	1	0	LC	61.2	--	--	42	132	315
LA CRESTA	GREENFIELD	FLUME	2	677	944	10389	312	208	3%	2%	35	774	4	3	1	0	B	64.7	--	--	94	265	562
LA CRESTA	FLUME	ZONE CONNECTOR	2	591	792	8669	260	173	3%	2%	35	781	4	3	1	0	B	64.7	--	--	94	265	562
LA CRESTA	ZONE CONNECTOR	RANCH GATE	2	590	789	8616	258	172	3%	2%	35	782	4	4	1	0	C	63.6	--	--	73	212	457
LA CRESTA	MOUNTAIN VIEW	BURDETT	2	333	505	5297	159	106	3%	2%	35	808	3	5	1	0	LC	61.2	--	--	42	132	315
LA CRESTA	RANCH GATE	UNKNOWN	2	529	718	7791	234	156	3%	2%	35	809	4	4	1	0	C	63.6	--	--	73	212	457
LA CRESTA	UNKNOWN	MOUNTAIN VIEW	2	497	678	7345	220	147	3%	2%	35	812	4	4	1	0	C	63.6	--	--	73	212	457
LA GRANADA	PASEO DELICIAS	VIA DE SANTA FE	2	1036	1149	12090	363	242	3%	2%	30	1419	5	5	1	0	LC	61.2	--	--	42	132	315
LA GRANADA	AVNDA DE ACACIAS	PASEO DELICIAS	2	1304	1507	15783	473	316	3%	2%	30	1424	5	5	1	0	LC	61.2	--	--	42	132	315
LA GRANADA	SOBRE LOS CERROS	AVNDA DE ACACIAS	2	1122	1332	14045	421	281	3%	2%	30	1430	5	5	1	0	LC	61.2	--	--	42	132	315
LA GRANADA	SAN ELIJO	RAMBLA DE LAS FLORES	2	1484	1614	16639	499	333	3%	2%	30	1433	6	5	1	0	LC	61.2	--	--	42	132	315
LA GRANADA	LOS MORROS	SAN ELIJO	2	1471	1588	16533	496	331	3%	2%	30	1435	6	5	1	0	LC	61.2	--	--	42	132	315
LA GRANADA	RAMBLA DE LAS FLORES	SOBRE LOS CERROS	2	1140	1340	14100	423	282	3%	2%	30	1442	5	5	1	0	LC	61.2	--	--	42	132	315
LA NORIA	LA BAJADA	EL PUENTE	2	1094	1285	7857	236	157	3%	2%	35	1455	4	5	1	0	LC	61.2	--	--	42	132	315
LAKE	UNKNOWN	RANCHO SANTA FE	2	427	1005	11064	332	221	3%	2%	35	1681	5	7	1	0	L	54.9	--	--	--	31	98
LAKE JENNINGS PARK	RAMP I-8 WB	SIERRA ALTA	2	1333	2020	22148	664	443	3%	2%	40	1056	6	3	1	0	MA	70.9	--	124	318	627	1217
LAKE JENNINGS PARK	RAMP I-8 WB	RAMP I-8 WB	2	998	1629	17101	513	342	3%	2%	40	1060	6	3	1	0	MA	70.9	--	124	318	627	1217
LAKE JENNINGS PARK	HWY 8/BLOSSOM VALLEY	RAMP I-8 WB	2	1790	2201	26314	789	526	3%	2%	40	1065	6	3	1	0	MA	70.9	--	124	318	627	1217
LAKE JENNINGS PARK	JENNINGS VISTA	HWY 8/BLOSSOM VALLEY	2	1345	1706	19813	594	396	3%	2%	40	1069	6	3	1	0	MA	70.9	--	124	318	627	1217
LAKE JENNINGS PARK	HARRITT	JENNINGS VISTA	2	1279	1622	18841	565	377	3%	2%	40	1071	6	3	1	0	MA	70.9	--	124	318	627	1217
LAKE JENNINGS PARK	PINKARD	HARRITT	2	1279	1622	18841	565	377	3%	2%	40	1074	6	3	1	0	MA	70.9	--	124	318	627	1217
LAKE JENNINGS PARK	AMERICAN	PINKARD	3	1197	1504	17383	521	348	3%	2%	40	1079	2	3	1	0	MA	70.9	--	124	318	627	1217
LAKE JENNINGS PARK	ZONE CONNECTOR	AMERICAN	2	1197	1504	17383	521	348	3%	2%	40	1121	6	3	1	0	MA	70.9	--	124	318	627	1217
LAKE JENNINGS PARK	EL MONTE	ZONE CONNECTOR	3	1229	1623	17961	539	359	3%	2%	40	1179	2	3	1	0	MA	70.9	--	124	318	627	1217
LAKE JENNINGS PARK	WINCHESTER	EL MONTE	4	724	960	10481	314	210	3%	2%	35	1198	1	2	1	0	PA	77.4	167	417	782	1480	2800
LAKE JENNINGS PARK	PINO	WINCHESTER	4	703	931	10120	304	202	3%	2%	35	1215	1	2	1	0	PA	77.4	167	417	782	1480	2800
LAKE JENNINGS PARK	MAPLEVIEW	PINO	4	938	1274	13856	416	277	3%	2%	35	1217	1	2	1	0	PA	77.4	167	417	782	1480	2800
LAKE WOHLFORD	ZONE CONNECTOR	WOODS VALLEY	2	431	932	8101	243	162	3%	2%	35	1843	4	4	1	0	C	63.6	--	--	73	212	457
LAKESHORE	CHANNEL	UNKNOWN	2	523	1150	10222	307	204	3%	2%	25	1176	4	7	1	0	L	54.9	--	--	--	31	98
LAKESHORE	UNKNOWN	MAINE	2	512	1143	10222	307	204	3%	2%	25	1180	4	7	1	0	L	54.9	--	--	--	31	98
LAKESHORE	MAINE	VINE	2	298	598	5142	154	103	3%	2%	25	1186	3	7	1	0	L	54.9	--	--	--	31	98
LAKESHORE	VINE	12616	2	382	611	6733	202	135	3%	2%	25	1188	3	7	1	0	L	54.9	--	--	--	31	98
LAKESIDE	UNKNOWN	CHANNEL	4	1064	1592	13793	414	276	3%	2%	50	1228	1	3	3	0	MA	70.9	--	124	318	627	1217
LAKESIDE	RIVERSIDE	UNKNOWN	4	961	1453	12158	365	243	3%	2%	40	1231	1	4	1	0	C	63.6	--	--	73	212	457
LAKESIDE	CHANNEL	SR-67	2	483	623	6529	196	131	3%	2%	40	1235	3	5	1	0	LC	61.2	--	--	42	132	315
LAKEVIEW	MARJAY	LOS COCHES	2	321	471	5109	153	102	3%	2%	35	1014	3	5	1	0	LC	61.2	--	--	42	132	315
LAMAR	BANCROFT	AVNDA DE LAMAR	2	417	623	5659	170	113	3%	2%	30	489	3	7	1	0	L	54.9	--	--	--	31	98
LAMAR	AVNDA DE LAMAR	HELIX	2	369	583	5115	153	102	3%	2%	30	490	3	7	1	0	L	54.9	--	--	--	31	98
LEMON	BANCROFT	MARGUERITA	2	886	1039	11903	357	238	3%	2%	35	717	5	4	1	0	C	63.6	--	--	73	212	457
LEMON	MARGUERITA	ALTO	2	511	632	7325	220	146	3%	2%	35	723	4	4	1	0	C	63.6	--	--	73	212	457
LILAC	CYPRESS	VALLEY CENTER	2	954	1558	14159	425	283	3%	2%	40	1867	5	4	1	0	C	63.6	--	--	73	212	457
LILAC	BETSWORTH	CYPRESS	2	765	1134	11016	330	220	3%	2%	40	1869	5	4	1	0	C	63.6	--	--	73	212	457
LILAC	UNKNOWN	BETSWORTH	2	765	1134	11016	330	220	3%	2%	40	1886	5	4	1	0	C	63.6	--	--	73	212	457
LILAC	ANTHONY	UNKNOWN	2	765	1134	11016	330	220	3%	2%	40	1892	5	4	1	0	C	63.6	--	--	73	212	457
LILAC	ZONE CONNECTOR	ANTHONY	2	553	839	8234	247	165	3%	2%	40	1910	4	4	1	0	C	63.6	--	--	73	212	457
LILAC	OLD CASTLE	ZONE CONNECTOR	2	506	768	7549	226	151	3%	2%	40	1948	4	4	1	0	C	63.6	--	--	73	212	457
LINEA DEL CIELO	EL CAMINO REAL	LOMAS SANTA FE	2	392	662	5654	170	113	3%	2%	35	1349	3	5	1	0	LC	61.2	--	--	42	132	315
LINEA DEL CIELO	LAS PLANIDERAS	EL CAMINO REAL	2	588	803	7011	210	140	3%	2%	35	1354	3	5	1	0	LC	61.2	--	--	42	132	315
LINEA DEL CIELO	RAMBLA DE LAS FLORES	LAS PLANIDERAS	2	532	712	6140	184	123	3%	2%	35	1375	3	5	1	0	LC	61.2	--	--	42	132	315
LINEA DEL CIELO	ZONE CONNECTOR	RAMBLA DE LAS FLORES	2	384	866	6255	188	125	3%	2%	35	1396	3	5	1	0	LC	61.2	--	--	42	132	315
LOMAS SANTA FE	HIGHLAND	SUN VALLEY	2	421	718	6311	189	126	3%	2%	45	1342	3	3	1	0	MA	70.9	--	124	318	627	1217
LOMAS SANTA FE	SUN VALLEY	LINEA DEL CIELO	2	421	718	6311	189	126	3%	2%	35	1343	3	5	1	0	LC	61.2	--	--	42	132	315
LOS COCHES	RAMP I-8 EB	ZONE CONNECTOR	4	1048	2467	25426	763	509	3%	2%	40	884	3	3	3	0	MA	70.9	--	124	318	627	1217
LOS COCHES	RAMP I-8 WB	RAMP I-8 EB	4	839	2512	22815	684	456	3%	2%	40	888	2	3	2	0	MA	70.9	--	124	318	627	1217
LOS COCHES	RAMP I-8 WB	RAMP I-8 EB	4	839	2512	22815	684	456	3%	2%	40	890	2	3	2	0	MA	70.9	--	124	318	627	1217
LOS COCHES	RAMP I-8 WB	RAMP I-8 EB	4	839	2512	22815	684	456	3%	2%	40	893	2	3	2	0	MA	70.9	--	124	318	627	1217
LOS COCHES	ORA BELLE	RAMP I-8 WB	4	951	2097	20026	601	401	3%	2%	40	897	2	3	3	0	MA	70.9	--	124	318	627	1217
LOS COCHES	BASHFUL	ORA BELLE	4	915	2046	19238	577	385	3%	2%	40	908	2	3	3	0	MA	70.9	--	124	318	627	1217
LOS COCHES	AURORA	BASHFUL	4	835	1810	15941	478	319	3%	2%	40	913	2	3	3	0	MA	70.9	--	124	318	627	1217
LOS COCHES	I-8 BUSINESS	AURORA	4	835	1810	15941	478	319	3%	2%	40	917	2	3	3	0	MA	70.9	--	124	318	627	1217
LOS COCHES	LAKEVIEW	I-8 BUSINESS	2	961	1604	16209	486	324	3%	2%	40	971	5	4	3	0	C	63.6	--	--	73	212	457
LOS COCHES	BOWER	LAKEVIEW	2	847	1405	14173	425	283	3%	2%	40	999	5	4	3	0	C	63.6	--	--	73	212	457
LOS COCHES	MELROSE	BOWER	2	804	1334	13330	400	267	3%	2%	40	1017	4	4	3	0	C	63.6	--	--	73	212	457
LOS COCHES	ZONE CONNECTOR	MELROSE	2	785	1237	12324	370	246	3%	2%	40	1033	4	4	3	0	C	63.6	--	--	73	212	457
LOS COCHES	ROCKCREST	ZONE CONNECTOR	2	776	1219	12130	364	243	3%	2%	40	1076	4	4	3	0	C	63.6	--	--	73	212	457
LOS COCHES	VINE	ROCKCREST	2	710	1136	11084	333	222	3%	2%	40	1096	4	4	3	0	C	63.6	--	--	73	212	457
LOS COCHES	LOS COCHES/MAINE	VINE	2	679	1086	10557	317	211	3%	2%	40	1107	4	4	3	0	C	63.6	--	--	73	212	457
LOS MORROS	LA ENTRADA	LA GRANADA	2	1506	1646	17183	515	344	3%	2%	30	1448	6	5	1	0	LC	61.2	--	--	42	132	315
LYONS VALLEY	CAMPO	OLIVE VISTA	2	623	712	9793	294	196	3%	2%	40	410	4	4	1	0	C	63.6	--	--	73	212	457
LYONS VALLEY	OLIVE VISTA	JEFFERSON	2	623	712	9793	294	196	3%	2%	40	414	4	4	1	0	C	63.6	--	--	73	212	457
LYONS VALLEY	JEFFERSON	RESERVOIR	2	788	1081	13416	402	268	3%	2%	40	418	5	4	1	0	C	63.6	--	--	73	212	457
LYONS VALLEY	RESERVOIR	JAMUL	2	788	1081	13416	402	268	3%	2%	40	420	5	4	1	0	C	63.6	--	--	73	212	457

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment						MDT	HDT	%MDT	%HDT													
	From	To		AM	PM							UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
LYONS VALLEY	ROCKY SAGE	SC 760	2	761	1070	11652	350	233	3%	2%	40	433	5	4	1	0	C	63.6	--	--	73	212	457
LYONS VALLEY	JAMUL	RIO GRANDE	2	789	1106	12188	366	244	3%	2%	40	434	5	4	1	0	C	63.6	--	--	73	212	457
LYONS VALLEY	PEG LEG MINE	ROCKY SAGE	2	761	1070	11652	350	233	3%	2%	40	435	5	4	1	0	C	63.6	--	--	73	212	457
LYONS VALLEY	RIO GRANDE	PEG LEG MINE	2	789	1106	12188	366	244	3%	2%	40	436	5	4	1	0	C	63.6	--	--	73	212	457
LYONS VALLEY	SC 760	SKYLINE TRUCK	2	761	1070	11652	350	233	3%	2%	35	440	5	4	1	0	C	63.6	--	--	73	212	457
LYONS VALLEY	SKYLINE TRUCK	UNKNOWN	2	495	727	7984	240	160	3%	2%	35	441	4	5	1	0	LC	61.2	--	--	42	132	315
MAGNOLIA	UNKNOWN	VERNON	2	810	1121	13606	408	272	3%	2%	35	805	5	4	1	0	C	63.6	--	--	73	212	457
MAGNOLIA	UNKNOWN	VERNON	2	810	1121	13606	408	272	3%	2%	35	810	5	4	1	0	C	63.6	--	--	73	212	457
MAGNOLIA	CYPRESS	UNKNOWN	2	810	1121	13606	408	272	3%	2%	35	820	5	4	1	0	C	63.6	--	--	73	212	457
MAGNOLIA	BRADLEY	CYPRESS	2	1101	1143	15301	459	306	3%	2%	45	843	5	4	1	0	C	63.6	--	--	73	212	457
MAGNOLIA	DENNY	BRADLEY	4	1124	888	12623	379	252	3%	2%	45	845	1	4	1	0	C	63.6	--	--	73	212	457
MAGNOLIA	1681	DENNY	2	1124	888	12623	379	252	3%	2%	45	858	5	4	1	0	C	63.6	--	--	73	212	457
MAGNOLIA	AIRPORT	1681	2	868	746	9961	299	199	3%	2%	45	870	4	4	1	0	C	63.6	--	--	73	212	457
MAIN	KALBAUGH	ETCHEVERRY	2	1661	1821	22060	662	1103	3%	5%	45	1445	7	4	3	0	C	63.6	--	--	73	212	457
MAIN	HUNTER	KALBAUGH	4	1789	2149	25397	762	1270	3%	5%	45	1449	7	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	JULIAN	HUNTER	4	1392	1790	21003	630	1050	3%	5%	45	1451	3	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	PALA	JULIAN	4	1428	1948	22579	677	1129	3%	5%	45	1459	3	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	DAY	PALA	4	1686	2644	29453	884	1473	3%	5%	45	1462	3	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	RAMONA	DAY	4	1931	3009	33435	1003	1672	3%	5%	50	1465	4	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	16TH	RAMONA	4	1931	3009	33435	1003	1672	3%	5%	45	1468	4	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	MONTECITO	16TH	4	1963	3129	34624	1039	1731	3%	5%	45	1472	4	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	14TH	MONTECITO	4	1614	2601	28684	861	1434	3%	5%	40	1478	8	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	12TH	14TH	4	1976	3256	35514	1065	1776	3%	5%	40	1485	8	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	11TH	12TH	4	1904	3055	33606	1008	1680	3%	5%	40	1492	8	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	PINE/10TH	11TH	4	1910	3028	33453	1004	1673	3%	5%	40	1497	8	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	UNKNOWN	PINE/10TH	4	1523	2501	27075	812	1354	3%	5%	40	1500	5	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	ZONE CONNECTOR	UNKNOWN	4	1522	2500	27047	811	1352	3%	5%	40	1503	5	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	07TH	ZONE CONNECTOR	4	1367	2372	25404	762	1270	3%	5%	40	1508	3	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	UNKNOWN	07TH	4	1276	2134	22829	685	1141	3%	5%	40	1512	2	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	N 5TH	UNKNOWN	4	1124	1831	19221	577	961	3%	5%	40	1522	2	3	1	0	MA	70.9	--	124	318	627	1217
MAIN	UNKNOWN	N 5TH	4	1130	1837	19369	581	968	3%	5%	40	1529	2	3	1	0	MA	70.9	--	124	318	627	1217
MAIN	JULIAN	UNKNOWN	4	1045	1811	18514	555	926	3%	5%	40	1536	2	3	1	0	MA	70.9	--	124	318	627	1217
MAIN	AMMUNITION	CLEMMENS	2	553	1070	11662	350	233	3%	2%	25	2187	5	5	1	0	LC	61.2	--	--	42	132	315
MAIN	AVIATION	AMMUNITION	2	1039	1430	16820	505	336	3%	2%	25	2196	6	5	1	0	LC	61.2	--	--	42	132	315
MAIN	FALLBROOK	AVIATION	2	1006	1401	16583	497	332	3%	2%	25	2209	6	5	1	0	LC	61.2	--	--	42	132	315
MAIN	COLLEGE	FALLBROOK	2	670	1283	14131	424	283	3%	2%	25	2215	5	5	1	0	LC	61.2	--	--	42	132	315
MAIN	FIG	COLLEGE	2	607	1110	12407	372	248	3%	2%	25	2217	5	5	1	0	LC	61.2	--	--	42	132	315
MAIN	ALVARADO	FIG	2	511	927	10437	313	209	3%	2%	25	2221	4	5	1	0	LC	61.2	--	--	42	132	315
MAIN	HAWTHORNE	ALVARADO	2	825	1473	16244	487	325	3%	2%	25	2227	6	5	1	0	LC	61.2	--	--	42	132	315
MAIN	ZONE CONNECTOR	HAWTHORNE	2	825	1473	16244	487	325	3%	2%	25	2229	6	5	1	0	LC	61.2	--	--	42	132	315
MAIN	MISSION	ZONE CONNECTOR	2	653	999	11697	351	234	3%	2%	25	2233	5	5	1	0	LC	61.2	--	--	42	132	315
MAINE	LOS COCHES	LOS COCHES/MAINE	4	694	1139	11705	351	234	3%	2%	25	1130	1	5	3	0	LC	61.2	--	--	42	132	315
MAINE	WOODSIDE	LOS COCHES	4	388	639	6524	196	130	3%	2%	25	1154	1	5	3	0	LC	61.2	--	--	42	132	315
MAINE	WOODSIDE	PARKSIDE	2	481	873	9163	275	183	3%	2%	25	1168	3	5	3	0	LC	61.2	--	--	42	132	315
MAINE	PARKSIDE	LAKESHORE	2	437	667	7059	212	141	3%	2%	25	1181	3	5	3	0	LC	61.2	--	--	42	132	315
MAINE	LAKESHORE	ZONE CONNECTOR	2	465	644	6925	208	138	3%	2%	25	1189	3	5	1	0	LC	61.2	--	--	42	132	315
MAINE	ZONE CONNECTOR	RAMP SR-67 NB	2	456	618	6659	200	133	3%	2%	25	1206	3	5	1	0	LC	61.2	--	--	42	132	315
MAPLEVIEW	CHANNEL	RAMP SR-67 SB	2	980	986	13556	407	271	3%	2%	40	1201	5	2	1	0	PA	77.4	167	417	782	1480	2800
MAPLEVIEW	RAMP SR-67 SB	UNKNOWN	2	984	990	13668	410	273	3%	2%	40	1202	5	2	1	0	PA	77.4	167	417	782	1480	2800
MAPLEVIEW	UNKNOWN	UNKNOWN	2	658	1610	10975	329	220	3%	2%	40	1203	5	2	1	0	PA	77.4	167	417	782	1480	2800
MAPLEVIEW	UNKNOWN	MAINE	2	1153	2224	19579	587	392	3%	2%	40	1205	6	2	1	0	PA	77.4	167	417	782	1480	2800
MAPLEVIEW	MAINE	VINE	3	1231	2394	21849	655	437	3%	2%	40	1207	2	2	1	0	PA	77.4	167	417	782	1480	2800
MAPLEVIEW	VINE	UNKNOWN	4	1143	2239	19499	585	390	3%	2%	35	1208	2	2	1	0	PA	77.4	167	417	782	1480	2800
MAPLEVIEW	UNKNOWN	ASHWOOD	4	1127	2199	19141	574	383	3%	2%	35	1209	2	2	1	0	PA	77.4	167	417	782	1480	2800
MAPLEVIEW	ASHWOOD	-12823/12840-APTS	4	881	1193	12987	390	260	3%	2%	35	1216	1	2	1	0	PA	77.4	167	417	782	1480	2800
MARGUERITA	LEMON	FLETCHER	2	503	578	6442	193	129	3%	2%	25	716	3	7	1	0	L	54.9	--	--	--	31	98
MAYA	APPLE	LUTHER	2	373	570	5247	157	105	3%	2%	35	369	3	4	1	0	C	63.6	--	--	73	212	457
MELROSE	VISTA DEL CAJON	ROYAL	2	434	549	5803	174	116	3%	2%	25	881	3	7	1	0	L	54.9	--	--	--	31	98
MELROSE	GAY RIO	VISTA DEL CAJON	2	443	560	5942	178	119	3%	2%	25	902	3	7	1	0	L	54.9	--	--	--	31	98
MIRAMAR	RAMP I-15 NB	RAMP I-15 SB	5	3112	3229	40954	1229	819	3%	2%	45	1270	3	3	1	0	MA	70.9	--	124	318	627	1217
MIRAMAR	RAMP I-15 NB	RAMP I-15 SB	5	3112	3229	40954	1229	819	3%	2%	45	1272	3	3	1	0	MA	70.9	--	124	318	627	1217
MIRAMAR	RAMP I-15 NB	RAMP I-15 SB	5	3112	3229	40954	1229	819	3%	2%	45	1273	3	3	1	0	MA	70.9	--	124	318	627	1217
MIRAMAR	RAMP I-15 NB	RAMP I-15 SB	5	3112	3229	40954	1229	819	3%	2%	45	1275	3	3	1	0	MA	70.9	--	124	318	627	1217
MIRAMAR	RAMP I-15 NB	RAMP I-15 SB	5	3112	3229	40954	1229	819	3%	2%	45	1276	3	3	1	0	MA	70.9	--	124	318	627	1217
MIRAMAR	RAMP I-15 NB	RAMP I-15 SB	5	3112	3229	40954	1229	819	3%	2%	45	1278	3	3	1	0	MA	70.9	--	124	318	627	1217
MIRAMAR	RAMP I-15 NB	RAMP I-15 SB	5	3112	3229	40954	1229	819	3%	2%	45	1280	3	3	1	0	MA	70.9	--	124	318	627	1217
MIRAMAR	POMERADO	RAMP I-15 NB	5	2821	2405	32118	964	642	3%	2%	45	1282	2	3	2	0	MA	70.9	--	124	318	627	1217
MIRAMAR	RAMP I-15 SB	RAMP I-15 SB	4	3071	3172	38963	1169	779	3%	2%	45	1284	6	2	2	0	PA	77.4	167	417	782	1480	2800
MISSION	EAST VISTA	CRANBERRY	2	2571	2642	33972	1019	1699	3%	5%	50	1958	8	2	1	0	PA	77.4	167	417	782	1480	2800
MISSION	HOLLY	EAST VISTA	2	1871	1857	25178	755	1259	3%	5%	50	1962	9	2	1	0	PA	77.4	167	417	782	1480	2800
MISSION	NORTH RIVER	HOLLY	2	1832	1789	24535	736	1227	3%	5%	50	1970	9	2	1	0	PA	77.4	167	417	782	1480	2800
MISSION	UNKNOWN	NORTH RIVER	2	2244	2158	29406	882	1470	3%	5%	50	1975	9	2	1	0	PA	77.4	167	417	782	1480	2800
MISSION	VIA GRENADA	UNKNOWN	2	2244	2158	29406	882	1470	3%	5%	50	1981	9	2	1	0	PA	77.4	167	417	782	1480	2800
MISSION	VALLEY RANCH	VIA GRENADA	2	2244	2158	29406	882	1470	3%	5%	50	1984	9	2	1	0	PA	77.4	167	417	782	1480	2800
MISSION	OLIVEHILL/CM DEL REY	VALLEY RANCH	2	2243	2158	29411	882	1471	3%	5%	50	2001	9	2	1	0	PA	77.4	167	417	782	1480	2800
MISSION	THOROUGHBRED	OLIVEHILL/CM DEL REY	2	2246	2565	32328	970	1616	3%	5%	45	2012	13	2	1	0	PA	77.4	167	417	782	1480	2800
MISSION	RIVER VILLAGE MALL	PALA	4	1463	1424	19614	588	392	3%	2%	40	2020	2	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	BLDG 4949	RIVER VILLAGE MALL	2	1463	1424	19614	588	392	3%	2%	40	2022	6	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	TRIPLE CROWN	BLDG 4949	2	1518	1637	20596	618	412	3%	2%	40	2032	6	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	LA CANADA	TRIPLE CROWN	2	1491	1587	20094	603	402	3%	2%	40	2038	6	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	BAJA MISSION	LA CANADA	2	1468	1544	19672	590	393	3%	2%	40	2045	6	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	VIA MONSERATE	BAJA MISSION	2	1468	1544	19672	590	393	3%	2%	40	2047	6	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	HELLERS BEND	VIA MONSERATE	2	1363	1409	18371	551	367	3%	2%	40	2060	6	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	VIA ENCINAS	HELLERS BEND	2	1344	1354	17755	533	355	3%	2%	40	2069	6	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	GREEN CANYON	VIA ENCINAS	2	1399	1400	18273	548	365	3%	2%	40	2084	6	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	BIG OAK RANCH	GREEN CANYON	2	1309	1228	16457	494	329	3%	2%	50	2099	6	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	OVERLAND	BIG OAK RANCH	2	1327	1267	16656	500	333	3%	2%	50	2105	6	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	UNKNOWN	OVERLAND	2	1338	1285	16759	503	335	3%	2%	50	2108	6	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	WINTER HAVEN	UNKNOWN	4	1334	1281	16667	500	333	3%	2%	50	2110	2	3	2	0	MA	70.9	--	124	318	627	1217

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment						MDT	HDT	%MDT	%HDT													
	From	To		AM	PM							UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
MISSION	OLIVE HILL	WINTER HAVEN	4	1320	1318	15638	469	313	3%	2%	50	2118	2	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	STAGE COACH	OLIVE HILL	4	1939	2055	22362	671	447	3%	2%	50	2121	2	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	ZONE CONNECTOR	STAGE COACH	4	1894	2078	24208	726	484	3%	2%	50	2125	2	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	ROCKYCREST	ZONE CONNECTOR	4	1914	2128	24759	743	495	3%	2%	50	2140	3	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	PEPPER TREE	ROCKYCREST	4	1670	1824	21276	638	426	3%	2%	50	2142	2	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	OLD STAGE	PEPPER TREE	3	1674	1828	21368	641	427	3%	2%	35	2154	2	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	ALMOND	OLD STAGE	3	1321	1384	16394	492	328	3%	2%	35	2165	2	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	CLEMMENS	ALMOND	3	1281	1285	16256	488	325	3%	2%	35	2182	2	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	AMMUNITION	CLEMMENS	4	1322	1500	17399	522	348	3%	2%	35	2188	2	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	ZONE CONNECTOR	AMMUNITION	4	1239	1652	18516	555	370	3%	2%	35	2192	2	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	AVIATION	ZONE CONNECTOR	4	1056	1165	13579	407	272	3%	2%	35	2197	1	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	FALLBROOK	AVIATION	4	1432	2160	23768	713	475	3%	2%	35	2212	2	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	ZONE CONNECTOR	FALLBROOK	4	1588	2176	24536	736	491	3%	2%	35	2214	2	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	COLLEGE	ZONE CONNECTOR	4	1538	2107	23833	715	477	3%	2%	35	2216	2	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	FIG	COLLEGE	4	1522	2091	23646	709	473	3%	2%	35	2218	2	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	ALVARADO	FIG	4	1385	1833	20848	625	417	3%	2%	35	2224	2	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	HAWTHORNE	ALVARADO	4	1174	1525	17646	529	353	3%	2%	35	2228	2	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	BRANDON	IOWA	4	1015	1261	15709	471	314	3%	2%	35	2232	2	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	IOWA	MAIN	4	926	1143	14378	431	288	3%	2%	25	2234	1	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	HILL	HAWTHORNE	4	981	1178	13961	419	279	3%	2%	35	2235	1	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	MAIN	PICO	3	772	960	11533	346	231	3%	2%	35	2236	1	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	PICO	HILL	2	981	1178	13961	419	279	3%	2%	35	2237	5	3	1	0	B	64.7	--	--	94	265	562
MISSION	OLD 395	RAMP I-15 SB	2	1423	2002	22290	669	446	3%	2%	40	2241	6	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	RAMP I-15 SB	RAMP I-15 NB	2	780	1685	15480	464	310	3%	2%	40	2243	5	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	RAMP I-15 SB	RAMP I-15 NB	2	780	1685	15480	464	310	3%	2%	40	2245	5	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	RAMP I-15 SB	RAMP I-15 NB	2	780	1685	15480	464	310	3%	2%	40	2247	5	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	RAMP I-15 NB	OLD 395	2	380	490	5658	170	113	3%	2%	40	2249	3	3	1	0	MA	70.9	--	124	318	627	1217
MISSION	GUM TREE	INDUSTRIAL	2	888	1023	13038	391	261	3%	2%	45	2253	4	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	SANTA MARGARITA	BRANDON	4	1129	1412	17495	525	350	3%	2%	35	2254	2	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	INDUSTRIAL	SANTA MARGARITA	2	800	950	12023	361	240	3%	2%	45	2255	4	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	STAGE COACH	GUM TREE	2	881	959	12747	382	255	3%	2%	45	2258	4	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	DAVIS	STAGE COACH	2	1307	1204	18400	552	368	3%	2%	40	2267	5	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	LIVE OAK PARK	OLD 395	2	1422	1810	21799	654	436	3%	2%	45	2272	6	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	HAMILTON	DAVIS	2	1234	1099	17373	521	347	3%	2%	40	2274	5	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	WILLOW GLEN	LIVE OAK PARK	2	1294	1280	18565	557	371	3%	2%	45	2279	5	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	UNKNOWN	HAMILTON	2	1305	1258	18510	555	370	3%	2%	40	2282	5	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	CARLINA	UNKNOWN	2	1338	1318	19057	572	381	3%	2%	40	2283	6	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	CARLINA	WILLOW GLEN	2	1338	1318	19057	572	381	3%	2%	45	2285	6	3	3	0	MA	70.9	--	124	318	627	1217
MONTE VISTA	LA RUEDA	BUENA CREEK	2	940	1172	11784	354	236	3%	2%	45	1787	5	3	1	0	MA	70.9	--	124	318	627	1217
MONTE VISTA	FOOTHILL	LA RUEDA	2	940	1172	11784	354	236	3%	2%	45	1790	5	3	1	0	MA	70.9	--	124	318	627	1217
MONTE VISTA	UNKNOWN	FOOTHILL	2	369	567	5550	166	111	3%	2%	35	1791	3	3	1	0	B	64.7	--	--	94	265	562
MONTECITO	ZONE CONNECTOR	MAIN	2	668	894	10075	302	202	3%	2%	25	1480	4	6	1	0	RC	56.3	--	--	--	43	136
MONTECITO	RAMONA	ZONE CONNECTOR	2	514	567	6927	208	139	3%	2%	25	1486	3	6	1	0	RC	56.3	--	--	--	43	136
MONTECITO	DAVIS	RAMONA	2	534	589	7174	215	143	3%	2%	35	1487	4	6	1	0	RC	56.3	--	--	--	43	136
MONTECITO	UNKNOWN	DAVIS	2	457	464	5764	173	115	3%	2%	40	1488	3	6	1	0	RC	56.3	--	--	--	43	136
MONTECITO	KALBAUGH	UNKNOWN	2	457	464	5764	173	115	3%	2%	40	1489	3	6	1	0	RC	56.3	--	--	--	43	136
MONTECITO	RAMONA AIRPORT	KALBAUGH	2	410	395	5016	150	100	3%	2%	40	1490	3	6	1	0	RC	56.3	--	--	--	43	136
MONTECITO	SA 330	RAMONA AIRPORT	2	410	395	5016	150	100	3%	2%	40	1491	3	6	1	0	RC	56.3	--	--	--	43	136
MOUNTAIN MEADOW	RAMP I-15 SB	RAMP I-15 NB	2	1119	1165	14949	448	299	3%	2%	35	1807	5	4	1	0	C	63.6	--	--	73	212	457
MOUNTAIN MEADOW	RAMP I-15 SB	RAMP I-15 NB	2	1119	1165	14949	448	299	3%	2%	35	1809	5	4	1	0	C	63.6	--	--	73	212	457
MOUNTAIN MEADOW	RAMP I-15 SB	RAMP I-15 NB	2	1119	1165	14949	448	299	3%	2%	35	1812	5	4	1	0	C	63.6	--	--	73	212	457
MOUNTAIN MEADOW	RAMP I-15 NB	CHAMPAGNE	2	796	1023	11896	357	238	3%	2%	35	1815	5	4	1	0	C	63.6	--	--	73	212	457
MOUNTAIN MEADOW	CHAMPAGNE	ZONE CONNECTOR	4	543	750	8239	247	165	3%	2%	35	1823	1	4	1	0	C	63.6	--	--	73	212	457
MOUNTAIN MEADOW	ZONE CONNECTOR	LEGEND ROCK	4	512	716	7857	236	157	3%	2%	35	1832	1	4	1	0	C	63.6	--	--	73	212	457
N CENTRE CITY	IVY DELL	CENTRE CITY	2	1766	561	12109	363	242	3%	2%	55	1749	5	4	1	0	C	63.6	--	--	73	212	457
N CENTRE CITY	MESA ROCK	IVY DELL	2	1659	408	9950	298	199	3%	2%	55	1763	4	4	1	0	C	63.6	--	--	73	212	457
N CENTRE CITY	JESMOND DENE	MESA ROCK	2	1624	353	9418	283	188	3%	2%	55	1786	4	4	1	0	C	63.6	--	--	73	212	457
N CENTRE CITY	PROTEA GARDENS	JESMOND DENE	2	1164	385	7260	218	145	3%	2%	55	1803	4	4	1	0	C	63.6	--	--	73	212	457
N CENTRE CITY	CHAMPAGNE	PROTEA GARDENS	2	1196	442	7730	232	155	3%	2%	55	1816	4	4	1	0	C	63.6	--	--	73	212	457
NEW CLOVERDALE	CLOVERDALE	SAN PASQUAL VALLEY	2	383	454	5302	159	106	3%	2%	35	1631	3	5	1	0	LC	61.2	--	--	42	132	315
NEW SOUTH GRADE	SOUTH GRADE	UNKNOWN	2	408	443	5642	169	113	3%	2%	30	922	3	5	1	0	LC	61.2	--	--	42	132	315
NEW SOUTH GRADE	UNKNOWN	ALPINE	2	408	443	5642	169	113	3%	2%	30	942	3	5	1	0	LC	61.2	--	--	42	132	315
NORDAHL	KNOB HILL	PINE HEIGHTS	3	506	1235	10246	307	205	3%	2%	35	1708	1	3	1	0	MA	70.9	--	124	318	627	1217
NORDAHL	ROCK SPRINGS	KNOB HILL	2	679	1063	9471	284	189	3%	2%	35	1713	4	3	1	0	B	64.7	--	--	94	265	562
NORDAHL	ZONE CONNECTOR	ROCK SPRINGS	2	421	789	6630	199	133	3%	2%	25	1716	3	4	1	0	C	63.6	--	--	73	212	457
NORDAHL	NUTMEG/NORDAHL	ZONE CONNECTOR	2	421	789	6630	199	133	3%	2%	25	1719	3	4	1	0	C	63.6	--	--	73	212	457
NORTH BARCELONA	BARCELONA	SOUTH BARCELONA	2	501	740	8381	251	168	3%	2%	35	568	4	5	1	0	LC	61.2	--	--	42	132	315
NORTH BARCELONA	DOLORES	BARCELONA	2	501	740	8381	251	168	3%	2%	35	577	4	5	1	0	LC	61.2	--	--	42	132	315
NORTH BARCELONA	CAMPO	DOLORES	2	802	1503	13602	408	272	3%	2%	35	589	5	5	1	0	LC	61.2	--	--	42	132	315
NORTH RIVER	UNKNOWN	VIA PUERTA DEL SOL	2	1108	1170	15175	455	304	3%	2%	55	1971	5	4	1	0	C	63.6	--	--	73	212	457
NORTH RIVER	EMERALD HILL	MISSION	2	1133	1020	14877	446	298	3%	2%	55	1972	5	4	1	0	C	63.6	--	--	73	212	457
NORTH RIVER	VIA PUERTA DEL SOL	EMERALD HILL	2	1133	1020	14877	446	298	3%	2%	55	1973	5	4	1	0	C	63.6	--	--	73	212	457
OLD 395	CIRCLE R	GOPHER CANYON	2	881	1127	12500	375	250	3%	2%	50	1945	5	4	1	0	C	63.6	--	--	73	212	457
OLD 395	CAM DEL REY	CIRCLE R	2	537	626	7811	234	156	3%	2%	50	1964	4	4	2	0	C	63.6	--	--	73	212	457
OLD 395	PUBLIC	PALA	4	968	929	12728	382	255	3%	2%	20	2072	1	4	2	0	C	63.6	--	--	73	212	457
OLD 395	ZONE CONNECTOR	PUBLIC	2	968	929	12728	382	255	3%	2%	50	2086	5	4	1	0	C	63.6	--	--	73	212	457
OLD 395	PALA MESA	ZONE CONNECTOR	2	913	841	11725	352	234	3%	2%	50	2101	5	4	1	0	C	63.6	--	--	73	212	457
OLD 395	TECALOTE	PALA MESA	2	782	619	9302	279	186	3%	2%	50	2130	4	4	1	0	C	63.6	--	--	73	212	457
OLD 395	CANONITA	TECALOTE	2	741	560	8628	259	173	3%	2%	50	2155	4	4	1	0	C	63.6	--	--	73	212	457
OLD 395	RECHE	CANONITA	2	593	355	6028	181	121	3%	2%	50	2195	3	4	1	0	C	63.6	--	--	73	212	457
OLD 395	MISSION	RECHE	2	315	449	5079	152	102	3%	2%	50	2240	3	4	1	0	C	63.6	--	--	73	212	457
OLD 395	MISSION	UNNAMED PUBLIC	2	380	490	5658	170	113	3%	2%	30	2273	3	4	1	0	C	63.6	--	--	73	212	457
OLD 80	ZONE CONNECTOR	RIBBONWOOD	2	289	475	5714	286	171	5%	3%	50	188	3	3	1	0	MA	70.9	--	124	318	627	1217
OLD 80	SUNRISE	RAMP I-8 WB	4	350	410	5609	112	56	2%	1%	35	780	1	4	1	0	C	63.6	--	--	73	212	457
OLD 80	LEBANON	PINE VALLEY	2	424	594	6566	131	66	2%	1%	45	896	3	4	1	0	C	63.6	--	--	73	212	457
OLD CASTLE	CHAMPAGNE	ZONE CONNECTOR	2	632	951	9920	298	198	3%	2%	35	1917	4	4	1	0	C	63.6	--	--	73	212	457
OLD CASTLE	AIRFLIGHT	ZONE CONNECTOR	2	521	794	8207	246	164	3%	2%	40	1949	4	4	1	0	C	63.6	--	--	73	212	457
OLD CASTLE	ZONE CONNECTOR	AIRFLIGHT	2	538	814	8433	253	169	3%	2%	40	1950	4	4	1	0	C	63.6	--	--	73	212	457
OLD CASTLE	ZONE CONNECTOR	LILAC	2	425	653	6691	201	134	3%	2%	40	1954	3	4	1	0	C	63.6	--	--	73	212	457

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment						MDT	HDT	%MDT	%HDT													
	From	To		AM	PM							UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
OLD JULIAN	KEYES	SHANDY	2	302	625	5156	155	103	3%	2%	45	1482	3	6	1	0	RC	56.3	--	--	--	43	136
OLD JULIAN	03RD	KEYES	2	413	887	7436	223	149	3%	2%	45	1483	4	4	1	0	C	63.6	--	--	73	212	457
OLD JULIAN	SHANDY	HATFIELD	2	302	625	5156	155	103	3%	2%	45	1496	3	6	1	0	RC	56.3	--	--	--	43	136
OLD RIVER	DENTRO DE LOMAS	GOPHER CANYON	2	593	770	5059	152	101	3%	2%	45	1977	3	5	1	0	LC	61.2	--	--	42	132	315
OLD RIVER	ZONE CONNECTOR	DENTRO DE LOMAS	2	593	770	5059	152	101	3%	2%	45	1979	3	5	1	0	LC	61.2	--	--	42	132	315
OLD RIVER	GOLF CLUB	ZONE CONNECTOR	2	597	782	5162	155	103	3%	2%	45	1989	3	5	1	0	LC	61.2	--	--	42	132	315
OLD RIVER	OLIVEHILL	GOLF CLUB	2	617	818	5468	164	109	3%	2%	45	1994	3	5	1	0	LC	61.2	--	--	42	132	315
OLD STAGE	PALOMINO	MISSION	2	321	476	5187	156	104	3%	2%	25	2162	3	7	1	0	L	54.9	--	--	--	31	98
OLD STAGE	CLEMMENS	PALOMINO	2	429	802	8476	254	170	3%	2%	25	2181	4	7	1	0	L	54.9	--	--	--	31	98
OLD STAGE	FALLBROOK	ZONE CONNECTOR	2	405	641	6991	210	140	3%	2%	25	2207	3	7	1	0	L	54.9	--	--	--	31	98
OLDE 80	RAMP I-8 EB	PECAN PARK	2	1180	1447	17441	523	349	3%	2%	55	1039	6	4	1	0	C	63.6	--	--	73	212	457
OLDE 80	PECAN PARK	PECAN PARK	2	950	1166	14232	427	285	3%	2%	35	1054	5	4	1	0	C	63.6	--	--	73	212	457
OLDE 80	PECAN PARK	14315/14328	2	952	1168	14278	428	286	3%	2%	35	1061	5	4	1	0	C	63.6	--	--	73	212	457
OLDE 80	14315/14328	BOND	2	952	1168	14278	428	286	3%	2%	35	1063	5	4	1	0	C	63.6	--	--	73	212	457
OLDE 80	BOND	ZONE CONNECTOR	2	921	1135	13879	416	278	3%	2%	35	1068	5	4	1	0	C	63.6	--	--	73	212	457
OLDE 80	ZONE CONNECTOR	CHIMNEY ROCK	2	580	795	9318	280	186	3%	2%	35	1070	4	4	1	0	C	63.6	--	--	73	212	457
OLDE 80	CHIMNEY ROCK	UNKNOWN	2	580	795	9318	280	186	3%	2%	35	1072	4	4	1	0	C	63.6	--	--	73	212	457
OLDE 80	UNKNOWN	MARINA SPRINGS	2	580	795	9318	280	186	3%	2%	35	1075	4	4	1	0	C	63.6	--	--	73	212	457
OLDE 80	MARINA SPRINGS	LABRADOR	2	489	613	7373	221	147	3%	2%	35	1078	4	4	1	0	C	63.6	--	--	73	212	457
OLDE 80	LABRADOR	FLINN SPRINGS	2	413	504	6139	184	123	3%	2%	35	1083	3	4	1	0	C	63.6	--	--	73	212	457
OLDE 80	LABRADOR	FLINN SPRINGS	2	413	504	6139	184	123	3%	2%	35	1084	3	4	1	0	C	63.6	--	--	73	212	457
OLDE 80	LABRADOR	FLINN SPRINGS	2	413	504	6139	184	123	3%	2%	35	1085	3	4	1	0	C	63.6	--	--	73	212	457
OLDE 80	FLINN SPRINGS	15141 HOLIDAY R	2	408	485	5872	176	117	3%	2%	35	1091	3	4	1	0	C	63.6	--	--	73	212	457
OLDE 80	15141 HOLIDAY R	15353/OAK CREEK	2	408	485	5872	176	117	3%	2%	35	1110	3	4	1	0	C	63.6	--	--	73	212	457
OLDE 80	SILVA	DUNBAR	2	369	527	5720	172	114	3%	2%	50	1159	3	4	1	0	C	63.6	--	--	73	212	457
OLEANDER	MIMOSA	POINSETTIA	4	668	924	7945	238	159	3%	2%	35	1726	1	4	1	0	C	63.6	--	--	73	212	457
OLEANDER	HIBISCUS	MIMOSA	2	1312	1912	15712	471	314	3%	2%	25	1727	5	4	1	0	C	63.6	--	--	73	212	457
OLIVE	ZONE CONNECTOR	ELM	2	531	728	7266	218	145	3%	2%	25	1532	4	7	1	0	L	54.9	--	--	--	31	98
OLIVE	PINE	ZONE CONNECTOR	2	505	704	6980	209	140	3%	2%	25	1534	3	7	1	0	L	54.9	--	--	--	31	98
OLIVE	MAPLE	PINE	2	607	739	8609	258	172	3%	2%	25	1535	4	7	1	0	L	54.9	--	--	--	31	98
OLIVE	TWIN OAKS VALLEY	UNKNOWN	2	355	418	5070	152	101	3%	2%	40	1772	3	4	1	0	C	63.6	--	--	73	212	457
OLIVE HILL	EMERALD HILL	OLIVEHILL	2	559	926	6631	199	133	3%	2%	35	2013	3	5	1	0	LC	61.2	--	--	42	132	315
OLIVE HILL	UNKNOWN	EMERALD HILL	2	559	926	6631	199	133	3%	2%	35	2015	3	5	1	0	LC	61.2	--	--	42	132	315
OLIVE HILL	VIA PUERTA DEL SOL	UNKNOWN	2	559	926	6631	199	133	3%	2%	35	2016	3	5	1	0	LC	61.2	--	--	42	132	315
OLIVE HILL	UNKNOWN	VIA PUERTA DEL SOL	2	530	726	5535	166	111	3%	2%	35	2017	3	5	1	0	LC	61.2	--	--	42	132	315
OLIVE HILL	UNKNOWN	UNKNOWN	2	530	726	5535	166	111	3%	2%	35	2029	3	5	1	0	LC	61.2	--	--	42	132	315
OLIVE HILL	ZONE CONNECTOR	UNKNOWN	2	530	726	5535	166	111	3%	2%	35	2031	3	5	1	0	LC	61.2	--	--	42	132	315
OLIVE HILL	RANCHO CAM	ZONE CONNECTOR	2	527	721	5491	165	110	3%	2%	35	2043	3	5	1	0	LC	61.2	--	--	42	132	315
OLIVE HILL	LADERA VISTA	BURMA	2	656	806	6622	199	132	3%	2%	35	2055	3	5	1	0	LC	61.2	--	--	42	132	315
OLIVE HILL	WHITE HORSE	LADERA VISTA	2	656	806	6622	199	132	3%	2%	35	2073	3	5	1	0	LC	61.2	--	--	42	132	315
OLIVE HILL	ZONE CONNECTOR	WHITE HORSE	2	690	849	7106	213	142	3%	2%	35	2095	4	5	1	0	LC	61.2	--	--	42	132	315
OLIVE HILL	ZONE CONNECTOR	ZONE CONNECTOR	2	672	826	6930	208	139	3%	2%	35	2111	3	5	1	0	LC	61.2	--	--	42	132	315
OLIVE HILL	MISSION	ZONE CONNECTOR	2	678	829	6991	210	140	3%	2%	35	2117	3	5	1	0	LC	61.2	--	--	42	132	315
OLIVEHILL	WEST LILAC	OLD RIVER	2	546	833	5500	165	110	3%	2%	35	1997	3	5	1	0	LC	61.2	--	--	42	132	315
OLIVEHILL	MISSION	WEST LILAC	4	1289	1791	16590	498	332	3%	2%	35	2002	2	3	3	0	MA	70.9	--	124	318	627	1217
OLIVEHILL	THOROUGHBRED	MISSION	2	824	1044	8097	243	162	3%	2%	35	2003	4	5	1	0	LC	61.2	--	--	42	132	315
OLIVEHILL	OLIVE HILL	THOROUGHBRED	2	574	945	6842	205	137	3%	2%	35	2006	3	5	1	0	LC	61.2	--	--	42	132	315
ORMSBY	FAIRVIEW	EAST VISTA	2	1425	1944	19404	582	388	3%	2%	35	1913	6	4	1	0	C	63.6	--	--	73	212	457
ORMSBY	UNKNOWN	FAIRVIEW	2	1421	1936	19351	581	387	3%	2%	35	1944	6	4	1	0	C	63.6	--	--	73	212	457
ORMSBY	GOPHER CANYON	UNKNOWN	2	1421	1936	19351	581	387	3%	2%	35	1955	6	4	1	0	C	63.6	--	--	73	212	457
OSBORNE	UNKNOWN	BAUTISTA	2	420	760	6126	184	123	3%	2%	35	1894	3	3	1	0	B	64.7	--	--	94	265	562
OSBORNE	BAUTISTA	HUTCHISON	2	387	716	5636	169	113	3%	2%	35	1895	3	3	1	0	B	64.7	--	--	94	265	562
OTAY LAKES	WUESTE	UNKNOWN	2	417	468	5509	165	110	3%	2%	50	54	3	4	1	0	C	63.6	--	--	73	212	457
OTAY LAKES	WUESTE	UNKNOWN	2	417	468	5509	165	110	3%	2%	50	55	3	4	1	0	C	63.6	--	--	73	212	457
OTAY LAKES	WUESTE	UNKNOWN	2	417	468	5509	165	110	3%	2%	50	57	3	4	1	0	C	63.6	--	--	73	212	457
OTAY LAKES	WUESTE	UNKNOWN	2	417	468	5509	165	110	3%	2%	50	58	3	4	1	0	C	63.6	--	--	73	212	457
OTAY LAKES	WUESTE	UNKNOWN	2	417	468	5509	551	826	10%	15%	50	59	3	4	1	0	C	63.6	--	--	73	212	457
OTAY LAKES	UNKNOWN	ZONE CONNECTOR	2	417	468	5509	551	826	10%	15%	50	61	3	4	1	0	C	63.6	--	--	73	212	457
OTAY LAKES	WUESTE	UNKNOWN	2	417	468	5509	551	826	10%	15%	50	64	3	4	1	0	C	63.6	--	--	73	212	457
OTAY MESA	ENRICO FERMI	BONITA VISTA HIGH	2	1885	1597	19839	1984	2976	10%	15%	40	1	6	4	1	0	C	63.6	--	--	73	212	457
OTAY MESA	BONITA VISTA HIGH	ALTA	2	1858	1553	19165	1916	2875	10%	15%	40	2	6	4	1	0	C	63.6	--	--	73	212	457
OTAY MESA	FARADAY	ENRICO FERMI	4	1885	1597	19839	1984	2976	10%	15%	35	3	2	4	1	0	C	63.6	--	--	73	212	457
OTAY MESA	PASEO DE LAS AMERICA	FARADAY	4	1887	1599	19857	1986	2979	10%	15%	35	4	2	4	1	0	C	63.6	--	--	73	212	457
OTAY MESA	SANYO	PASEO DE LAS AMERICA	4	1887	1599	19857	1986	2979	10%	15%	35	5	2	4	1	0	C	63.6	--	--	73	212	457
OTAY MESA	SANYO	PASEO DE LAS AMERICA	4	1887	1599	19857	596	397	3%	2%	35	6	2	4	1	0	C	63.6	--	--	73	212	457
PALA	ZONE CONNECTOR	VALLEY CENTER	2	380	442	5945	178	119	3%	2%	50	1995	1	3	1	0	MA	70.9	--	124	318	627	1217
PALA	ZONE CONNECTOR	VALLEY CENTER	2	380	442	5945	178	297	3%	5%	50	1998	1	3	1	0	MA	70.9	--	124	318	627	1217
PALA	LAZY H	ZONE CONNECTOR	2	383	436	5924	178	296	3%	5%	50	2000	1	3	1	0	MA	70.9	--	124	318	627	1217
PALA	LAZY H	ZONE CONNECTOR	2	383	436	5924	178	296	3%	5%	50	2010	1	3	1	0	MA	70.9	--	124	318	627	1217
PALA	THOROUGHBRED	MISSION	2	2370	2688	33031	991	1652	3%	5%	45	2018	13	2	1	0	PA	77.4	167	417	782	1480	2800
PALA	MISSION	ZONE CONNECTOR	2	1751	2250	25530	766	1276	3%	5%	45	2023	8	2	1	0	PA	77.4	167	417	782	1480	2800
PALA	SR-76	LAZY H	2	383	436	5924	178	296	3%	5%	50	2030	1	3	1	0	MA	70.9	--	124	318	627	1217
PALA	ZONE CONNECTOR	RAMONA	2	1600	1777	22156	665	1108	3%	5%	45	2033	8	2	1	0	PA	77.4	167	417	782	1480	2800
PALA	RAMONA	CALLE DE LA VUELTA	2	1609	1783	22254	668	1113	3%	5%	45	2037	8	2	1	0	PA	77.4	167	417	782	1480	2800
PALA	UNKNOWN	SR-76	2	449	468	6648	199	332	3%	5%	50	2040	1	3	1	0	MA	70.9	--	124	318	627	1217
PALA	CALLE DE LA VUELTA	VIA MONSERATE	2	1594	1759	22005	660	1100	3%	5%	45	2041	8	2	1	0	PA	77.4	167	417	782	1480	2800
PALA	VIA MONSERATE	UNKNOWN	2	1751	1969	24040	721	1202	3%	5%	45	2046	8	2	1	0	PA	77.4	167	417	782	1480	2800
PALA	UNKNOWN	LIMBER PINE	2	1751	1969	24040	721	1202	3%	5%	45	2048	8	2	1	0	PA	77.4	167	417	782	1480	2800
PALA	LIMBER PINE	GIRD	2	1751	1969	24040	721	1202	3%	5%	40	2049	8	2	1	0	PA	77.4	167	417	782	1480	2800
PALA	GIRD	UNKNOWN	2	1258	1387	16886	507	844	3%	5%	45	2050	4	2	1	0	PA	77.4	167	417	782	1480	2800
PALA	SR-76	UNKNOWN	2	449	468	6648	199	332	3%	5%	50	2052	1	3	1	0	MA	70.9	--	124	318	627	1217
PALA	UNKNOWN	SR-76	2	713	945	11195	336	224	3%	2%	50	2053	4	3	1	0	MA	70.9	--	124	318	627	1217
PALA	UNKNOWN	ZONE CONNECTOR	2	1283	1420	17217	517	861	3%	5%	45	2059	4	2	1	0	PA	77.4	167	417	782	1480	2800
PALA	SR-76	UNKNOWN	2	713	945	11195	336	560	3%	5%	50	2062	4	3	1	0	MA	70.9	--	124	318	627	1217
PALA	ZONE CONNECTOR	OLD 395	2	1295	1436	17373	521	869	3%	5%	45	2067	4	2	1	0	PA	77.4	167	417	782	1480	2800
PALA	SR-76	UNKNOWN	2	713	945	11195	560	336	5%	3%	50	2068	4	3	1	0	MA	70.9	--	124	318	627	1217
PALA	OLD 395	RAMP I-15 SB	2	2185	1994	26406	792	1320	3%	5%	45	2070	9	3	1	0	MA	70.9	--	124	318	627	1217
PALA	RAMP I-15 SB	RAMP I-15 NB	2	1365	1852	21281	638	426	3%	2%	45	2074	9	3	1	0	MA	70.9	--	124	318	627	1217
PALA	RAMP I-15 SB	RAMP I-15 NB	2	1365	1852	21281	638	426	3%	2%	45	2076	9	3	1	0	MA	70.9	--	124	318	627	1217

Street Name	Roadway Segment		Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
	From	To		AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
PALA	ZONE CONNECTOR	SR-76	2	644	757	9807	490	294	5%	3%	50	2079	4	3	1	0	MA	70.9	--	124	318	627	1217
PALA	RAMP I-15 SB	RAMP I-15 NB	2	1365	1852	21281	638	426	3%	2%	45	2081	9	3	1	0	MA	70.9	--	124	318	627	1217
PALA	UNKNOWN	ZONE CONNECTOR	2	682	790	10331	517	310	5%	3%	50	2085	4	3	1	0	MA	70.9	--	124	318	627	1217
PALA	RAMP I-15 NB	PANKEY	2	1198	1530	18886	567	944	3%	5%	50	2089	5	3	1	0	MA	70.9	--	124	318	627	1217
PALA	PANKEY	PANKEY NEW	2	1156	1535	18406	552	368	3%	2%	50	2090	5	3	1	0	MA	70.9	--	124	318	627	1217
PALA	PANKEY	PANKEY NEW	2	1156	1535	18406	552	368	3%	2%	50	2091	5	3	1	0	MA	70.9	--	124	318	627	1217
PALA	PANKEY	PANKEY NEW	2	1156	1535	18406	552	368	3%	2%	50	2094	5	3	1	0	MA	70.9	--	124	318	627	1217
PALA	SR-76	UNKNOWN	2	685	762	10304	515	309	5%	3%	50	2098	4	3	1	0	MA	70.9	--	124	318	627	1217
PALA	ZONE CONNECTOR	SR-76	2	685	762	10304	515	309	5%	3%	50	2102	4	3	1	0	MA	70.9	--	124	318	627	1217
PALA	ZONE CONNECTOR	SR-76	2	685	762	10304	515	309	5%	3%	50	2103	4	3	1	0	MA	70.9	--	124	318	627	1217
PALA	PALA-NEW	RICE CANYON	2	1156	1535	18406	920	552	5%	3%	50	2104	5	3	1	0	MA	70.9	--	124	318	627	1217
PALA	RICE CANYON	COUSER CANYON	2	1084	1449	17404	870	522	5%	3%	50	2106	5	3	1	0	MA	70.9	--	124	318	627	1217
PALA	ZONE CONNECTOR	SR-76	2	685	762	10304	515	309	5%	3%	50	2107	4	3	1	0	MA	70.9	--	124	318	627	1217
PALA	ZONE CONNECTOR	SR-76	2	685	762	10304	515	309	5%	3%	50	2109	4	3	1	0	MA	70.9	--	124	318	627	1217
PALA	ZONE CONNECTOR	SR-76	2	685	762	10304	515	309	5%	3%	50	2113	4	3	1	0	MA	70.9	--	124	318	627	1217
PALA	UNKNOWN	ZONE CONNECTOR	2	684	762	10304	206	103	2%	1%	50	2114	4	3	1	0	MA	70.9	--	124	318	627	1217
PALA	UNKNOWN	ZONE CONNECTOR	2	684	762	10304	206	103	2%	1%	50	2115	4	3	1	0	MA	70.9	--	124	318	627	1217
PALA	UNKNOWN	ZONE CONNECTOR	2	684	762	10304	515	309	5%	3%	50	2116	4	3	1	0	MA	70.9	--	124	318	627	1217
PALA	UNKNOWN	ZONE CONNECTOR	2	684	762	10304	515	309	5%	3%	50	2119	4	3	1	0	MA	70.9	--	124	318	627	1217
PALA	UNKNOWN	ZONE CONNECTOR	2	684	762	10304	515	309	5%	3%	50	2120	4	3	1	0	MA	70.9	--	124	318	627	1217
PALA	COUSER CANYON	ZONE CONNECTOR	2	985	1357	16140	807	484	5%	3%	50	2124	5	3	1	0	MA	70.9	--	124	318	627	1217
PALA	COUSER CANYON	ZONE CONNECTOR	2	985	1357	16140	807	484	5%	3%	50	2126	5	3	1	0	MA	70.9	--	124	318	627	1217
PALA	UNKNOWN	ZONE CONNECTOR	2	684	762	10304	515	309	5%	3%	50	2127	4	3	1	0	MA	70.9	--	124	318	627	1217
PALA	COUSER CANYON	ZONE CONNECTOR	2	985	1357	16140	807	484	5%	3%	50	2128	5	3	1	0	MA	70.9	--	124	318	627	1217
PALA	UNKNOWN	ZONE CONNECTOR	2	684	762	10304	515	309	5%	3%	50	2129	4	3	1	0	MA	70.9	--	124	318	627	1217
PALA	ZONE CONNECTOR	UNKNOWN	2	975	1348	16067	803	482	5%	3%	50	2131	5	3	1	0	MA	70.9	--	124	318	627	1217
PALA	ZONE CONNECTOR	UNKNOWN	2	975	1348	16067	803	482	5%	3%	50	2132	5	3	1	0	MA	70.9	--	124	318	627	1217
PALA	UNKNOWN	UNKNOWN	2	684	762	10304	515	309	5%	3%	50	2134	4	3	1	0	MA	70.9	--	124	318	627	1217
PALA	ZONE CONNECTOR	UNKNOWN	2	975	1348	16067	803	482	5%	3%	50	2136	5	3	1	0	MA	70.9	--	124	318	627	1217
PALA	ZONE CONNECTOR	UNKNOWN	2	975	1348	16067	482	803	3%	5%	50	2137	5	3	1	0	MA	70.9	--	124	318	627	1217
PALA	ZONE CONNECTOR	UNKNOWN	2	718	799	10758	538	323	5%	3%	50	2141	4	3	1	0	MA	70.9	--	124	318	627	1217
PALA	SR-76	ZONE CONNECTOR	2	743	832	11114	556	333	5%	3%	50	2143	4	3	1	0	MA	70.9	--	124	318	627	1217
PALA	03RD	ZONE CONNECTOR	2	927	1293	15484	774	465	5%	3%	50	2144	6	3	1	0	MA	70.9	--	124	318	627	1217
PALA	SR-76	SR-76	2	743	833	11114	556	333	5%	3%	50	2145	4	3	1	0	MA	70.9	--	124	318	627	1217
PALA	ZONE CONNECTOR	SR-76	2	643	715	9581	479	287	5%	3%	50	2146	6	3	1	0	MA	70.9	--	124	318	627	1217
PALA	UNKNOWN	03RD	2	931	1236	15227	761	457	5%	3%	50	2148	5	3	1	0	MA	70.9	--	124	318	627	1217
PALA	PALA MISSION	UNKNOWN	2	931	1236	15227	761	457	5%	3%	50	2149	5	3	1	0	MA	70.9	--	124	318	627	1217
PALA	UNKNOWN	PALA MISSION	2	972	1345	16044	802	481	5%	3%	50	2152	5	3	1	0	MA	70.9	--	124	318	627	1217
PALA	ZONE CONNECTOR	UNKNOWN	2	975	1348	16067	803	482	5%	3%	50	2153	5	3	1	0	MA	70.9	--	124	318	627	1217
PALA-NEW	PANKEY NEW	PALA	2	1154	1533	18350	918	550	5%	3%	50	2100	5	3	1	0	MA	70.9	--	124	318	627	1217
PALM CANYON	OCOTILLO	UNKNOWN	2	259	482	5103	102	51	2%	1%	35	1930	3	3	2	0	B	64.7	--	--	94	265	562
PALM CANYON	UNKNOWN	CHRISTMAS S	2	322	635	6683	134	67	2%	1%	35	1931	3	3	2	0	B	64.7	--	--	94	265	562
PALM CANYON	CHRISTMAS S	STIRRUP	2	369	639	6955	139	70	2%	1%	35	1934	3	3	2	0	B	64.7	--	--	94	265	562
PALM CANYON	STIRRUP	UNKNOWN	2	323	547	5957	119	60	2%	1%	35	1935	3	3	2	0	B	64.7	--	--	94	265	562
PALM CANYON	UNKNOWN	DI GIORGIO	2	323	547	5957	119	60	2%	1%	35	1938	3	3	2	0	B	64.7	--	--	94	265	562
PALM ROW	PLAZA PASEO	RIVERSIDE	2	347	468	5193	156	104	3%	2%	35	1220	3	5	1	0	LC	61.2	--	--	42	132	315
PALOMINO	OLD STAGE	BEAMAN	2	578	1122	11853	356	237	3%	2%	30	2163	5	5	1	0	LC	61.2	--	--	42	132	315
PARADISE MTN	WOODS VALLEY	ZONE CONNECTOR	2	321	472	5076	152	102	3%	2%	35	1818	3	4	1	0	C	63.6	--	--	73	212	457
PARADISE VALLEY	UNKNOWN	WORTHINGTON	4	1709	1807	22097	663	442	3%	2%	50	297	2	3	3	0	MA	70.9	--	124	318	627	1217
PARADISE VALLEY	MEADOWBROOK	UNKNOWN	4	1863	1988	24073	722	481	3%	2%	50	298	2	3	3	0	MA	70.9	--	124	318	627	1217
PARADISE VALLEY	WORTHINGTON	ZONE CONNECTOR	4	2789	2837	33570	1007	671	3%	2%	50	301	5	3	3	0	MA	70.9	--	124	318	627	1217
PARADISE VALLEY	ZONE CONNECTOR	ELKELTON	4	2853	2912	34664	1040	693	3%	2%	50	303	5	3	3	0	MA	70.9	--	124	318	627	1217
PARADISE VALLEY	ELKELTON	ELKELTON	4	2853	2912	34664	1040	693	3%	2%	50	306	5	3	3	0	MA	70.9	--	124	318	627	1217
PARADISE VALLEY	ELKELTON	RAMP SR-125 SB	4	2271	2289	29722	892	594	3%	2%	50	312	4	3	3	0	MA	70.9	--	124	318	627	1217
PARADISE VALLEY	RAMP SR-125 SB	UNKNOWN	4	2479	2698	32974	989	659	3%	2%	50	315	4	3	3	0	MA	70.9	--	124	318	627	1217
PARADISE VALLEY	RAMP SR-125 SB	UNKNOWN	4	2479	2698	32974	989	659	3%	2%	50	317	4	3	3	0	MA	70.9	--	124	318	627	1217
PARADISE VALLEY	UNKNOWN	RAMP SR-125 NB	4	2581	2810	34356	1031	687	3%	2%	50	318	5	3	2	0	MA	70.9	--	124	318	627	1217
PARADISE VALLEY	UNKNOWN	RAMP SR-125 NB	4	2581	2810	34356	1031	687	3%	2%	50	321	5	3	2	0	MA	70.9	--	124	318	627	1217
PARADISE VALLEY	UNKNOWN	RAMP SR-125 NB	4	2581	2810	34356	1031	687	3%	2%	50	328	5	3	2	0	MA	70.9	--	124	318	627	1217
PARADISE VALLEY	RAMP SR-125 NB	SWEETWATER-NEW	4	2576	2893	34096	1023	682	3%	2%	50	334	5	3	2	0	MA	70.9	--	124	318	627	1217
PARADISE VALLEY	SWEETWATER-NEW	JAMACHA BOULEVARD	4	2497	2811	32575	977	652	3%	2%	40	338	4	3	2	0	MA	70.9	--	124	318	627	1217
PASEO DELICIAS	LA GRANADA	LINEA DEL CIELO	2	336	787	6642	199	133	3%	2%	35	1418	3	5	1	0	LC	61.2	--	--	42	132	315
PASEO DELICIAS	DEL DIOS ROUNDABOUT	LA GRANADA	2	681	1148	11132	334	223	3%	2%	25	1427	5	5	1	0	LC	61.2	--	--	42	132	315
PASEO DELICIAS	VIA DE LA VALLE	DEL DIOS ROUNDABOUT	2	673	1140	11016	330	220	3%	2%	25	1431	5	5	1	0	LC	61.2	--	--	42	132	315
PASEO DELICIAS	LA FREMONTIA	VIA DE LA VALLE	2	2157	2068	23341	700	467	3%	2%	45	1437	6	5	1	0	LC	61.2	--	--	42	132	315
PASEO DELICIAS	DEL DIOS ROUNDABOUT	LA FREMONTIA	2	2157	2068	23341	700	467	3%	2%	45	1441	6	5	1	0	LC	61.2	--	--	42	132	315
PASEO DELICIAS	LAVALLE PLATEADA	DEL DIOS ROUNDABOUT	2	2149	2060	23225	697	464	3%	2%	45	1443	6	5	1	0	LC	61.2	--	--	42	132	315
PASEO DELICIAS	DEL DIOS ROUNDABOUT	LAVALLE PLATEADA	2	1977	1798	20394	612	408	3%	2%	45	1452	6	5	1	0	LC	61.2	--	--	42	132	315
PASEO DELICIAS	EL MONTEVIDEO	DEL DIOS ROUNDABOUT	2	1969	1790	20278	608	406	3%	2%	45	1454	6	5	1	0	LC	61.2	--	--	42	132	315
PASEO DELICIAS	DEL DIOS ROUNDABOUT	EL MONTEVIDEO	2	2143	1906	21956	659	439	3%	2%	40	1457	6	5	1	0	LC	61.2	--	--	42	132	315
PASEO DELICIAS	DEL DIOS ROUNDABOUT	DEL DIOS ROUNDABOUT	2	2135	1898	21840	655	437	3%	2%	40	1469	6	5	1	0	LC	61.2	--	--	42	132	315
PASEO DELICIAS	EL CAMINO DEL NORTE	DEL DIOS ROUNDABOUT	2	2135	1898	21840	655	437	3%	2%	40	1470	6	5	1	0	LC	61.2	--	--	42	132	315
PAUMA RESERVATION	SR-76	UNKNOWN	2	274	492	5147	103	51	2%	1%	25	2080	3	7	1	0	L	54.9	--	--	--	31	98
PEPPER	JACKSON HILL	CHATSBURY	2	361	544	5019	151	100	3%	2%	35	846	3	3	1	0	B	64.7	--	--	94	265	562
PEPPER	PEPPER HILL	JACKSON HILL	2	361	544	5019	151	100	3%	2%	35	847	3	3	1	0	B	64.7	--	--	94	265	562
PEPPER	02ND/WINTER GARDENS	PEERLESS	2	613	825	8209	246	164	3%	2%	35	849	4	3	1	0	B	64.7	--	--	94	265	562
PEPPER	SOMERLANE	02ND/WINTER GARDENS	2	588	854	7363	221	147	3%	2%	35	850	4	3	1	0	B	64.7	--	--	94	265	562
PEPPER	TOPPER	SOMERLANE	2	655	959	8613	258	172	3%	2%	30	852	4	5	1	0	LC	61.2	--	--	42	132	315
PEPPER	01ST	TOPPER	2	655	959	8613	258	172	3%	2%	30	854	4	5	1	0	LC	61.2	--	--	42	132	315
PEPPER	UNKNOWN	01ST	2	720	1082	9818	295	196	3%	2%	35	860	4	5	1	0	LC	61.2	--	--	42	132	315
PEPPER	PEPPER VILLA	UNKNOWN	2	720	1082	9818	295	196	3%	2%	35	861	4	5	1	0	LC	61.2	--	--	42	132	315
PEPPER	MOLLISON	PEPPER VILLA	2	733	1093	9978	299	200	3%	2%	35	864	4	5	1	0	LC	61.2	--	--	42	132	315
PEPPER	BATES	MOLLISON	2	801	1223	11630	349	233	3%	2%	35	871	5	5	1	0	LC	61.2	--	--	42	132	315
PEPPER	GARYWOOD/MARLINDA	BATES	2	834	1128	11221	337	224	3%	2%	35	872	5	5	1	0	LC	61.2	--	--	42	132	315
PEPPER	ROXANNE	GARYWOOD/MARLINDA	2	916	1229	12407	372	248	3%	2%	35	873	5	5	1	0	LC	61.2	--	--	42	132	315
PEPPER	GRAVES	VULCAN	2	916	1229	12407	372	248	3%	2%	35	875	5	5	1	0	LC	61.2	--	--	42	132	315
PEPPER	VULCAN	ROXANNE	2	916	1229	12407	372	248	3%	2%	35	876	5	5	1	0	LC	61.2	--	--	42	132	315
PERSIMMON	ORO	UNKNOWN	2	453	583	6024	181	120	3%	2%	35	783	3	7	1	0	L	54.9	--	--	--	31	98
PERSIMMON	01ST	ORO	2	396	487	5158	155	103	3%	2%	35	785	3	7	1	0	L	54.9	--	--	--	31	98

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment						MDT	HDT	%MDT	%HDT													
	From	To		AM	PM							UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
PICO	KALMIA	MISSION	2	509	698	7523	226	150	3%	2%	35	2239	4	5	1	0	LC	61.2	--	--	42	132	315
PINE	ZONE CONNECTOR	10TH	2	850	1143	13992	420	700	3%	5%	40	1511	4	3	1	0	MA	70.9	--	124	318	627	1217
PINE	OLIVE	ZONE CONNECTOR	2	812	1102	13491	405	675	3%	5%	40	1533	4	3	1	0	MA	70.9	--	124	318	627	1217
PINE	UNKNOWN	OLIVE	2	1017	1415	16890	507	844	3%	5%	45	1549	5	3	1	0	MA	70.9	--	124	318	627	1217
PINE	CEDAR	UNKNOWN	4	1017	1415	16890	507	844	3%	5%	45	1551	5	3	2	0	MA	70.9	--	124	318	627	1217
PINE	SR-78	CEDAR	2	950	1326	15878	476	794	3%	5%	30	1552	5	6	1	0	RC	56.3	--	--	--	43	136
PINE VALLEY	OLD 80	RAMP I-8 WB	2	329	469	5014	100	50	2%	1%	35	851	3	6	1	0	RC	56.3	--	--	--	43	136
PLAZA BONITA RD	BONITA MESA	BONITA	4	469	1447	12984	390	260	3%	2%	35	72	1	3	1	0	MA	70.9	--	124	318	627	1217
POMERADO	RAMP I-15 NB	RAMP I-15 NB	5	2379	2850	32145	964	643	3%	2%	45	1286	2	3	2	0	MA	70.9	--	124	318	627	1217
POMERADO	UNKNOWN	RAMP I-15 NB	2	2399	2916	33410	1002	668	3%	2%	45	1291	6	3	1	0	MA	70.9	--	124	318	627	1217
POMERADO	WILLOW CREEK	UNKNOWN	2	2399	2916	33410	1002	668	3%	2%	45	1301	6	3	2	0	MA	70.9	--	124	318	627	1217
POST HILL	BRIDLEPATH	VALLE VISTA	2	603	772	6246	187	125	3%	2%	35	1247	3	5	1	0	LC	61.2	--	--	42	132	315
POST HILL	SAN VICENTE	BRIDLEPATH	2	536	746	5903	177	118	3%	2%	35	1256	3	5	1	0	LC	61.2	--	--	42	132	315
PRESIOCA	HARNESS	JAMACHA ROAD	2	435	479	5859	176	117	3%	2%	25	401	3	7	1	0	L	54.9	--	--	--	31	98
PROSPECT	ZONE CONNECTOR	JULIAN	2	223	527	5155	155	103	3%	2%	25	1116	3	7	1	0	L	54.9	--	--	--	31	98
PROSPECT	WOODSIDE	ZONE CONNECTOR	2	227	679	5776	173	116	3%	2%	25	1141	3	7	1	0	L	54.9	--	--	--	31	98
RAMONA	ROWLEY	SA 330	2	606	831	9780	293	196	3%	2%	40	1444	4	6	1	0	RC	56.3	--	--	--	43	136
RAMONA	H	ROWLEY	2	419	661	7474	224	149	3%	2%	40	1447	4	6	1	0	RC	56.3	--	--	--	43	136
RAMONA	RAYMOND	H	2	523	812	9065	272	181	3%	2%	40	1458	4	6	1	0	RC	56.3	--	--	--	43	136
RAMONA	RAYMOND	DAY	2	575	908	10090	303	202	3%	2%	40	1463	4	6	1	0	RC	56.3	--	--	--	43	136
RAMONA OAKS	SAN VICENTE	ABAJO	4	473	580	7349	220	147	3%	2%	40	1356	1	6	1	0	RC	56.3	--	--	--	43	136
RAMONA OAKS	AVENEL	SC 964	2	408	610	6619	199	132	3%	2%	35	1363	3	6	2	0	RC	56.3	--	--	--	43	136
RAMONA OAKS	ABAJO	WATT	4	446	555	6992	210	140	3%	2%	40	1365	1	6	1	0	RC	56.3	--	--	--	43	136
RAMONA OAKS	WATT	AVENEL	2	408	610	6619	199	132	3%	2%	35	1368	3	6	2	0	RC	56.3	--	--	--	43	136
RAMP	RAMP	RAMP	1	1217	1202	20862	626	417	3%	2%	30	43	16	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP	RAMP	1	518	366	7285	219	146	3%	2%	30	45	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP	RAMP	1	1217	1202	20862	626	417	3%	2%	30	46	16	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-805 SB	H	1	613	643	8275	248	166	3%	2%	30	48	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-805 SB	RAMP I-805 SB	2	1118	1566	19747	592	395	3%	2%	30	49	8	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP	RAMP	2	2956	2608	47233	1417	945	3%	2%	30	56	16	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP	I-805 HOV NB	1	1791	1876	30204	906	604	3%	2%	30	63	19	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-805 SB	I-805 HOV SB	2	476	1233	11151	335	223	3%	2%	30	65	8	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP	RAMP I-805 NB	1	598	376	8748	262	175	3%	2%	30	66	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-805 SB	RAMP I-805 SB	2	476	1233	11151	335	223	3%	2%	30	68	8	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP I-805 SB	SOUTH BAY PARKWAY	1	1935	1784	26878	806	538	3%	2%	50	77	8	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP I-805 SB	SOUTH BAY PARKWAY	1	1935	1784	26878	806	538	3%	2%	50	79	8	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP I-805 SB	SOUTH BAY PARKWAY	1	1935	1784	26878	806	538	3%	2%	50	81	8	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP I-805 NB	I-805 NB	1	2928	801	16823	505	336	3%	2%	45	82	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-54 EB	SR-54 EB	1	450	1108	14284	429	286	3%	2%	50	85	3	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP I-805 SB	I-805 SB	1	562	589	6377	191	128	3%	2%	45	87	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-54 EB	RAMP I-805 NB	1	837	2110	16316	489	326	3%	2%	50	90	8	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	I-805 NB	SWEETWATER	1	396	496	6520	196	130	3%	2%	45	95	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-805 NB	I-805 NB	1	2928	801	16823	505	336	3%	2%	45	97	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-805 SB	SOUTH BAY PARKWAY	1	1935	1784	26878	806	538	3%	2%	50	101	8	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP SR-54 EB	RAMP I-805 NB	1	837	2110	16316	489	326	3%	2%	50	102	8	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP I-805 SB	I-805 SB	1	562	589	6377	191	128	3%	2%	45	104	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-54 EB	RAMP I-805 NB	1	837	2110	16316	489	326	3%	2%	50	107	8	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP I-805 NB	I-805 NB	1	2928	801	16823	505	336	3%	2%	45	111	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-805 NB	SWEETWATER	1	396	496	6520	196	130	3%	2%	45	113	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-805 NB	I-805 NB	1	2928	801	16823	505	336	3%	2%	45	114	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-805 SB	I-805 SB	1	562	589	6377	191	128	3%	2%	45	115	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-805 NB	I-805 NB	1	2928	801	16823	505	336	3%	2%	45	116	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-805 NB	I-805 NB	1	2928	801	16823	505	336	3%	2%	45	119	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-805 NB	I-805 NB	1	2928	801	16823	505	336	3%	2%	45	120	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-805 NB	I-805 NB	1	2928	801	16823	505	336	3%	2%	45	122	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-805 NB	SWEETWATER	1	396	496	6520	196	130	3%	2%	45	123	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-805 NB	I-805 NB	1	2928	801	16823	505	336	3%	2%	45	124	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-805 NB	I-805 NB	1	2928	801	16823	505	336	3%	2%	45	125	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-805 SB	SOUTH BAY PARKWAY	1	1935	1784	26878	806	538	3%	2%	50	127	8	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP SR-54 EB	RAMP I-805 NB	1	837	2110	16316	489	326	3%	2%	50	128	8	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP I-805 SB	I-805 SB	1	562	589	6377	191	128	3%	2%	45	129	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-54 EB	RAMP I-805 NB	1	837	2110	16316	489	326	3%	2%	50	130	8	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP SR-54 EB	RAMP I-805 NB	1	837	2110	16316	489	326	3%	2%	50	133	8	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP I-805 NB	I-805 NB	1	2928	801	16823	505	336	3%	2%	45	136	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-54 EB	RAMP I-805 NB	1	837	2110	16316	489	326	3%	2%	50	137	8	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	I-805 NB	SWEETWATER	1	396	496	6520	196	130	3%	2%	45	138	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-805 SB	I-805 SB	1	562	589	6377	191	128	3%	2%	45	140	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-805 NB	SOUTH BAY PARKWAY	2	1670	1985	24020	721	480	3%	2%	50	142	3	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP I-805 SB	RAMP I-805 NB	1	356	321	5668	170	113	3%	2%	50	145	1	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP SR-54 EB	RAMP I-805 NB	1	837	2110	16316	489	326	3%	2%	50	148	8	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	I-805 NB	SWEETWATER	1	396	496	6520	196	130	3%	2%	45	151	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-54 EB	RAMP I-805 NB	1	837	2110	16316	489	326	3%	2%	50	162	8	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP I-805 SB	RAMP I-805 NB	1	356	321	5668	170	113	3%	2%	50	163	1	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	SWEETWATER	SWEETWATER	1	498	743	7992	240	160	3%	2%	45	169	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-805 NB	I-805 NB	2	1088	2182	19965	599	399	3%	2%	50	172	8	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	I-805 SB	RAMP I-805 SB	1	444	460	7383	221	148	3%	2%	45	174	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SWEETWATER	SWEETWATER	1	498	743	7992	240	160	3%	2%	45	178	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-805 HOV SB	RAMP SR-54 WB	1	2167	1661	24305	729	486	3%	2%	50	182	7	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP I-805 NB	I-805 NB	2	1088	2182	19965	599	399	3%	2%	50	194	8	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP I-805 NB	I-805 NB	2	1088	2182	19965	599	399	3%	2%	50	195	8	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	SR-54 EB	WOODMAN	2	346	853	8029	241	161	3%	2%	30	217	3	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP SR-54 WB	SR-54 HOV WB	1	933	414	10595	318	212	3%	2%	30	254	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-54 EB	RAMP SR-54 EB	2	151	906	7123	214	142	3%	2%	30	256	3	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP SR-54 EB	RAMP SR-54 EB	1	651	393	8892	267	178	3%	2%	30	269	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-54 WB	BRIARWOOD	2	543	1308	11669	350	233	3%	2%	30	270	8	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	BRIARWOOD	RAMP SR-54 WB	1	933	414	10595	318	212	3%	2%	30	273	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-54 EB	BRIARWOOD	1	651	393	8892	267	178	3%	2%	30	276	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-125 SB	PARADISE VALLEY	1	475	530	6367	191	127	3%	2%	30	300	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SWEETWATER-NEW	RAMP SR-125 SB	2	307	692	8488	255	170	3%	2%	45	309	3	9	1	0	LR-2	66.7	--	46	140	328	733

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment						MDT	HDT	%MDT	%HDT													
	From	To		AM	PM							UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
RAMP	RAMP SR-125 SB	RAMP SR-125 SB	1	475	530	6367	191	127	3%	2%	30	310	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-125 SB	RAMP SR-125 SB	1	475	530	6367	191	127	3%	2%	30	313	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SWEETWATER-NEW	RAMP SR-125 SB	2	307	692	8488	255	170	3%	2%	45	316	3	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	SWAP MEET	RAMP SR-125 NB	1	418	353	5062	152	101	3%	2%	30	329	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SWEETWATER-NEW	RAMP SR-125 SB	2	307	692	8488	255	170	3%	2%	45	330	3	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP SR-125 NB	SR-125 NB	1	1140	639	11088	333	222	3%	2%	30	333	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-125 SB	JAMACHA ROAD	1	424	531	5615	168	112	3%	2%	30	366	7	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-125 SB	RAMP SR-125 SB	1	424	531	5615	168	112	3%	2%	30	372	7	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-125 NB	JAMACHA ROAD	2	347	577	5773	173	115	3%	2%	35	378	4	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	KITCHEN CREEK	KITCHEN CREEK	1	1050	2091	22298	446	223	2%	1%	30	392	13	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	JAMACHA ROAD	RAMP SR-125 NB	1	629	536	11111	333	222	3%	2%	30	393	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-125 NB	JAMACHA ROAD	1	629	536	11111	333	222	3%	2%	30	397	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-125 SB	RAMP SR-125 SB	1	596	1090	13512	405	270	3%	2%	45	407	7	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SWEETWATER SPRINGS	RAMP SR-94 EB	1	359	486	6153	185	123	3%	2%	30	518	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-94 EB	RAMP SR-94 EB	1	373	1104	9026	271	181	3%	2%	30	519	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-94 EB	SR-94 HOV EB	1	359	486	6153	185	123	3%	2%	30	520	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-94 EB	SWEETWATER SPRINGS	1	652	990	10249	307	205	3%	2%	30	525	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-94 WB	SR-94 HOV WB	1	617	935	10143	304	203	3%	2%	30	546	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	CAMPO/SWEETWATER SPN	RAMP SR-94 WB	1	617	935	10143	304	203	3%	2%	30	554	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-94 WB	AGUA DULCE	1	259	449	5650	170	113	3%	2%	30	556	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	AVOCADO	SR-94 WB	1	839	793	8868	266	177	3%	2%	30	559	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-94 WB	RAMP SR-94 WB	1	499	430	6558	197	131	3%	2%	30	581	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-94 WB	SR-94 HOV WB	1	499	430	6558	197	131	3%	2%	30	585	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-94 EB	RAMP SR-94 EB	1	410	560	7756	233	155	3%	2%	30	592	10	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-94 WB	RAMP SR-94 WB	1	293	556	7608	228	152	3%	2%	30	622	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-94 EB	RAMP SR-125 NB	2	2031	3355	38142	1144	763	3%	2%	50	634	5	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP	RAMP	1	862	1471	13206	396	264	3%	2%	30	649	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP	RAMP	2	1245	1949	18896	567	378	3%	2%	35	655	4	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP	RAMP	2	1245	1949	18896	567	378	3%	2%	35	659	4	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP SR-125 NB	RAMP SR-125 NB	1	1668	917	19144	574	383	3%	2%	30	668	9	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-125 SB	RAMP	2	1429	1995	35466	1064	709	3%	2%	40	681	18	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	SR-67 SB	FLETCHER	1	1426	1036	19126	574	383	3%	2%	30	789	9	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-67 SB	SR-67 HOV SB	1	919	865	7186	216	144	3%	2%	40	822	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-67 NB	RAMP SR-67 NB	1	760	465	8147	244	163	3%	2%	30	834	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-67 SB	RAMP SR-67 SB	1	919	865	7186	216	144	3%	2%	40	840	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 WB	I-8 HOV WB	2	519	669	9935	298	199	3%	2%	30	877	3	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	I-8 EB	LOS COCHES	1	420	1040	10584	318	212	3%	2%	30	883	7	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 WB	RAMP I-8 WB	2	519	669	9935	298	199	3%	2%	30	892	3	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	I-8 EB	RAMP I-8 EB	1	760	561	9781	293	196	3%	2%	30	919	18	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-8 EB	RAMP I-8 EB	1	760	561	9781	293	196	3%	2%	30	932	18	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 WB	VIA LA MANCHA	1	286	1380	9853	296	197	3%	2%	30	938	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 WB	VIA LA MANCHA	1	286	1380	9853	296	197	3%	2%	30	939	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-8 EB	RAMP I-8 HOV EB	1	383	627	7206	216	144	3%	2%	30	1002	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 WB	I-8 HOV WB	1	1068	513	9591	288	192	3%	2%	30	1004	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 WB	I-8 HOV WB	1	1068	513	9591	288	192	3%	2%	30	1007	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 WB	RAMP I-8 WB	1	1068	513	9591	288	192	3%	2%	30	1021	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-8 EB	OLDE 80	1	584	832	10288	309	206	3%	2%	30	1038	17	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 EB	RAMP I-8 EB	1	315	515	5351	161	107	3%	2%	30	1043	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 EB	I-8 HOV EB	1	315	515	5351	161	107	3%	2%	30	1047	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 WB	I-8 HOV WB	1	411	480	6202	186	124	3%	2%	30	1058	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 WB	RAMP I-8 WB	2	411	480	6202	186	124	3%	2%	30	1062	2	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP SR-67 SB	SR-67 HOV SB	1	943	1032	11293	339	226	3%	2%	30	1086	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-67 NB	RAMP SR-67 NB	1	748	636	8028	241	161	3%	2%	30	1089	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-67 SB	RAMP SR-67 SB	1	943	1032	11293	339	226	3%	2%	30	1113	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-8 EB	RAMP I-8 EB	1	181	859	5841	175	117	3%	2%	30	1127	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-67 SB	SR-67 HOV SB	1	951	1252	14864	446	297	3%	2%	30	1150	7	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-67 NB	RAMP SR-67 NB	1	579	795	9005	270	180	3%	2%	30	1157	12	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-67 SB	SR-67 HOV SB	1	951	1252	14864	446	297	3%	2%	30	1161	7	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-67 SB	WINTER GARDENS	1	1482	1020	15667	470	313	3%	2%	30	1164	7	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-67 SB	RAMP SR-67 SB	1	1482	1020	15667	470	313	3%	2%	30	1165	7	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-67 SB	RAMP SR-67 SB	1	951	1252	14864	446	297	3%	2%	30	1169	7	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP	RAMP SR-67 SB	1	951	1252	14864	446	297	3%	2%	30	1172	7	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-67 SB	RAMP SR-67 SB	1	1482	1020	15667	470	313	3%	2%	30	1177	7	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	MIRAMAR	1	465	493	7223	217	144	3%	2%	45	1271	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 NB	MIRAMAR	1	470	1332	14291	429	286	3%	2%	30	1279	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 NB	RAMP I-15 NB	2	470	1332	14291	429	286	3%	2%	30	1281	8	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	I-15 NB	POMERADO	2	1452	1432	19708	591	394	3%	2%	30	1283	7	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	MIRAMAR	RAMP I-15 SB	2	524	1508	15184	456	304	3%	2%	40	1285	9	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP I-15 NB	MIRAMAR	1	470	1332	14291	429	286	3%	2%	30	1289	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 NB	MIRAMAR	1	470	1332	14291	429	286	3%	2%	30	1290	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	MIRAMAR	1	465	493	7223	217	144	3%	2%	45	1292	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	MIRAMAR	RAMP I-15 SB	2	465	493	7223	217	144	3%	2%	45	1293	5	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	I-15 SB	MIRAMAR	2	1440	359	13934	418	279	3%	2%	30	1297	7	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP	RAMP	2	277	710	7303	219	146	3%	2%	45	1401	1	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	I-15 SB	RAMP I-15 SB	1	427	438	6133	184	123	3%	2%	30	1606	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	09TH	1	588	956	10062	302	201	3%	2%	30	1627	10	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-15 NB	RAMP I-15 NB	1	1014	851	10131	304	203	3%	2%	30	1633	6	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-78 HOV WB	SR-78 HOV WB	1	1007	997	12129	364	243	3%	2%	40	1662	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-78 EB	SR-78 EB	1	3	1383	12246	367	245	3%	2%	40	1668	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-78 HOV WB	SR-78 HOV WB	1	1007	997	12129	364	243	3%	2%	40	1669	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-78 HOV WB	SR-78 HOV WB	1	1007	997	12129	364	243	3%	2%	40	1670	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-78 HOV WB	SR-78 HOV WB	1	1007	997	12129	364	243	3%	2%	40	1673	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-78 HOV WB	SR-78 HOV WB	1	1007	997	12129	364	243	3%	2%	40	1675	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-78 EB	SR-78 EB	1	3	1383	12246	367	245	3%	2%	40	1676	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-78 HOV WB	SR-78 HOV WB	1	1007	997	12129	364	243	3%	2%	40	1677	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	RAMP SR-78 EB	1	598	715	6617	199	132	3%	2%	50	1678	2	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP SR-78 EB	SR-78 EB	1	3	1383	12246	367	245	3%	2%	40	1679	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	RAMP SR-78 EB	1	598	715	6617	199	132	3%	2%	50	1680	2	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP I-15 SB	RAMP SR-78 EB	1	598	715	6617	199	132	3%	2%	50	1683	2	8	1	0	FR	73.2	67	183	389	813	1580

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment						MDT	HDT	%MDT	%HDT													
	From	To		AM	PM							UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
RAMP	RAMP I-15 SB	RAMP SR-78 EB	1	598	715	6617	199	132	3%	2%	50	1685	2	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP SR-78 HOV WB	SR-78 HOV WB	1	1007	997	12129	364	243	3%	2%	40	1686	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-78 HOV WB	SR-78 HOV WB	1	1007	997	12129	364	243	3%	2%	40	1687	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-78 EB	SR-78 EB	1	3	1383	12246	367	245	3%	2%	40	1689	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-78 EB	SR-78 EB	1	3	1383	12246	367	245	3%	2%	40	1690	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	RAMP SR-78 WB	1	766	512	10199	306	204	3%	2%	50	1693	4	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP I-15 SB	RAMP SR-78 EB	1	598	715	6617	199	132	3%	2%	50	1694	2	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	I-15 SB	RAMP I-15 SB	1	1298	975	16816	504	336	3%	2%	50	1696	4	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP SR-78 EB	SR-78 HOV EB	2	720	1115	14138	424	283	3%	2%	30	1736	8	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP SR-78 EB	RAMP SR-78 EB	2	720	1115	14138	424	283	3%	2%	30	1740	8	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	SR-78 WB	SYCAMORE	1	733	940	12899	387	258	3%	2%	30	1743	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	I-15 HOV SB	1	542	461	7035	211	141	3%	2%	30	1797	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-15 HOV NB	RAMP I-15 NB	1	194	993	7980	239	160	3%	2%	45	1801	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	RAMP I-15 SB	1	542	461	7035	211	141	3%	2%	30	1806	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 NB	RAMP I-15 NB	1	194	993	7980	239	160	3%	2%	45	1813	6	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	RAMP I-15 SB	1	772	374	5950	178	119	3%	2%	30	1814	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-15 HOV SB	RAMP I-15 SB	1	772	374	5950	178	119	3%	2%	30	1819	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-5 SB	I-5 HOV SB	1	1259	1487	20447	613	409	3%	2%	40	1842	12	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SAN DIEGO	RAMP I-5 SB	1	1259	1487	20447	613	409	3%	2%	40	1845	12	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SAN DIEGO	RAMP I-5 SB	1	1259	1487	20447	613	409	3%	2%	40	1850	12	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	CAPISTRANO	SAN DIEGO	1	847	1032	15156	455	303	3%	2%	30	1853	10	5	1	0	LC	61.2	--	--	42	132	315
RAMP	VANDEGRIFT	RAMP I-5 NB	2	1180	186	5233	157	105	3%	2%	30	1855	2	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP I-5 NB	I-5 HOV NB	2	1180	186	5233	157	105	3%	2%	30	1860	2	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP I-15 SB	I-15 HOV SB	1	811	440	8706	261	174	3%	2%	30	1908	7	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-15 HOV NB	RAMP I-15 NB	1	261	950	7315	219	146	3%	2%	35	1919	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	RAMP I-15 SB	1	811	440	8706	261	174	3%	2%	30	1925	7	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-15 SB	RAMP I-15 SB	1	1100	396	5987	180	120	3%	2%	30	1951	7	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	I-15 HOV SB	1	758	275	6863	206	137	3%	2%	30	2066	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	RAMP I-15 SB	1	758	275	6863	206	137	3%	2%	30	2071	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-15 HOV NB	RAMP I-15 NB	1	174	726	6326	190	127	3%	2%	30	2082	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 NB	RAMP I-15 NB	1	412	485	5211	156	104	3%	2%	40	2087	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 NB	I-15 HOV NB	1	412	485	5211	156	104	3%	2%	40	2093	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-15 HOV SB	RAMP I-15 SB	1	531	374	5038	151	101	3%	2%	30	2096	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	I-15 HOV SB	1	462	301	5376	161	108	3%	2%	40	2230	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	RAMP I-15 SB	1	462	301	5376	161	108	3%	2%	40	2242	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-15 HOV NB	RAMP I-15 NB	1	218	728	5828	175	117	3%	2%	40	2248	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-5 SB	I-5 HOV SB	1	319	737	7248	217	145	3%	2%	30	2257	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 NB	RAMP I-15 NB	1	524	637	5349	160	107	3%	2%	40	2261	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-5 NB	RAMP I-5 NB	1	743	450	7173	215	143	3%	2%	30	2266	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-5 SB	RAMP I-5 SB	1	446	227	5345	160	107	3%	2%	30	2268	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-5 NB	I-5 NB HOV	1	476	207	5346	160	107	3%	2%	30	2271	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-15 HOV SB	RAMP I-15 SB	1	658	551	5660	170	113	3%	2%	40	2275	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 NB	I-15 HOV NB	1	524	637	5349	160	107	3%	2%	40	2278	5	9	1	0	LR-1	63.4	--	--	73	191	450
RANCHO BERNARDO	SF 1407	ALVA ROAD	4	727	1054	11230	337	225	3%	2%	50	1421	1	3	2	0	MA	70.9	--	124	318	627	1217
RANCHO BERNARDO	ALVA ROAD	CAM SAN BERNARDO	4	690	1012	10717	322	214	3%	2%	50	1422	1	3	2	0	MA	70.9	--	124	318	627	1217
RANCHO BERNARDO	CAM SAN BERNARDO	VIA DEL CAMPO	4	916	1128	12567	377	251	3%	2%	50	1423	1	3	2	0	MA	70.9	--	124	318	627	1217
RANCHO SANTA FE	ZONE CONNECTOR	EL MIRLO	2	2395	2720	24373	731	487	3%	2%	40	1473	6	5	1	0	LC	61.2	--	--	42	132	315
RANGO	ZONE CONNECTOR	YAQUI PASS	2	238	453	5035	101	50	2%	1%	35	1862	3	5	1	0	LC	61.2	--	--	42	132	315
RECHE	VIA VISTA	RABBIT HILL	2	685	656	7477	224	150	3%	2%	45	2135	4	6	1	0	RC	56.3	--	--	--	43	136
RECHE	GIRD	VIA VISTA	2	719	711	8044	241	161	3%	2%	45	2138	4	6	1	0	RC	56.3	--	--	--	43	136
RECHE	RABBIT HILL	YUCCA	2	669	622	7206	216	144	3%	2%	45	2167	4	6	1	0	RC	56.3	--	--	--	43	136
RECHE	LIVE OAK PARK	GIRD	2	921	1021	10768	323	215	3%	2%	45	2169	4	6	1	0	RC	56.3	--	--	--	43	136
RECHE	GREEN CANYON	FALLBROOK	2	907	990	10470	314	209	3%	2%	35	2173	4	6	1	0	RC	56.3	--	--	--	43	136
RECHE	FALLBROOK	LIVE OAK PARK	2	907	990	10470	314	209	3%	2%	45	2174	4	6	1	0	RC	56.3	--	--	--	43	136
RECHE	LOS AMIGOS	GREEN CANYON	2	907	1010	10567	317	211	3%	2%	45	2175	4	6	1	0	RC	56.3	--	--	--	43	136
RECHE	FALLBROOK	LOS AMIGOS	2	936	1047	10935	328	219	3%	2%	45	2176	5	6	1	0	RC	56.3	--	--	--	43	136
RECHE	UNKNOWN	FALLBROOK	2	936	1047	10935	328	219	3%	2%	45	2177	5	6	1	0	RC	56.3	--	--	--	43	136
RECHE	CALMIN	UNKNOWN	2	1033	1146	12366	371	247	3%	2%	45	2178	5	6	1	0	RC	56.3	--	--	--	43	136
RECHE	STAGE COACH	CALMIN	2	1044	1159	12502	375	250	3%	2%	45	2180	5	6	1	0	RC	56.3	--	--	--	43	136
RECHE	YUCCA	RANGER	2	660	594	6929	208	139	3%	2%	45	2186	3	6	1	0	RC	56.3	--	--	--	43	136
RECHE	RANGER	OLD 395	2	677	605	7177	215	144	3%	2%	45	2194	4	6	1	0	RC	56.3	--	--	--	43	136
REO	ZONE CONNECTOR	SWEETWATER	4	715	1171	15019	451	300	3%	2%	40	158	2	4	2	0	C	63.6	--	--	73	212	457
RIVERFORD	RAMP SR-67 SB	WOODSIDE	2	1348	1648	17172	515	343	3%	2%	40	1098	6	2	2	0	PA	77.4	167	417	782	1480	2800
RIVERFORD	RAMP SR-67 SB	WOODSIDE	2	1348	1648	17172	515	343	3%	2%	40	1104	6	2	2	0	PA	77.4	167	417	782	1480	2800
RIVERFORD	RAMP SR-67 SB	WOODSIDE	2	1348	1648	17172	515	343	3%	2%	40	1114	6	2	2	0	PA	77.4	167	417	782	1480	2800
RIVERFORD	WOODSIDE(N)	RAMP SR-67 SB	2	1652	2101	21220	637	424	3%	2%	40	1128	6	2	2	0	PA	77.4	167	417	782	1480	2800
RIVERFORD	RIVERSIDE/MAST	WOODSIDE(N)	2	1545	1929	20322	610	406	3%	2%	40	1190	6	2	2	0	PA	77.4	167	417	782	1480	2800
RIVERFORD	EL NOPAL	RIVERSIDE/MAST	2	1177	1586	15595	468	312	3%	2%	40	1194	5	3	2	0	MA	70.9	--	124	318	627	1217
RIVERSIDE	RIVERFORD	PALM ROW	2	1527	1888	18386	552	368	3%	2%	40	1200	6	4	1	0	C	63.6	--	--	73	212	457
RIVERSIDE	PALM ROW	VISTA CAMINO	2	1059	1291	11651	350	233	3%	2%	40	1212	5	4	1	0	C	63.6	--	--	73	212	457
RIVERSIDE	VISTA CAMINO	CHARLESTON BAY	2	549	707	6863	206	137	3%	2%	40	1219	3	4	1	0	C	63.6	--	--	73	212	457
RIVERSIDE	CHARLESTON BAY	VALLE VISTA BYPASS	2	555	732	7068	212	141	3%	2%	40	1222	3	4	1	0	C	63.6	--	--	73	212	457
RIVERSIDE	VALLE VISTA BYPASS	VALLE VISTA BYPASS	2	456	635	5758	173	115	3%	2%	40	1224	3	4	1	0	C	63.6	--	--	73	212	457
RIVERSIDE	VALLE VISTA BYPASS	LAKESIDE	2	460	640	5871	176	117	3%	2%	40	1229	3	4	1	0	C	63.6	--	--	73	212	457
RIVERSIDE	LAKESIDE	LAKESIDE/VALLE VISTA	4	435	604	5552	167	111	3%	2%	40	1230	1	4	1	0	C	63.6	--	--	73	212	457
ROBELINI	EL VALLE OPULENTO	SYCAMORE	2	1812	2135	27062	812	541	3%	2%	25	1757	6	3	1	0	B	64.7	--	--	94	265	562
ROBELINI	SOUTH SANTA FE	EL VALLE OPULENTO	2	1779	2058	26302	789	526	3%	2%	25	1761	6	3	1	0	B	64.7	--	--	94	265	562
ROBINWOOD	BRIARWOOD	DEGEN	2	253	436	5041	151	101	3%	2%	25	279	3	7	1	0	L	54.9	--	--	--	31	98
ROCK SPRINGS	SEVEN OAKES	BORDEN	2	719	1340	10822	325	216	3%	2%	40	1698	4	4	1	0	C	63.6	--	--	73	212	457
ROCK SPRINGS	MONTIEL	SEVEN OAKES	2	740	1354	11987	360	240	3%	2%	40	1701	5	4	1	0	C	63.6	--	--	73	212	457
ROCK SPRINGS	MONTIEL	SEVEN OAKES	2	740	1354	11987	360	240	3%	2%	40	1704	5	4	1	0	C	63.6	--	--	73	212	457
ROCK SPRINGS	MONTIEL	SEVEN OAKES	2	740	1354	11987	360	240	3%	2%	40	1705	5	4	1	0	C	63.6	--	--	73	212	457
ROCK SPRINGS	DEODAR	MONTIEL	2	802	1418	12857	386	257	3%	2%	40	1707	5	4	1	0	C	63.6	--	--	73	212	457
ROCK SPRINGS	ZONE CONNECTOR	DEODAR	2	527	817	7108	213	142	3%	2%	40	1709	4	4	1	0	C	63.6	--	--	73	212	457
ROCK SPRINGS	NORDAHL	ZONE CONNECTOR	2	537	814	7125	214	142	3%	2%	40	1714	4	4	1	0	C	63.6	--	--	73	212	457
ROCK SPRINGS	UNNAMED 9F	NORDAHL	2	363	706	5925	178	118	3%	2%	40	1715	3	4	1	0	C	63.6	--	--	73	212	457
ROCK SPRINGS	REES	UNNAMED 9F	2	363	706	5925	178	118	3%	2%	40	1717	3	4	1	0	C	63.6	--	--	73	212	457
ROCK SPRINGS	BENNETT	REES	2	345	656	5516	165	110	3%	2%	40	1718	3	4	1	0	C	63.6	--	--	73	212	457
ROCK SPRINGS	ZONE CONNECTOR	BENNETT	2	752	1274	8575	257	172	3%	2%	40	1720	4	4	1	0	C	63.6	--	--	73	212	457

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment						MDT	HDT	%MDT	%HDT													
	From	To		AM	PM							UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
ROYAL	WINTER GARDENS	MELROSE	2	466	586	6197	186	124	3%	2%	25	866	3	7	1	0	L	54.9	--	--	--	31	98
SA 1107	UNKNOWN	ALTA	2	972	818	10277	1028	1542	10%	15%	35	14	4	3	2	0	B	64.7	--	--	94	265	562
SAN DIEGO	RAMP I-5 NB	COAST	2	2200	2143	26571	797	531	3%	2%	25	1844	6	5	1	0	LC	61.2	--	--	42	132	315
SAN DIEGO	RAMP I-5 NB	COAST	2	2200	2143	26571	797	531	3%	2%	25	1846	6	5	1	0	LC	61.2	--	--	42	132	315
SAN DIEGO	RAMP I-5 NB	COAST	2	2200	2143	26571	797	531	3%	2%	25	1848	6	5	1	0	LC	61.2	--	--	42	132	315
SAN DIEGO	RAMP I-5 NB	COAST	2	2200	2143	26571	797	531	3%	2%	25	1851	6	5	1	0	LC	61.2	--	--	42	132	315
SAN DIEGO	RAMP	RAMP I-5 NB	2	3312	3182	39854	1196	797	3%	2%	25	1852	6	5	1	0	LC	61.2	--	--	42	132	315
SAN DIEGO	VANDEGRIFT	RAMP	4	4219	4287	56071	1682	1121	3%	2%	25	1854	6	5	1	0	LC	61.2	--	--	42	132	315
SAN DIEGUITO	UNKNOWN	CAM SANTA FE	2	618	808	9913	297	198	3%	2%	40	1330	4	4	1	0	C	63.6	--	--	73	212	457
SAN DIEGUITO	RANCHO DIEGUENO	UNKNOWN	4	605	792	9713	291	194	3%	2%	50	1331	1	4	2	0	C	63.6	--	--	73	212	457
SAN DIEGUITO	UNKNOWN	RANCHO DIEGUENO	4	481	567	7005	210	140	3%	2%	50	1337	1	4	2	0	C	63.6	--	--	73	212	457
SAN DIEGUITO	EL APAJO	UNKNOWN	2	481	567	7005	210	140	3%	2%	30	1339	3	4	1	0	C	63.6	--	--	73	212	457
SAN DIEGUITO	VIA DOS VALLES	EL APAJO	2	1015	1183	12158	365	243	3%	2%	35	1345	5	4	1	0	C	63.6	--	--	73	212	457
SAN DIEGUITO	UNKNOWN	VIA DOS VALLES	2	1015	1183	12158	365	243	3%	2%	40	1364	5	4	1	0	C	63.6	--	--	73	212	457
SAN DIEGUITO	ZONE CONNECTOR	UNKNOWN	2	1093	1477	14498	435	290	3%	2%	40	1366	5	4	1	0	C	63.6	--	--	73	212	457
SAN ELIJO RD	ZONE CONNECTOR	ZONE CONNECTOR	4	1276	1458	15099	453	302	3%	2%	50	1605	2	3	2	0	MA	70.9	--	124	318	627	1217
SAN ELIJO RD	MELROSE	ZONE CONNECTOR	4	1278	1460	15118	454	302	3%	2%	50	1615	2	3	2	0	MA	70.9	--	124	318	627	1217
SAN MIGUEL	BONITA	UNKNOWN	2	360	702	6642	199	133	3%	2%	25	238	3	4	1	0	C	63.6	--	--	73	212	457
SAN MIGUEL	UNKNOWN	LOMA DEL SOL	2	360	702	6642	199	133	3%	2%	25	242	3	4	1	0	C	63.6	--	--	73	212	457
SAN MIGUEL	LOMA DEL SOL	PROCTOR VALLEY	2	333	656	6262	188	125	3%	2%	30	247	3	4	1	0	C	63.6	--	--	73	212	457
SAN PASQUAL	RYAN	ZERMATT	4	1061	1007	18726	562	375	3%	2%	55	1561	2	3	2	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL	ZERMATT	VIA RANCHO	2	1061	1007	18726	562	375	3%	2%	55	1564	6	4	2	0	C	63.6	--	--	73	212	457
SAN PASQUAL VALLEY	UNKNOWN	UNNAMED 12D	4	842	1159	13978	419	699	3%	5%	50	1590	4	3	3	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	BANDY CANYON	UNKNOWN	4	842	1159	13978	419	699	3%	5%	50	1593	4	3	3	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	UNKNOWN	SAN PASQUAL STORE	2	775	1063	12984	390	260	3%	2%	50	1598	5	3	1	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	SAN PASQUAL STORE	BANDY CANYON	2	759	1051	12783	383	639	3%	5%	50	1601	5	3	1	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	UNKNOWN	SAN PASQUAL STORE	2	775	1063	12984	390	649	3%	5%	50	1602	5	3	1	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	UNKNOWN	CLOVERDALE	4	994	1449	15188	456	759	3%	5%	55	1608	4	3	2	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	CLOVERDALE	NEW CLOVERDALE	4	994	1449	15188	456	759	3%	5%	55	1609	4	3	2	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	SR-78 NEW	UNKNOWN	4	994	1449	15189	456	759	3%	5%	55	1612	4	3	2	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	NEW CLOVERDALE	RAMP SR125 SB	3	685	1259	14529	436	291	3%	2%	55	1614	3	3	1	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	HIGHGROVE	OLD SAN PASQUAL	4	1054	1475	15902	477	795	3%	5%	55	1619	4	3	1	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	TEEPEE	HIGHGROVE	4	1054	1475	15902	477	795	3%	5%	55	1623	4	3	1	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	SUMMIT	TEEPEE	2	1085	1514	16387	492	819	3%	5%	55	1628	4	3	1	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	CITRUS	SUMMIT	2	1097	1570	16689	501	834	3%	5%	55	1634	4	3	1	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	BEAR VALLEY	CITRUS	2	1125	1451	16841	505	842	3%	5%	55	1636	4	3	1	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	17TH	BEAR VALLEY	2	1008	1098	14745	442	737	3%	5%	55	1639	2	3	1	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	IDAHO	17TH	2	945	1673	15233	457	762	3%	5%	45	1647	4	3	1	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	BIRCH/RANRIDO	IDAHO	2	1530	1866	22971	689	1149	3%	5%	45	1654	4	3	1	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	5TH/OAK HILL	BIRCH/RANRIDO	4	1132	1383	16947	508	847	3%	5%	50	1657	1	3	3	0	MA	70.9	--	124	318	627	1217
SAN VICENTE	WILDCAT CANYON	UNKNOWN	2	1127	1315	16347	490	327	3%	2%	40	1340	6	3	1	0	MA	70.9	--	124	318	627	1217
SAN VICENTE	CHUCKWAGON	WILDCAT CANYON	2	1292	1728	20669	620	413	3%	2%	40	1341	6	3	1	0	MA	70.9	--	124	318	627	1217
SAN VICENTE	UNKNOWN	RAMONA OAKS	4	644	763	9880	296	198	3%	2%	40	1352	1	3	2	0	MA	70.9	--	124	318	627	1217
SAN VICENTE	UNKNOWN	CHUCKWAGON	2	1289	1718	20608	618	412	3%	2%	40	1357	6	3	1	0	MA	70.9	--	124	318	627	1217
SAN VICENTE	UNKNOWN	ARENA	4	1116	1306	16208	486	324	3%	2%	40	1359	2	3	2	0	MA	70.9	--	124	318	627	1217
SAN VICENTE	ARENA	VISTA VICENTE	4	958	1196	14488	435	290	3%	2%	40	1360	1	3	2	0	MA	70.9	--	124	318	627	1217
SAN VICENTE	VISTA VICENTE	GUNN STAGE	4	673	887	10559	317	211	3%	2%	40	1361	1	3	2	0	MA	70.9	--	124	318	627	1217
SAN VICENTE	GUNN STAGE	UNKNOWN	4	644	763	9880	296	198	3%	2%	40	1362	1	3	2	0	MA	70.9	--	124	318	627	1217
SAN VICENTE	DYE	UNKNOWN	2	1289	1718	20608	618	412	3%	2%	35	1376	6	3	1	0	B	64.7	--	--	94	265	562
SAN VICENTE	KEYES	DYE	2	1289	1718	20608	618	412	3%	2%	50	1377	6	3	1	0	MA	70.9	--	124	318	627	1217
SAN VICENTE	WARNOCK	KEYES	2	1289	1718	20608	618	412	3%	2%	50	1397	6	3	1	0	MA	70.9	--	124	318	627	1217
SAN VICENTE	BOUNDARY	WARNOCK	2	982	1335	16678	500	334	3%	2%	45	1409	5	3	3	0	MA	70.9	--	124	318	627	1217
SAN VICENTE	ZONE CONNECTOR	BOUNDARY	2	1057	1432	17830	535	357	3%	2%	45	1417	5	3	3	0	MA	70.9	--	124	318	627	1217
SAN VICENTE	HANSON	ZONE CONNECTOR	2	1077	1458	18135	544	363	3%	2%	45	1436	5	3	3	0	MA	70.9	--	124	318	627	1217
SAN VICENTE	BARGER	HANSON	2	892	1205	15407	462	308	3%	2%	45	1450	5	3	3	0	MA	70.9	--	124	318	627	1217
SAN VICENTE	11TH	BARGER	2	985	1379	17259	518	345	3%	2%	45	1460	5	3	3	0	MA	70.9	--	124	318	627	1217
SAN VICENTE	ZONE CONNECTOR	11TH	2	979	1373	17111	513	342	3%	2%	45	1466	5	3	3	0	MA	70.9	--	124	318	627	1217
SAN VICENTE	H	ZONE CONNECTOR	2	1081	1524	18639	559	373	3%	2%	45	1471	5	3	3	0	MA	70.9	--	124	318	627	1217
SANTA FE	BIRDFARM	UNKNOWN	4	1354	1936	18322	550	366	3%	2%	40	1888	2	3	2	0	MA	70.9	--	124	318	627	1217
SANTA FE	MELROSE	BIRDFARM	4	1443	2063	19522	586	390	3%	2%	40	1890	2	3	2	0	MA	70.9	--	124	318	627	1217
SCRIPPS POWAY	SR 125	RAMP SR125 NB	6	1878	1543	19489	585	390	3%	2%	55	1319	1	2	2	0	PA	77.4	167	417	782	1480	2800
SCRIPPS POWAY	RAMP SR125 NB	ZONE CONNECTOR	6	1878	1543	19489	390	195	2%	1%	60	1320	1	2	2	0	PA	77.4	167	417	782	1480	2800
SCRIPPS POWAY	ZONE CONNECTOR	SR-67	6	1872	1534	19396	388	194	2%	1%	60	1322	1	2	2	0	PA	77.4	167	417	782	1480	2800
SIERRA ALTA	RAMP I-8 EB	OLDE 80	2	655	955	10760	323	215	3%	2%	40	1041	4	3	1	0	MA	70.9	--	124	318	627	1217
SIERRA ALTA	RAMP I-8 EB	RAMP I-8 EB	2	636	935	10497	315	210	3%	2%	40	1044	4	3	1	0	MA	70.9	--	124	318	627	1217
SIERRA ALTA	LAKE JENNINGS PARK	RAMP I-8 EB	2	1333	2020	22148	664	443	3%	2%	40	1049	6	3	1	0	MA	70.9	--	124	318	627	1217
SIERRA ALTA	LAKE JENNINGS PARK	RAMP I-8 EB	2	1333	2020	22148	664	443	3%	2%	40	1052	6	3	1	0	MA	70.9	--	124	318	627	1217
SKYLINE TRUCK	LYONS VALLEY	PEG LEG MINE	2	401	513	5476	164	110	3%	2%	35	444	3	4	1	0	C	63.6	--	--	73	212	457
SKYLINE TRUCK	PEG LEG MINE	UNKNOWN	2	377	482	5146	154	103	3%	2%	35	456	3	4	1	0	C	63.6	--	--	73	212	457
SKYLINE TRUCK	UNKNOWN	LAWSON VALLEY	2	412	515	5496	110	55	2%	1%	35	457	3	4	1	0	C	63.6	--	--	73	212	457
SKYLINE TRUCK	UNKNOWN	UNKNOWN	2	421	527	5634	169	113	3%	2%	35	461	3	4	1	0	C	63.6	--	--	73	212	457
SKYLINE TRUCK	UNKNOWN	UNKNOWN	2	421	527	5634	169	113	3%	2%	35	463	3	4	1	0	C	63.6	--	--	73	212	457
SKYLINE TRUCK	UNKNOWN	HECTOR	2	375	480	5119	154	102	3%	2%	35	466	3	4	1	0	C	63.6	--	--	73	212	457
SKYLINE TRUCK	HECTOR	UNKNOWN	2	421	527	5634	169	113	3%	2%	35	467	3	4	1	0	C	63.6	--	--	73	212	457
SLEEPING INDIAN	ZONE CONNECTOR	UNKNOWN	2	516	601	6228	187	125	3%	2%	25	2044	3	7	1	0	L	54.9	--	--	--	31	98
SLEEPING INDIAN	TUMBLEWEED	ZONE CONNECTOR	2	522	614	6400	192	128	3%	2%	25	2051	3	7	1	0	L	54.9	--	--	--	31	98
SLEEPING INDIAN	BURMA	TUMBLEWEED	2	501	599	6149	184	123	3%	2%	25	2057	3	7	1	0	L	54.9	--	--	--	31	98
SMILAX	SOUTH SANTA FE	CASA LINDA	4	478	626	5893	177	118	3%	2%	35	1731	1	4	1	0	C	63.6	--	--	73	212	457
SOUTH BARCELONA	BARCELONA	GLENSIDE	2	361	499	5863	176	117	3%	2%	35	485	3	5	1	0	LC	61.2	--	--	42	132	315
SOUTH BARCELONA	CRISTOBAL	BARCELONA	2	361	499	5863	176	117	3%	2%	35	502	3	5	1	0	LC	61.2	--	--	42	132	315
SOUTH BARCELONA	BUENA VISTA	CRISTOBAL	2	501	740	8381	251	168	3%	2%	35	527	4	5	1	0	LC	61.2	--	--	42	132	315
SOUTH BARCELONA	BUENA VISTA	CRISTOBAL	2	501	740	8381	251	168	3%	2%	35	544	4	5	1	0	LC	61.2	--	--	42	132	315
SOUTH BARCELONA	BUENA VISTA	CRISTOBAL	2	501	740	8381	251	168	3%	2%	35	549	4	5	1	0	LC	61.2	--	--	42	132	315
SOUTH GRADE	OLIVE VIEW	ELTINGE	2	439	682	6676	200	134	3%	2%	35	904	3	5	1	0	LC	61.2	--	--	42	132	315
SOUTH GRADE	ELTINGE	NEW SOUTH GRADE	2	408	443	5642	169	113	3%	2%	30	910	3	5	1	0	LC	61.2	--	--	42	132	315
SOUTH SANTA FE	SMILAX	BOSSTICK	2	1478	1798	18269	548	365	3%	2%	45	1732	6	3	1	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	2430/2503	SMILAX	2	1370	1676	17108	513	342	3%	2%	45	1733	6	3	1	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	POINSETTIA	2430/2503	2	1232	1515	15268	458	305	3%	2%	45	1738	5	3	1	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	AZALEA	POINSETTIA	2	1232	1515	15268	458	305	3%	2%	45	1744	5	3	1	0	MA	70.9	--	124	318	627	1217

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment						MDT	HDT	%MDT	%HDT													
	From	To		AM	PM							UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
SOUTH SANTA FE	PALMYRA	AZALEA	2	1232	1515	15268	458	305	3%	2%	45	1753	5	3	1	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	ZONE CONNECTOR	PALMYRA	2	1204	1519	15248	457	305	3%	2%	45	1756	5	3	1	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	BUENA CREEK	ZONE CONNECTOR	2	1205	1520	15255	458	305	3%	2%	45	1758	5	3	1	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	ROBELINI	BUENA CREEK	2	1422	1699	18594	558	372	3%	2%	40	1762	6	3	1	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	TIBER	ROBELINI	2	1654	2149	20399	612	408	3%	2%	40	1765	6	3	1	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	WOODLAND	TIBER	2	1680	2185	20813	624	416	3%	2%	40	1768	6	3	1	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	YORK	WOODLAND	2	1409	1854	16796	504	336	3%	2%	40	1769	6	3	1	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	ZONE CONNECTOR	YORK	2	1409	1854	16796	504	336	3%	2%	40	1770	6	3	1	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	MONTGOMERY	ZONE CONNECTOR	2	1118	1514	12572	377	251	3%	2%	40	1778	5	3	1	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	MAR VISTA	MONTGOMERY	4	1284	1779	15188	456	304	3%	2%	40	1780	2	3	2	0	MA	70.9	--	124	318	627	1217
SPRING	RAMP	BROADWAY	4	1436	2126	20696	621	414	3%	2%	35	650	2	3	2	0	MA	70.9	--	124	318	627	1217
SPRING	UNKNOWN	RAMP	4	1888	2895	27595	828	552	3%	2%	35	656	3	3	2	0	MA	70.9	--	124	318	627	1217
SPRING	UNKNOWN	RAMP	4	1888	2895	27595	828	552	3%	2%	35	658	3	3	2	0	MA	70.9	--	124	318	627	1217
SPRING	UNKNOWN	RAMP	4	1888	2895	27595	828	552	3%	2%	35	665	3	3	2	0	MA	70.9	--	124	318	627	1217
SPRING	RAMP SR-125 SB	UNKNOWN	4	1683	2581	24607	738	492	3%	2%	35	670	2	3	2	0	MA	70.9	--	124	318	627	1217
SPRING	RAMP SR-125 SB	UNKNOWN	4	1683	2581	24607	738	492	3%	2%	35	673	2	3	2	0	MA	70.9	--	124	318	627	1217
SPRING	RAMP	RAMP SR-125 SB	4	1683	2581	24607	738	492	3%	2%	35	679	2	3	2	0	MA	70.9	--	124	318	627	1217
SR-125 NB	SR-54 EB	SWAP MEET	2	3155	3567	47200	1416	2360	3%	5%	65	302	10	1	1	0	4F	78.8	214	500	988	1925	3750
SR-125 NB	SWAP MEET	PARADISE VALLEY	2	2736	3213	42138	1264	2107	3%	5%	65	322	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-125 NB	SWAP MEET	PARADISE VALLEY	2	2736	3213	42138	1264	2107	3%	5%	65	332	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-125 NB	SR 54	JAMACHA ROAD	2	3877	3852	53226	1597	2661	3%	5%	65	364	5	1	1	0	4F	78.8	214	500	988	1925	3750
SR-125 NB	JAMACHA ROAD	JAMACHA ROAD	2	3530	3275	47453	1424	2373	3%	5%	65	376	5	1	1	0	4F	78.8	214	500	988	1925	3750
SR-125 NB	JAMACHA ROAD	JAMACHA ROAD	2	3530	3275	47453	1424	2373	3%	5%	65	396	5	1	1	0	4F	78.8	214	500	988	1925	3750
SR-125 NB	JAMACHA ROAD	TROY	2	4159	3811	58564	1757	2928	3%	5%	65	458	6	1	1	0	4F	78.8	214	500	988	1925	3750
SR-125 NB	TROY	SR-94 WB	2	4159	3811	58564	1757	2928	3%	5%	65	473	6	1	1	0	4F	78.8	214	500	988	1925	3750
SR-125 NB	TROY	SR-94 WB	2	4159	3811	58564	1757	2928	3%	5%	65	524	6	1	1	0	4F	78.8	214	500	988	1925	3750
SR-125 NB	SR-94 EB	CAMPO	3	4634	5765	72192	2166	3610	3%	5%	65	664	9	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-125 NB	SR-94 EB	CAMPO	3	4634	5765	72192	2166	3610	3%	5%	65	677	9	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-125 NB	SR-94 EB	CAMPO	3	4634	5765	72192	2166	3610	3%	5%	65	683	9	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-125 SB	PARADISE VALLEY	SR-54 WB	2	3415	3337	46736	1402	2337	3%	5%	65	299	5	1	1	0	4F	78.8	214	500	988	1925	3750
SR-125 SB	SR 54	PARADISE VALLEY	2	2939	2808	40369	1211	2018	3%	5%	65	319	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-125 SB	SR 54	PARADISE VALLEY	2	2939	2808	40369	1211	2018	3%	5%	65	331	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-125 SB	JAMACHA ROAD	SR 54	2	3247	3500	48857	1466	2443	3%	5%	65	360	5	1	1	0	4F	78.8	214	500	988	1925	3750
SR-125 SB	JAMACHA ROAD	JAMACHA ROAD	2	2823	2968	43243	1297	2162	3%	5%	65	374	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-125 SB	JAMACHA ROAD	JAMACHA ROAD	2	2823	2968	43243	1297	2162	3%	5%	65	408	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-125 SB	TROY	JAMACHA ROAD	2	3419	4058	56754	1703	2838	3%	5%	65	465	6	1	1	0	4F	78.8	214	500	988	1925	3750
SR-125 SB	SR-94 WB	TROY	2	3419	4058	56754	1703	2838	3%	5%	65	472	6	1	1	0	4F	78.8	214	500	988	1925	3750
SR-125 SB	SPRING	SR-94 WB	3	3019	2954	38576	1157	1929	3%	5%	65	640	3	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-125 SB	SPRING	SR-94 WB	3	4971	5095	62488	1875	3124	3%	5%	65	660	5	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-125 SB	SPRING	SPRING	3	4971	5095	62488	1875	3124	3%	5%	65	669	5	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-125 SB	SPRING	SPRING	3	4971	5095	62488	1875	3124	3%	5%	65	675	5	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-125 SB	SPRING	SPRING	3	4971	5095	62488	1875	3124	3%	5%	65	687	5	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-125/SR-94 CONNECT	SR-125 NB	RAMP SR-125 NB	2	1273	1479	19921	598	398	3%	2%	50	566	6	8	1	0	FR	73.2	67	183	389	813	1580
SR-125/SR-94 CONNECT	SR-125 NB	SR-125 NB	2	2885	2332	38643	1159	773	3%	2%	50	571	6	8	1	0	FR	73.2	67	183	389	813	1580
SR-125/SR-94 CONNECT	SR-125 SB	RAMP SR-125 SB	1	1970	2566	26757	803	535	3%	2%	50	639	10	8	1	0	FR	73.2	67	183	389	813	1580
SR-54 EB	I-805 SB	I-805 SB	3	1404	2350	27946	838	1397	3%	5%	65	88	2	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-54 EB	I-805 SB	I-805 SB	3	1404	2350	27946	838	1397	3%	5%	65	91	2	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-54 EB	I-805 SB	I-805 SB	3	1404	2350	27946	838	1397	3%	5%	65	92	2	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-54 EB	I-805 SB	I-805 SB	3	1404	2350	27946	838	1397	3%	5%	65	94	2	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-54 EB	I-805 SB	I-805 SB	3	1404	2350	27946	838	1397	3%	5%	65	96	2	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-54 EB	I-805 SB	I-805 SB	3	1404	2350	27946	838	1397	3%	5%	65	98	2	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-54 EB	I-805 SB	I-805 SB	3	1404	2350	27946	838	1397	3%	5%	65	99	2	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-54 EB	I-805 SB	I-805 NB	3	1678	3003	36749	1102	1837	3%	5%	65	100	6	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-54 EB	I-805 SB	I-805 NB	3	1678	3003	36749	1102	1837	3%	5%	65	141	6	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-54 EB	VALLEY	WOODMAN	2	3132	3568	48534	1456	2427	3%	5%	65	209	6	1	1	1	4FHOV	80.2	280	600	1200	2300	4563
SR-54 EB	WOODMAN	WOODMAN	2	2756	2893	40547	1216	2027	3%	5%	65	219	4	1	1	1	4FHOV	80.2	280	600	1200	2300	4563
SR-54 EB	WOODMAN	WOODMAN	2	2756	2893	40547	1216	2027	3%	5%	65	235	4	1	1	1	4FHOV	80.2	280	600	1200	2300	4563
SR-54 EB	WOODMAN	BRIARWOOD	2	2853	3145	43524	1306	2176	3%	5%	65	251	5	1	1	1	4FHOV	80.2	280	600	1200	2300	4563
SR-54 EB	BRIARWOOD	BRIARWOOD	2	2653	2309	35183	1055	1759	3%	5%	65	258	7	1	1	1	4FHOV	80.2	280	600	1200	2300	4563
SR-54 EB	BRIARWOOD	BRIARWOOD	2	2653	2309	35183	1055	1759	3%	5%	65	275	7	1	1	1	4FHOV	80.2	280	600	1200	2300	4563
SR-54 EB	BRIARWOOD	SR-125 SB	2	3979	3274	55811	1674	2791	3%	5%	65	281	7	1	1	0	4F	78.8	214	500	988	1925	3750
SR-54 EB		SR-125 NB	2	3155	3567	47200	1416	2360	3%	5%	65	284	10	1	1	0	4F	78.8	214	500	988	1925	3750
SR-54 EB		SR-125 NB	2	3155	3567	47200	1416	2360	3%	5%	65	286	10	1	1	0	4F	78.8	214	500	988	1925	3750
SR-54 EB	SR-125 NB		2	3155	3567	47200	1416	2360	3%	5%	65	291	10	1	1	0	4F	78.8	214	500	988	1925	3750
SR-54 HOV EB	REO	BRIARWOOD	1	534	832	11622	349	581	3%	5%	65	210	3	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV EB	REO	BRIARWOOD	1	534	832	11622	349	581	3%	5%	65	222	3	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV EB	REO	BRIARWOOD	1	534	832	11622	349	581	3%	5%	65	236	3	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV EB	REO	BRIARWOOD	1	496	600	9613	288	481	3%	5%	65	252	3	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV EB	REO	BRIARWOOD	1	504	605	9844	295	492	3%	5%	65	260	3	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV EB	REO	BRIARWOOD	1	504	605	9844	295	492	3%	5%	65	274	3	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV WB	BRIARWOOD	REO	1	491	619	8494	255	425	3%	5%	65	211	2	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV WB	BRIARWOOD	REO	1	491	619	8494	255	425	3%	5%	65	228	2	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV WB	BRIARWOOD	REO	1	491	619	8494	255	425	3%	5%	65	237	2	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV WB	BRIARWOOD	REO	1	491	619	8494	255	425	3%	5%	70	239	2	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV WB	BRIARWOOD	REO	1	497	649	8814	264	441	3%	5%	65	248	2	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV WB	BRIARWOOD	REO	1	497	649	8814	264	441	3%	5%	65	264	2	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV WB	BRIARWOOD	REO	1	497	649	8814	264	441	3%	5%	65	272	2	1	1	0	HOV	0	0	0	0	0	0
SR-54 WB	I-805 NB	I-805 NB	3	2515	1645	28283	848	1414	3%	5%	65	103	2	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-54 WB	I-805 NB	I-805 NB	3	2515	1645	28283	848	1414	3%	5%	65	105	2	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-54 WB	I-805 NB	I-805 NB	3	2515	1645	28283	848	1414	3%	5%	65	108	2	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-54 WB	I-805 NB	I-805 NB	3	2515	1645	28283	848	1414	3%	5%	65	110	2	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-54 WB	I-805 NB	I-805 NB	3	2515	1645	28283	848	1414	3%	5%	65	112	2	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-54 WB	I-805 NB	I-805 NB	3	2515	1645	28283	848	1414	3%	5%	65	118	2	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-54 WB	I-805 NB	I-805 NB	3	2515	1645	28283	848	1414	3%	5%	65	126	2	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-54 WB		I-805 SB	3	2732	1755	31916	957	1596	3%	5%	65	132	2	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-54 WB	WOODMAN	VALLEY	2	3847	3018	45377	1361	2269	3%	5%	65	215	5	1	1	1	4FHOV	80.2	280	600	1200	2300	4563
SR-54 WB	WOODMAN	WOODMAN	2	3326	2616	38301	1149	1915	3%	5%	65	230	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-54 WB	WOODMAN	WOODMAN	2	3326	2616	38301	1149	1915	3%	5%	65	240	4	1	1	1	4FHOV	80.2	280	600	1200	2300	4563
SR-54 WB	BRIARWOOD	WOODMAN	2	3352	2724	39407	1182	1970	3%	5%	65	249	4	1	1	1	4FHOV	80.2	280	600	1200	2300	4563

Street Name	Roadway Segment From	To	Number Lanes	Peak Hour Traffic AM	PM	ADT	Vehicle Mix MDT	HDT	%MDT	%HDT	Speed	UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	CNEL Distance to dBA Contour Line (feet) 100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
SR-54 WB	BRIARWOOD	BRIARWOOD	2	2677	2377	31886	957	1594	3%	5%	65	266	3	1	1	1	4FHOV	80.2	280	600	1200	2300	4563
SR-54 WB	BRIARWOOD	BRIARWOOD	2	2677	2377	31886	957	1594	3%	5%	65	271	3	1	1	1	4FHOV	80.2	280	600	1200	2300	4563
SR-54 WB	SR-125 NB	BRIARWOOD	2	3519	3986	48313	1449	2416	3%	5%	65	282	6	1	1	0	4F	78.8	214	500	988	1925	3750
SR-54 WB	SR 54	SR-125 NB	2	3415	3337	46736	1402	2337	3%	5%	65	288	5	1	1	0	4F	78.8	214	500	988	1925	3750
SR-54 WB	SR 54	SR-125 NB	2	3415	3337	46736	1402	2337	3%	5%	65	290	5	1	1	0	4F	78.8	214	500	988	1925	3750
SR-54 WB	SR-54 WB	SR 54	2	3415	3337	46736	1402	2337	3%	5%	65	292	5	1	1	0	4F	78.8	214	500	988	1925	3750
SR-67	UNKNOWN	UNKNOWN	2	956	806	13974	419	279	3%	2%	45	1225	5	3	1	0	MA	70.9	--	124	318	627	1217
SR-67	UNKNOWN	UNKNOWN	2	1242	1009	17137	514	857	3%	5%	45	1226	5	3	1	0	MA	70.9	--	124	318	627	1217
SR-67	UNKNOWN	UNKNOWN	2	2198	1815	31110	933	1556	3%	5%	50	1234	5	3	1	0	MA	70.9	--	124	318	627	1217
SR-67	WILLOW NEW	UNKNOWN	2	2198	1815	31110	933	1556	3%	5%	50	1236	5	3	1	0	MA	70.9	--	124	318	627	1217
SR-67	WILLOW	WILLOW NEW	2	2433	2299	34039	1021	1702	3%	5%	50	1238	7	3	1	0	MA	70.9	--	124	318	627	1217
SR-67	UNKNOWN	WILLOW	2	1859	1490	24746	742	1237	3%	5%	50	1241	9	3	1	0	MA	70.9	--	124	318	627	1217
SR-67	ZONE CONNECTOR	UNKNOWN	2	1859	1490	24746	742	1237	3%	5%	50	1246	9	3	1	0	MA	70.9	--	124	318	627	1217
SR-67	POST HILL	ZONE CONNECTOR	2	1678	1156	20984	630	1049	3%	5%	50	1257	9	3	1	0	MA	70.9	--	124	318	627	1217
SR-67	JOHNSON LAKE	POST HILL	2	2194	1900	26432	793	1322	3%	5%	50	1296	9	3	1	0	MA	70.9	--	124	318	627	1217
SR-67	UNKNOWN	JOHNSON LAKE	2	2180	1904	26089	783	1304	3%	5%	50	1307	9	3	1	0	MA	70.9	--	124	318	627	1217
SR-67	VIGILANTE	UNKNOWN	2	2180	1904	26089	783	1304	3%	5%	50	1309	9	3	1	0	MA	70.9	--	124	318	627	1217
SR-67	SLAUGHTERHOUSE CNYN	VIGILANTE	3	2082	2018	24000	720	1200	3%	5%	50	1311	9	3	1	0	MA	70.9	--	124	318	627	1217
SR-67	SLAUGHTERHOUSE CNYN	VIGILANTE	3	2082	2018	24000	720	1200	3%	5%	50	1312	9	3	1	0	MA	70.9	--	124	318	627	1217
SR-67	UNKNOWN	SLAUGHTERHOUSE CNYN	4	2077	2013	23887	1194	717	5%	3%	50	1314	9	3	2	0	MA	70.9	--	124	318	627	1217
SR-67	UNKNOWN	UNKNOWN	2	2077	2013	23887	1194	717	5%	3%	50	1317	9	3	2	0	MA	70.9	--	124	318	627	1217
SR-67	SYCAMORE PARK	UNKNOWN	2	2082	2019	23948	1197	718	5%	3%	50	1318	9	3	2	0	MA	70.9	--	124	318	627	1217
SR-67	SCRIPPS POWAY	SYCAMORE PARK	3	2184	2108	25075	1254	752	5%	3%	50	1323	9	3	2	0	MA	70.9	--	124	318	627	1217
SR-67	UNKNOWN	SCRIPPS POWAY	4	1972	1904	22382	1119	671	5%	3%	50	1324	5	3	3	0	MA	70.9	--	124	318	627	1217
SR-67	IRON MTN	UNKNOWN	4	1972	1904	22382	1119	671	5%	3%	50	1325	5	3	3	0	MA	70.9	--	124	318	627	1217
SR-67	UNKNOWN	MINA DE ORO	2	2205	2328	27495	825	1375	3%	5%	50	1344	8	3	1	0	MA	70.9	--	124	318	627	1217
SR-67	MT WOODSON	UNKNOWN	4	2169	2290	27047	811	1352	3%	5%	45	1353	2	3	2	0	MA	70.9	--	124	318	627	1217
SR-67	MUSSEY GRADE	ZONE CONNECTOR	2	2062	2178	26160	785	1308	3%	5%	45	1378	11	3	3	0	MA	70.9	--	124	318	627	1217
SR-67	ZONE CONNECTOR	AIR MAIL	2	2057	2145	25873	776	1294	3%	5%	45	1382	11	3	3	0	MA	70.9	--	124	318	627	1217
SR-67	AIR MAIL	UNKNOWN	2	2057	2145	25873	776	1294	3%	5%	45	1383	11	3	1	0	MA	70.9	--	124	318	627	1217
SR-67	ARCHIE MOORE	MT WOODSON	4	2052	2156	25457	764	1273	3%	5%	45	1390	2	3	2	0	MA	70.9	--	124	318	627	1217
SR-67	UNKNOWN	ARCHIE MOORE	2	2112	2233	26827	805	1341	3%	5%	45	1391	11	3	1	0	MA	70.9	--	124	318	627	1217
SR-67 NB	GRAVES	BRADLEY	3	3657	3761	51458	1544	2573	3%	5%	65	801	3	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-67 NB	GRAVES	BRADLEY	3	3657	3761	51458	1544	2573	3%	5%	65	815	3	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-67 NB	BRADLEY	BRADLEY	3	2853	3241	42576	1277	2129	3%	5%	65	836	3	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-67 NB	BRADLEY	BRADLEY	3	2853	3241	42576	1277	2129	3%	5%	65	855	3	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-67 NB	BRADLEY	SR-52 WB	3	2988	3508	45115	1353	2256	3%	5%	65	900	3	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-67 NB	RIVERFORD	RIVERFORD	2	2051	2141	30820	925	1541	3%	5%	65	1097	3	1	1	0	4F	78.8	214	500	988	1925	3750
SR-67 NB	RIVERFORD	RIVERFORD	2	2051	2141	30820	925	1541	3%	5%	65	1115	3	1	1	0	4F	78.8	214	500	988	1925	3750
SR-67 NB	RIVERFORD	WINTER GARDENS	2	2063	2149	31001	930	1550	3%	5%	65	1146	3	1	1	0	4F	78.8	214	500	988	1925	3750
SR-67 NB	WINTER GARDENS	MAPLEVIEW	2	1520	1592	23421	703	1171	3%	5%	65	1162	2	1	1	0	4F	78.8	214	500	988	1925	3750
SR-67 NB	WINTER GARDENS	MAPLEVIEW	2	1520	1592	23421	703	1171	3%	5%	65	1171	2	1	1	0	4F	78.8	214	500	988	1925	3750
SR-67 NB	WINTER GARDENS	MAPLEVIEW	2	1520	1592	23421	703	1171	3%	5%	65	1184	2	1	1	0	4F	78.8	214	500	988	1925	3750
SR-67 NB	WINTER GARDENS	MAPLEVIEW	2	1520	1592	23421	703	1171	3%	5%	65	1195	2	1	1	0	4F	78.8	214	500	988	1925	3750
SR-67 NB	WINTER GARDENS	MAPLEVIEW	2	1520	1592	23421	703	1171	3%	5%	65	1204	3	1	1	0	4F	78.8	214	500	988	1925	3750
SR-67 SB	FLETCHER		3	2160	3637	38838	1165	1942	3%	5%	65	790	3	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-67 SB	BRADLEY	FLETCHER	3	2546	3981	44744	1342	2237	3%	5%	65	803	3	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-67 SB	BRADLEY	FLETCHER	3	2546	3981	44744	1342	2237	3%	5%	65	816	3	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-67 SB	BRADLEY	BRADLEY	3	2440	3858	43783	1313	2189	3%	5%	65	838	3	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-67 SB	BRADLEY	BRADLEY	3	2440	3858	43783	1313	2189	3%	5%	65	856	3	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-67 SB	SR-52 EB	BRADLEY	3	2738	4089	46833	1405	2342	3%	5%	65	903	3	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-67 SB	RIVERFORD	RIVERFORD	2	1216	1816	20203	606	1010	3%	5%	65	1103	2	1	1	0	4F	78.8	214	500	988	1925	3750
SR-67 SB	RIVERFORD	RIVERFORD	2	1216	1816	20203	606	1010	3%	5%	65	1120	2	1	1	0	4F	78.8	214	500	988	1925	3750
SR-67 SB	WINTER GARDENS	RIVERFORD	2	1216	1816	20203	606	1010	3%	5%	65	1149	2	1	1	0	4F	78.8	214	500	988	1925	3750
SR-67 SB	WINTER GARDENS	WINTER GARDENS	2	593	604	7805	234	390	3%	5%	65	1158	1	1	1	0	4F	78.8	214	500	988	1925	3750
SR-76	MESA GRANDE	SR-79	2	337	438	5033	252	151	5%	3%	50	1841	2	3	1	0	MA	70.9	--	124	318	627	1217
SR-76	EAST GRADE	MESA GRANDE	2	339	436	5045	252	151	5%	3%	50	1889	2	3	1	0	MA	70.9	--	124	318	627	1217
SR-76	VALLEY CENTER	ZONE CONNECTOR	2	405	481	5328	160	266	3%	5%	40	2021	2	3	1	0	MA	70.9	--	124	318	627	1217
SR-76	ZONE CONNECTOR	SOUTH GRADE	2	425	434	5417	163	271	3%	5%	40	2026	2	3	1	0	MA	70.9	--	124	318	627	1217
SR-76	ZONE CONNECTOR	SOUTH GRADE	2	425	434	5417	271	163	5%	3%	40	2027	2	3	1	0	MA	70.9	--	124	318	627	1217
SR-76	ZONE CONNECTOR	SOUTH GRADE	2	425	434	5417	163	271	3%	5%	40	2028	2	3	1	0	MA	70.9	--	124	318	627	1217
SR-76	ZONE CONNECTOR	SOUTH GRADE	2	425	434	5417	163	271	3%	5%	40	2034	2	3	1	0	MA	70.9	--	124	318	627	1217
SR-78	UNKNOWN	ASH	2	887	1231	14842	445	742	3%	5%	30	1553	5	6	1	0	RC	56.3	--	--	--	43	136
SR-78	HAVERFORD	UNKNOWN	2	887	1231	14842	445	742	3%	5%	30	1557	5	6	1	0	RC	56.3	--	--	--	43	136
SR-78	HAVERFORD	HAVERFORD	2	834	1150	13875	416	694	3%	5%	30	1558	4	6	1	0	RC	56.3	--	--	--	43	136
SR-78	WEEKEND VILLA	HAVERFORD	2	824	1136	13717	412	686	3%	5%	30	1559	4	6	1	0	RC	56.3	--	--	--	43	136
SR-78	INDIAN OAKS	WEEKEND VILLA	2	824	1136	13717	412	686	3%	5%	30	1560	4	6	1	0	RC	56.3	--	--	--	43	136
SR-78	HORIZON VIEW	INDIAN OAKS	2	824	1136	13717	412	686	3%	5%	30	1563	4	6	1	0	RC	56.3	--	--	--	43	136
SR-78	B	SR-79	2	371	486	5524	276	166	5%	3%	50	1566	2	6	1	0	RC	56.3	--	--	--	43	136
SR-78	PINE HILLS	COLEMAN	2	442	584	6712	336	201	5%	3%	50	1568	3	6	1	0	RC	56.3	--	--	--	43	136
SR-78	COLEMAN	FARMER	2	442	584	6712	336	201	5%	3%	50	1569	3	6	1	0	RC	56.3	--	--	--	43	136
SR-78	FARMER	B	2	476	631	7217	361	217	5%	3%	50	1570	2	6	1	0	RC	56.3	--	--	--	43	136
SR-78	FARLEY	PINE HILLS	2	380	504	5774	289	173	5%	3%	50	1572	2	6	1	0	RC	56.3	--	--	--	43	136
SR-78	SAN PASQUAL VALLEY	HORIZON VIEW	2	823	1133	13686	411	684	3%	5%	30	1580	4	6	1	0	RC	56.3	--	--	--	43	136
SR-78	WYNOLA	FARLEY	2	410	553	6394	320	192	5%	3%	50	1595	2	6	1	0	RC	56.3	--	--	--	43	136
SR-78	ZONE CONNECTOR	WYNOLA	2	410	563	6422	321	193	5%	3%	50	1613	2	6	1	0	RC	56.3	--	--	--	43	136
SR-78	JULIAN	ZONE CONNECTOR	2	415	621	6943	347	208	5%	3%	50	1626	2	6	1	0	RC	56.3	--	--	--	43	136
SR-78 EB	I-15 NB	I-15 NB	2	1758	2740	36506	1095	1825	3%	5%	65	1660	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-78 EB	SYCAMORE	RANCHO SANTA FE	3	4414	4847	67086	2013	3354	3%	5%	65	1728	5	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-78 EB	SYCAMORE	RANCHO SANTA FE	3	4414	4847	67086	2013	3354	3%	5%	65	1734	5	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-78 EB	SYCAMORE	SYCAMORE	3	3823	3861	54218	1627	2711	3%	5%	65	1741	4	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-78 NEW	OLD SAN PASQUAL	SAN PASQUAL VALLEY	4	992	1447	15133	454	757	3%	5%	55	1618	4	3	2	0	MA	70.9	--	124	318	627	1217
SR-78 WB	I-15 NB	I-15 SB	2	2335	2110	32559	977	1628	3%	5%	65	1661	3	1	1	0	4F	78.8	214	500	988	1925	3750
SR-78 WB	I-15 NB	I-15 SB	2	2335	2110	32559	977	1628	3%	5%	65	1663	3	1	1	0	4F	78.8	214	500	988	1925	3750
SR-78 WB	I-15 NB	I-15 SB	2	2335	2110	32559	977	1628	3%	5%	65	1665	3	1	1	0	4F	78.8	214	500	988	1925	3750
SR-78 WB	I-15 NB	I-15 SB	2	2335	2110	32559	977	1628	3%	5%	65	1667	3	1	1	0	4F	78.8	214	500	988	1925	3750
SR-78 WB	I-15 NB	I-15 SB	2	2335	2110	32559	977	1628	3%	5%	65	1672	3	1	1	0	4F	78.8	214	500	988	1925	3750
SR-78 WB	RANCHO SANTA FE	SYCAMORE	3	3764	5054	67705	2031	3385	3%	5%	65	1729	5	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-78 WB	RANCHO SANTA FE	SYCAMORE	3	3764	5054	67705	2031	3385	3%	5%	65	1735	5	1	1	0	6F	80.5	300	645	1250	2400	4750

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment						MDT	HDT	%MDT	%HDT													
	From	To		AM	PM							UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
SR-78 WB	SYCAMORE	SYCAMORE	3	3191	4224	55781	1673	2789	3%	5%	65	1742	4	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-79	RIVERSIDE	RAMP I-8 WB	2	503	748	8028	401	241	5%	3%	40	1019	3	4	1	0	C	63.6	--	--	73	212	457
SR-79	MESA GRANDE	JULIAN	2	324	493	5168	258	155	5%	3%	50	1702	2	3	1	0	MA	70.9	--	124	318	627	1217
SR-79	ZONE CONNECTOR	MESA GRANDE	2	317	485	5097	255	153	5%	3%	50	1764	2	3	1	0	MA	70.9	--	124	318	627	1217
SR-79	SR-76	ZONE CONNECTOR	2	402	697	7217	361	217	5%	3%	50	1811	2	3	1	0	MA	70.9	--	124	318	627	1217
SR-79	ZONE CONNECTOR	SR-76	2	481	867	9185	459	276	5%	3%	50	1883	3	3	2	0	MA	70.9	--	124	318	627	1217
SR-79	SAN FELIPE	ZONE CONNECTOR	2	502	931	9783	489	293	5%	3%	50	1904	3	3	2	0	MA	70.9	--	124	318	627	1217
SR-79	CAM SAN IGNACIO	SAN FELIPE	2	418	806	8465	423	254	5%	3%	50	1978	2	3	2	0	MA	70.9	--	124	318	627	1217
SR-79	SC 330	ZONE CONNECTOR	2	280	487	5207	260	156	5%	3%	50	2039	1	3	2	0	MA	70.9	--	124	318	627	1217
SR-79	ZONE CONNECTOR	SC 330	2	301	522	5587	279	168	5%	3%	50	2112	1	3	2	0	MA	70.9	--	124	318	627	1217
SR-79	CHIHUAHUA VALLEY	ZONE CONNECTOR	2	289	494	5298	265	159	5%	3%	50	2172	1	3	2	0	MA	70.9	--	124	318	627	1217
SR-94	UNKNOWN	UNKNOWN	4	633	737	8945	447	268	5%	3%	40	15	1	3	1	0	MA	70.9	--	124	318	627	1217
SR-94	UNKNOWN	TECATE	2	632	735	8921	446	268	5%	3%	40	16	2	3	1	0	MA	70.9	--	124	318	627	1217
SR-94	UNKNOWN	UNKNOWN	2	290	451	5078	254	152	5%	3%	50	18	2	3	1	0	MA	70.9	--	124	318	627	1217
SR-94	HARRIS RANCH	UNKNOWN	2	290	451	5078	254	152	5%	3%	50	19	2	3	2	0	MA	70.9	--	124	318	627	1217
SR-94	UNKNOWN	UNKNOWN	2	290	451	5078	254	152	5%	3%	50	20	2	3	1	0	MA	70.9	--	124	318	627	1217
SR-94	UNKNOWN	FORREST GATE	2	320	497	5556	278	167	5%	3%	50	21	2	3	1	0	MA	70.9	--	124	318	627	1217
SR-94	BARRETT SMITH	UNKNOWN	2	601	693	8453	423	254	5%	3%	45	22	2	3	1	0	MA	70.9	--	124	318	627	1217
SR-94	BARRETT LAKE	BARRETT SMITH	2	601	693	8457	423	254	5%	3%	45	23	2	3	1	0	MA	70.9	--	124	318	627	1217
SR-94	ZONE CONNECTOR	BARRETT LAKE	2	596	669	8223	411	247	5%	3%	45	24	2	3	1	0	MA	70.9	--	124	318	627	1217
SR-94	UNKNOWN	PRINGLE CANYON	2	628	704	8634	432	259	5%	3%	45	25	2	3	1	0	MA	70.9	--	124	318	627	1217
SR-94	PRINGLE CANYON	ZONE CONNECTOR	2	628	704	8634	432	259	5%	3%	45	26	2	3	1	0	MA	70.9	--	124	318	627	1217
SR-94	FORREST GATE	BUCKMAN SPRINGS	2	415	684	7325	366	220	5%	3%	50	27	2	3	1	0	MA	70.9	--	124	318	627	1217
SR-94	UNKNOWN	UNKNOWN	2	653	744	9075	454	272	5%	3%	45	28	2	3	1	0	MA	70.9	--	124	318	627	1217
SR-94	SHOCKEY TRUCK	UNKNOWN	2	342	253	5164	258	155	5%	3%	50	33	1	3	1	0	MA	70.9	--	124	318	627	1217
SR-94	UNKNOWN	LA POSTA	2	342	253	5164	258	155	5%	3%	50	40	1	3	1	0	MA	70.9	--	124	318	627	1217
SR-94	CAMPO	UNKNOWN	2	652	742	9050	452	272	5%	3%	45	42	2	3	1	0	MA	70.9	--	124	318	627	1217
SR-94	CAMPO	CAMPO	2	1433	1549	21429	643	1071	3%	5%	45	427	6	2	3	0	PA	77.4	167	417	782	1480	2800
SR-94 EB	SWEETWATER SPRINGS	AVOCADO	2	2049	3097	34517	1036	1726	3%	5%	65	521	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 EB	SWEETWATER SPRINGS	SWEETWATER SPRINGS	2	1955	2968	32915	987	1646	3%	5%	65	523	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 EB	SWEETWATER SPRINGS	SWEETWATER SPRINGS	2	1955	2968	32915	987	1646	3%	5%	65	526	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 EB	KENWOOD	SWEETWATER SPRINGS	2	2468	3755	40915	1227	2046	3%	5%	65	528	5	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 EB	AVOCADO	CAMPO	2	1545	1886	24067	722	1203	3%	5%	65	529	2	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 EB	KENWOOD	SWEETWATER SPRINGS	2	2468	3755	40915	1227	2046	3%	5%	65	551	5	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 EB	AVOCADO	CAMPO	2	1545	1886	24067	722	1203	3%	5%	65	562	2	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 EB	KENWOOD	KENWOOD	2	2377	3702	39892	1197	1995	3%	5%	65	573	5	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 EB	KENWOOD	KENWOOD	2	2377	3702	39892	1197	1995	3%	5%	65	593	5	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 EB	BANCROFT	KENWOOD	2	2764	4236	47187	1416	2359	3%	5%	65	608	7	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 EB	BANCROFT	BANCROFT	2	2445	3934	43197	1296	2160	3%	5%	65	614	7	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 EB	BANCROFT	BANCROFT	2	2445	3934	43197	1296	2160	3%	5%	65	638	7	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 EB	SR-125 SB	BANCROFT	3	2565	4273	46624	1399	2331	3%	5%	65	647	7	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-94 EB	RAMP SR-125 NB	SR-125 SB	2	1699	2886	32685	981	654	3%	2%	50	657	7	8	1	0	FR	73.2	67	183	389	813	1580
SR-94 EB	SR-125 SB	BANCROFT	3	2565	4273	46624	1399	2331	3%	5%	65	666	7	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-94 EB	RAMP	RAMP SR-94 EB	1	862	1261	12607	378	252	3%	2%	55	667	7	9	1	0	LR-1	63.4	--	--	73	191	450
SR-94 EB	RAMP SR-125 NB	SR-125 SB	2	1699	2886	32685	981	654	3%	2%	50	671	7	8	1	0	FR	73.2	67	183	389	813	1580
SR-94 WB	AVOCADO	SWEETWATER SPRINGS	2	2771	2602	36758	1103	1838	3%	5%	65	533	3	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 WB	SWEETWATER SPRINGS	SWEETWATER SPRINGS	2	2693	2462	34992	1050	1750	3%	5%	65	536	3	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 WB	SWEETWATER SPRINGS	SWEETWATER SPRINGS	2	2693	2462	34992	1050	1750	3%	5%	65	538	3	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 WB	SWEETWATER SPRINGS	KENWOOD	2	2973	2902	39773	1193	1989	3%	5%	65	545	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 WB	CAMPO	AVOCADO	2	2602	2341	34369	1031	1718	3%	5%	65	547	3	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 WB	SWEETWATER SPRINGS	KENWOOD	2	2973	2902	39773	1193	1989	3%	5%	65	557	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 WB	CAMPO	AVOCADO	2	2602	2341	34369	1031	1718	3%	5%	65	561	3	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 WB	KENWOOD	KENWOOD	2	2884	2761	38483	1154	1924	3%	5%	65	575	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 WB	KENWOOD	KENWOOD	2	2884	2761	38483	1154	1924	3%	5%	65	584	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 WB	KENWOOD	BANCROFT	2	3435	3254	45986	1380	2299	3%	5%	65	609	5	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 WB	BANCROFT	BANCROFT	2	3286	2962	41969	1259	2098	3%	5%	65	619	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 WB	BANCROFT	BANCROFT	2	3286	2962	41969	1259	2098	3%	5%	65	635	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 WB	BANCROFT	SR-125 NB	2	3641	3214	46149	1384	2307	3%	5%	65	645	5	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 WB	BANCROFT	SR-125 NB	2	3641	3214	46149	1384	2307	3%	5%	65	654	5	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 WB	UNKNOWN	RAMP SR-94 WB	2	3147	2820	38884	1167	778	3%	2%	50	672	7	8	1	0	FR	73.2	67	183	389	813	1580
SR-94 WB	UNKNOWN	RAMP SR-94 WB	2	3147	2820	38884	1167	778	3%	2%	50	674	7	8	1	0	FR	73.2	67	183	389	813	1580
SR-94 WB	UNKNOWN	RAMP SR-94 WB	2	3147	2820	38884	1167	778	3%	2%	50	676	7	8	1	0	FR	73.2	67	183	389	813	1580
SR-94 WB	UNKNOWN	RAMP SR-94 WB	2	3147	2820	38884	1167	778	3%	2%	50	678	7	8	1	0	FR	73.2	67	183	389	813	1580
STAGE COACH	MORRO	MISSION	2	682	831	8059	242	161	3%	2%	40	2122	4	6	1	0	RC	56.3	--	--	--	43	136
STAGE COACH	POMEGRANATE	MORRO	2	649	768	7343	220	147	3%	2%	40	2123	4	6	1	0	RC	56.3	--	--	--	43	136
STAGE COACH	BROOKE	POMEGRANATE	2	647	709	6576	197	132	3%	2%	40	2133	3	6	1	0	RC	56.3	--	--	--	43	136
STAGE COACH	PEPPER TREE	BROOKE	2	579	660	6872	206	137	3%	2%	45	2139	3	6	1	0	RC	56.3	--	--	--	43	136
STAGE COACH	RANCHWOOD	PEPPER TREE	2	575	659	6852	206	137	3%	2%	45	2151	3	6	1	0	RC	56.3	--	--	--	43	136
STAGE COACH	RECHE	RANCHWOOD	2	523	598	6212	186	124	3%	2%	45	2179	3	6	1	0	RC	56.3	--	--	--	43	136
STAGE COACH	ZONE CONNECTOR	RECHE	2	1172	1326	14435	433	289	3%	2%	40	2193	5	6	1	0	RC	56.3	--	--	--	43	136
STAGE COACH	FALLBROOK	ZONE CONNECTOR	2	796	903	9890	297	198	3%	2%	40	2199	4	6	1	0	RC	56.3	--	--	--	43	136
STAGE COACH	ALVARADO	FALLBROOK	2	613	787	8620	259	172	3%	2%	40	2219	4	6	1	0	RC	56.3	--	--	--	43	136
STAGE COACH	ZONE CONNECTOR	ALVARADO	2	490	432	6572	197	131	3%	2%	40	2238	3	6	1	0	RC	56.3	--	--	--	43	136
STAGE COACH	GUM TREE	ZONE CONNECTOR	2	486	428	6538	196	131	3%	2%	40	2252	3	6	1	0	RC	56.3	--	--	--	43	136
STEELE CANYON	OLD CALIFORNIA	VISTA CIELO	2	320	519	5076	152	102	3%	2%	35	469	3	4	1	0	C	63.6	--	--	73	212	457
STEELE CANYON	ZONE CONNECTOR	JAMUL	2	846	1413	12293	369	246	3%	2%	35	495	5	4	1	0	C	63.6	--	--	73	212	457
STEELE CANYON	WILLOW GLEN	ZONE CONNECTOR	2	1060	1708	15555	467	311	3%	2%	35	553	5	4	1	0	C	63.6	--	--	73	212	457
STEWART CANYON	RAMP I-15 SB	RAMP I-15 NB	2	365	479	5347	160	107	3%	2%	25	2157	3	7	1	0	L	54.9	--	--	--	31	98
STEWART CANYON	RAMP I-15 SB	RAMP I-15 NB	2	365	479	5347	160	107	3%	2%	25	2159	3	7	1	0	L	54.9	--	--	--	31	98
STEWART CANYON	RAMP I-15 SB	RAMP I-15 NB	2	365	479	5347	160	107	3%	2%	25	2161	3	7	1	0	L	54.9	--	--	--	31	98
STEWART CANYON	RAMP I-15 NB	UNKNOWN	2	365	479	5347	160	107	3%	2%	25	2164	3	7	1	0	L	54.9	--	--	--	31	98
SUNSET	ROYAL CREST	BEAR VALLEY	2	299	486	6530	196	131	3%	2%	35	1604	3	5	1	0	LC	61.2	--	--	42	132	315
SUNSET	JUNIPER	ROYAL CREST	2	333	518	6972	209	139	3%	2%	35	1611	3	5	1	0	LC	61.2	--	--	42	132	315
SUNSET	ZONE CONNECTOR	JUNIPER	2	238	499	5675	170	114	3%	2%	35	1616	3	5	1	0	LC	61.2	--	--	42	132	315
SUNSET	UNKNOWN	MELROSE	2	516	686	7112	213	142	3%	2%	25	1771	4	6	1	0	RC	56.3	--	--	--	43	136
SUNSET	RIDGE	UNKNOWN	2	516	686	7112	213	142	3%	2%	25	1773	4	6	1	0	RC	56.3	--	--	--	43	136
SWEETWATER	UNKNOWN	REO	2	1141	1360	14331	430	287	3%	2%	45	135	5	4	3	0	C	63.6	--	--	73	212	457
SWEETWATER	REO	MESA VISTA	2	1455	2098	20310	609	406	3%	2%	45	139	6	4	3	0	C	63.6	--	--	73	212	457
SWEETWATER	OLIVE	ORANGE	4	1995	2312	26864	806	537	3%	2%	51	144	3	2	3	0	PA	77.4	167	417	782	1480	2800

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment						MDT	HDT	%MDT	%HDT													
	From	To		AM	PM							UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
SWEETWATER	RAMP I-805 NB	OLIVE	4	1995	2312	26864	806	537	3%	2%	51	146	3	2	3	0	PA	77.4	167	417	782	1480	2800
SWEETWATER	VALLEY VISTA	WILLOW	2	810	1090	10846	325	217	3%	2%	45	147	4	4	2	0	C	63.6	--	--	73	212	457
SWEETWATER	RAMP I-805 NB	OLIVE	4	1995	2312	26864	806	537	3%	2%	51	149	3	2	3	0	PA	77.4	167	417	782	1480	2800
SWEETWATER	MESA VISTA	VALLEY VISTA	2	777	1117	10905	327	218	3%	2%	45	150	4	4	3	0	C	63.6	--	--	73	212	457
SWEETWATER	RAMP I-805 NB	OLIVE	4	1995	2312	26864	806	537	3%	2%	51	152	3	2	3	0	PA	77.4	167	417	782	1480	2800
SWEETWATER	VALLEY VISTA	VALLEY	2	772	1088	10742	322	215	3%	2%	45	153	4	4	2	0	C	63.6	--	--	73	212	457
SWEETWATER	RAMP I-805 SB	RAMP I-805 NB	4	2159	2291	28554	857	571	3%	2%	51	155	3	2	1	0	PA	77.4	167	417	782	1480	2800
SWEETWATER	RAMP I-805 SB	RAMP I-805 NB	4	2159	2291	28554	857	571	3%	2%	51	157	3	2	1	0	PA	77.4	167	417	782	1480	2800
SWEETWATER	VALLEY	VALLEY VISTA	2	810	1090	10846	325	217	3%	2%	45	159	4	4	2	0	C	63.6	--	--	73	212	457
SWEETWATER	WILLOW	DORAL	2	751	1356	13222	397	264	3%	2%	45	170	4	4	3	0	C	63.6	--	--	73	212	457
SWEETWATER	DORAL	MALITO	2	761	1489	14697	441	294	3%	2%	45	180	5	4	3	0	C	63.6	--	--	73	212	457
SWEETWATER	MALITO	ORCHARD HILL	2	728	1435	14021	421	280	3%	2%	45	186	5	4	3	0	C	63.6	--	--	73	212	457
SWEETWATER	ORCHARD HILL	CENTRAL	2	605	1264	12071	362	241	3%	2%	45	196	5	4	1	0	C	63.6	--	--	73	212	457
SWEETWATER	BONITA WOODS	CENTRAL	2	1513	1752	21601	648	432	3%	2%	45	202	6	4	1	0	C	63.6	--	--	73	212	457
SWEETWATER	BRIARWOOD	BONITA WOODS	2	1525	1767	21744	652	435	3%	2%	45	234	6	4	1	0	C	63.6	--	--	73	212	457
SWEETWATER	DEGEN	BONITA	2	1206	1842	14529	436	291	3%	2%	45	250	5	4	2	0	C	63.6	--	--	73	212	457
SWEETWATER	PRAY	DEGEN	2	1149	1706	13128	394	263	3%	2%	45	253	5	4	2	0	C	63.6	--	--	73	212	457
SWEETWATER	QUARRY	PRAY	2	1149	1706	13128	394	263	3%	2%	45	278	5	4	2	0	C	63.6	--	--	73	212	457
SWEETWATER	UNKNOWN	QUARRY	2	1147	1702	13074	392	261	3%	2%	45	283	5	4	2	0	C	63.6	--	--	73	212	457
SWEETWATER	UNKNOWN	SWEETWATER-NEW	5	433	693	7263	218	145	3%	2%	45	341	1	2	3	0	PA	77.4	167	417	782	1480	2800
SWEETWATER	ZONE CONNECTOR	UNKNOWN	4	433	693	7263	218	145	3%	2%	45	355	1	4	3	0	C	63.6	--	--	73	212	457
SWEETWATER	801	ZONE CONNECTOR	4	686	1337	14120	424	282	3%	2%	45	357	1	4	3	0	C	63.6	--	--	73	212	457
SWEETWATER	ST GEORGE	801	4	686	1337	14120	424	282	3%	2%	45	361	1	4	3	0	C	63.6	--	--	73	212	457
SWEETWATER	ZONE CONNECTOR	ST GEORGE	4	833	1568	16539	496	331	3%	2%	45	368	2	4	3	0	C	63.6	--	--	73	212	457
SWEETWATER	JAMACHA ROAD	ZONE CONNECTOR	4	971	1713	17970	539	359	3%	2%	45	380	2	4	3	0	C	63.6	--	--	73	212	457
SWEETWATER	SPRING VISTA	JAMACHA ROAD	4	1255	1814	13782	413	276	3%	2%	45	399	1	4	1	0	C	63.6	--	--	73	212	457
SWEETWATER	HARNESS	SPRING VISTA	4	1255	1814	13782	413	276	3%	2%	45	413	1	4	1	0	C	63.6	--	--	73	212	457
SWEETWATER	ZONE CONNECTOR	HARNESS	4	1466	2044	15742	472	315	3%	2%	45	417	2	4	1	0	C	63.6	--	--	73	212	457
SWEETWATER	BLOSSOM	ZONE CONNECTOR	4	1500	2097	16414	492	328	3%	2%	45	421	2	4	1	0	C	63.6	--	--	73	212	457
SWEETWATER	ILDICA	BLOSSOM	4	1356	1858	14853	446	297	3%	2%	45	430	2	4	3	0	C	63.6	--	--	73	212	457
SWEETWATER	TYLER	ILDICA	4	1432	1940	15807	474	316	3%	2%	45	443	2	4	3	0	C	63.6	--	--	73	212	457
SWEETWATER	VALENCIA	TYLER	4	1369	1859	14906	447	298	3%	2%	45	464	2	4	2	0	C	63.6	--	--	73	212	457
SWEETWATER	PALM	VALENCIA	4	1341	1832	14496	435	290	3%	2%	45	476	1	4	2	0	C	63.6	--	--	73	212	457
SWEETWATER	SWEETWATER WAY	PALM	4	1296	2102	17170	515	343	3%	2%	45	512	2	4	3	0	C	63.6	--	--	73	212	457
SWEETWATER SPRINGS	RAMP	JAMACHA BOULEVARD	4	1180	1517	15793	474	316	3%	2%	50	424	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRINGS	CALLE MARINER	RAMP	4	1180	1517	15793	474	316	3%	2%	50	439	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRINGS	AUSTIN	CALLE MARINER	4	1345	1966	20017	601	400	3%	2%	50	446	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRINGS	MOORPARK	AUSTIN	4	1247	2069	18273	548	365	3%	2%	40	455	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRINGS	UNKNOWN	MOORPARK	4	1339	2182	19439	583	389	3%	2%	40	462	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRINGS	MONTE VISTA HIGH	UNKNOWN	4	1339	2182	19439	583	389	3%	2%	40	468	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRINGS	LOMA	MONTE VISTA HIGH	4	1339	2182	19439	583	389	3%	2%	40	471	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRINGS	ROTHGARD	LOMA	4	1537	2455	22627	679	453	3%	2%	40	481	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRINGS	CRISTOBAL	ROTHGARD	4	1537	2455	22627	679	453	3%	2%	40	498	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRINGS	DON PICO	CRISTOBAL	4	1701	2674	25167	755	503	3%	2%	40	504	3	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRINGS	DEL RIO	DON PICO	4	1701	2674	25167	755	503	3%	2%	40	507	3	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRINGS	CAMPO	DEL RIO	4	1760	2666	27471	824	549	3%	2%	40	513	3	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRINGS	RAMP SR-94 EB	CAMPO	4	1760	2666	27471	824	549	3%	2%	40	516	3	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER-NEW	PARADISE VALLEY	JAMACHA BOULEVARD	2	468	758	7802	234	156	3%	2%	30	336	4	2	1	0	PA	77.4	167	417	782	1480	2800
SYCUAN	DEHESA	ZONE CONNECTOR	2	381	845	8540	256	171	3%	2%	25	752	4	7	1	0	L	54.9	--	--	--	31	98
SYCUAN	DEHESA	ZONE CONNECTOR	2	381	845	8540	256	171	3%	2%	25	763	4	7	1	0	L	54.9	--	--	--	31	98
TAVERN	UNKNOWN	ZONE CONNECTOR	2	402	533	6191	186	124	3%	2%	35	867	3	4	1	0	C	63.6	--	--	73	212	457
TAVERN	BOULDER OAK	UNKNOWN	2	402	533	6191	186	124	3%	2%	35	895	3	4	1	0	C	63.6	--	--	73	212	457
TAVERN	ALPINE CREEK	BOULDER OAK	2	402	533	6191	186	124	3%	2%	35	911	3	4	1	0	C	63.6	--	--	73	212	457
TAVERN	ZONE CONNECTOR	ALPINE CREEK	2	442	581	6773	203	135	3%	2%	35	918	3	4	1	0	C	63.6	--	--	73	212	457
TAVERN	ARNOLD	ZONE CONNECTOR	2	574	764	8742	262	175	3%	2%	35	955	4	4	1	0	C	63.6	--	--	73	212	457
TAVERN	ADMINISTRATION	ARNOLD	4	830	963	11604	348	232	3%	2%	35	961	1	4	1	0	C	63.6	--	--	73	212	457
TAVERN	ALPINE CREEK CENTER	ADMINISTRATION	4	882	1010	12224	367	244	3%	2%	35	975	1	4	1	0	C	63.6	--	--	73	212	457
TAVERN	ALPINE	ALPINE CREEK CENTER	4	886	1014	12316	369	246	3%	2%	35	982	1	4	1	0	C	63.6	--	--	73	212	457
TAVERN	RAMP	ALPINE	2	1370	1325	17279	518	346	3%	2%	40	990	6	4	2	0	C	63.6	--	--	73	212	457
TAVERN	RAMP I-8 HOV EB	RAMP	4	1370	1325	17279	518	346	3%	2%	40	1000	2	4	2	0	C	63.6	--	--	73	212	457
TAVERN	RAMP I-8 WB	RAMP I-8 HOV EB	2	1042	894	12358	371	247	3%	2%	40	1009	5	4	2	0	C	63.6	--	--	73	212	457
TAVERN	RAMP I-8 WB	RAMP I-8 HOV EB	2	1042	894	12358	371	247	3%	2%	40	1012	5	4	2	0	C	63.6	--	--	73	212	457
TAVERN	RAMP I-8 WB	RAMP I-8 HOV EB	2	1042	894	12358	371	247	3%	2%	40	1022	5	4	2	0	C	63.6	--	--	73	212	457
TAVERN	VICTORIA MEADOWS	RAMP I-8 WB	2	516	654	7737	232	155	3%	2%	40	1024	4	4	2	0	C	63.6	--	--	73	212	457
TECATE	ZONE CONNECTOR	ZONE CONNECTOR	2	535	543	7109	355	213	5%	3%	30	8	3	3	2	0	B	64.7	--	--	94	265	562
TECATE	ZONE CONNECTOR	ZONE CONNECTOR	2	632	689	8863	443	266	5%	3%	30	10	3	3	2	0	B	64.7	--	--	94	265	562
TECATE	ZONE CONNECTOR	ZONE CONNECTOR	2	706	764	9817	491	295	5%	3%	40	13	3	3	1	0	MA	70.9	--	124	318	627	1217
TECATE	SR-94	ZONE CONNECTOR	2	843	1000	12114	606	363	5%	3%	30	17	3	3	1	0	B	64.7	--	--	94	265	562
THIBODO	WATSON WY	PUBLIC	2	494	816	8779	263	176	3%	2%	40	1747	4	7	1	0	L	54.9	--	--	--	31	98
THIBODO	CHAPARRAL DR	WATSON WY	2	707	928	8845	265	177	3%	2%	40	1751	4	7	1	0	L	54.9	--	--	--	31	98
TROPICO	MACRONALD	DEL SOL	2	422	521	5267	158	105	3%	2%	25	692	3	7	1	0	L	54.9	--	--	--	31	98
TROY	RAMP SR-125 NB	SWEETWATER	2	1022	1754	12483	374	250	3%	2%	35	475	5	4	1	0	C	63.6	--	--	73	212	457
TROY	SWEETWATER	CENTRAL	2	1423	1794	15666	470	313	3%	2%	35	477	5	4	3	0	C	63.6	--	--	73	212	457
TROY	CENTRAL	BANCROFT	2	1160	1782	13015	390	260	3%	2%	35	479	4	4	3	0	C	63.6	--	--	73	212	457
UNAMED	UNKNOWN	4SR	4	1107	1980	22533	676	451	3%	2%	50	1385	2	3	3	0	MA	70.9	--	124	318	627	1217
UNAMED	4SR	DOVE CANYON	4	1048	1792	20547	616	411	3%	2%	50	1386	2	3	3	0	MA	70.9	--	124	318	627	1217
UNAMED	DOVE CANYON	UNKNOWN	4	436	826	8472	254	169	3%	2%	35	1388	1	4	1	0	C	63.6	--	--	73	212	457
UNAMED	UNKNOWN	RAMP	4	436	826	8472	254	169	3%	2%	35	1400	1	4	1	0	C	63.6	--	--	73	212	457
VALLE VISTA	ZONE CONNECTOR	RIVERSIDE	2	435	738	6249	187	125	3%	2%	45	1237	3	5	1	0	LC	61.2	--	--	42	132	315
VALLE VISTA	POST HILL	VISTA CAMINO	2	902	1258	10010	300	200	3%	2%	35	1245	4	5	1	0	LC	61.2	--	--	42	132	315
VALLEY	CLAUDAN	VIA RANCHO	2	1909	1805	20319	610	406	3%	2%	50	1603	6	3	1	0	MA	70.9	--	124	318	627	1217
VALLEY CENTER	UNKNOWN	UNKNOWN	4	1696	2420	28118	844	562	3%	2%	55	1748	3	2	2	0	PA	77.4	167	417	782	1480	2800
VALLEY CENTER	UNKNOWN	UNKNOWN	4	1696	2420	28118	844	562	3%	2%	55	1783	3	2	1	0	PA	77.4	167	417	782	1480	2800
VALLEY CENTER	UNKNOWN	UNKNOWN	2	1684	2403	27928	838	559	3%	2%	55	1795	6	2	1	0	PA	77.4	167	417	782	1480	2800
VALLEY CENTER	ZONE CONNECTOR	UNKNOWN	2	1684	2403	27928	838	559	3%	2%	55	1822	6	2	1	0	PA	77.4	167	417	782	1480	2800
VALLEY CENTER	WOODS VALLEY	ZONE CONNECTOR	2	1679	2400	27891	837	558	3%	2%	55	1827	6	2	1	0	PA	77.4	167	417	782	1480	2800
VALLEY CENTER	UNKNOWN	WOODS VALLEY	2	1237	1594	20358	611	407	3%	2%	55	1831	6	2	1	0	PA	77.4	167	417	782	1480	2800
VALLEY CENTER	CHARLAN	UNKNOWN	2	1237	1594	20358	611	407	3%	2%	45	1835	6	2	1	0	PA	77.4	167	417	782	1480	2800
VALLEY CENTER	CHARLAN	CHARLAN	2	1210	1549	19919	598	398	3%	2%	45	1837	6	2	1	0	PA	77.4	167	417	782	1480	2800

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment						MDT	HDT	%MDT	%HDT													
	From	To		AM	PM							UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
VALLEY CENTER	ZONE CONNECTOR	CHARLAN	2	1208	1547	19863	596	397	3%	2%	45	1858	6	2	1	0	PA	77.4	167	417	782	1480	2800
VALLEY CENTER	CALLE DE VISTA	ZONE CONNECTOR	2	1210	1549	19919	598	398	3%	2%	45	1864	6	2	1	0	PA	77.4	167	417	782	1480	2800
VALLEY CENTER	LILAC	CALLE DE VISTA	2	1210	1549	19919	598	398	3%	2%	45	1868	6	2	1	0	PA	77.4	167	417	782	1480	2800
VALLEY CENTER	THUNDERNUT	SUNSET	2	465	847	9507	285	190	3%	2%	35	1870	4	4	1	0	C	63.6	--	--	73	212	457
VALLEY CENTER	IRISH OAKS	WILHITE	2	565	958	10951	329	219	3%	2%	35	1871	5	4	1	0	C	63.6	--	--	73	212	457
VALLEY CENTER	SUNSET	MACTAN	2	477	846	9655	290	193	3%	2%	35	1872	4	4	1	0	C	63.6	--	--	73	212	457
VALLEY CENTER	ROCK HILL RANCH	IRISH OAKS	2	567	960	11007	330	220	3%	2%	35	1873	5	4	1	0	C	63.6	--	--	73	212	457
VALLEY CENTER	MACTAN	ROCK HILL RANCH	2	527	905	10419	313	208	3%	2%	35	1874	4	4	1	0	C	63.6	--	--	73	212	457
VALLEY CENTER	ZONE CONNECTOR	LILAC	2	1561	2335	25578	767	512	3%	2%	45	1876	6	2	1	0	PA	77.4	167	417	782	1480	2800
VALLEY CENTER	MILLER	ZONE CONNECTOR	2	1500	2259	24747	742	495	3%	2%	45	1878	6	2	1	0	PA	77.4	167	417	782	1480	2800
VALLEY CENTER	INDIAN CREEK	MILLER	2	1705	2350	27462	824	549	3%	2%	45	1879	6	2	1	0	PA	77.4	167	417	782	1480	2800
VALLEY CENTER	COLE GRADE	INDIAN CREEK	2	1531	2184	25055	752	501	3%	2%	45	1880	6	2	1	0	PA	77.4	167	417	782	1480	2800
VALLEY CENTER	WILHITE	VESPER	2	518	893	10236	307	205	3%	2%	35	1881	4	4	1	0	C	63.6	--	--	73	212	457
VALLEY CENTER	VESPER	COLE GRADE	2	630	1038	11767	353	235	3%	2%	35	1882	5	4	1	0	C	63.6	--	--	73	212	457
VALLEY CENTER	UNKNOWN	THUNDERNUT	2	536	1039	10120	304	202	3%	2%	45	1897	4	4	1	0	C	63.6	--	--	73	212	457
VALLEY CENTER	UNKNOWN	THUNDERNUT	2	536	1039	10120	202	101	2%	1%	45	1902	4	4	1	0	C	63.6	--	--	73	212	457
VALLEY CENTER	ZONE CONNECTOR	UNKNOWN	2	536	1039	10120	202	101	2%	1%	45	1909	4	4	1	0	C	63.6	--	--	73	212	457
VALLEY CENTER	BOUCHER HEIGHTS	ZONE CONNECTOR	2	522	1020	9948	199	99	2%	1%	45	1943	4	4	1	0	C	63.6	--	--	73	212	457
VALLEY CENTER	ZONE CONNECTOR	BOUCHER HEIGHTS	2	522	1020	9948	199	99	2%	1%	45	1961	4	4	1	0	C	63.6	--	--	73	212	457
VALLEY CENTER	PALA/SR-76	ZONE CONNECTOR	2	415	559	6263	125	63	2%	1%	45	1990	3	4	1	0	C	63.6	--	--	73	212	457
VALLEY CENTER	PALA/SR-76	ZONE CONNECTOR	2	415	559	6263	188	125	3%	2%	45	1993	3	4	1	0	C	63.6	--	--	73	212	457
VANDEGRIFT	WIRE MTN/MAIN GATE	SAN RAFAEL	4	4107	4388	53632	1609	1073	3%	2%	40	1863	6	7	1	0	L	54.9	--	--	--	31	98
VANDEGRIFT	SAN LUIS REY GATE	ZONE CONNECTOR	5	5948	6356	80358	2411	1607	3%	2%	55	1983	6	3	2	0	MA	70.9	--	124	318	627	1217
VIA DE LA VALLE	14906	EL CAMINO REAL	2	1667	1321	18071	542	361	3%	2%	45	1327	6	3	1	0	MA	70.9	--	124	318	627	1217
VIA DE LA VALLE	CAMTO PORTA DELGADA	14906	2	1667	1321	18071	542	361	3%	2%	45	1328	5	3	3	0	MA	70.9	--	124	318	627	1217
VIA DE LA VALLE	CANCHA DE GOLF	CAMTO PORTA DELGADA	2	1651	1282	17704	531	354	3%	2%	45	1335	6	5	1	0	LC	61.2	--	--	42	132	315
VIA DE LA VALLE	LAS PALOMAS	CANCHA DE GOLF	2	1486	993	14223	427	284	3%	2%	45	1336	5	5	1	0	LC	61.2	--	--	42	132	315
VIA DE LA VALLE	EL APAJO	LAS PALOMAS	2	1486	993	14223	427	284	3%	2%	45	1347	5	5	1	0	LC	61.2	--	--	42	132	315
VIA DE LA VALLE	CALZADA DEL BOSQUE	EL APAJO	2	1486	993	14223	427	284	3%	2%	45	1369	5	5	1	0	LC	61.2	--	--	42	132	315
VIA DE LA VALLE	LA GRACIA	CALZADA DEL BOSQUE	2	1772	1132	16874	506	337	3%	2%	45	1389	6	5	1	0	LC	61.2	--	--	42	132	315
VIA DE LA VALLE	VIA DE SANTA FE	LA GRACIA	2	1782	1121	16910	507	338	3%	2%	45	1404	6	5	1	0	LC	61.2	--	--	42	132	315
VIA DE LA VALLE	VIA DE SANTA FE	VIA DE SANTA FE	2	3131	3027	35590	1068	712	3%	2%	40	1406	6	5	1	0	LC	61.2	--	--	42	132	315
VIA DE LA VALLE	DEL DIOS ROUNDABOUT	VIA DE SANTA FE	2	1410	1010	12656	380	253	3%	2%	45	1425	5	5	1	0	LC	61.2	--	--	42	132	315
VIA DE LA VALLE	LAS COLINAS	DEL DIOS ROUNDABOUT	2	1410	1010	12656	380	253	3%	2%	45	1428	5	5	1	0	LC	61.2	--	--	42	132	315
VIA DE LA VALLE	PASEO DELICIAS	LAS COLINAS	2	1410	1010	12656	380	253	3%	2%	45	1432	5	5	1	0	LC	61.2	--	--	42	132	315
VIA DE SANTA FE	CALZADA DEL BOSQUE	EL APAJO	2	976	1346	13538	406	271	3%	2%	25	1370	5	7	1	0	L	54.9	--	--	--	31	98
VIA DE SANTA FE	ZONE CONNECTOR	CALZADA DEL BOSQUE	2	778	1085	10720	322	214	3%	2%	25	1380	4	7	1	0	L	54.9	--	--	--	31	98
VIA DE SANTA FE	VIA DE LA VALLE	ZONE CONNECTOR	2	770	1072	10592	318	212	3%	2%	25	1405	4	7	1	0	L	54.9	--	--	--	31	98
VIA DE SANTA FE	LA GRANADA	VIA DE LA VALLE	2	1174	1454	16393	492	328	3%	2%	30	1414	6	5	1	0	LC	61.2	--	--	42	132	315
VIA LA MANCHA	RAMP I-8 EB	ALPINE	2	631	1107	11854	356	237	3%	2%	40	914	5	4	1	0	C	63.6	--	--	73	212	457
VIA LA MANCHA	RAMP I-8 WB	RAMP I-8 EB	2	1264	1211	18181	545	364	3%	2%	35	923	6	4	1	0	C	63.6	--	--	73	212	457
VIA LA MANCHA	RAMP I-8 WB	RAMP I-8 EB	2	1264	1211	18181	545	364	3%	2%	35	928	6	4	1	0	C	63.6	--	--	73	212	457
VIA LA MANCHA	RAMP I-8 WB	RAMP I-8 EB	2	1264	1211	18181	545	364	3%	2%	35	940	6	4	1	0	C	63.6	--	--	73	212	457
VIA MERCADO	ZONE CONNECTOR	CAMPO	2	828	983	12351	371	247	3%	2%	25	570	5	7	1	0	L	54.9	--	--	--	31	98
VIA MERCADO	CALLE VERDE	ZONE CONNECTOR	2	834	989	12455	374	249	3%	2%	25	582	5	7	1	0	L	54.9	--	--	--	31	98
VIA RANCHO	FELICITA	MONTESANO	2	1442	1553	16072	482	321	3%	2%	50	1567	5	3	1	0	MA	70.9	--	124	318	627	1217
VIA RANCHO	VIA LOMA VISTA	FELICITA	2	811	994	10702	321	214	3%	2%	50	1571	4	3	1	0	MA	70.9	--	124	318	627	1217
VIA RANCHO	EUCALYPTUS	VIA LOMA VISTA	2	639	808	8023	241	160	3%	2%	45	1574	4	3	1	0	MA	70.9	--	124	318	627	1217
VIA RANCHO	VIENTO VALLE	SAN PASQUAL	2	824	888	15728	472	315	3%	2%	55	1576	5	4	2	0	C	63.6	--	--	73	212	457
VIA RANCHO	HIGHLANDS WEST	EUCALYPTUS	2	848	1036	10884	327	218	3%	2%	45	1583	4	3	1	0	MA	70.9	--	124	318	627	1217
VIA RANCHO	LAKE	HIGHLANDS WEST	2	839	1032	10807	324	216	3%	2%	45	1587	4	3	1	0	MA	70.9	--	124	318	627	1217
VIA RANCHO	DEL DIOS	LAKE	2	839	1032	10807	324	216	3%	2%	45	1589	4	3	1	0	MA	70.9	--	124	318	627	1217
VIA RANCHO	OLD PASQUAL	VIENTO VALLE	2	754	815	14703	441	294	3%	2%	55	1592	5	4	2	0	C	63.6	--	--	73	212	457
VIA RANCHO	NEW CLOVERDALE	OLD PASQUAL	2	506	549	5963	179	119	3%	2%	55	1610	3	4	1	0	C	63.6	--	--	73	212	457
VICTORIA PARK	TAVERN	LARKSPUR	2	415	481	5772	173	115	3%	2%	35	1040	2	4	3	0	C	63.6	--	--	73	212	457
VICTORIA PARK	LARKSPUR	GENTIAN	2	415	481	5772	173	115	3%	2%	35	1042	2	4	3	0	C	63.6	--	--	73	212	457
VINE	LAKESHORE	PARKSIDE	2	389	624	6347	190	127	3%	2%	30	1187	3	5	1	0	LC	61.2	--	--	42	132	315
VISTA CAMINO	ZONE CONNECTOR	RIVERSIDE	2	559	713	6280	188	126	3%	2%	25	1221	3	7	1	0	L	54.9	--	--	--	31	98
VISTA CAMINO	LAKESIDE	ZONE CONNECTOR	2	521	626	5397	162	108	3%	2%	25	1232	3	7	1	0	L	54.9	--	--	--	31	98
VISTA CAMINO	ZONE CONNECTOR	LAKESIDE	2	529	639	5528	166	111	3%	2%	25	1239	3	7	1	0	L	54.9	--	--	--	31	98
VISTA RAMONA	UNKNOWN	BABA	2	296	697	5517	166	110	3%	2%	50	1446	3	6	1	0	RC	56.3	--	--	--	43	136
VISTA RAMONA	WOODS HILL	UNKNOWN	2	296	697	5517	166	110	3%	2%	50	1461	3	6	1	0	RC	56.3	--	--	--	43	136
VISTA RAMONA	OLD JULIAN	WOODS HILL	2	306	711	5677	170	114	3%	2%	50	1467	3	6	1	0	RC	56.3	--	--	--	43	136
WARNOCK	DYE	DYE	2	403	512	5262	158	105	3%	2%	25	1398	3	7	1	0	L	54.9	--	--	--	31	98
WARNOCK	RAMONA	DYE	2	392	495	5087	153	102	3%	2%	25	1399	3	7	1	0	L	54.9	--	--	--	31	98
WEST LILAC	OLIVEHILL	OLD RIVER	2	829	1287	13329	400	267	3%	2%	35	1999	5	4	1	0	C	63.6	--	--	73	212	457
WEST LILAC	OLD RIVER	CAM DEL REY	4	736	1035	10540	316	211	3%	2%	35	2007	1	3	3	0	MA	70.9	--	124	318	627	1217
WEST VICTORIA	ALPINE GLEN	ARNOLD/ALPINE	2	384	621	7277	218	146	3%	2%	35	970	4	4	1	0	C	63.6	--	--	73	212	457
WEST VICTORIA	ALPINE GLEN	ALPINE GLEN	4	384	621	7277	218	146	3%	2%	35	977	1	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	UNKNOWN	ASHWOOD	2	1733	3222	32388	972	648	3%	2%	40	1248	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	UNKNOWN	ASHWOOD	2	1733	3222	32388	972	648	3%	2%	40	1249	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	UNKNOWN	ASHWOOD	2	1733	3222	32388	972	648	3%	2%	40	1250	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	UNKNOWN	ASHWOOD	2	1733	3222	32388	972	648	3%	2%	40	1251	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	UNKNOWN	ASHWOOD	2	1733	3222	32388	972	648	3%	2%	40	1252	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	UNKNOWN	ASHWOOD	2	1733	3222	32388	972	648	3%	2%	40	1253	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	UNKNOWN	ASHWOOD	2	1733	3222	32388	972	648	3%	2%	40	1254	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	UNKNOWN	ASHWOOD	2	1733	3222	32388	972	648	3%	2%	40	1255	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1733	3222	32388	972	648	3%	2%	40	1258	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1733	3222	32388	972	648	3%	2%	40	1259	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1733	3222	32388	972	648	3%	2%	40	1260	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1733	3222	32388	972	648	3%	2%	40	1261	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1733	3222	32388	972	648	3%	2%	40	1262	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1733	3222	32388	972	648	3%	2%	40	1263	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1733	3222	32388	972	648	3%	2%	40	1264	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1733	3222	32388	972	648	3%	2%	40	1265	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1733	3222	32388	972	648	3%	2%	40	1266	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1733	3222	32388	972	648	3%	2%	40	1267	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1733	3222	32388	972	648	3%	2%	40	1287	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1733	3222	32388	972	648	3%	2%	40	1294	6	6	1	0	RC	56.3	--	--	--	43	136

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment						MDT	HDT	%MDT	%HDT													
	From	To		AM	PM							UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1733	3222	32388	972	648	3%	2%	40	1295	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1733	3222	32388	972	648	3%	2%	40	1300	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1733	3222	32388	972	648	3%	2%	40	1302	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1733	3222	32388	972	648	3%	2%	40	1303	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	VIGILANTE	MUTH VALLEY	2	1733	3222	32388	648	324	2%	1%	40	1310	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	UNKNOWN	VIGILANTE	2	1612	3060	30626	613	306	2%	1%	40	1313	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	SCRIPPS POWAY PKWY	UNKNOWN	2	1612	3060	30626	613	306	2%	1%	40	1315	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	ZONE CONNECTOR	SCRIPPS POWAY PKWY	2	1612	3060	30626	613	306	2%	1%	40	1316	6	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	ZONE CONNECTOR	ZONE CONNECTOR	2	814	1390	14069	281	141	2%	1%	40	1321	5	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	SC 964	ZONE CONNECTOR	2	814	1388	14043	281	140	2%	1%	40	1326	5	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	LITTLE KLONDIKE	SC 964	2	810	1380	13960	279	140	2%	1%	30	1333	5	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	LITTLE KLONDIKE	SC 964	2	810	1380	13960	419	279	3%	2%	30	1334	5	6	1	0	RC	56.3	--	--	--	43	136
WILDCAT CANYON	SAN VICENTE	LITTLE KLONDIKE	2	831	1409	14278	428	286	3%	2%	30	1338	5	6	1	0	RC	56.3	--	--	--	43	136
WILLOW	SWEETWATER	BONITA	2	1732	1951	16305	489	326	3%	2%	45	143	6	4	2	0	C	63.6	--	--	73	212	457
WILLOW	SR-67	MORENO	2	1222	1851	21411	642	428	3%	2%	45	1242	6	5	1	0	LC	61.2	--	--	42	132	315
WILLOW	FILLBROOK	ASHWOOD	2	1274	1495	19950	598	399	3%	2%	45	1243	6	5	1	0	LC	61.2	--	--	42	132	315
WILLOW	MORENO	FILLBROOK	2	1298	1527	20296	609	406	3%	2%	45	1244	6	5	1	0	LC	61.2	--	--	42	132	315
WILLOW GLEN	MUIRFIELD	JAMACHA ROAD	4	1158	1885	17622	529	352	3%	2%	40	532	2	3	2	0	MA	70.9	--	124	318	627	1217
WILLOW GLEN	STEELE CANYON	MUIRFIELD	4	1158	1885	17622	529	352	3%	2%	40	552	2	3	2	0	MA	70.9	--	124	318	627	1217
WILLOW GLEN	UNKNOWN	STEELE CANYON	3	629	890	9936	298	199	3%	2%	40	586	1	3	2	0	MA	70.9	--	124	318	627	1217
WILLOW GLEN	HILLSDALE	UNKNOWN	2	629	890	9936	298	199	3%	2%	40	688	4	3	2	0	MA	70.9	--	124	318	627	1217
WILLOW GLEN	UNKNOWN	HILLSDALE	2	458	724	7823	235	156	3%	2%	40	691	4	3	1	0	MA	70.9	--	124	318	627	1217
WILLOW GLEN	ZONE CONNECTOR	UNKNOWN	2	367	553	6007	180	120	3%	2%	40	703	3	3	1	0	MA	70.9	--	124	318	627	1217
WILLOW GLEN	UNKNOWN	ZONE CONNECTOR	2	347	533	5748	172	115	3%	2%	40	715	3	3	1	0	MA	70.9	--	124	318	627	1217
WILLOW GLEN	CAM DE LAS PIEDRAS	UNKNOWN	2	347	533	5748	172	115	3%	2%	40	722	3	3	2	0	MA	70.9	--	124	318	627	1217
WILLOWS	4058-INDIAN H C	HILLCREST	2	1267	2194	23834	477	238	2%	1%	35	941	6	4	1	0	C	63.6	--	--	73	212	457
WILLOWS	RAMP I-8 WB	OTTO	2	1235	2153	23180	695	464	3%	2%	35	948	6	4	1	0	C	63.6	--	--	73	212	457
WILLOWS	OTTO	4058-INDIAN H C	2	1267	2194	23834	715	477	3%	2%	35	949	6	4	1	0	C	63.6	--	--	73	212	457
WILLOWS	HILLCREST	WILLOWSIDE	2	1267	2194	23834	477	238	2%	1%	35	956	6	4	1	0	C	63.6	--	--	73	212	457
WILLOWS	WILLOWSIDE	VIEJAS GRADE	2	1267	2194	23834	477	238	2%	1%	35	976	6	4	1	0	C	63.6	--	--	73	212	457
WILLOWS	VIEJAS GRADE	UNKNOWN	2	1040	1776	19141	383	191	2%	1%	35	1010	6	4	1	0	C	63.6	--	--	73	212	457
WILLOWS	VIEJAS ROW	VIEJAS ACCESS	2	357	727	6032	121	60	2%	1%	35	1028	3	4	1	0	C	63.6	--	--	73	212	457
WILLOWS	VIEJAS ACCESS	VIEJAS	2	357	727	6032	121	60	2%	1%	35	1029	3	4	1	0	C	63.6	--	--	73	212	457
WILLOWS	VIEJAS	RAMP I-8 WB	2	254	644	5272	105	53	2%	1%	35	1031	3	4	1	0	C	63.6	--	--	73	212	457
WINTER GARDENS	ROYAL	PEPPER	4	1840	2307	24539	736	491	3%	2%	45	865	2	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	SHORT/ORCHARD	ROYAL	4	1460	1846	19714	591	394	3%	2%	45	882	2	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	GOLDEN RIDGE	SHORT/ORCHARD	4	1312	1637	17386	522	348	3%	2%	45	906	2	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	SAPOTA	GOLDEN RIDGE	4	1262	1565	16492	495	330	3%	2%	45	912	2	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	8661-MHP	SAPOTA	4	1262	1565	16492	495	330	3%	2%	45	952	2	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	8755/8760	8661-MHP	4	1262	1565	16492	495	330	3%	2%	45	969	2	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	CREEKFORD	8755/8760	4	1196	1488	15567	467	311	3%	2%	45	1001	2	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	GAY RIO	CREEKFORD	4	1043	1214	13133	394	263	3%	2%	45	1005	1	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	FAIR	GAY RIO	4	1068	1230	13490	405	270	3%	2%	45	1025	1	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	ROCKCREST	FAIR	4	1054	1233	13623	409	272	3%	2%	45	1066	1	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	ZONE CONNECTOR	ROCKCREST	4	1240	1488	16468	494	329	3%	2%	45	1073	2	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	LEMON CREST	ZONE CONNECTOR	4	1293	1556	17288	519	346	3%	2%	45	1077	2	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	WINTER CREST	LEMON CREST	4	1487	1731	19709	591	394	3%	2%	45	1082	2	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	UNKNOWN	WINTER CREST	4	1653	2303	25735	772	515	3%	2%	45	1093	3	3	1	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	WOODSIDE	UNKNOWN	4	1584	2175	24155	725	483	3%	2%	45	1125	2	3	1	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	RAMP SR-67 NB	WOODSIDE	4	1741	1905	23613	708	472	3%	2%	50	1152	2	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	RAMP SR-67 SB	RAMP SR-67 NB	4	1463	1267	17001	510	340	3%	2%	50	1163	2	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	RAMP SR-67 SB	RAMP SR-67 NB	4	1463	1267	17001	510	340	3%	2%	50	1166	2	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	RAMP SR-67 NB	RAMP SR-67 NB	4	1463	1267	17001	510	340	3%	2%	50	1167	2	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	RAMP SR-67 SB	RAMP SR-67 SB	4	1176	910	17137	514	343	3%	2%	50	1170	2	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	RAMP	RAMP SR-67 SB	4	1176	910	17137	514	343	3%	2%	50	1173	2	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	INDUSTRY	RAMP	4	1718	1926	25090	753	502	3%	2%	50	1175	3	3	3	0	MA	70.9	--	124	318	627	1217
WOODMAN	SOUTH BAY PARKWAY	RAMP SR-54 EB	4	344	757	7698	231	154	3%	2%	50	220	1	3	2	0	MA	70.9	--	124	318	627	1217
WOODMAN	SOUTH BAY PARKWAY	RAMP SR-54 EB	4	344	757	7698	231	154	3%	2%	50	221	1	3	2	0	MA	70.9	--	124	318	627	1217
WOODMAN	SOUTH BAY PARKWAY	SOUTH BAY PARKWAY	4	441	971	9869	296	197	3%	2%	50	223	1	3	2	0	MA	70.9	--	124	318	627	1217
WOODMAN	SOUTH BAY PARKWAY	SOUTH BAY PARKWAY	4	441	971	9869	296	197	3%	2%	50	225	1	3	2	0	MA	70.9	--	124	318	627	1217
WOODMAN	RAMP SR-54 HOV EB	SOUTH BAY PARKWAY	4	441	971	9869	296	197	3%	2%	50	229	1	3	2	0	MA	70.9	--	124	318	627	1217
WOODMAN	RAMP SR-54 HOV EB	SOUTH BAY PARKWAY	4	441	971	9869	296	197	3%	2%	50	231	1	3	2	0	MA	70.9	--	124	318	627	1217
WOODMAN	RAMP SR-54 HOV EB	SOUTH BAY PARKWAY	4	441	971	9869	296	197	3%	2%	50	232	1	3	2	0	MA	70.9	--	124	318	627	1217
WOODS VALLEY	ZONE CONNECTOR	PARADISE MTN	2	352	503	6712	201	134	3%	2%	30	1824	3	6	1	0	RC	56.3	--	--	--	43	136
WOODS VALLEY	UNKNOWN	COOL WATER RANCH	2	372	529	6991	210	140	3%	2%	30	1825	3	6	1	0	RC	56.3	--	--	--	43	136
WOODS VALLEY	COOL WATER RANCH	ZONE CONNECTOR	2	372	529	6991	210	140	3%	2%	30	1826	3	6	1	0	RC	56.3	--	--	--	43	136
WOODS VALLEY	VALLEY CENTER	WOODS VALLEY CT	2	482	681	8642	259	173	3%	2%	35	1828	4	6	1	0	RC	56.3	--	--	--	43	136
WOODS VALLEY	WOODS VALLEY CT	CHARLAN	2	482	681	8642	259	173	3%	2%	35	1829	4	6	1	0	RC	56.3	--	--	--	43	136
WOODS VALLEY	CHARLAN	UNKNOWN	2	482	681	8642	259	173	3%	2%	35	1830	4	6	1	0	RC	56.3	--	--	--	43	136
WOODSIDE	SECURITY	RAMP SR-67 NB	2	1437	1375	17362	521	347	3%	2%	45	1088	6	3	1	0	MA	70.9	--	124	318	627	1217
WOODSIDE	RAMP SR-67 NB	RIVERFORD	2	1876	2002	23760	713	475	3%	2%	45	1092	6	3	1	0	MA	70.9	--	124	318	627	1217
WOODSIDE	RIVERFORD	RAMP SR-67 NB	2	1323	1739	19046	571	381	3%	2%	45	1095	6	3	1	0	MA	70.9	--	124	318	627	1217
WOODSIDE	RAMP SR-67 NB	UNKNOWN	2	1314	1730	18890	567	378	3%	2%	45	1101	6	3	1	0	MA	70.9	--	124	318	627	1217
WOODSIDE	UNKNOWN	MARILLA	2	1314	1730	18890	567	378	3%	2%	45	1102	6	3	1	0	MA	70.9	--	124	318	627	1217
WOODSIDE	MARILLA	UNKNOWN	2	1140	1484	16292	489	326	3%	2%	45	1105	6	3	1	0	MA	70.9	--	124	318	627	1217
WOODSIDE	UNKNOWN	RIVERVIEW	2	1128	1504	16411	492	328	3%	2%	45	1109	6	3	1	0	MA	70.9	--	124	318	627	1217
WOODSIDE	RIVERVIEW	11980/12001-APTS	2	1051	1511	15996	480	320	3%	2%	45	1117	5	3	1	0	MA	70.9	--	124	318	627	1217
WOODSIDE	11980/12001-APTS	WINTER GARDENS	2	992	1437	15140	454	303	3%	2%	45	1124	5	3	1	0	MA	70.9	--	124	318	627	1217
WOODSIDE	WINTER GARDENS	ERWIN	4	2421	3188	35015	1050	700	3%	2%	35	1135	5	3	3	0	MA	70.9	--	124	318	627	1217
WOODSIDE	ERWIN	PROSPECT	4	1854	2244	25038	751	501	3%	2%	35	1140	3	3	3	0	MA	70.9	--	124	318	627	1217
WOODSIDE	PROSPECT	CHANNEL	4	1798	2163	23372	701	467	3%	2%	35	1143	2	3	3	0	MA	70.9	--	124	318	627	1217
WOODSIDE	CHANNEL	CACTUS	4	1516	2159	24292	729	486	3%	2%	35	1148	2	3	3	0	MA	70.9	--	124	318	627	1217
WOODSIDE	CACTUS	LOS COCHES	4	1391	2306	24602	738	492	3%	2%	35	1151	2	3	3	0	MA	70.9	--	124	318	627	1217
WOODSIDE	LOS COCHES	MAINE	4	1268	2129	22160	665	443	3%	2%	35	1153	2	3	3	0	MA	70.9	--	124	318	627	1217
WOODSIDE	MAINE	VINE	4	537	758	7736	232	155	3%	2%	35	1156	1	3	3	0	MA	70.9	--	124	318	627	1217
WORTHINGTON	UNKNOWN	UNKNOWN	2	962	1427	10963	329	219	3%	2%	45	285	5	4	1	0	C	63.6	--	--	73	212	457
WORTHINGTON	UNKNOWN	UNKNOWN	2	962	1427	10963	329	219	3%	2%	45	287	5	4	1	0	C	63.6	--	--	73	212	457
WORTHINGTON	UNKNOWN	UNKNOWN	2	962	1427	10963	329	219	3%	2%	45	289	5	4	1	0	C	63.6	--	--	73	212	457
WORTHINGTON	UNKNOWN	UNKNOWN	2	962	1427	10963	329	219	3%	2%	45	294	5	4	1	0	C	63.6	--	--	73	212	457

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment						MDT	HDT	%MDT	%HDT													
	From	To		AM	PM							UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
WORTHINGTON	VERDE RIDGE	UNKNOWN	2	962	1427	10963	329	219	3%	2%	45	295	5	4	1	0	C	63.6	--	--	73	212	457
WORTHINGTON	PARADISE VALLEY	VERDE RIDGE	2	1242	1890	16071	482	321	3%	2%	45	296	5	4	1	0	C	63.6	--	--	73	212	457
WORTHINGTON	INNSDALE	NOELINE	2	299	852	5106	153	102	3%	2%	45	343	3	7	1	0	L	54.9	--	--	--	31	98
YAQUI PASS	RANGO	BORREGO SPRINGS	4	243	457	5100	102	51	2%	1%	40	1856	1	4	2	0	C	63.6	--	--	73	212	457

Traffic Noise Contours

Project: **San Diego County General Plan Update**

Noise Model Source: Federal Highway Administration's Traffic Noise Model (FHWA TNM), Version 2.5, February 2004.
Traffic Data Source: SANDAG
Scenario: **Referral Map**
" -- " = Contour is located within the roadway right-of-way.

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment								%MDT	%HDT							TNM Code						
	From	To		AM	PM		MDT	HDT				UNIQUE_ID	OLOS	IFC	IMED	HOV		100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
01ST	GREENFIELD	PERSIMMON	2	528	920	8970	269	179	3%	2%	35	423	4	5	1	0	LC	61.2	--	--	42	132	315
01ST	PERSIMMON	ZONE CONNECTOR	2	478	922	9922	298	198	3%	2%	35	424	4	5	1	0	LC	61.2	--	--	42	132	315
01ST	BRADLEY	SPINEL/GRETA	2	569	1020	9764	293	195	3%	2%	35	869	4	5	1	0	LC	61.2	--	--	42	132	315
01ST	ZONE CONNECTOR	SUMNER	2	513	989	10736	322	215	3%	2%	35	871	4	5	1	0	LC	61.2	--	--	42	132	315
01ST	SUMNER	BROADWAY	2	513	989	10736	322	215	3%	2%	35	872	4	5	1	0	LC	61.2	--	--	42	132	315
01ST	SPINEL/GRETA	DAWNRIDGE	2	580	902	9696	291	194	3%	2%	35	874	4	5	1	0	LC	61.2	--	--	42	132	315
01ST	DAWNRIDGE	FLAMINGO	2	549	859	9174	275	183	3%	2%	35	875	4	5	1	0	LC	61.2	--	--	42	132	315
01ST	FLAMINGO	GREENFIELD	2	549	859	9174	275	183	3%	2%	35	876	4	5	1	0	LC	61.2	--	--	42	132	315
02ND	PEPPER	ADOBE	4	1063	1308	15715	471	314	3%	2%	35	2257	3	3	2	0	B	64.7	--	--	94	265	562
02ND	ADOBE	DAWNRIDGE	4	1124	1514	17931	538	359	3%	2%	35	2258	3	3	2	0	B	64.7	--	--	94	265	562
03RD	PALA TEMECULA	PALA	2	520	612	7802	156	78	2%	1%	35	489	4	6	1	0	RC	56.3	--	--	--	43	136
03RD	G	OLD JULIAN	2	450	753	8084	243	162	3%	2%	40	1745	4	4	1	0	C	63.6	--	--	73	212	457
03RD	E	G	2	399	736	7840	235	157	3%	2%	40	2140	4	4	1	0	C	63.6	--	--	73	212	457
04TH	BROADWAY	NARANCA	2	329	676	6675	200	134	3%	2%	40	1522	4	7	1	0	L	54.9	--	--	--	31	98
07TH	B	MAIN	2	600	772	8188	246	164	3%	2%	35	1754	4	5	1	0	LC	61.2	--	--	42	132	315
07TH	MAIN	D	2	819	1353	15371	461	307	3%	2%	30	2129	6	6	1	0	RC	56.3	--	--	--	43	136
07TH	D	E	2	449	639	7080	212	142	3%	2%	30	2130	5	6	1	0	RC	56.3	--	--	--	43	136
07TH	E	G	2	513	1008	10219	307	204	3%	2%	30	2131	5	6	1	0	RC	56.3	--	--	--	43	136
07TH	OLIVE	A	2	935	1208	14923	448	298	3%	2%	35	2136	5	5	1	0	LC	61.2	--	--	42	132	315
07TH	A	B	2	600	772	8188	246	164	3%	2%	35	2137	4	5	1	0	LC	61.2	--	--	42	132	315
08TH	RAINBOW VALLEY	RICE CANYON	2	1510	331	7120	214	142	3%	2%	35	1646	4	5	1	0	LC	61.2	--	--	42	132	315
10TH	ZONE CONNECTOR	H	2	627	913	10037	301	201	3%	2%	40	1740	4	4	3	0	C	63.6	--	--	73	212	457
10TH	PINE	MAIN	4	1079	1487	17314	519	346	3%	2%	35	1749	2	3	2	0	B	64.7	--	--	94	265	562
10TH	PINE	PINE	4	1056	1404	16499	825	495	5%	3%	35	1750	1	3	2	0	B	64.7	--	--	94	265	562
10TH	MAIN	D	2	635	983	9995	300	200	3%	2%	40	2125	4	4	3	0	C	63.6	--	--	73	212	457
10TH	E	ZONE CONNECTOR	2	689	1017	11296	339	226	3%	2%	40	2127	4	4	3	0	C	63.6	--	--	73	212	457
10TH	D	E	2	575	934	9864	296	197	3%	2%	40	2128	4	4	3	0	C	63.6	--	--	73	212	457
12TH	A	MAIN	2	198	632	5901	177	118	3%	2%	25	2126	4	7	1	0	L	54.9	--	--	--	31	98
14TH	MAIN	D	2	347	928	10618	319	212	3%	2%	25	2120	5	7	1	0	L	54.9	--	--	--	31	98
17TH	LENDEE	SAN PASQUAL VALLEY	4	1492	1335	21305	639	426	3%	2%	50	122	2	3	3	0	MA	70.9	--	124	318	627	1217
3P WAY	PANKEY NEW	PALA MESA	2	359	594	7050	212	141	3%	2%	40	2791	3	4	1	0	C	63.6	--	--	73	212	457
ADOBE	SOMERLANE	02ND	2	225	567	6240	187	125	3%	2%	35	877	3	7	1	0	L	54.9	--	--	--	31	98
AIRWAY	UNKNOWN	ALTA	4	1340	852	11315	1132	1697	10%	15%	50	1681	1	3	2	0	MA	70.9	--	124	318	627	1217
AIRWAY	ENRICO FERMI	UNKNOWN	4	1340	852	11315	1132	1697	10%	15%	50	1682	1	3	2	0	MA	70.9	--	124	318	627	1217
AIRWAY	FARADAY	ENRICO FERMI	4	859	885	8306	831	1246	10%	15%	50	2021	1	3	2	0	MA	70.9	--	124	318	627	1217
AIRWAY	PASEO DE LAS AMERICA	FARADAY	4	966	1007	10775	1078	1616	10%	15%	50	2022	1	3	2	0	MA	70.9	--	124	318	627	1217
ALISO CANYON	UNKNOWN	EL CAMINO DEL NORTE	2	361	921	10659	320	213	3%	2%	25	211	5	7	1	0	L	54.9	--	--	--	31	98
ALISO CANYON	ZONE CONNECTOR	UNKNOWN	2	361	921	10659	320	213	3%	2%	25	212	5	7	1	0	L	54.9	--	--	--	31	98
ALPINE	RAMP I-8 EB	ARNOLD	4	1719	2461	25215	756	504	3%	2%	50	925	3	3	3	0	MA	70.9	--	124	318	627	1217
ALPINE	RAMP I-8 EB	RAMP I-8 EB	4	1976	2713	27457	824	549	3%	2%	50	1224	4	3	3	0	MA	70.9	--	124	318	627	1217
ALPINE	TAVERN	UNKNOWN	2	881	1398	14702	441	294	3%	2%	35	1596	5	5	2	0	LC	61.2	--	--	42	132	315
ALPINE	UNKNOWN	ZONE CONNECTOR	2	881	1398	14702	441	294	3%	2%	35	1597	5	5	2	0	LC	61.2	--	--	42	132	315
ALPINE	ZONE CONNECTOR	ZONE CONNECTOR	2	1077	1908	20487	615	410	3%	2%	35	1598	6	5	2	0	LC	61.2	--	--	42	132	315
ALPINE	ZONE CONNECTOR	UNKNOWN	2	835	1502	15427	463	309	3%	2%	35	1599	5	5	2	0	LC	61.2	--	--	42	132	315
ALPINE	UNKNOWN	WEST VICTORIA	2	835	1502	15427	463	309	3%	2%	35	1610	5	5	2	0	LC	61.2	--	--	42	132	315
ALPINE	UNKNOWN	UNKNOWN	2	835	1502	15427	463	309	3%	2%	35	1612	5	5	2	0	LC	61.2	--	--	42	132	315
ALPINE	ROCK	RAMP I-8 EB	2	550	1959	14799	444	296	3%	2%	35	1617	5	5	2	0	LC	61.2	--	--	42	132	315
ALPINE	RAMP I-8 EB	SO GRADE/E VICTORIA	2	554	1963	14891	447	298	3%	2%	35	1618	5	5	2	0	LC	61.2	--	--	42	132	315
ALPINE	PADRE DAM/DANATOS	ROCK	2	554	1963	14891	447	298	3%	2%	35	1619	5	5	2	0	LC	61.2	--	--	42	132	315
ALPINE	ALPINE MHP	BAY MEADOWS	2	831	1839	20060	602	401	3%	2%	35	1620	6	5	2	0	LC	61.2	--	--	42	132	315
ALPINE	BAY MEADOWS	PADRE DAM/DANATOS	2	862	2664	22821	685	456	3%	2%	35	1621	6	5	2	0	LC	61.2	--	--	42	132	315
ALPINE	WEST VICTORIA	ELTINGE	2	960	1818	21260	638	425	3%	2%	35	1622	6	5	2	0	LC	61.2	--	--	42	132	315
ALPINE	ELTINGE	ALPINE MHP	2	960	1888	21467	644	429	3%	2%	35	1623	6	5	2	0	LC	61.2	--	--	42	132	315
ALPINE	ARNOLD	PEUTZ VALLEY	2	1433	2189	20877	626	418	3%	2%	40	1911	6	4	3	0	C	63.6	--	--	73	212	457
ALPINE	PEUTZ VALLEY	ZONE CONNECTOR	2	330	1434	9770	293	195	3%	2%	40	1912	4	4	3	0	C	63.6	--	--	73	212	457
ALPINE	ZONE CONNECTOR	TAVERN	2	250	1318	8245	247	165	3%	2%	40	1913	3	4	3	0	C	63.6	--	--	73	212	457
ALPINE	ALPINE OAKS MHP	VIA LA MANCHA	2	897	2170	20312	609	406	3%	2%	40	2550	6	4	3	0	C	63.6	--	--	73	212	457
ALPINE	VIA LA MANCHA	VIA DIEGUENOS	2	347	1659	12650	253	126	2%	1%	40	2551	5	4	1	0	C	63.6	--	--	73	212	457
ALPINE	ALPINE OAKS MHP	VIA LA MANCHA	2	897	2170	20312	609	406	3%	2%	40	2554	6	4	3	0	C	63.6	--	--	73	212	457
ALPINE	VIA DIEGUENOS	UNKNOWN	2	347	1659	12650	253	126	2%	1%	40	2555	5	4	1	0	C	63.6	--	--	73	212	457
ALPINE	ELTINGE	ALPINE OAKS MHP	2	856	2059	18965	569	379	3%	2%	40	2560	5	4	3	0	C	63.6	--	--	73	212	457
ALPINE	SOUTH GRADE	ELTINGE	2	730	1732	16214	486	324	3%	2%	40	2567	5	4	3	0	C	63.6	--	--	73	212	457
ALPINE	UNKNOWN	SOUTH GRADE	2	734	1736	16306	489	326	3%	2%	40	2569	5	4	3	0	C	63.6	--	--	73	212	457
ALPINE	SO GRADE/E VICTORIA	UNKNOWN	2	734	1736	16306	489	326	3%	2%	40	2575	5	4	3	0	C	63.6	--	--	73	212	457
ALPINE	UNKNOWN	VIEJAS ROW	2	347	1659	12650	253	126	2%	1%	40	2582	5	4	1	0	C	63.6	--	--	73	212	457
ALPINE HEIGHTS	UNKNOWN	SOUTH GRADE	2	341	498	5642	169	113	3%	2%	25	1523	4	7	1	0	L	54.9	--	--	--	31	98
ALTA	ZONE CONNECTOR	LONE STAR	4	2472	2247	31650	3165	4748	10%	15%	40	1647	4	7	1	0	L	54.9	--	--	--	31	98
ALTA	AIRWAY	UNKNOWN	4	765	418	7261	726	1089	10%	15%	50	2023	1	3	2	0	MA	70.9	--	124	318	627	1217
ALTA	UNKNOWN	SIEMPRE VIVA	4	765	418	7261	726	1089	10%	15%	50	2024	1	3	2	0	MA	70.9	--	124	318	627	1217
ALTA	ZONE CONNECTOR	AIRWAY	4	1604	1049	17506	1751	2626	10%	15%	50	2025	2	3	2	0	MA	70.9	--	124	318	627	1217

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment			AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	From	To																					
ALTA	ZONE CONNECTOR	ZONE CONNECTOR	4	1515	947	16179	1618	2427	10%	15%	50	2026	2	3	2	0	MA	70.9	--	124	318	627	1217
ALTA	OTAY MESA	ZONE CONNECTOR	4	1721	1453	21137	2114	3171	10%	15%	50	2027	2	3	2	0	MA	70.9	--	124	318	627	1217
ALTA	LONE STAR	OTAY MESA	4	1620	1714	18555	1856	2783	10%	15%	50	2028	2	3	2	0	MA	70.9	--	124	318	627	1217
ALTA	SIEMPRE VIVA	ZONE CONNECTOR	4	828	648	9995	1000	1499	10%	15%	50	2029	1	3	2	0	MA	70.9	--	124	318	627	1217
ALVA	RALPHS RANCH	ZONE CONNECTOR	4	456	638	6983	209	140	3%	2%	25	2034	1	7	2	0	L	54.9	--	--	--	31	98
ALVA	4SR	RANCHO BERNARDO	2	456	638	6983	209	140	3%	2%	25	2039	3	7	2	0	L	54.9	--	--	--	31	98
ALVA	ZONE CONNECTOR	4SR	4	456	638	6983	209	140	3%	2%	25	2040	1	7	2	0	L	54.9	--	--	--	31	98
ALVARADO	PICO	MAIN	2	392	672	8108	243	162	3%	2%	35	1121	3	5	3	0	LC	61.2	--	--	42	132	315
ALVARADO	MAIN	ZONE CONNECTOR	2	763	1206	14754	443	295	3%	2%	35	1128	5	5	3	0	LC	61.2	--	--	42	132	315
ALVARADO	ZONE CONNECTOR	BRANDON	2	688	1040	12815	384	256	3%	2%	35	1129	4	5	3	0	LC	61.2	--	--	42	132	315
ALVARADO	BRANDON	MORRO	2	325	525	5710	171	114	3%	2%	35	2386	2	5	3	0	LC	61.2	--	--	42	132	315
ALVARADO	MORRO	DEL SURENO	2	325	525	5710	171	114	3%	2%	35	2387	2	5	3	0	LC	61.2	--	--	42	132	315
AMMUNITION	FALLBROOK GATE	ALTURAS	4	922	814	11097	333	222	3%	2%	35	2332	2	3	2	0	B	64.7	--	--	94	265	562
AMMUNITION	ALTURAS	ZONE CONNECTOR	4	922	814	11097	333	222	3%	2%	35	2333	2	3	2	0	B	64.7	--	--	94	265	562
AMMUNITION	ZONE CONNECTOR	MISSION	4	1002	911	12107	363	242	3%	2%	35	2334	2	3	2	0	B	64.7	--	--	94	265	562
ANTHONY	UNKNOWN	UNKNOWN	2	810	1481	14871	446	297	3%	2%	40	2214	5	4	3	0	C	63.6	--	--	73	212	457
ANTHONY	UNKNOWN	LILAC	2	722	1350	13109	393	262	3%	2%	40	2215	4	4	3	0	C	63.6	--	--	73	212	457
ANTHONY	WEST LILAC	UNKNOWN	2	801	1500	14985	450	300	3%	2%	40	2216	5	4	3	0	C	63.6	--	--	73	212	457
APPLE	JAMACHA ROAD	RAMONA	2	691	1208	12495	375	250	3%	2%	35	1352	5	5	1	0	LC	61.2	--	--	42	132	315
APPLE	RAMONA	MAYA	2	663	1142	11792	354	236	3%	2%	35	1353	5	5	1	0	LC	61.2	--	--	42	132	315
ARCHIE MOORE	RANCHO DE LA ANGEL	SR-67	2	764	529	5715	171	114	3%	2%	40	1730	3	4	1	0	C	63.6	--	--	73	212	457
ARENA	HAMPSON	SAN VICENTE	2	491	706	8984	270	180	3%	2%	40	1717	4	4	1	0	C	63.6	--	--	73	212	457
ARENA	BENITO	HAMPSON	2	315	453	5873	176	117	3%	2%	40	1718	3	4	1	0	C	63.6	--	--	73	212	457
ARENA	BABA	UNKNOWN	2	309	549	6682	200	134	3%	2%	40	1719	3	4	1	0	C	63.6	--	--	73	212	457
ARENA	UNKNOWN	BENITO	2	314	540	6622	199	132	3%	2%	40	1720	3	4	1	0	C	63.6	--	--	73	212	457
ARNOLD	MIDWAY	BLUE LILAC	2	365	1177	8133	244	163	3%	2%	35	75	4	5	1	0	LC	61.2	--	--	42	132	315
ARNOLD	BLUE LILAC	FOSS	2	365	1177	8133	244	163	3%	2%	35	76	4	5	1	0	LC	61.2	--	--	42	132	315
ARNOLD	SOUTH GRADE	MIDWAY	2	382	1138	7721	232	154	3%	2%	35	228	4	5	1	0	LC	61.2	--	--	42	132	315
ARNOLD	HARBISON CANYON	SOUTH GRADE	2	715	1553	11987	360	240	3%	2%	35	897	5	5	1	0	LC	61.2	--	--	42	132	315
ARNOLD	ALPINE TERRACE	MIDWAY	2	501	1403	11073	332	221	3%	2%	35	1593	4	5	3	0	LC	61.2	--	--	42	132	315
ARNOLD	FOSS	ALPINE TERRACE	2	502	1428	11265	338	225	3%	2%	35	1594	4	5	3	0	LC	61.2	--	--	42	132	315
ARNOLD	MIDWAY	TAVERN	2	526	1396	11091	333	222	3%	2%	35	1595	4	5	3	0	LC	61.2	--	--	42	132	315
ARNOLD	ALPINE VILAGE	OLIVEWOOD	2	582	1464	13094	393	262	3%	2%	35	1600	4	5	2	0	LC	61.2	--	--	42	132	315
ARNOLD	TAVERN	ALPINE GROVE	2	711	1543	14377	431	288	3%	2%	35	1601	5	5	2	0	LC	61.2	--	--	42	132	315
ARNOLD	ALPINE GROVE	ALPINE VILAGE	2	647	1492	13555	407	271	3%	2%	35	1602	5	5	2	0	LC	61.2	--	--	42	132	315
ARNOLD	OLIVEWOOD	WEST VICTORIA	2	474	1375	11445	343	229	3%	2%	35	1613	4	5	2	0	LC	61.2	--	--	42	132	315
ARNOLD	ALPINE	PEUTZ VALLEY	2	632	917	10120	304	202	3%	2%	35	1914	4	5	3	0	LC	61.2	--	--	42	132	315
ARNOLD	PEUTZ VALLEY	HARBISON CANYON	2	626	925	10045	301	201	3%	2%	35	1915	4	5	3	0	LC	61.2	--	--	42	132	315
ASH	HUBBARD	UNKNOWN	3	879	781	8879	266	178	3%	2%	40	185	3	4	1	0	C	63.6	--	--	73	212	457
ASH	ZONE CONNECTOR	HUBBARD	2	879	781	8879	266	178	3%	2%	40	257	4	4	1	0	C	63.6	--	--	73	212	457
ASH	VISTA	ZONE CONNECTOR	2	746	557	6126	184	123	3%	2%	40	1426	3	4	1	0	C	63.6	--	--	73	212	457
ASHWOOD	ZONE CONNECTOR	MAPLEVIEW	4	890	1138	16713	501	334	3%	2%	50	2097	2	3	2	0	MA	70.9	--	124	318	627	1217
ASHWOOD	ZONE CONNECTOR	ZONE CONNECTOR	4	860	1099	16228	487	325	3%	2%	50	2590	2	3	2	0	MA	70.9	--	124	318	627	1217
ASHWOOD	WILLOW	ZONE CONNECTOR	4	835	1025	15444	463	309	3%	2%	50	2591	2	3	2	0	MA	70.9	--	124	318	627	1217
AUSTIN	SWEETWATER SPRINGS	VIA ORANGE	2	515	694	8536	256	171	3%	2%	40	109	5	7	1	0	L	54.9	--	--	--	31	98
AUSTIN	AVNDA BOSQUES	SWEETWATER SPRINGS	2	555	895	10095	303	202	3%	2%	35	124	4	5	2	0	LC	61.2	--	--	42	132	315
AUSTIN	LEDGEVIEW	AVNDA BOSQUES	2	448	724	7915	237	158	3%	2%	35	125	4	5	1	0	LC	61.2	--	--	42	132	315
AUSTIN	SOUTH BARCELONA	GRANADA	2	369	634	6594	198	132	3%	2%	35	244	3	5	1	0	LC	61.2	--	--	42	132	315
AUSTIN	GRANADA	LEDGEVIEW	2	448	724	7915	237	158	3%	2%	35	245	4	5	1	0	LC	61.2	--	--	42	132	315
AVIATION	UNKNOWN	MISSION	2	553	1183	12982	389	260	3%	2%	35	699	5	7	1	0	L	54.9	--	--	--	31	98
AVNDA DEL DIABLO	CITRACADO	HARMONY GROVE	2	693	1043	11161	335	223	3%	2%	35	2158	4	5	3	0	LC	61.2	--	--	42	132	315
AVOCADO	EXPLORER	CHALLENGE	4	2146	2463	29170	875	583	3%	2%	50	81	3	3	2	0	MA	70.9	--	124	318	627	1217
AVOCADO	CHALLENGE	ZONE CONNECTOR	4	2026	2226	27063	812	541	3%	2%	50	82	3	3	2	0	MA	70.9	--	124	318	627	1217
AVOCADO	HORIZON HILLS	CALAVO	4	1495	1938	21521	646	430	3%	2%	50	274	2	3	3	0	MA	70.9	--	124	318	627	1217
AVOCADO	CALAVO	FUERTE	4	1514	1959	21744	652	435	3%	2%	50	275	2	3	3	0	MA	70.9	--	124	318	627	1217
AVOCADO	ZONE CONNECTOR	FURY	4	2031	2236	27264	818	545	3%	2%	50	343	3	3	2	0	MA	70.9	--	124	318	627	1217
AVOCADO	FUERTE	DUTTON	4	2117	2369	28068	842	561	3%	2%	50	724	3	3	2	0	MA	70.9	--	124	318	627	1217
AVOCADO	DUTTON	EXPLORER	4	2118	2368	28089	843	562	3%	2%	50	725	3	3	2	0	MA	70.9	--	124	318	627	1217
AVOCADO	RAMP SR-94 WB	RAMP SR-94 EB	4	1255	2039	22421	673	448	3%	2%	50	755	2	3	2	0	MA	70.9	--	124	318	627	1217
AVOCADO	UNKNOWN	MADRID	4	1991	3011	33576	1007	672	3%	2%	45	2186	5	3	2	0	MA	70.9	--	124	318	627	1217
AVOCADO	FURY	LOUISA	4	1733	2443	27126	814	543	3%	2%	45	2187	3	3	2	0	MA	70.9	--	124	318	627	1217
AVOCADO	LOUISA	CALLE VERDE	4	1733	2443	27126	814	543	3%	2%	45	2188	3	3	2	0	MA	70.9	--	124	318	627	1217
AVOCADO	MADRID	RAMP SR-94 WB	4	1873	2643	30764	923	615	3%	2%	45	2189	4	3	2	0	MA	70.9	--	124	318	627	1217
AVOCADO	CALLE VERDE	UNKNOWN	4	1850	2608	28989	870	580	3%	2%	45	2190	3	3	2	0	MA	70.9	--	124	318	627	1217
BABA	ARENA	VISTA RAMONA	2	284	544	6052	182	121	3%	2%	40	1723	3	4	1	0	C	63.6	--	--	73	212	457
BALLANTYNE	GRAVES	HART	4	534	573	8483	254	170	3%	2%	50	348	1	3	3	0	MA	70.9	--	124	318	627	1217
BALLANTYNE	HART	BROADWAY	4	679	853	12330	370	247	3%	2%	50	349	1	3	3	0	MA	70.9	--	124	318	627	1217
BALLERINA	TURTLE ROCK	INDIAN CREEK	2	265	380	5097	153	102	3%	2%	35	1856	2	5	2	0	LC	61.2	--	--	42	132	315
BALLERINA	INDIAN CREEK	MILLER	2	277	432	5426	163	109	3%	2%	35	1858	2	5	2	0	LC	61.2	--	--	42	132	315
BANCROFT	RAMP SR-94 EB	HELIX	4	1294	1967	21318	640	426	3%	2%	35	188	4	3	3	0	B	64.7	--	--	94	265	562
BANCROFT	KOONCE	KENWOOD	4	1125	1733	18484	555	370	3%	2%	35	189	4	3	3	0	B	64.7	--	--	94	265	562
BANCROFT	LAMAR	TROY	4	953	1994	17199	516	344	3%	2%	35	230	3	3	3	0	B	64.7	--	--	94	265	562
BANCROFT	KENWOOD	SWITZER/3401	4	1040	2180	19926	598	399	3%	2%	35	238	4	3	3	0	B	64.7	--	--	94	265	562
BANCROFT	GROSSMONT SUMMIT	LEMON	4	468	1177	7729	232	155	3%	2%	35	456	2	3	3	0	B	64.7	--	--	94	265	562
BANCROFT	OLIVE	LAMAR	4	1071	2193	19996	600	400	3%	2%	35	884	4	3	3	0	B	64.7	--	--	94	265	562
BANCROFT	SWITZER/3401	OLIVE	4	1040	2180	19926	598	399	3%	2%	35	885	4	3	3	0	B	64.7	--	--	94	265	562
BANCROFT	UNKNOWN	RAMP SR-94 EB	4	1151	1552	15540	466	311	3%	2%	35	1035	3	3	3	0	B	64.7	--	--	94	265	562
BANCROFT	RAMP SR-94 WB	UNKNOWN	4	1151	1552	15540	466	311	3%	2%	35	1036	3	3	3	0	B	64.7	--	--	94	265	562
BANCROFT	CAMPO	RAMP SR-94 WB	4	830	1555	12652	380	253	3%	2%	35	1037	3	3	3	0	B	64.7	--	--	94	265	562

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment																						
	From	To		AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
BANCROFT	UNKNOWN	CAMPO	4	414	873	5871	176	117	3%	2%	35	1038	2	3	3	0	B	64.7	--	--	94	265	562
BANCROFT	ZONE CONNECTOR	UNKNOWN	4	449	947	6366	191	127	3%	2%	35	1039	2	3	3	0	B	64.7	--	--	94	265	562
BANCROFT	HELIX	KOONCE	4	1152	1766	18836	565	377	3%	2%	35	1872	4	3	3	0	B	64.7	--	--	94	265	562
BANDY CANYON	SKY HIGH	YSABEL CREEK	2	769	657	5142	154	103	3%	2%	35	170	3	5	1	0	LC	61.2	--	--	42	132	315
BANDY CANYON	HIGHLAND VALLEY	SKY HIGH	2	769	657	5142	154	103	3%	2%	35	209	3	5	1	0	LC	61.2	--	--	42	132	315
BASILONE	RAMP I-5 SB	RAMP I-5 NB	2	550	1213	13223	397	264	3%	2%	25	104	6	7	1	0	L	54.9	--	--	--	31	98
BEAR VALLEY	OLD SPANISH	LAS PALMAS	4	2721	2686	31008	930	620	3%	2%	50	111	4	3	2	0	MA	70.9	--	124	318	627	1217
BEAR VALLEY	BIRCH	IDAHO	4	2203	2175	27152	815	543	3%	2%	50	236	3	3	2	0	MA	70.9	--	124	318	627	1217
BEAR VALLEY	BOYLE	BIRCH	4	2156	2031	25950	778	519	3%	2%	50	237	3	3	2	0	MA	70.9	--	124	318	627	1217
BEAR VALLEY	HINRICHS	BOYLE	4	2027	1899	24308	729	486	3%	2%	40	461	6	3	2	0	MA	70.9	--	124	318	627	1217
BEAR VALLEY	LAS PALMAS	CANYON	4	2674	2687	30867	926	617	3%	2%	50	465	4	3	1	0	MA	70.9	--	124	318	627	1217
BEAR VALLEY	SUNSET	OLD SPANISH	4	2721	2686	31008	930	620	3%	2%	50	847	4	3	2	0	MA	70.9	--	124	318	627	1217
BEAR VALLEY	ELDORADO	ENCINO	4	2370	1941	27787	834	556	3%	2%	50	848	3	3	2	0	MA	70.9	--	124	318	627	1217
BEAR VALLEY	SUBURBAN HILLS	SAN PASQUAL VALLEY	4	2390	2232	28660	860	573	3%	2%	50	2390	3	3	2	0	MA	70.9	--	124	318	627	1217
BEAR VALLEY	LANDAVO	SUBURBAN HILLS	4	2362	2177	28071	842	561	3%	2%	50	2391	3	3	2	0	MA	70.9	--	124	318	627	1217
BEAR VALLEY	IDAHO	LANDAVO	4	2362	2177	28071	842	561	3%	2%	50	2392	3	3	2	0	MA	70.9	--	124	318	627	1217
BEAR VALLEY	SAN PASQUAL VALLEY	ELDORADO	4	3049	2678	36323	1090	726	3%	2%	50	2393	5	3	2	0	MA	70.9	--	124	318	627	1217
BERNARDO CENTER	CAM CRISALIDA	UNKNOWN	6	2392	2774	22295	669	446	3%	2%	45	2349	2	3	2	0	MA	70.9	--	124	318	627	1217
BERNARDO CENTER	UNKNOWN	DOVE CANYON	6	2392	2774	22295	669	446	3%	2%	45	2350	2	3	2	0	MA	70.9	--	124	318	627	1217
BERNARDO CENTER	DOVE CANYON	UNKNOWN	6	3078	3207	26592	798	532	3%	2%	45	2351	3	3	2	0	MA	70.9	--	124	318	627	1217
BERNARDO CENTER	UNKNOWN	BLACK MOUNTAIN	6	3078	3207	26592	798	532	3%	2%	45	2352	3	3	2	0	MA	70.9	--	124	318	627	1217
BLOSSOM VALLEY	QUAIL VALLEY	FLINN SPRINGS	2	287	487	5136	154	103	3%	2%	35	46	3	5	1	0	LC	61.2	--	--	42	132	315
BLOSSOM VALLEY	QUAIL CANYON	PALOMINO RIDGE	2	286	836	6042	181	121	3%	2%	35	47	3	5	1	0	LC	61.2	--	--	42	132	315
BLOSSOM VALLEY	PALOMINO RIDGE	LAKE JENNINGS PARK	2	283	828	5985	180	120	3%	2%	35	48	3	5	1	0	LC	61.2	--	--	42	132	315
BLOSSOM VALLEY	FLINN SPRINGS	UNKNOWN	2	224	748	5026	151	101	3%	2%	35	71	3	5	1	0	LC	61.2	--	--	42	132	315
BLOSSOM VALLEY	UNKNOWN	QUAIL CANYON	2	224	748	5026	151	101	3%	2%	35	72	3	5	1	0	LC	61.2	--	--	42	132	315
BONITA	WILLOW	LYNNWOOD	4	1235	1847	26346	790	527	3%	2%	50	948	3	3	2	0	MA	70.9	--	124	318	627	1217
BONITA	LYNNWOOD	7897-MHP	4	1235	1847	26346	790	527	3%	2%	50	949	3	3	2	0	MA	70.9	--	124	318	627	1217
BONITA	7897-MHP	GLEN ABBEY CEMETERY	4	1235	1847	26346	790	527	3%	2%	50	950	3	3	2	0	MA	70.9	--	124	318	627	1217
BONITA	VILLA BONITA SR	ANDORRA	4	1666	2341	33830	1015	677	3%	2%	50	1194	5	3	2	0	MA	70.9	--	124	318	627	1217
BONITA	GLEN ABBEY CEMETERY	VILLA BONITA SR	4	1448	2166	30876	926	618	3%	2%	50	1195	4	3	2	0	MA	70.9	--	124	318	627	1217
BONITA	ANDORRA	PLZA BONITA/LYNNWOO	4	1666	2341	33830	1015	677	3%	2%	50	1196	5	3	2	0	MA	70.9	--	124	318	627	1217
BONITA	CENTRAL	CHRISTIAN CENTER	4	1616	2212	22117	664	442	3%	2%	50	1892	2	3	2	0	MA	70.9	--	124	318	627	1217
BONITA	CHRISTIAN CENTER	ZONE CONNECTOR	4	1881	2564	26671	800	533	3%	2%	50	1893	3	3	2	0	MA	70.9	--	124	318	627	1217
BONITA	ZONE CONNECTOR	VILLAS	4	1917	2613	27372	821	547	3%	2%	50	1894	3	3	2	0	MA	70.9	--	124	318	627	1217
BONITA	SAN MIGUEL	FRISBIE	2	471	804	6795	204	136	3%	2%	40	1895	3	4	3	0	C	63.6	--	--	73	212	457
BONITA	FRISBIE	ZONE CONNECTOR	2	441	726	6470	194	129	3%	2%	40	1896	3	4	3	0	C	63.6	--	--	73	212	457
BONITA	SWEETWATER	UNKNOWN	2	614	996	8408	252	168	3%	2%	40	1897	3	4	3	0	C	63.6	--	--	73	212	457
BONITA	UNKNOWN	SAN MIGUEL	4	614	996	8408	252	168	3%	2%	35	2142	2	3	2	0	B	64.7	--	--	94	265	562
BORREGO SPRINGS	COUNTRY CLUB	BORREGO VALLEY	3	407	597	7156	143	72	2%	1%	40	1566	3	4	1	0	C	63.6	--	--	73	212	457
BORREGO SPRINGS	BORREGO VALLEY	YAQUI PASS	3	414	605	7181	144	72	2%	1%	40	1567	3	4	1	0	C	63.6	--	--	73	212	457
BORREGO SPRINGS	TILTING T	COUNTRY CLUB	3	560	824	9817	196	98	2%	1%	40	1568	4	4	1	0	C	63.6	--	--	73	212	457
BORREGO SPRINGS	CIRCLE J	CLOUDY MOON	2	353	439	5588	112	56	2%	1%	35	1573	3	5	1	0	LC	61.2	--	--	42	132	315
BORREGO SPRINGS	CLOUDY MOON	VERBENA	2	501	650	8183	164	82	2%	1%	35	1574	4	5	1	0	LC	61.2	--	--	42	132	315
BORREGO SPRINGS	VERBENA	CHRISTMAS N	2	480	637	8286	166	83	2%	1%	35	1575	4	5	1	0	LC	61.2	--	--	42	132	315
BORREGO SPRINGS	YAQUI PASS	DESART	2	255	440	5151	103	52	2%	1%	40	1579	3	4	1	0	C	63.6	--	--	73	212	457
BORREGO SPRINGS	DESART	ZONE CONNECTOR	2	224	491	5477	110	55	2%	1%	40	1580	3	4	1	0	C	63.6	--	--	73	212	457
BORREGO SPRINGS	WEATHER VANE	BARREL	3	565	1186	13546	271	135	2%	1%	35	1624	5	5	1	0	LC	61.2	--	--	42	132	315
BORREGO SPRINGS	BARREL	TILTING T	3	676	1210	14073	281	141	2%	1%	35	1625	5	5	1	0	LC	61.2	--	--	42	132	315
BORREGO SPRINGS	CHRISTMAS S	STIRRUP	2	486	1000	10974	219	110	2%	1%	35	1952	4	5	3	0	LC	61.2	--	--	42	132	315
BORREGO SPRINGS	STIRRUP	WEATHER VANE	2	565	1186	13546	271	135	2%	1%	35	1953	5	5	3	0	LC	61.2	--	--	42	132	315
BOYLE	ROSE	BEAR VALLEY	2	367	680	7442	223	149	3%	2%	35	466	4	5	1	0	LC	61.2	--	--	42	132	315
BRABHAM	JAMACHA ROAD	HILTON HEAD	2	532	755	8437	253	169	3%	2%	25	446	5	7	1	0	L	54.9	--	--	--	31	98
BRABHAM	HILTON HEAD	GREENWICK	2	532	755	8437	253	169	3%	2%	25	447	5	7	1	0	L	54.9	--	--	--	31	98
BRADLEY	365	MAGNOLIA	4	1106	1449	15647	469	313	3%	2%	45	2259	2	3	3	0	MA	70.9	--	124	318	627	1217
BRADLEY	UNKNOWN	01ST	4	1651	2310	25480	764	510	3%	2%	45	2260	3	3	3	0	MA	70.9	--	124	318	627	1217
BRADLEY	201	325/360	4	1594	2357	26637	799	533	3%	2%	45	2261	3	3	3	0	MA	70.9	--	124	318	627	1217
BRADLEY	GRAVES	201	4	1743	2602	29578	887	592	3%	2%	45	2262	4	3	3	0	MA	70.9	--	124	318	627	1217
BRADLEY	UNKNOWN	UNKNOWN	4	1651	2310	25480	764	510	3%	2%	45	2263	3	3	3	0	MA	70.9	--	124	318	627	1217
BRADLEY	325/360	450/465-MHP/469	4	1594	2357	26637	799	533	3%	2%	45	2264	3	3	3	0	MA	70.9	--	124	318	627	1217
BRADLEY	450/465-MHP/469	MOLLISON	4	1528	2273	25493	765	510	3%	2%	45	2265	3	3	3	0	MA	70.9	--	124	318	627	1217
BRADLEY	RAMP SR-67 NB	GRAVES	4	1809	2374	30274	908	605	3%	2%	45	2266	4	3	3	0	MA	70.9	--	124	318	627	1217
BRADLEY	MAGNOLIA	RAMP SR-67 SB	4	1641	1317	20439	613	409	3%	2%	45	2267	2	3	3	0	MA	70.9	--	124	318	627	1217
BRADLEY	RAMP SR-67 SB	RAMP SR-67 NB	4	1521	1646	22365	671	447	3%	2%	45	2268	2	3	3	0	MA	70.9	--	124	318	627	1217
BRADLEY	PEPPER VILLA	UNKNOWN	4	1651	2310	25480	764	510	3%	2%	45	2269	3	3	3	0	MA	70.9	--	124	318	627	1217
BRADLEY	01ST	SOMERLANE	4	1494	2144	22900	687	458	3%	2%	45	2270	3	3	3	0	MA	70.9	--	124	318	627	1217
BRADLEY ACCESS	GRAVES	GREENFIELD	2	244	496	5796	174	116	3%	2%	35	2063	3	5	1	0	LC	61.2	--	--	42	132	315
BRANDON	MISSION	ALVARADO	2	695	944	12617	379	252	3%	2%	25	911	6	7	1	0	L	54.9	--	--	--	31	98
BRIARWOOD	RAMP SR-54 WB	SOUTH BAY PARKWAY	2	935	1738	18536	556	371	3%	2%	40	945	5	4	2	0	C	63.6	--	--	73	212	457
BRIARWOOD	SOUTH BAY PARKWAY	RAMP SR-54 EB	2	935	1738	18536	556	371	3%	2%	40	946	5	4	2	0	C	63.6	--	--	73	212	457
BRIARWOOD	SOUTH BAY PARKWAY	SOUTH BAY PARKWAY	2	935	1738	18536	556	371	3%	2%	40	947	5	4	2	0	C	63.6	--	--	73	212	457
BRIARWOOD	BONITA WOODS	SWEETWATER	2	640	1046	11222	337	224	3%	2%	40	1322	4	4	2	0	C	63.6	--	--	73	212	457
BRIARWOOD	RAMP SR-54 EB	ROBINWOOD	2	964	1507	17195	516	344	3%	2%	40	1323	5	4	2	0	C	63.6	--	--	73	212	457
BRIARWOOD	ROBINWOOD	BONITA WOODS	2	732	1143	12758	383	255	3%	2%	40	1324	4	4	2	0	C	63.6	--	--	73	212	457
BROADWAY	BROADWAY -NEW	SYLVAN	2	693	804	8269	248	165	3%	2%	35	1422	3	5	2	0	LC	61.2	--	--	42	132	315
BROADWAY	SYLVAN	NORTH	2	693	804	8269	248	165	3%	2%	35	1423	3	5	2	0	LC	61.2	--	--	42	132	315
BROADWAY	UNKNOWN	FAIRWAY	4	1492	2057	21210	636	424	3%	2%	50	2006	2	3	2	0	MA	70.9	--	124	318	627	1217
BROADWAY	FAIRWAY	CAMPO	4	1647	2276	24330	730	487	3%	2%	50	2007	2	3	2	0	MA	70.9	--	124	318	627	1217
BROADWAY	MAIN	04TH	2	318	656	6470	194	129	3%	2%	40	2064	3	4	1	0	C	63.6	--	--	73	212	457

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment																						
	From	To		AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
BROOKE	STAGE COACH	ZONE CONNECTOR	2	485	514	7135	214	143	3%	2%	25	951	5	7	1	0	L	54.9	--	--	--	31	98
BROOKE	WINTERHAVEN	WINTER HAVEN	2	454	488	6281	188	126	3%	2%	25	953	4	7	1	0	L	54.9	--	--	--	31	98
BROOKE	ZONE CONNECTOR	WINTERHAVEN	2	386	374	5316	159	106	3%	2%	25	954	4	7	1	0	L	54.9	--	--	--	31	98
BUCKMAN SPRINGS	LAKE MORENA	SR-94	2	431	697	7956	159	80	2%	1%	35	1214	3	5	3	0	LC	61.2	--	--	42	132	315
BUENA CREEK	SYCAMORE	HARTWRIGHT	4	1653	1667	24287	729	486	3%	2%	50	410	3	3	3	0	MA	70.9	--	124	318	627	1217
BUENA CREEK	SYCAMORE	SYCAMORE	4	1661	1675	24491	735	490	3%	2%	50	411	3	3	3	0	MA	70.9	--	124	318	627	1217
BUENA CREEK	HARTWRIGHT	ZONE CONNECTOR	4	1653	1667	24287	729	486	3%	2%	50	938	3	3	3	0	MA	70.9	--	124	318	627	1217
BUENA CREEK	ZONE CONNECTOR	LONE OAK	4	1455	1389	20628	619	413	3%	2%	50	939	2	3	3	0	MA	70.9	--	124	318	627	1217
BUENA CREEK	LONE OAK	MONTE VISTA	4	1455	1389	20628	619	413	3%	2%	50	940	2	3	3	0	MA	70.9	--	124	318	627	1217
BUENA CREEK	HOLLYBERRY	FREDAS HILL	4	1647	1945	22407	672	448	3%	2%	50	941	2	3	3	0	MA	70.9	--	124	318	627	1217
BUENA CREEK	FREDAS HILL	LAS POSAS	4	1596	1874	21551	647	431	3%	2%	50	942	2	3	3	0	MA	70.9	--	124	318	627	1217
BUENA CREEK	MONTE VISTA	SUGARBUSH	4	1704	2034	23645	709	473	3%	2%	50	943	3	3	3	0	MA	70.9	--	124	318	627	1217
BUENA CREEK	SUGARBUSH	HOLLYBERRY	4	1672	1978	22917	688	458	3%	2%	50	944	3	3	3	0	MA	70.9	--	124	318	627	1217
BUENA CREEK	TAMARA	SUNSHINE MTN	4	2621	2181	29743	892	595	3%	2%	50	1412	4	3	3	0	MA	70.9	--	124	318	627	1217
BUENA CREEK	SUNSHINE MTN	TWIN OAKS VALLEY	4	2621	2181	29743	892	595	3%	2%	50	1413	4	3	3	0	MA	70.9	--	124	318	627	1217
BUENA CREEK	LAS POSAS	TAMARA	4	2651	2224	30092	903	602	3%	2%	50	1414	4	3	3	0	MA	70.9	--	124	318	627	1217
BURMA	SLEEPING INDIAN	CONCORDIA	2	832	1344	8785	264	176	3%	2%	25	709	5	7	1	0	L	54.9	--	--	--	31	98
BURMA	CONCORDIA	OLIVE HILL	2	857	1329	8957	269	179	3%	2%	25	710	5	7	1	0	L	54.9	--	--	--	31	98
CALAVO	RAMP SR-94 EB	DEL RIO	4	607	922	9590	288	192	3%	2%	50	754	1	3	2	0	MA	70.9	--	124	318	627	1217
CALAVO	RANCHWOOD	JAMACHA BOULEVARD	2	404	658	7706	231	154	3%	2%	25	760	5	7	1	0	L	54.9	--	--	--	31	98
CALLE ALBARA	UNKNOWN	JAMACHA ROAD	2	613	1016	10607	318	212	3%	2%	25	795	5	7	1	0	L	54.9	--	--	--	31	98
CAM DEL CIELO	WEST LILAC	ZONE CONNECTOR	2	308	666	5955	179	119	3%	2%	35	94	3	5	1	0	LC	61.2	--	--	42	132	315
CAM DEL CIELO	ZONE CONNECTOR	CAM DEL REY	2	460	893	8588	258	172	3%	2%	35	1406	4	5	1	0	LC	61.2	--	--	42	132	315
CAM DEL NORTE	RAMP	UNKNOWN	6	2149	2659	38644	1159	773	3%	2%	51	1798	3	2	2	0	PA	77.4	167	417	782	1480	2800
CAM DEL NORTE	DOVE CANYON	RAMP	6	1506	2270	29677	890	594	3%	2%	51	1799	2	2	2	0	PA	77.4	167	417	782	1480	2800
CAM DEL NORTE	RAMP	RAMP	6	1338	1823	25143	754	503	3%	2%	51	1800	2	2	2	0	PA	77.4	167	417	782	1480	2800
CAM DEL NORTE	UNKNOWN	BERNARDO CENTER	6	2149	2659	38644	1159	773	3%	2%	45	1801	6	2	2	0	PA	77.4	167	417	782	1480	2800
CAM DEL REY	UNKNOWN	OLD 395	2	507	703	8526	256	171	3%	2%	35	256	3	5	3	0	LC	61.2	--	--	42	132	315
CAM DEL REY	WEST LILAC	CAM DEL CIELO	4	861	1450	15598	468	312	3%	2%	35	893	3	3	2	0	B	64.7	--	--	94	265	562
CAM DEL REY	CAM DEL CIELO	UNKNOWN	2	500	725	8836	265	177	3%	2%	35	894	3	5	3	0	LC	61.2	--	--	42	132	315
CAM DEL REY	UNKNOWN	GOLF CLUB	2	500	725	8836	265	177	3%	2%	35	895	3	5	3	0	LC	61.2	--	--	42	132	315
CAM DEL REY	GOLF CLUB	WRIGHTWOOD	2	494	681	8143	244	163	3%	2%	35	1358	3	5	3	0	LC	61.2	--	--	42	132	315
CAM DEL REY	WRIGHTWOOD	BOBRITT	2	494	681	8143	244	163	3%	2%	35	1359	3	5	3	0	LC	61.2	--	--	42	132	315
CAM DEL REY	DISNEY	UNKNOWN	2	487	672	8151	245	163	3%	2%	35	1379	3	5	3	0	LC	61.2	--	--	42	132	315
CAM DEL REY	BOBRITT	DISNEY	2	479	658	7936	238	159	3%	2%	35	1380	3	5	3	0	LC	61.2	--	--	42	132	315
CAM SAN BERNARDO	WILLOW	RAMP	4	1050	1175	14813	444	296	3%	2%	50	2149	2	3	2	0	MA	70.9	--	124	318	627	1217
CAM SAN BERNARDO	THORNMINT	WILLOW	4	1050	1175	14813	444	296	3%	2%	50	2150	2	3	2	0	MA	70.9	--	124	318	627	1217
CAM SAN BERNARDO	RANCHO BERNARDO	COASTWOOD	4	783	811	10039	301	201	3%	2%	50	2151	1	3	2	0	MA	70.9	--	124	318	627	1217
CAM SAN BERNARDO	COASTWOOD	THORNMINT	4	783	811	10039	301	201	3%	2%	50	2152	1	3	2	0	MA	70.9	--	124	318	627	1217
CAM SAN BERNARDO	RAMP	RAMP	4	582	823	9833	295	197	3%	2%	50	2153	1	3	2	0	MA	70.9	--	124	318	627	1217
CAMINO DEL	ZONE CONNECTOR	RANCHO SANTA FE	2	490	910	10633	319	213	3%	2%	35	449	4	7	1	0	L	54.9	--	--	--	31	98
CAMPO	UNKNOWN	SR-94	3	1050	1263	15058	753	452	5%	3%	40	867	4	4	1	0	C	63.6	--	--	73	212	457
CAMPO	HELIX	UNKNOWN	2	830	1643	11883	356	238	3%	2%	40	1040	4	4	3	0	C	63.6	--	--	73	212	457
CAMPO	UNKNOWN	ROGERS	2	830	1643	11883	356	238	3%	2%	40	1041	4	4	3	0	C	63.6	--	--	73	212	457
CAMPO	CAMINO PAZ	HELIX	2	830	1643	11883	356	238	3%	2%	40	1042	4	4	3	0	C	63.6	--	--	73	212	457
CAMPO	CAMPO/SWEETWATER SF	SWEETWATER SPRINGS	4	830	1454	17746	532	355	3%	2%	50	1043	2	3	2	0	MA	70.9	--	124	318	627	1217
CAMPO	OTAY LAKES	UNKNOWN	3	1069	1289	15373	769	461	5%	3%	40	1193	3	4	1	0	C	63.6	--	--	73	212	457
CAMPO	HONEY SPRINGS	OTAY LAKES	2	1116	1346	16049	802	481	5%	3%	40	1252	4	4	1	0	C	63.6	--	--	73	212	457
CAMPO	STEELE CANYON	RANCHO MIGUEL	2	1844	2155	31390	1570	942	5%	3%	45	1519	9	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	SR-94	FAIR ACRES	2	1437	1654	25527	1276	766	5%	3%	45	1520	5	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	FAIR ACRES	STEELE CANYON	2	1437	1654	25527	1276	766	5%	3%	45	1521	5	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	BANCROFT	CAMINO PAZ	4	1149	2027	17478	524	350	3%	2%	50	1871	2	3	3	0	MA	70.9	--	124	318	627	1217
CAMPO	RAMP	UNKNOWN	4	4707	5462	77727	3886	2332	5%	3%	55	1882	4	2	2	0	PA	77.4	167	417	782	1480	2800
CAMPO	UNKNOWN	JAMACHA ROAD	4	4707	5462	77727	3886	2332	5%	3%	55	1883	4	2	2	0	PA	77.4	167	417	782	1480	2800
CAMPO	JAMACHA BOULEVARD	RAMP SR-94 EB	4	3372	2248	53449	2672	1603	5%	3%	55	1884	3	2	2	0	PA	77.4	167	417	782	1480	2800
CAMPO	RAMP SR-94 EB	RAMP	4	4723	5999	79382	3969	2381	5%	3%	55	1885	5	2	2	0	PA	77.4	167	417	782	1480	2800
CAMPO	RAMP SR-125 NB	KENWOOD	4	607	1273	9988	300	200	3%	2%	50	2008	1	3	3	0	MA	70.9	--	124	318	627	1217
CAMPO	KENWOOD	TERRACE	4	578	1312	9936	298	199	3%	2%	50	2009	1	3	3	0	MA	70.9	--	124	318	627	1217
CAMPO	BROADWAY	RAMP SR-125 NB	4	1196	1568	16587	498	332	3%	2%	50	2010	2	3	3	0	MA	70.9	--	124	318	627	1217
CAMPO	TERRACE	BANCROFT	4	577	1414	10662	320	213	3%	2%	50	2011	1	3	3	0	MA	70.9	--	124	318	627	1217
CAMPO	GRANADA	CAMPO/SWEETWATER S	4	770	1383	14435	433	289	3%	2%	35	2191	3	3	3	0	B	64.7	--	--	94	265	562
CAMPO	KENWOOD	CONRAD	4	2500	4531	47468	1424	949	3%	2%	35	2192	6	3	3	0	B	64.7	--	--	94	265	562
CAMPO	CONRAD	NORTH BONITA	4	1458	2329	23315	699	466	3%	2%	35	2193	4	3	3	0	B	64.7	--	--	94	265	562
CAMPO	NORTH BONITA	NORTH BARCELONA	4	1458	2329	23315	699	466	3%	2%	35	2194	4	3	3	0	B	64.7	--	--	94	265	562
CAMPO	NORTH BARCELONA	SOUTH CORDOBA	4	1109	1756	19334	580	387	3%	2%	35	2195	4	3	3	0	B	64.7	--	--	94	265	562
CAMPO	SOUTH CORDOBA	GRANADA	4	1036	2131	20230	607	405	3%	2%	35	2196	4	3	3	0	B	64.7	--	--	94	265	562
CAMPO	ROGERS	ZONE CONNECTOR	4	800	1549	11317	340	226	3%	2%	35	2329	3	3	3	0	B	64.7	--	--	94	265	562
CAMPO	ZONE CONNECTOR	KENWOOD	4	838	1485	12381	371	248	3%	2%	35	2330	3	3	3	0	B	64.7	--	--	94	265	562
CAMPO	JEFFERSON	ZONE CONNECTOR	2	1036	1379	17382	869	521	5%	3%	45	2357	4	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	UNKNOWN	JEFFERSON	2	1257	1577	21554	1078	647	5%	3%	45	2358	5	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	LYONS VALLEY	UNKNOWN	2	1267	1427	20312	1016	609	5%	3%	45	2359	5	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	VISTA DIEGO	LYONS VALLEY	2	1711	1999	29294	1465	879	5%	3%	45	2360	9	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	VISTA SAGE	VISTA DIEGO	2	1722	1983	29349	1467	880	5%	3%	45	2361	9	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	RANCHO MIGUEL	VISTA SAGE	2	1806	2100	30712	1536	921	5%	3%	45	2362	13	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	MAXFIELD	HILLSIDE	2	996	1369	16536	827	496	5%	3%	45	2364	4	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	ZONE CONNECTOR	MAXFIELD	2	1028	1421	17270	864	518	5%	3%	45	2365	4	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	SR 54	JAMACHA BOULEVARD	4	3688	2460	58489	2924	1755	5%	3%	50	2447	3	3	2	0	MA	70.9	--	124	318	627	1217
CAMPO	SR-94 EB	VIA MERCADO	4	4046	5025	70692	3535	2121	5%	3%	50	2448	5	3	2	0	MA	70.9	--	124	318	627	1217
CAMPO	ZONE CONNECTOR	RAMP	4	4040	5019	70588	3529	2118	5%	3%	50	2449	5	3	2	0	MA	70.9	--	124	318	627	1217

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment			AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	From	To																					
CAMPO	RAMP	SR 54	4	3688	2460	58489	2924	1755	5%	3%	50	2450	3	3	2	0	MA	70.9	--	124	318	627	1217
CAMPO	VIA MERCADO	ZONE CONNECTOR	4	4048	5027	70772	3539	2123	5%	3%	50	2451	5	3	2	0	MA	70.9	--	124	318	627	1217
CAMPO	UNKNOWN	RAMP	4	1829	2207	31735	1587	952	5%	3%	40	2475	2	2	2	0	PA	77.4	167	417	782	1480	2800
CAMPO	RAMP	ZONE CONNECTOR	4	1846	2777	33492	1675	1005	5%	3%	40	2476	2	2	2	0	PA	77.4	167	417	782	1480	2800
CAMPO	ZONE CONNECTOR	RAMP SR-94 WB	4	1682	1992	29962	1498	899	5%	3%	40	2477	2	2	2	0	PA	77.4	167	417	782	1480	2800
CAMPO	JAMACHA ROAD	UNKNOWN	4	1829	2207	31735	1587	952	5%	3%	40	2478	2	2	2	0	PA	77.4	167	417	782	1480	2800
CAMPO	UNKNOWN	SR-94	2	1612	1883	28925	1446	868	5%	3%	45	2480	9	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	UNKNOWN	SR-94	2	1741	2062	31109	1555	933	5%	3%	45	2481	4	2	1	0	PA	77.4	167	417	782	1480	2800
CAMPO	RAMP SR-94 WB	UNKNOWN	2	1746	2067	31179	1559	935	5%	3%	40	2482	4	2	2	0	PA	77.4	167	417	782	1480	2800
CAMPO	SR-94	MILLAR RANCH	2	1741	2062	31109	1555	933	5%	3%	45	2483	4	2	1	0	PA	77.4	167	417	782	1480	2800
CAMPO	MILLAR RANCH	UNKNOWN	2	1680	1971	30047	1502	901	5%	3%	50	2484	3	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	UNKNOWN	UNKNOWN	2	1680	1971	30047	1502	901	5%	3%	45	2485	3	2	3	0	PA	77.4	167	417	782	1480	2800
CAMPO	ZONE CONNECTOR	HONEY SPRINGS	3	876	1164	13671	684	410	5%	3%	40	2529	3	4	1	0	C	63.6	--	--	73	212	457
CAMPO	SC 760	ZONE CONNECTOR	3	887	1190	13969	698	419	5%	3%	40	2531	3	4	1	0	C	63.6	--	--	73	212	457
CAMPO	UNKNOWN	SC 760	3	894	1198	14068	703	422	5%	3%	40	2532	4	4	1	0	C	63.6	--	--	73	212	457
CAMPO	UNKNOWN	SC 760	3	894	1198	14068	703	422	5%	3%	40	2534	4	4	1	0	C	63.6	--	--	73	212	457
CAMPO	MELODY	UNKNOWN	3	894	1198	14068	703	422	5%	3%	40	2535	3	4	1	0	C	63.6	--	--	73	212	457
CAMPO	HILLSIDE	MELODY	2	991	1356	16390	820	492	5%	3%	45	2536	4	2	3	0	PA	77.4	167	417	782	1480	2800
CANONITA	OLD 395	RAMP I-15 SB	2	481	702	8224	247	164	3%	2%	25	2401	5	7	1	0	L	54.9	--	--	--	31	98
CARLINA	EL PAISANO	MACADAMIA	4	2172	2049	25214	756	504	3%	2%	35	1390	4	3	2	0	B	64.7	--	--	94	265	562
CARMICHAEL	FLETCHER	ZONE CONNECTOR	2	378	591	6317	190	126	3%	2%	25	887	4	7	1	0	L	54.9	--	--	--	31	98
CASA DE ORO	TOLEDO	RAMONA	2	374	657	6706	201	134	3%	2%	25	193	4	7	1	0	L	54.9	--	--	--	31	98
CASA DE ORO	RAMONA	CAMPO	2	474	1012	9414	282	188	3%	2%	30	194	4	7	1	0	L	54.9	--	--	--	31	98
CENTRAL	TROY	ZONE CONNECTOR	2	601	1199	14456	434	289	3%	2%	35	880	5	7	1	0	L	54.9	--	--	--	31	98
CENTRAL	ZONE CONNECTOR	VALENCIA	2	316	646	7354	221	147	3%	2%	35	883	4	7	1	0	L	54.9	--	--	--	31	98
CENTRAL	HAZELHURST	AUDUBON	2	430	700	8130	244	163	3%	2%	35	1203	3	5	3	0	LC	61.2	--	--	42	132	315
CENTRAL	AUDUBON	CORRAL CANYON	2	430	700	8130	244	163	3%	2%	35	1204	3	5	3	0	LC	61.2	--	--	42	132	315
CENTRAL	FRISBIE	HAZELHURST	2	418	700	8123	244	162	3%	2%	35	1205	3	5	3	0	LC	61.2	--	--	42	132	315
CENTRAL	BONITA	BONITA GLEN	2	661	1280	15492	465	310	3%	2%	35	1206	5	5	3	0	LC	61.2	--	--	42	132	315
CENTRAL	BONITA GLEN	ZONE CONNECTOR	2	657	1276	15380	461	308	3%	2%	35	1207	5	5	3	0	LC	61.2	--	--	42	132	315
CENTRAL	ZONE CONNECTOR	FRISBIE	2	390	626	7818	235	156	3%	2%	35	1208	3	5	3	0	LC	61.2	--	--	42	132	315
CENTRAL	SWEETWATER	BONITA	2	861	1455	17009	510	340	3%	2%	40	1487	5	4	2	0	C	63.6	--	--	73	212	457
CENTRE CITY	UNKNOWN	UNKNOWN	1	408	637	6545	196	131	3%	2%	50	54	3	3	1	0	MA	70.9	--	124	318	627	1217
CHAMPAGNE	LAWRENCE WELK	UNKNOWN	4	2409	2515	23258	698	465	3%	2%	50	1416	3	3	3	0	MA	70.9	--	124	318	627	1217
CHAMPAGNE	UNKNOWN	LAWRENCE WELK	4	2536	2543	22686	681	454	3%	2%	50	1417	2	3	3	0	MA	70.9	--	124	318	627	1217
CHAMPAGNE	GOPHER CANYON	OLD CASTLE	4	2833	3162	28805	864	576	3%	2%	50	1418	4	3	3	0	MA	70.9	--	124	318	627	1217
CHAMPAGNE	OLD CASTLE	UNKNOWN	4	2534	2541	22650	680	453	3%	2%	50	1419	2	3	3	0	MA	70.9	--	124	318	627	1217
CHAMPAGNE	UNKNOWN	MOUNTAIN MEADOW	4	2411	2517	23294	699	466	3%	2%	50	1420	3	3	3	0	MA	70.9	--	124	318	627	1217
CHAMPAGNE	UNKNOWN	UNKNOWN	4	2411	2517	23294	699	466	3%	2%	50	1421	3	3	3	0	MA	70.9	--	124	318	627	1217
CHANNEL	ZONE CONNECTOR	MAPLEVIEW	4	1585	2257	24019	721	480	3%	2%	50	1053	3	3	3	0	MA	70.9	--	124	318	627	1217
CHANNEL	LAKESIDE	ZONE CONNECTOR	4	1580	2153	23319	700	466	3%	2%	50	1054	3	3	3	0	MA	70.9	--	124	318	627	1217
CHANNEL	INDUSTRY	LAKESHORE	2	514	902	9854	296	197	3%	2%	35	1971	4	5	3	0	LC	61.2	--	--	42	132	315
CHANNEL	MAPLEVIEW	INDUSTRY	2	491	813	8588	258	172	3%	2%	35	2318	3	5	3	0	LC	61.2	--	--	42	132	315
CHANNEL	WOODSIDE	ZONE CONNECTOR	2	342	680	6468	194	129	3%	2%	35	2321	3	5	3	0	LC	61.2	--	--	42	132	315
CHANNEL	LAKESHORE	WOODSIDE	2	441	829	8736	262	175	3%	2%	35	2322	3	5	3	0	LC	61.2	--	--	42	132	315
CHASE	GROVE	BERNITA	4	739	1607	14750	442	295	3%	2%	50	726	1	3	2	0	MA	70.9	--	124	318	627	1217
CHASE	BERNITA	UNKNOWN	4	756	1627	15047	451	301	3%	2%	50	727	2	3	2	0	MA	70.9	--	124	318	627	1217
CHASE	UNKNOWN	MONUMENT HILL	4	704	1538	13935	418	279	3%	2%	50	728	1	3	2	0	MA	70.9	--	124	318	627	1217
CHASE	MONUMENT HILL	FUERTE	4	728	1582	14467	434	289	3%	2%	50	729	1	3	2	0	MA	70.9	--	124	318	627	1217
CHASE	RANCHO VALLE	GROVE	4	745	1681	15170	455	303	3%	2%	50	730	2	3	2	0	MA	70.9	--	124	318	627	1217
CHASE	JAMACHA ROAD	UNKNOWN	4	672	1069	12162	365	243	3%	2%	50	774	1	3	2	0	MA	70.9	--	124	318	627	1217
CHASE	SR 54	JAMACHA ROAD	4	1077	2257	20758	623	415	3%	2%	50	1360	2	3	2	0	MA	70.9	--	124	318	627	1217
CHASE	FUERTE	SR 54	4	1077	2257	20758	623	415	3%	2%	50	1361	2	3	2	0	MA	70.9	--	124	318	627	1217
CHASE	UNKNOWN	HILLSDALE	4	570	912	10314	309	206	3%	2%	50	1448	1	3	2	0	MA	70.9	--	124	318	627	1217
CHRISTMAS N	PALM CANYON	BORREGO SPRINGS	2	786	951	13328	267	133	2%	1%	35	2099	5	3	1	0	B	64.7	--	--	94	265	562
CHRISTMAS N	BORREGO SPRINGS	PALM CANYON	2	662	1012	12970	259	130	2%	1%	35	2102	5	3	1	0	B	64.7	--	--	94	265	562
CHRISTMAS S	BORREGO SPRINGS	PALM CANYON	2	522	1187	12981	260	130	2%	1%	35	2098	5	3	1	0	B	64.7	--	--	94	265	562
CHRISTMAS S	PALM CANYON	SUNSET	2	431	1442	14998	300	150	2%	1%	35	2100	5	3	1	0	B	64.7	--	--	94	265	562
CHRISTMAS S	SUNSET	BORREGO SPRINGS	2	486	1624	15686	314	157	2%	1%	35	2101	6	3	1	0	B	64.7	--	--	94	265	562
CITRACADO	BERNARDO	RAMP I-15 SB	4	1916	2072	25398	762	508	3%	2%	50	431	3	3	2	0	MA	70.9	--	124	318	627	1217
CITRACADO	EUCALYPTUS	BERNARDO	4	1376	1316	17719	532	354	3%	2%	50	432	2	3	2	0	MA	70.9	--	124	318	627	1217
CITRACADO	SCENIC TL	EUCALYPTUS	4	1327	1329	16920	508	338	3%	2%	50	460	2	3	2	0	MA	70.9	--	124	318	627	1217
CITRACADO	KAUANA LOA	AVNDA DEL DIABLO	4	1491	1466	16551	497	331	3%	2%	50	1303	2	3	2	0	MA	70.9	--	124	318	627	1217
CITRUS	MTN VIEW	ZONE CONNECTOR	2	799	356	8281	248	166	3%	2%	35	420	4	5	1	0	LC	61.2	--	--	42	132	315
CITRUS	ZONE CONNECTOR	BIRCH	2	819	375	8500	255	170	3%	2%	35	1936	4	5	1	0	LC	61.2	--	--	42	132	315
CITRUS	BIRCH	IDAHO	2	689	313	7108	213	142	3%	2%	35	1937	4	5	1	0	LC	61.2	--	--	42	132	315
CITRUS	IDAHO	IDAHO	2	910	730	11195	336	224	3%	2%	35	1938	5	5	1	0	LC	61.2	--	--	42	132	315
CITRUS	IDAHO	SAN PASQUAL VALLEY	2	737	475	8292	249	166	3%	2%	35	1939	4	5	1	0	LC	61.2	--	--	42	132	315
CLEMMENS	MISSION/MAIN	OLD STAGE	2	655	1230	13449	403	269	3%	2%	25	910	6	7	1	0	L	54.9	--	--	--	31	98
CLEMMENS	HILL	MISSION/MAIN	2	490	925	10568	317	211	3%	2%	25	2421	5	7	1	0	L	54.9	--	--	--	31	98
CLEMMENS	RECHE	MORRO	2	387	598	6645	199	133	3%	2%	25	2429	4	7	1	0	L	54.9	--	--	--	31	98
CLOVERDALE	ROCKWOOD	NEW CLOVERDALE	2	211	840	5190	156	104	3%	2%	35	108	3	5	1	0	LC	61.2	--	--	42	132	315
CLOVERDALE	UNNAMED PUBLIC	MTN VIEW	2	417	602	7302	219	146	3%	2%	35	421	4	5	1	0	LC	61.2	--	--	42	132	315
CLOVERDALE	MTN VIEW	ROCKWOOD	2	211	840	5190	156	104	3%	2%	35	422	3	5	1	0	LC	61.2	--	--	42	132	315
COAST	SAN DIEGO	MONTEREY	4	1779	1648	18437	553	369	3%	2%	40	254	5	4	1	0	C	63.6	--	--	73	212	457
COLE GRADE	MC NALLY	TYLER	2	565	1131	10804	324	216	3%	2%	40	1817	4	4	3	0	C	63.6	--	--	73	212	457
COLE GRADE	TYLER	PAUMA HEIGHTS	2	565	1131	10804	324	216	3%	2%	40	1818	4	4	3	0	C	63.6	--	--	73	212	457
COLE GRADE	WHITE STAR	COOL VALLEY	2	462	612	7006	210	140	3%	2%	40	1819	3	4	2	0	C	63.6	--	--	73	212	457
COLE GRADE	PAUMA HEIGHTS	WHITE STAR	2	462	612	7006	210	140	3%	2%	40	1820	3	4	2	0	C	63.6	--	--	73	212	457

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment			AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	From	To																					
COLE GRADE	UNKNOWN	VIA VALENCIA	4	973	747	13773	413	275	3%	2%	50	1821	1	3	2	0	MA	70.9	--	124	318	627	1217
COLE GRADE	VIA VALENCIA	MILLCO	4	994	1092	15320	460	306	3%	2%	50	1822	2	3	2	0	MA	70.9	--	124	318	627	1217
COLE GRADE	COOL VALLEY	ZONE CONNECTOR	4	934	1193	14080	422	282	3%	2%	50	1823	1	3	2	0	MA	70.9	--	124	318	627	1217
COLE GRADE	ZONE CONNECTOR	VILLA SIERRA	4	981	1266	14861	446	297	3%	2%	50	1824	2	3	2	0	MA	70.9	--	124	318	627	1217
COLE GRADE	VILLA SIERRA	UNKNOWN	4	973	747	13773	413	275	3%	2%	50	1825	1	3	2	0	MA	70.9	--	124	318	627	1217
COLE GRADE	ZONE CONNECTOR	VALLEY CENTER	4	1200	1531	20268	608	405	3%	2%	35	1838	4	3	2	0	B	64.7	--	--	94	265	562
COLE GRADE	FRUITVALE	JAKE	4	1000	1072	15235	457	305	3%	2%	35	1839	3	3	2	0	B	64.7	--	--	94	265	562
COLE GRADE	JAKE	ZONE CONNECTOR	4	1089	1242	16934	508	339	3%	2%	35	1840	3	3	2	0	B	64.7	--	--	94	265	562
COLE GRADE	MILLCO	HORSE CREEK	4	1124	1226	17294	519	346	3%	2%	50	1859	2	3	2	0	MA	70.9	--	124	318	627	1217
COLE GRADE	HORSE CREEK	FRUITVALE	4	1030	1105	15417	463	308	3%	2%	50	1860	2	3	2	0	MA	70.9	--	124	318	627	1217
COLE GRADE	ZONE CONNECTOR	PAUMA VISTA	2	488	1065	9973	299	199	3%	2%	35	1868	4	5	1	0	LC	61.2	--	--	42	132	315
COLE GRADE	PAUMA VISTA	MC NALLY	2	519	1105	10451	314	209	3%	2%	35	1870	4	5	1	0	LC	61.2	--	--	42	132	315
COLE GRADE	BALLERINA	ZONE CONNECTOR	4	373	797	8778	263	176	3%	2%	35	2105	2	3	2	0	B	64.7	--	--	94	265	562
COLE GRADE	ZONE CONNECTOR	VALLEY CENTER	4	373	797	8778	263	176	3%	2%	35	2106	2	3	2	0	B	64.7	--	--	94	265	562
COLE GRADE	SR-76	ZONE CONNECTOR	2	460	982	9341	280	187	3%	2%	35	2741	4	5	1	0	LC	61.2	--	--	42	132	315
CONRAD	ZONE CONNECTOR	CAMPO	2	404	967	8846	265	177	3%	2%	40	1026	4	4	1	0	C	63.6	--	--	73	212	457
CONRAD	ESTRELLA	ROGERS	2	279	712	5471	164	109	3%	2%	40	1027	3	4	1	0	C	63.6	--	--	73	212	457
CONRAD	ROGERS	ZONE CONNECTOR	2	257	641	5105	153	102	3%	2%	40	1028	3	4	1	0	C	63.6	--	--	73	212	457
COOL VALLEY	GLEN	COLE GRADE	2	446	556	6479	194	130	3%	2%	40	2219	3	4	3	0	C	63.6	--	--	73	212	457
CORRAL CANYON	YEARLING	GALLOPING	2	339	546	6214	186	124	3%	2%	35	1172	3	5	3	0	LC	61.2	--	--	42	132	315
CORRAL CANYON	PONY	3668	2	339	546	6214	186	124	3%	2%	35	1173	3	5	3	0	LC	61.2	--	--	42	132	315
CORRAL CANYON	JOCKEY	YEARLING	2	339	546	6214	186	124	3%	2%	35	1174	3	5	3	0	LC	61.2	--	--	42	132	315
CORRAL CANYON	3668	JOCKEY	2	339	546	6214	186	124	3%	2%	35	1175	3	5	3	0	LC	61.2	--	--	42	132	315
CORRAL CANYON	CENTRAL	PONY	2	339	546	6214	186	124	3%	2%	35	1176	3	5	3	0	LC	61.2	--	--	42	132	315
CORRIZO GORGE	RAMP I-8 WB	RAMP I-8 EB	2	968	973	13377	268	134	2%	1%	35	1209	4	5	3	0	LC	61.2	--	--	42	132	315
CORRIZO GORGE	RAMP I-8 EB	CARRIZO GORGE	2	1144	1853	21181	424	212	2%	1%	35	1210	6	5	3	0	LC	61.2	--	--	42	132	315
COUNTRY CLUB	SUNSET	ZONE CONNECTOR	2	859	1678	19076	382	191	2%	1%	35	1046	6	7	1	0	L	54.9	--	--	--	31	98
COUNTRY CLUB	ZONE CONNECTOR	UNKNOWN	2	679	1031	12170	243	122	2%	1%	35	1047	5	7	1	0	L	54.9	--	--	--	31	98
COUNTRY CLUB	UNKNOWN	ZONE CONNECTOR	2	679	1031	12170	243	122	2%	1%	35	1048	5	7	1	0	L	54.9	--	--	--	31	98
COUNTRY CLUB	UNKNOWN	SUNSET	2	761	1818	18572	371	186	2%	1%	35	1049	6	7	1	0	L	54.9	--	--	--	31	98
COUNTRY CLUB	HARMONY GROVE	UNKNOWN	2	320	500	5862	176	117	3%	2%	25	2045	4	7	1	0	L	54.9	--	--	--	31	98
COUSER CANYON	ZONE CONNECTOR	LILAC	2	1133	372	5777	173	116	3%	2%	35	2740	3	5	1	0	LC	61.2	--	--	42	132	315
COUSER CANYON	ZONE CONNECTOR	ZONE CONNECTOR	2	1133	254	5773	173	115	3%	2%	35	2747	3	5	1	0	LC	61.2	--	--	42	132	315
COUSER CANYON	ZONE CONNECTOR	ZONE CONNECTOR	2	1133	254	5773	115	58	2%	1%	35	2760	3	5	1	0	LC	61.2	--	--	42	132	315
COUSER CANYON	PALA	ZONE CONNECTOR	2	1144	271	5973	119	60	2%	1%	35	2788	3	5	1	0	LC	61.2	--	--	42	132	315
CRESTWOOD	RAMP I-8 EB	OLD 80	4	330	767	8193	164	82	2%	1%	35	128	3	4	1	0	C	63.6	--	--	73	212	457
CTE MADERA	LEBANON	LOS PINOS	2	313	462	5513	110	55	2%	1%	30	338	3	7	1	0	L	54.9	--	--	--	31	98
CYPRESS	LILAC	ZONE CONNECTOR	4	1751	2942	33653	1010	673	3%	2%	35	2221	6	3	2	0	B	64.7	--	--	94	265	562
CYPRESS	ZONE CONNECTOR	CHARLAN	4	1593	2309	26476	794	530	3%	2%	35	2283	4	3	2	0	B	64.7	--	--	94	265	562
CYPRESS	CHARLAN	MOUNTAIN MEADOW	4	1593	2309	26476	794	530	3%	2%	35	2284	4	3	2	0	B	64.7	--	--	94	265	562
CYPRESS	MOUNTAIN MEADOW	VALLEY CENTER	2	395	519	6105	183	122	3%	2%	25	2383	4	7	1	0	L	54.9	--	--	--	31	98
D	14TH	ZONE CONNECTOR	2	347	928	10618	319	212	3%	2%	25	2121	5	7	1	0	L	54.9	--	--	--	31	98
D	ZONE CONNECTOR	12TH	2	407	1016	11675	350	234	3%	2%	25	2122	6	7	1	0	L	54.9	--	--	--	31	98
D	12TH	11TH	2	160	501	5365	161	107	3%	2%	25	2123	4	7	1	0	L	54.9	--	--	--	31	98
D	11TH	10TH	2	160	501	5365	161	107	3%	2%	25	2124	4	7	1	0	L	54.9	--	--	--	31	98
D	10TH	ZONE CONNECTOR	2	237	485	5297	159	106	3%	2%	20	2132	4	7	1	0	L	54.9	--	--	--	31	98
D	ZONE CONNECTOR	07TH	2	238	459	5339	160	107	3%	2%	25	2133	4	7	1	0	L	54.9	--	--	--	31	98
DAY	VERMONT	MAIN	2	362	943	10196	306	204	3%	2%	25	215	5	7	1	0	L	54.9	--	--	--	31	98
DE LUZ	UNKNOWN	SANDIA CREEK	2	1084	715	8774	263	175	3%	2%	35	93	4	5	1	0	LC	61.2	--	--	42	132	315
DE LUZ	DE LUZ MURRIETA	HARRIS	2	1084	715	8774	263	175	3%	2%	35	107	4	5	1	0	LC	61.2	--	--	42	132	315
DE LUZ	SANDIA CREEK	ZONE CONNECTOR	2	1139	831	10051	302	201	3%	2%	35	131	4	5	1	0	LC	61.2	--	--	42	132	315
DE LUZ	HARRIS	UNKNOWN	2	1084	715	8774	263	175	3%	2%	35	158	4	5	1	0	LC	61.2	--	--	42	132	315
DE LUZ	ZONE CONNECTOR	DOUGHERTY	2	1333	1121	13304	399	266	3%	2%	35	1301	5	5	1	0	LC	61.2	--	--	42	132	315
DE LUZ	DOUGHERTY	PICO	2	1389	1203	14177	425	284	3%	2%	35	1302	5	5	1	0	LC	61.2	--	--	42	132	315
DEER SPRINGS	UNKNOWN	VISTA MERRIAM	6	3768	3135	46659	1400	933	3%	2%	51	2228	4	2	2	0	PA	77.4	167	417	782	1480	2800
DEER SPRINGS	MARILYN	UNKNOWN	6	3768	3135	46659	1400	933	3%	2%	51	2229	4	2	2	0	PA	77.4	167	417	782	1480	2800
DEER SPRINGS	MULBERRY	MARILYN	6	3647	2883	43137	1294	863	3%	2%	51	2230	3	2	2	0	PA	77.4	167	417	782	1480	2800
DEER SPRINGS	MESA ROCK	RAMP I-15 SB	6	4684	3770	55734	1672	1115	3%	2%	51	2232	5	2	2	0	PA	77.4	167	417	782	1480	2800
DEER SPRINGS	VISTA MERRIAM	ZONE CONNECTOR	6	3777	3128	46650	1400	933	3%	2%	51	2289	4	2	2	0	PA	77.4	167	417	782	1480	2800
DEER SPRINGS	ZONE CONNECTOR	ZONE CONNECTOR	6	3778	3129	46658	1400	933	3%	2%	51	2290	4	2	2	0	PA	77.4	167	417	782	1480	2800
DEER SPRINGS	ZONE CONNECTOR	ZONE CONNECTOR	6	3828	3168	47216	1416	944	3%	2%	51	2291	4	2	2	0	PA	77.4	167	417	782	1480	2800
DEER SPRINGS	ZONE CONNECTOR	MESA ROCK	6	3894	3249	48233	1447	965	3%	2%	51	2292	4	2	2	0	PA	77.4	167	417	782	1480	2800
DEHESA	SINGING TRAILS	DEHESA-NEW	4	536	1332	12007	360	240	3%	2%	50	68	1	3	3	0	MA	70.9	--	124	318	627	1217
DEHESA	DEHESA-NEW	WILLOW GLEN	4	536	1332	12007	360	240	3%	2%	50	197	1	3	3	0	MA	70.9	--	124	318	627	1217
DEHESA	UNKNOWN	HARBISON CANYON	4	788	1794	16094	483	322	3%	2%	50	198	2	3	3	0	MA	70.9	--	124	318	627	1217
DEHESA	UNKNOWN	UNKNOWN	4	811	1825	16492	495	330	3%	2%	50	221	2	3	3	0	MA	70.9	--	124	318	627	1217
DEHESA	WILLOW GLEN	ZONE CONNECTOR	4	901	2018	18450	554	369	3%	2%	50	222	2	3	3	0	MA	70.9	--	124	318	627	1217
DEHESA	ZONE CONNECTOR	SYCUAN SUMMIT	4	820	1838	16640	499	333	3%	2%	50	1349	2	3	3	0	MA	70.9	--	124	318	627	1217
DEHESA	SYCUAN SUMMIT	UNKNOWN	4	820	1838	16640	499	333	3%	2%	50	1350	2	3	3	0	MA	70.9	--	124	318	627	1217
DEHESA	CALLE ENCANTO	VISTA GRANDE	4	633	1374	13437	403	269	3%	2%	50	1927	1	3	3	0	MA	70.9	--	124	318	627	1217
DEHESA	VISTA GRANDE	SINGING TRAILS	4	643	1494	13941	418	279	3%	2%	50	1928	2	3	3	0	MA	70.9	--	124	318	627	1217
DEHESA	GRANITE HILLS	CALLE ENCANTO	4	633	1371	13440	403	269	3%	2%	50	1929	1	3	3	0	MA	70.9	--	124	318	627	1217
DEHESA	HARBISON CANYON	ZONE CONNECTOR	4	634	1608	14635	439	293	3%	2%	50	2545	2	3	3	0	MA	70.9	--	124	318	627	1217
DEHESA	ZONE CONNECTOR	SYCUAN	4	589	1548	13829	415	277	3%	2%	50	2546	2	3	3	0	MA	70.9	--	124	318	627	1217
DEHESA-NEW	DEHESA	DEHESA	4	590	1465	13207	396	264	3%	2%	50	961	1	3	3	0	MA	70.9	--	124	318	627	1217
DEL DIOS	RANCHO DEL RIO	LUNA DE MIEL	2	2197	2022	26386	792	528	3%	2%	40	1309	6	4	2	0	C	63.6	--	--	73	212	457
DEL DIOS	UNKNOWN	RANCHO DEL RIO	2	2197	2022	26386	792	528	3%	2%	40	1310	6	4	2	0	C	63.6	--	--	73	212	457
DEL DIOS	VIA RANCHO	ZONE CONNECTOR	2	2486	2439	31678	950	634	3%	2%	40	1440	6	4	2	0	C	63.6	--	--	73	212	457
DEL DIOS	ZONE CONNECTOR	COUNTRY CLUB	2	2467	2410	31342	940	627	3%	2%	40	1441	6	4	2	0	C	63.6	--	--	73	212	457

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment																						
	From	To		AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
DEL DIOS	ELM	ZONE CONNECTOR	2	2467	2410	31342	940	627	3%	2%	40	1488	6	4	2	0	C	63.6	--	--	73	212	457
DEL DIOS	UNKNOWN	UNKNOWN	2	2174	1956	25737	772	515	3%	2%	40	1489	6	4	2	0	C	63.6	--	--	73	212	457
DEL DIOS	RANCHO	UNKNOWN	2	2174	1956	25737	772	515	3%	2%	40	1490	6	4	2	0	C	63.6	--	--	73	212	457
DEL DIOS	ZONE CONNECTOR	MT ISRAEL	2	2347	2218	29071	872	581	3%	2%	40	1491	6	4	2	0	C	63.6	--	--	73	212	457
DEL DIOS	MT ISRAEL	RANCHO	2	2218	2025	26543	796	531	3%	2%	40	1492	6	4	2	0	C	63.6	--	--	73	212	457
DEL DIOS	COUNTRY CLUB	ELM	2	2467	2410	31342	940	627	3%	2%	40	1493	6	4	2	0	C	63.6	--	--	73	212	457
DEL DIOS	LUNA DE MIEL	DEL DIOS ROUNDABOUT	2	2294	2165	27939	838	559	3%	2%	40	2299	6	4	2	0	C	63.6	--	--	73	212	457
DEL DIOS	DEL DIOS ROUNDABOUT	EL CAMINO DEL NORTE	2	2286	2157	27823	835	556	3%	2%	40	2312	6	4	2	0	C	63.6	--	--	73	212	457
DEL DIOS	UNKNOWN	ZONE CONNECTOR	2	2174	1956	25737	772	515	3%	2%	40	2355	6	4	2	0	C	63.6	--	--	73	212	457
DEL DIOS	ZONE CONNECTOR	UNKNOWN	2	2195	2020	26365	791	527	3%	2%	40	2356	6	4	2	0	C	63.6	--	--	73	212	457
DEL DIOS ROUNDABOU	LA VALLE PLATEADA	PASEO DELICIAS	1	598	1227	11544	346	231	3%	2%	40	2306	5	5	1	0	LC	61.2	--	--	42	132	315
DEL DIOS ROUNDABOU	PASEO DELICIAS	LA VALLE PLATEADA	1	551	1278	11506	345	230	3%	2%	40	2307	5	5	1	0	LC	61.2	--	--	42	132	315
DEL DIOS ROUNDABOU	EL MONTEVIDEO	PASEO DELICIAS	1	1511	745	12886	387	258	3%	2%	40	2308	5	5	1	0	LC	61.2	--	--	42	132	315
DEL DIOS ROUNDABOU	PASEO DELICIAS	EL MONTEVIDEO	1	1499	739	12804	384	256	3%	2%	40	2309	5	5	1	0	LC	61.2	--	--	42	132	315
DEL DIOS ROUNDABOU	PASEO DELICIAS	VIA DE LA VALLE	1	1482	893	12680	380	254	3%	2%	40	2310	5	5	1	0	LC	61.2	--	--	42	132	315
DEL DIOS ROUNDABOU	VIA DE LA VALLE	PASEO DELICIAS	1	546	1415	12325	370	246	3%	2%	40	2311	5	5	1	0	LC	61.2	--	--	42	132	315
DEL DIOS ROUNDABOU	PASEO DELICIAS	PASEO DELICIAS	1	1624	722	13665	410	273	3%	2%	40	2346	5	5	1	0	LC	61.2	--	--	42	132	315
DEL RIO	SWEETWATER SPRINGS	CALAVO	2	508	579	5995	180	120	3%	2%	25	752	4	7	1	0	L	54.9	--	--	--	31	98
DELROSE	RANGEVIEW	ELKELTON	2	327	768	7569	227	151	3%	2%	35	2103	4	5	1	0	LC	61.2	--	--	42	132	315
DEODAR	OASIS	MONTIEL	2	328	807	8522	256	170	3%	2%	35	84	4	5	1	0	LC	61.2	--	--	42	132	315
DEODAR	ROCK SPRINGS	OASIS	2	457	843	9121	274	182	3%	2%	35	184	4	5	1	0	LC	61.2	--	--	42	132	315
DISCOVERY	SAN MARCOS	SAN PABLO	4	818	1091	13930	418	279	3%	2%	50	448	1	3	2	0	MA	70.9	--	124	318	627	1217
DISCOVERY	SAN PABLO	LA SOMBRA	4	847	1064	14753	443	295	3%	2%	50	846	1	3	2	0	MA	70.9	--	124	318	627	1217
DOVE CANYON	SF 1407	UNKNOWN	4	693	1011	12554	377	251	3%	2%	35	2454	3	3	2	0	B	64.7	--	--	94	265	562
DOVE CANYON	UNKNOWN	CAM DEL NORTE	4	693	1011	12554	377	251	3%	2%	35	2455	3	3	2	0	B	64.7	--	--	94	265	562
DOVE CANYON	UNAMED	BERNARDO CENTER	4	718	1029	7786	234	156	3%	2%	35	2456	2	3	2	0	B	64.7	--	--	94	265	562
DULIN	ZONE CONNECTOR	OLD 395	2	438	573	6551	197	131	3%	2%	40	2745	3	4	1	0	C	63.6	--	--	73	212	457
DULIN	SHEARER	ZONE CONNECTOR	2	464	756	7813	234	156	3%	2%	40	2750	4	4	1	0	C	63.6	--	--	73	212	457
DUNBAR	RAMP I-8 WB	RAMP I-8 EB	2	1569	2158	20290	609	406	3%	2%	35	2058	6	5	3	0	LC	61.2	--	--	42	132	315
DUNBAR	OLDE 80	RAMP I-8 WB	2	1139	2061	17562	527	351	3%	2%	35	2059	5	5	3	0	LC	61.2	--	--	42	132	315
DYE	UNKNOWN	DURAZANITOS	2	430	526	5862	176	117	3%	2%	40	1725	2	4	3	0	C	63.6	--	--	73	212	457
DYE	DURAZANITOS	UNKNOWN	2	386	459	5106	153	102	3%	2%	40	1726	2	4	3	0	C	63.6	--	--	73	212	457
E	10TH	ZONE CONNECTOR	2	266	455	5489	165	110	3%	2%	25	2134	4	7	1	0	L	54.9	--	--	--	31	98
E	ZONE CONNECTOR	07TH	2	262	541	6436	193	129	3%	2%	25	2135	4	7	1	0	L	54.9	--	--	--	31	98
E	07TH	ZONE CONNECTOR	2	216	487	5644	169	113	3%	2%	25	2141	4	7	1	0	L	54.9	--	--	--	31	98
EAST GRADE	ZONE CONNECTOR	SC 330	2	253	537	5996	120	60	2%	1%	30	1554	4	6	1	0	RC	56.3	--	--	--	43	136
EAST VISTA	UNKNOWN	BARSBY	4	2375	3351	26744	802	535	3%	2%	50	964	3	3	2	0	MA	70.9	--	124	318	627	1217
EAST VISTA	HUTCHISON	ORMSBY/GOPHER CANY	4	1129	918	12247	367	245	3%	2%	50	1089	1	3	2	0	MA	70.9	--	124	318	627	1217
EAST VISTA	STRAWBERRY HILL	OSBORNE	4	2355	3206	26480	794	530	3%	2%	50	1090	3	3	2	0	MA	70.9	--	124	318	627	1217
EAST VISTA	EVERGREEN	HUTCHISON	4	1314	1304	14173	425	283	3%	2%	50	1091	1	3	2	0	MA	70.9	--	124	318	627	1217
EAST VISTA	OLD RIVER	EVERGREEN	4	1590	1987	22592	678	452	3%	2%	50	1092	2	3	2	0	MA	70.9	--	124	318	627	1217
EAST VISTA	MISSION	OLD RIVER	4	1590	1987	22592	678	452	3%	2%	50	1093	2	3	2	0	MA	70.9	--	124	318	627	1217
EAST VISTA	ORMSBY/GOPHER CANY	STRAWBERRY HILL	4	2335	3190	26327	790	527	3%	2%	50	1094	3	3	2	0	MA	70.9	--	124	318	627	1217
EAST VISTA	OSBORNE	UNKNOWN	4	2375	3351	26744	802	535	3%	2%	50	1095	3	3	2	0	MA	70.9	--	124	318	627	1217
EL APAJO	VIA DE SANTA FE	SAN DIEGUITO	2	953	1164	12412	372	248	3%	2%	40	2296	4	4	2	0	C	63.6	--	--	73	212	457
EL APAJO	VIA DE LA VALLE	VIA DE SANTA FE	2	986	1018	16830	505	337	3%	2%	40	2297	5	4	2	0	C	63.6	--	--	73	212	457
EL CAMINO DEL NORTE	VIA DE FORTUNA	VIA ROSWITHA	2	558	786	10924	328	218	3%	2%	35	965	5	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	VIA ROSWITHA	ZONE CONNECTOR	2	511	722	10204	306	204	3%	2%	35	966	4	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	RANCHO CIELO	UNKNOWN	2	585	950	13578	407	272	3%	2%	35	967	5	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	LAGO VISTA	LAGO LINDO	2	497	713	10150	304	203	3%	2%	35	968	4	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	LAGO LINDO	ALISO CANYON	2	516	848	10700	321	214	3%	2%	35	969	4	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	ZONE CONNECTOR	LAGO VISTA	2	497	713	10150	304	203	3%	2%	35	970	4	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	ALISO CANYON	RANCHO CIELO	2	585	950	13578	407	272	3%	2%	35	971	5	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	WINDMILL RANCH	VAL SERENO	2	514	758	10025	301	200	3%	2%	35	972	4	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	VAL SERENO	LAS MONTANAS	2	547	810	10756	323	215	3%	2%	35	973	4	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	LAS MONTANAS	VIA DE SUENO	2	513	756	10030	301	201	3%	2%	35	974	4	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	VIA DE SUENO	VIA DE FORTUNA	2	513	756	10030	301	201	3%	2%	35	975	4	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	UNKNOWN	DEL DIOS ROUNDABOUT	2	585	950	13578	407	272	3%	2%	35	2300	5	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO DEL NORTE	DEL DIOS ROUNDABOUT	DEL DIOS/PS DELICIAS	2	585	950	13578	407	272	3%	2%	35	2314	5	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO REAL	LA NORIA	UNKNOWN	2	874	1091	7014	210	140	3%	2%	35	1779	3	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO REAL	UNKNOWN	HIGHLAND	2	874	1091	7014	210	140	3%	2%	35	1780	3	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO REAL	LINEA DEL CIELO	LADERA SARINA	2	478	1580	6936	208	139	3%	2%	35	1786	3	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO REAL	LADERA SARINA	RANCHO DEL MADISON	2	478	1580	6936	208	139	3%	2%	35	1787	3	5	1	0	LC	61.2	--	--	42	132	315
EL CAMINO REAL	RANCHO DEL MADISON	VIA DE LA VALLE	2	478	1580	6936	208	139	3%	2%	35	1788	3	5	1	0	LC	61.2	--	--	42	132	315
EL NOPAL	LOS RANCHITOS	LOZITA	2	400	620	7065	212	141	3%	2%	35	119	3	5	1	0	LC	61.2	--	--	42	132	315
EL NOPAL	AQUILLA	LOS RANCHITOS	2	426	655	7579	227	152	3%	2%	35	120	4	5	1	0	LC	61.2	--	--	42	132	315
EL NOPAL	LOZITA	UNNAMED LKS	2	400	620	7065	212	141	3%	2%	35	121	3	5	1	0	LC	61.2	--	--	42	132	315
EL NOPAL	SANTANA	AQUILLA	2	470	695	7634	229	153	3%	2%	35	339	5	4	1	0	C	63.6	--	--	73	212	457
EL NOPAL	UNKNOWN	11354	2	151	610	5060	152	101	3%	2%	25	1956	4	7	1	0	L	54.9	--	--	--	31	98
EL NOPAL	11354	RIVERFORD	2	186	647	5566	167	111	3%	2%	25	1957	4	7	1	0	L	54.9	--	--	--	31	98
EL NOPAL	UNNAMED LKS	UNKNOWN	2	151	610	5060	152	101	3%	2%	25	1958	4	7	1	0	L	54.9	--	--	--	31	98
EL NORTE	REES	NUTMEG/NORDAHL	4	949	1463	15087	453	302	3%	2%	50	434	2	3	2	0	MA	70.9	--	124	318	627	1217
ELFIN FOREST	UNKNOWN	HARMONY GROVE	2	476	624	5911	177	118	3%	2%	35	1307	3	5	1	0	LC	61.2	--	--	42	132	315
ELFIN FOREST	RANCHO SUMMIT	UNKNOWN	2	706	1053	10823	325	216	3%	2%	35	1308	4	5	3	0	LC	61.2	--	--	42	132	315
ELKELTON	NOELINE	PARKBROOK	4	476	744	7888	237	158	3%	2%	35	1990	2	3	3	0	B	64.7	--	--	94	265	562
ELKELTON	MILBURN	NOELINE	4	409	703	6850	206	137	3%	2%	35	1991	2	3	3	0	B	64.7	--	--	94	265	562
ELKELTON	LANCE	MILBURN	4	390	701	6651	200	133	3%	2%	35	1992	2	3	3	0	B	64.7	--	--	94	265	562
ELKELTON	INNSDALE	KELBURN	4	348	719	6771	203	135	3%	2%	35	1993	2	3	3	0	B	64.7	--	--	94	265	562
ELKELTON	KELBURN	LANCE	4	390	701	6651	200	133	3%	2%	35	1994	2	3	3	0	B	64.7	--	--	94	265	562

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment																						
	From	To		AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
ELKELTON	DELROSE	INNSDALE	4	348	719	6771	203	135	3%	2%	35	1995	2	3	3	0	B	64.7	--	--	94	265	562
ELKELTON	JAMACHA ROAD/ASHMOR	DELROSE	4	622	1342	13297	399	266	3%	2%	35	1996	3	3	3	0	B	64.7	--	--	94	265	562
ELKELTON	PARKBROOK	PARADISE VALLEY	4	697	1055	12738	382	255	3%	2%	35	1997	3	3	3	0	B	64.7	--	--	94	265	562
ELKELTON	PARADISE VALLEY	RAMP SR-125 SB	4	303	850	9146	274	183	3%	2%	35	1998	2	3	3	0	B	64.7	--	--	94	265	562
ELM	CEDAR	POPLAR	2	373	502	5931	178	119	3%	2%	35	1755	3	5	1	0	LC	61.2	--	--	42	132	315
ELM	POPLAR	OLIVE	2	373	502	5931	178	119	3%	2%	35	1756	3	5	1	0	LC	61.2	--	--	42	132	315
ELTINGE	UNKNOWN	UNKNOWN	2	514	1421	9711	291	194	3%	2%	25	1614	5	7	1	0	L	54.9	--	--	--	31	98
ELTINGE	BAY MEADOWS	UNKNOWN	2	372	1272	8170	245	163	3%	2%	25	1615	5	7	1	0	L	54.9	--	--	--	31	98
ELTINGE	UNKNOWN	WEST VICTORIA	2	514	1491	9922	298	198	3%	2%	25	1616	5	7	1	0	L	54.9	--	--	--	31	98
ELTINGE	SOUTH GRADE	UNKNOWN	2	466	746	8370	251	167	3%	2%	25	1981	5	7	1	0	L	54.9	--	--	--	31	98
EMERALD GROVE	MARILLA	ZONE CONNECTOR	2	363	578	6486	195	130	3%	2%	25	87	4	7	1	0	L	54.9	--	--	--	31	98
ENRICO FERMI	AIRWAY	SIEMPRE VIVA	4	1545	1109	15774	1577	2366	10%	15%	50	1674	2	3	2	0	MA	70.9	--	124	318	627	1217
ENRICO FERMI	OTAY MESA	LONE STAR	4	1095	1306	15809	1581	2371	10%	15%	50	1675	2	3	2	0	MA	70.9	--	124	318	627	1217
ENRICO FERMI	OTAY MESA	ZONE CONNECTOR	4	3000	2919	40525	4052	6079	10%	15%	50	1676	6	3	2	0	MA	70.9	--	124	318	627	1217
ENRICO FERMI	ZONE CONNECTOR	AIRWAY	4	1628	784	13893	1389	2084	10%	15%	50	1677	1	3	2	0	MA	70.9	--	124	318	627	1217
ENRICO FERMI	ZONE CONNECTOR	RAMP SR-11 WB	4	2918	2484	38367	3837	5755	10%	15%	50	1678	6	3	2	0	MA	70.9	--	124	318	627	1217
ENRICO FERMI	RAMP SR-11 WB	RAMP SR-11 EB	4	2652	1394	24150	2415	3622	10%	15%	50	1679	2	3	2	0	MA	70.9	--	124	318	627	1217
ENRICO FERMI	RAMP SR-11 EB	ZONE CONNECTOR	4	1699	1003	15768	1577	2365	10%	15%	50	1680	2	3	2	0	MA	70.9	--	124	318	627	1217
EUCLID	24TH	RIDGEWAY	4	1067	1719	16172	485	323	3%	2%	35	790	3	3	2	0	B	64.7	--	--	94	265	562
EUCLID	RIDGEWAY	NORTH OF SWEETWATE	4	1067	1719	16172	485	323	3%	2%	35	792	3	3	2	0	B	64.7	--	--	94	265	562
EUCLID	NORTH OF SWEETWATER	SWEETWATER	4	1067	1719	16172	485	323	3%	2%	25	793	5	3	2	0	B	64.7	--	--	94	265	562
FALLBROOK	ZONE CONNECTOR	ZONE CONNECTOR	2	368	518	5338	160	107	3%	2%	35	697	3	5	1	0	LC	61.2	--	--	42	132	315
FALLBROOK	MISSION	PICO	2	331	581	6164	185	123	3%	2%	35	1133	3	5	3	0	LC	61.2	--	--	42	132	315
FALLBROOK	PICO	MAIN	2	331	581	6164	185	123	3%	2%	35	1134	3	5	3	0	LC	61.2	--	--	42	132	315
FALLBROOK	OLD STAGE	MANDARIN	2	830	1336	14843	445	297	3%	2%	35	1135	5	5	3	0	LC	61.2	--	--	42	132	315
FALLBROOK	MANDARIN	SHADY GLEN	2	700	1105	12191	366	244	3%	2%	35	1136	4	5	3	0	LC	61.2	--	--	42	132	315
FALLBROOK	DEBRA ANN	MC DONALD	2	613	916	10320	310	206	3%	2%	35	1137	4	5	3	0	LC	61.2	--	--	42	132	315
FALLBROOK	UNKNOWN	STAGE COACH	2	582	810	9388	282	188	3%	2%	35	1138	3	5	3	0	LC	61.2	--	--	42	132	315
FALLBROOK	MC DONALD	MAGARIAN	2	602	881	10095	303	202	3%	2%	35	1139	4	5	3	0	LC	61.2	--	--	42	132	315
FALLBROOK	STAGE COACH	ZONE CONNECTOR	2	446	641	6681	200	134	3%	2%	35	1140	3	5	1	0	LC	61.2	--	--	42	132	315
FALLBROOK	MORRO	DEBRA ANN	2	621	955	10617	319	212	3%	2%	35	1299	4	5	3	0	LC	61.2	--	--	42	132	315
FALLBROOK	MAIN	OLD STAGE	2	742	1250	13879	416	278	3%	2%	35	2335	5	5	3	0	LC	61.2	--	--	42	132	315
FALLBROOK	SHADY GLEN	MORRO	2	621	955	10617	319	212	3%	2%	35	2336	4	5	3	0	LC	61.2	--	--	42	132	315
FALLBROOK	MAGARIAN	UNKNOWN	2	567	806	9304	279	186	3%	2%	35	2337	3	5	3	0	LC	61.2	--	--	42	132	315
FELICITA	UNKNOWN	HAMILTON	2	539	608	6286	189	126	3%	2%	35	1288	3	5	1	0	LC	61.2	--	--	42	132	315
FELICITA	HAMILTON	PARK	2	648	612	6028	181	121	3%	2%	35	1431	3	5	1	0	LC	61.2	--	--	42	132	315
FELICITA	CLARENCE	VIA RANCHO	2	641	592	5548	166	111	3%	2%	35	1432	3	5	1	0	LC	61.2	--	--	42	132	315
FELICITA	PARK	CLARENCE	2	649	613	6044	181	121	3%	2%	35	1433	3	5	1	0	LC	61.2	--	--	42	132	315
FOOTHILL	SUNRISE	UNKNOWN	3	1080	1158	12974	389	259	3%	2%	35	258	4	5	1	0	LC	61.2	--	--	42	132	315
FOOTHILL	UNKNOWN	SUNRISE	3	929	963	10483	314	210	3%	2%	35	413	4	5	1	0	LC	61.2	--	--	42	132	315
FOOTHILL	UNKNOWN	MONTE VISTA	3	1080	1158	12974	389	259	3%	2%	35	414	4	5	1	0	LC	61.2	--	--	42	132	315
FOOTHILL TOLLWAY NE	BASILONE	ORANGE COUNTY LINE	2	1086	915	13930	696	418	5%	3%	70	474	1	1	1	0	4F	78.8	214	500	988	1925	3750
FOOTHILL TOLLWAY NE	BASILONE	ORANGE COUNTY LINE	2	1086	915	13930	696	418	5%	3%	70	576	1	1	1	0	4F	78.8	214	500	988	1925	3750
FOOTHILL TOLLWAY SE	ORANGE COUNTY LINE	BASILONE	2	1114	1072	14528	726	436	5%	3%	70	473	1	1	1	0	4F	78.8	214	500	988	1925	3750
FOOTHILL TOLLWAY SE	ORANGE COUNTY LINE	BASILONE	2	1114	1072	14528	726	436	5%	3%	70	577	1	1	1	0	4F	78.8	214	500	988	1925	3750
FRUITVALE	COLE GRADE	WILHITE	2	298	485	5109	153	102	3%	2%	35	1861	2	5	3	0	LC	61.2	--	--	42	132	315
FRUITVALE	WILHITE	UNKNOWN	2	314	500	5304	159	106	3%	2%	35	1862	2	5	3	0	LC	61.2	--	--	42	132	315
FUERTE	ALZEDA	CALAVO	2	952	1671	13980	419	280	3%	2%	35	92	5	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	LEMON	HELIX	2	1405	1806	18520	556	370	3%	2%	35	98	6	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	CALAVO	AVOCADO	2	965	1695	14335	430	287	3%	2%	35	100	5	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	SIERRA VISTA	UNKNOWN	2	980	1223	13443	403	269	3%	2%	35	101	5	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	GROSSMONT	SIERRA VISTA	2	980	1223	13443	403	269	3%	2%	35	102	5	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	GROSSMONT SUMMIT	GROSSMONT	2	1054	1398	16055	482	321	3%	2%	35	154	5	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	UNKNOWN	ZONE CONNECTOR	2	1041	1324	14655	440	293	3%	2%	35	271	5	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	ZONE CONNECTOR	LEMON	2	1022	1293	14176	425	284	3%	2%	35	272	5	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	HELIX	GRANDVIEW	2	1402	1898	19319	580	386	3%	2%	35	353	6	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	GRANDVIEW	ALZEDA	2	971	1744	14561	437	291	3%	2%	35	354	5	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	UNKNOWN	SHADOWGLEN	2	340	606	5383	161	108	3%	2%	35	1021	3	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	SHADOWGLEN	ROLLING HILLS	2	340	606	5383	161	108	3%	2%	35	1022	3	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	AVOCADO	MAYAPAN	2	505	755	7821	235	156	3%	2%	35	1023	4	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	MAYAPAN	KAREN	2	517	773	8021	241	160	3%	2%	35	1024	4	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	KAREN	FUERTE FARMS	2	394	644	6121	184	122	3%	2%	35	1025	3	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	ROLLING HILLS	CHASE	2	351	623	5563	167	111	3%	2%	35	1362	3	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	NAVAJA	SHADOW KNOLLS	2	372	643	6172	185	123	3%	2%	35	1445	3	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	SHADOW KNOLLS	CHASE	2	484	937	8963	269	179	3%	2%	35	1446	4	5	1	0	LC	61.2	--	--	42	132	315
FUERTE	CHASE	NAVAJA	2	368	640	6093	183	122	3%	2%	35	1447	3	5	1	0	LC	61.2	--	--	42	132	315
FURY	VIA RANCHO SAN DIEGO	JAMACHA ROAD	4	1227	2220	25397	762	508	3%	2%	50	207	3	3	3	0	MA	70.9	--	124	318	627	1217
FURY	SR 54	CALLE FREDERICO	4	1036	1451	16973	509	339	3%	2%	50	344	2	3	3	0	MA	70.9	--	124	318	627	1217
FURY	BRABHAM	VIA RANCHO SAN DIEGO	4	866	1274	14722	442	294	3%	2%	50	350	2	3	3	0	MA	70.9	--	124	318	627	1217
FURY	CALLE FREDERICO	BRABHAM	4	1094	1416	17319	520	346	3%	2%	50	351	2	3	3	0	MA	70.9	--	124	318	627	1217
FURY	CALLE VERDE	SUNDOWN	4	1008	1463	17207	516	344	3%	2%	50	899	2	3	3	0	MA	70.9	--	124	318	627	1217
FURY	UNKNOWN	SR 54	4	1006	1537	17612	528	352	3%	2%	50	900	2	3	3	0	MA	70.9	--	124	318	627	1217
FURY	SUNDOWN	JULIE	4	1008	1463	17207	516	344	3%	2%	50	901	2	3	3	0	MA	70.9	--	124	318	627	1217
FURY	JULIE	UNKNOWN	4	1006	1537	17612	528	352	3%	2%	50	902	2	3	3	0	MA	70.9	--	124	318	627	1217
FURY	AVOCADO	ZONE CONNECTOR	4	1271	1772	20945	628	419	3%	2%	50	1057	2	3	3	0	MA	70.9	--	124	318	627	1217
FURY	ZONE CONNECTOR	RAPATEE	4	1080	1590	18334	550	367	3%	2%	50	1058	2	3	3	0	MA	70.9	--	124	318	627	1217
FURY	RAPATEE	CALLE VERDE	4	1046	1556	17836	535	357	3%	2%	50	1059	2	3	3	0	MA	70.9	--	124	318	627	1217
GIRD	UNKNOWN	ZONE CONNECTOR	2	493	678	7466	224	149	3%	2%	35	1098	4	5	1	0	LC	61.2	--	--	42	132	315
GIRD	KNOTTWOOD/ENCINA	UNKNOWN	2	493	678	7466	224	149	3%	2%	35	1099	4	5	1	0	LC	61.2	--	--	42	132	315

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment																						
	From	To		AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
GIRD	PALA MESA	VIA LOMA	2	418	575	6455	194	129	3%	2%	35	1100	3	5	1	0	LC	61.2	--	--	42	132	315
GIRD	VIA LOMA	KNOTTWOOD/ENCINA	2	450	574	6387	192	128	3%	2%	35	1101	3	5	1	0	LC	61.2	--	--	42	132	315
GIRD	VIA DEL ROBLES	LOS SICOMOROS	2	418	535	5526	166	111	3%	2%	35	1102	3	5	1	0	LC	61.2	--	--	42	132	315
GIRD	LOS SICOMOROS	LAKETREE	2	470	623	6570	197	131	3%	2%	35	1103	3	5	1	0	LC	61.2	--	--	42	132	315
GIRD	LAKETREE	OAK CLIFF	2	490	658	6972	209	139	3%	2%	35	1104	3	5	1	0	LC	61.2	--	--	42	132	315
GIRD	OAK CLIFF	PALA MESA	2	512	688	7313	219	146	3%	2%	35	1105	4	5	1	0	LC	61.2	--	--	42	132	315
GIRD	ZONE CONNECTOR	PALA	2	515	718	7903	237	158	3%	2%	35	1106	4	5	1	0	LC	61.2	--	--	42	132	315
GLEN	UNKNOWN	ANTHONY	2	650	1094	11084	333	222	3%	2%	40	2217	4	4	3	0	C	63.6	--	--	73	212	457
GLEN	UNKNOWN	UNKNOWN	2	650	1094	11084	333	222	3%	2%	40	2218	4	4	3	0	C	63.6	--	--	73	212	457
GLEN	UNKNOWN	UNKNOWN	2	650	1094	11084	333	222	3%	2%	40	2388	4	4	3	0	C	63.6	--	--	73	212	457
GLEN	PAUMA HEIGHTS	UNKNOWN	2	258	634	5418	163	108	3%	2%	25	2415	4	6	1	0	RC	56.3	--	--	--	43	136
GLEN	UNKNOWN	UNKNOWN	2	415	847	7944	238	159	3%	2%	25	2416	5	7	1	0	L	54.9	--	--	--	31	98
GOPHER CANYON	VISTA VALLEY	TWIN OAKS VALLEY	4	1705	3069	23211	696	464	3%	2%	50	1063	3	3	3	1	MA	70.9	--	124	318	627	1217
GOPHER CANYON	ORMSBY	WHISPER TRACE	4	1709	3059	23054	692	461	3%	2%	50	1064	3	3	3	1	MA	70.9	--	124	318	627	1217
GOPHER CANYON	WHISPER TRACE	VISTA VALLEY	4	1708	3074	23230	697	465	3%	2%	50	1065	3	3	3	1	MA	70.9	--	124	318	627	1217
GOPHER CANYON	RAMP I-15 NB	OLD 395	4	1386	2094	21880	656	438	3%	2%	50	1066	2	3	3	0	MA	70.9	--	124	318	627	1217
GOPHER CANYON	UNKNOWN	RAMP I-15 SB	4	1749	3190	24724	742	494	3%	2%	50	1067	3	3	3	0	MA	70.9	--	124	318	627	1217
GOPHER CANYON	RAMP I-15 SB	RAMP I-15 NB	4	1352	2710	22318	670	446	3%	2%	50	1068	2	3	3	0	MA	70.9	--	124	318	627	1217
GOPHER CANYON	TWIN OAKS VALLEY	DISNEY	4	1736	3170	24460	734	489	3%	2%	50	1381	3	3	3	0	MA	70.9	--	124	318	627	1217
GOPHER CANYON	DISNEY	UNKNOWN	4	1736	3170	24460	734	489	3%	2%	50	1382	3	3	3	0	MA	70.9	--	124	318	627	1217
GRAND	JAMACHA ROAD	ST GEORGE	2	425	1078	10343	310	207	3%	2%	35	1141	4	5	3	0	LC	61.2	--	--	42	132	315
GRAND	ST GEORGE	JAMACHA BOULEVARD	2	459	1243	12017	361	240	3%	2%	35	1142	4	5	3	0	LC	61.2	--	--	42	132	315
GRANDVIEW	WESTON	FUERTE	2	484	1313	9545	286	191	3%	2%	40	352	4	4	1	0	C	63.6	--	--	73	212	457
GRANDVIEW	RESMAR	WESTON	2	484	1313	9545	286	191	3%	2%	40	955	4	4	1	0	C	63.6	--	--	73	212	457
GRANGER	24TH	RIDGEWAY	2	323	484	5849	175	117	3%	2%	40	791	3	4	1	0	C	63.6	--	--	73	212	457
GRANITE HILLS	04TH	MELODY	2	398	798	7770	233	155	3%	2%	40	106	4	4	1	0	C	63.6	--	--	73	212	457
GRANITE HILLS	MELODY	LEXINGTON	3	321	661	6382	191	128	3%	2%	35	1926	3	5	1	0	LC	61.2	--	--	42	132	315
GRAVES	DANNY	BRADLEY	4	1214	2110	21196	636	424	3%	2%	45	962	2	3	3	0	MA	70.9	--	124	318	627	1217
GRAVES	PEPPER	DANNY	4	1160	2038	20194	606	404	3%	2%	45	963	2	3	3	0	MA	70.9	--	124	318	627	1217
GRAVES	BRADLEY ACCESS	GREENFIELD	2	334	706	7770	233	155	3%	2%	35	2272	3	5	3	0	LC	61.2	--	--	42	132	315
GRAVES	GREENFIELD	HART	2	399	842	9254	278	185	3%	2%	35	2273	3	5	3	0	LC	61.2	--	--	42	132	315
GRAVES	GRAVES LN	BRADLEY ACCESS	2	620	1362	14636	439	293	3%	2%	35	2274	5	5	3	0	LC	61.2	--	--	42	132	315
GRAVES	BRADLEY	GRAVES LN	2	694	1316	14318	430	286	3%	2%	35	2275	5	5	3	0	LC	61.2	--	--	42	132	315
GRAVES	HART	ZONE CONNECTOR	2	324	656	7514	225	150	3%	2%	35	2276	3	5	3	0	LC	61.2	--	--	42	132	315
GREENFIELD	VERNON	BRADLEY ACCESS	2	723	1374	12998	390	260	3%	2%	35	1088	4	5	3	0	LC	61.2	--	--	42	132	315
GREENFIELD	BALLANTYNE	UNKNOWN	2	406	882	6498	195	130	3%	2%	35	1465	3	5	3	0	LC	61.2	--	--	42	132	315
GREENFIELD	UNKNOWN	VICTOR	2	406	882	6498	195	130	3%	2%	35	1466	3	5	3	0	LC	61.2	--	--	42	132	315
GREENFIELD	BRADLEY ACCESS	BALLANTYNE	2	855	1327	13762	413	275	3%	2%	35	1467	5	5	3	0	LC	61.2	--	--	42	132	315
GREENFIELD	01ST	ORO	2	410	869	7727	232	155	3%	2%	35	1468	3	5	3	0	LC	61.2	--	--	42	132	315
GREENFIELD	MOLLISON	DIAMOND	2	497	1129	10002	300	200	3%	2%	35	1469	4	5	3	0	LC	61.2	--	--	42	132	315
GREENFIELD	DIAMOND	01ST	2	432	1050	8845	265	177	3%	2%	35	1470	3	5	3	0	LC	61.2	--	--	42	132	315
GREENFIELD	SYCAMORE	LA CRESTA	4	1193	2226	22799	684	456	3%	2%	50	1931	2	3	3	0	MA	70.9	--	124	318	627	1217
GREENFIELD	ZONE CONNECTOR	MADISON	4	622	709	10583	317	212	3%	2%	50	1932	1	3	3	0	MA	70.9	--	124	318	627	1217
GREENFIELD	LA CRESTA	ZONE CONNECTOR	4	622	709	10583	317	212	3%	2%	50	1933	1	3	3	0	MA	70.9	--	124	318	627	1217
GREENFIELD	BERMUDA LANE	CANDLE	4	1286	2390	24735	742	495	3%	2%	50	1934	3	3	3	0	MA	70.9	--	124	318	627	1217
GREENFIELD	CANDLE	SYCAMORE	4	1193	2226	22799	684	456	3%	2%	50	1935	2	3	3	0	MA	70.9	--	124	318	627	1217
GROSSMONT	ZONE CONNECTOR	FUERTE	2	357	739	6957	209	139	3%	2%	25	155	4	7	1	0	L	54.9	--	--	--	31	98
GROVE	UNKNOWN	SWEETWATER	2	252	572	5337	160	107	3%	2%	25	55	4	7	1	0	L	54.9	--	--	--	31	98
GROVE	VISTA WY	UNKNOWN	2	252	572	5337	160	107	3%	2%	25	273	4	7	1	0	L	54.9	--	--	--	31	98
GUNN STAGE	SAN VICENTE	WATT	4	357	608	7228	217	145	3%	2%	35	2408	2	3	2	0	B	64.7	--	--	94	265	562
GUNN STAGE	WATT	ARENA	2	278	552	5754	173	115	3%	2%	35	2409	2	5	2	0	LC	61.2	--	--	42	132	315
H	RAMP I-805 SB	UNKNOWN	6	3388	4752	59966	1799	1199	3%	2%	40	408	6	3	2	0	MA	70.9	--	124	318	627	1217
H	RAMP I-805 HOV NB	RAMP I-805 SB	6	2147	2769	33332	1000	667	3%	2%	40	409	6	3	1	0	MA	70.9	--	124	318	627	1217
H	UNKNOWN	RAMP	5	3388	4752	59966	1799	1199	3%	2%	40	959	6	2	2	0	PA	77.4	167	417	782	1480	2800
HAMILTON	ZONE CONNECTOR	FELICITA	2	260	480	5477	164	110	3%	2%	35	262	3	5	1	0	LC	61.2	--	--	42	132	315
HANSON	SAN VICENTE	BARNETT	2	382	429	5529	166	111	3%	2%	30	1735	4	6	1	0	RC	56.3	--	--	--	43	136
HANSON	SA_330	UNKNOWN	2	599	800	9439	283	189	3%	2%	35	2407	3	5	3	0	LC	61.2	--	--	42	132	315
HARBISON CANYON	ZONE CONNECTOR	FRANCES	2	412	1373	9089	273	182	3%	2%	35	229	3	5	3	0	LC	61.2	--	--	42	132	315
HARBISON CANYON	BULLARD	ALPINE HEIGHTS	2	516	1505	10875	326	218	3%	2%	35	265	4	5	3	0	LC	61.2	--	--	42	132	315
HARBISON CANYON	ALPINE HEIGHTS	ZONE CONNECTOR	2	456	1433	9823	295	196	3%	2%	35	266	4	5	3	0	LC	61.2	--	--	42	132	315
HARBISON CANYON	UNKNOWN	BULLARD	2	623	1722	12972	389	259	3%	2%	35	1916	4	5	2	0	LC	61.2	--	--	42	132	315
HARBISON CANYON	ARNOLD	UNKNOWN	2	623	1722	12972	389	259	3%	2%	35	1917	4	5	2	0	LC	61.2	--	--	42	132	315
HARBISON CANYON	FRANCES	ZONE CONNECTOR	2	320	590	5518	166	110	3%	2%	35	1919	3	5	1	0	LC	61.2	--	--	42	132	315
HARBOR	SAN DIEGO	SAN LUIS REY	2	739	1089	12060	362	241	3%	2%	25	260	6	5	1	0	LC	61.2	--	--	42	132	315
HARBOR	SAN LUIS REY	SANTA FE	2	490	738	8319	250	166	3%	2%	25	261	5	5	1	0	LC	61.2	--	--	42	132	315
HARMONY GROVE	WILGEN	ZONE CONNECTOR	2	570	801	7790	234	156	3%	2%	35	1304	4	5	1	0	LC	61.2	--	--	42	132	315
HARMONY GROVE	ZONE CONNECTOR	UNKNOWN	2	447	610	5493	165	110	3%	2%	35	1305	3	5	1	0	LC	61.2	--	--	42	132	315
HARMONY GROVE	UNKNOWN	ELFIN FOREST	2	447	610	5493	165	110	3%	2%	35	1306	3	5	1	0	LC	61.2	--	--	42	132	315
HARMONY GROVE	CITRACADO	AVNDA DEL DIABLO	2	400	566	6453	194	129	3%	2%	35	2046	3	5	3	0	LC	61.2	--	--	42	132	315
HARMONY GROVE	AVNDA DEL DIABLO	ZONE CONNECTOR	2	859	1258	13392	402	268	3%	2%	35	2104	4	5	3	0	LC	61.2	--	--	42	132	315
HARMONY GROVE	UNKNOWN	WILGEN	2	592	839	8292	249	166	3%	2%	35	2154	4	5	1	0	LC	61.2	--	--	42	132	315
HARMONY GROVE	COUNTRY CLUB	UNKNOWN	2	592	839	8292	249	166	3%	2%	35	2155	3	5	3	0	LC	61.2	--	--	42	132	315
HARMONY GROVE	ZONE CONNECTOR	UNKNOWN	2	840	1232	13067	392	261	3%	2%	35	2156	4	5	3	0	LC	61.2	--	--	42	132	315
HARMONY GROVE	UNKNOWN	COUNTRY CLUB	2	840	1232	13067	392	261	3%	2%	35	2157	4	5	3	0	LC	61.2	--	--	42	132	315
HART	UNKNOWN	BALLANTYNE	2	193	529	6171	185	123	3%	2%	25	870	4	7	1	0	L	54.9	--	--	--	31	98
HELIX	MONTEMAR	GRAND	2	412	691	6734	202	135	3%	2%	25	77	4	7	1	0	L	54.9	--	--	--	31	98
HELIX	KENWOOD	UNKNOWN	2	379	478	5274	158	105	3%	2%	30	232	3	7	1	0	L	54.9	--	--	--	31	98
HELIX	UNKNOWN	OLIVE	2	379	478	5274	158	105	3%	2%	30	267	3	7	1	0	L	54.9	--	--	--	31	98
HELIX	OLIVE	LAMAR	2	366	488	5592	168	112	3%	2%	30	268	3	7	1	0	L	54.9	--	--	--	31	98

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment																						
	From	To		AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
HELIX	GRAND	PRESIOCA	2	334	580	5865	176	117	3%	2%	25	2353	4	7	1	0	L	54.9	--	--	--	31	98
HIBISCUS	SYCAMORE	OLEANDER	4	1551	3813	29772	893	595	3%	2%	35	80	5	3	3	0	B	64.7	--	--	94	265	562
HIGHLAND VALLEY	BANDY CANYON	PASEO PENASCO	2	767	584	5638	169	113	3%	2%	40	208	3	4	1	0	C	63.6	--	--	73	212	457
HILL	CLEMMENS	ZONE CONNECTOR	2	490	925	10568	317	211	3%	2%	25	2423	5	7	1	0	L	54.9	--	--	--	31	98
HILL	ZONE CONNECTOR	ALMOND	2	316	687	7756	233	155	3%	2%	25	2424	5	7	1	0	L	54.9	--	--	--	31	98
HILL	ALMOND	ZONE CONNECTOR	2	316	687	7756	233	155	3%	2%	25	2425	5	7	1	0	L	54.9	--	--	--	31	98
HILL	ZONE CONNECTOR	ROCKYCREST	2	466	933	10325	310	206	3%	2%	25	2426	5	7	1	0	L	54.9	--	--	--	31	98
HILLSDALE	VISTA GRANDE	MONARCH RIDGE	4	292	509	6438	193	129	3%	2%	50	202	1	3	3	0	MA	70.9	--	124	318	627	1217
HILLSDALE	MONARCH RIDGE	DONAHUE	4	285	441	6159	185	123	3%	2%	50	203	1	3	3	0	MA	70.9	--	124	318	627	1217
HILLSDALE	DONAHUE	WILLOW GLEN	4	295	436	6946	208	139	3%	2%	50	204	1	3	3	0	MA	70.9	--	124	318	627	1217
HILLSDALE	WIND RIVER	VISTA GRANDE	4	473	733	7267	218	145	3%	2%	50	1449	1	3	3	0	MA	70.9	--	124	318	627	1217
HILLSDALE	CHASE	WIND RIVER	4	820	1275	13330	400	267	3%	2%	50	1450	1	3	3	0	MA	70.9	--	124	318	627	1217
HOV ACCESS	RAMP I-805 HOV SB	I-805 HOV SB	1	288	499	6598	198	132	3%	2%	30	471	3	9	1	0	LR-1	63.4	--	--	73	191	450
HOV ACCESS	RAMP SR-125 HOV SB	PARADISE VALLEY	1	562	981	14666	440	293	3%	2%	30	472	3	9	1	0	LR-1	63.4	--	--	73	191	450
HOV ACCESS	RAMP I-805 HOV SB	I-805 HOV SB	1	511	761	11093	333	222	3%	2%	30	490	3	9	1	0	LR-1	63.4	--	--	73	191	450
HOV ACCESS	I-805 NB	RAMP I-805 NB	1	549	1337	14153	425	283	3%	2%	30	491	3	9	1	0	LR-1	63.4	--	--	73	191	450
HUNTER	VERMONT	MAIN	2	438	876	9649	289	193	3%	2%	25	59	5	7	1	0	L	54.9	--	--	--	31	98
I-15 HOV NB			1	809	1466	19814	991	594	5%	3%	68	479	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV NB			1	738	1324	17850	892	536	5%	3%	70	480	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV NB			1	731	1403	18366	918	551	5%	3%	70	481	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV NB			1	731	1403	18366	918	551	5%	3%	70	482	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV NB			1	738	1324	17850	892	536	5%	3%	70	635	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV NB			1	731	1403	18366	918	551	5%	3%	70	636	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV NB			1	662	1432	17937	897	538	5%	3%	70	637	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV NB	SR-78	EL NORTE	1	909	1448	21107	1055	633	5%	3%	65	833	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV NB	SR-78	EL NORTE	1	909	1448	21107	1055	633	5%	3%	65	834	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV NB	CITRACADO	EL NORTE	2	1307	2734	35691	1785	1071	5%	3%	65	838	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-15 HOV NB	VIA RANCHO	CITRACADO	2	1271	3030	36124	1806	1084	5%	3%	65	851	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-15 HOV NB	SR-163 NB	SR-163	1	1394	4800	48850	2442	1466	5%	3%	65	861	3	1	2	0	HOV	0	0	0	0	0	0
I-15 HOV NB			1	686	1591	19225	961	577	5%	3%	70	914	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV NB			1	662	1432	17937	897	538	5%	3%	70	916	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV NB			1	662	1432	17937	897	538	5%	3%	70	917	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV NB			1	662	1432	17937	897	538	5%	3%	70	918	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV NB			1	687	1558	19097	955	573	5%	3%	70	919	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV SB			1	1401	1165	19456	973	584	5%	3%	68	483	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV SB			1	1292	1159	18409	920	552	5%	3%	70	484	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV SB			1	1292	1159	18409	920	552	5%	3%	70	485	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV SB			1	1255	1084	18005	900	540	5%	3%	70	486	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV SB			1	1292	1159	18409	920	552	5%	3%	70	638	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV SB			1	1255	1084	18005	900	540	5%	3%	70	639	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV SB	CITRACADO	CITRACADO	2	2480	2638	40200	2010	1206	5%	3%	65	835	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-15 HOV SB	EL NORTE	SR-78	1	1423	1123	21130	1056	634	5%	3%	65	836	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV SB	EL NORTE	SR-78	1	1423	1123	21130	1056	634	5%	3%	65	837	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV SB	SR-78	VALLEY	2	2087	2644	39227	1961	1177	5%	3%	65	839	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-15 HOV SB	CITRACADO	CITRACADO	2	2760	2713	42865	2143	1286	5%	3%	65	852	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-15 HOV SB	POMERADO	POMERADO	3	2388	1590	34459	1723	1034	5%	3%	65	860	3	1	2	0	6F	80.5	300	645	1250	2400	4750
I-15 HOV SB			1	1406	1125	19787	989	594	5%	3%	70	915	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV SB			1	1319	1048	18488	924	555	5%	3%	70	920	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV SB			1	1319	1048	18488	924	555	5%	3%	70	921	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV SB			1	1319	1048	18488	924	555	5%	3%	70	922	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV SB			1	1319	1048	18488	924	555	5%	3%	70	923	3	1	1	0	HOV	0	0	0	0	0	0
I-15 HOV SB			1	1406	1125	19787	989	594	5%	3%	70	924	3	1	1	0	HOV	0	0	0	0	0	0
I-15 NB	CENTRE CITY	CITRACADO	5	6792	10900	135681	6784	4070	5%	3%	65	516	8	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	SR-78 WB	SR-78 EB	4	4262	8112	96606	4830	2898	5%	3%	65	569	5	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
I-15 NB	POMERADO	POMERADO	6	10470	11606	178840	8942	5365	5%	3%	65	586	8	1	1	1	12FHOV	83.7	538	1071	2000	3889	7250
I-15 NB	CITRACADO	CITRACADO	5	6536	10324	129686	6484	3891	5%	3%	65	589	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	CITRACADO	09TH	5	6661	10789	134139	6707	4024	5%	3%	65	590	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	POMERADO	CARROLL CANYON	5	11033	12128	182228	9111	5467	5%	3%	65	591	10	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	POMERADO	POMERADO	6	9924	10766	167024	8351	5011	5%	3%	65	592	8	1	1	1	12FHOV	83.7	538	1071	2000	3889	7250
I-15 NB	09TH	09TH	5	6372	10505	129748	6487	3892	5%	3%	65	595	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	EL NORTE	CENTRE CITY	5	3880	9478	108489	5424	3255	5%	3%	65	641	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	SR-78 EB	SR-78 WB	5	4305	9023	107361	5368	3221	5%	3%	65	642	4	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	SR-78 WB	EL NORTE	5	4403	9723	112972	5649	3389	5%	3%	65	644	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	OLD 395	PALA	5	4409	10026	104314	5216	3129	5%	3%	70	984	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	DEER SPRINGS	GOPHER CANYON	5	4530	10210	111476	5574	3344	5%	3%	70	986	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	DEER SPRINGS	DEER SPRINGS	5	3862	8866	97943	4897	2938	5%	3%	70	987	4	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	GOPHER CANYON	OLD 395	5	4335	11213	112836	5642	3385	5%	3%	70	989	8	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	GOPHER CANYON	GOPHER CANYON	5	4268	9334	103251	5163	3098	5%	3%	70	990	4	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	OLD 395	OLD 395	5	4277	9953	102172	5109	3065	5%	3%	70	994	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	OLD 395	OLD 395	5	4278	9954	102188	5109	3066	5%	3%	70	995	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	CENTRE CITY	DEER SPRINGS	5	4328	9640	109556	5478	3287	5%	3%	70	996	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	CENTRE CITY	DEER SPRINGS	5	4328	9640	109556	5478	3287	5%	3%	70	998	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	PALA	PALA	5	3574	9265	91067	4553	2732	5%	3%	70	1000	4	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	MISSION	RAINBOW VALLEY WEST	5	3671	10749	101682	5084	3050	5%	3%	70	1001	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	MISSION	MISSION	5	3515	9348	92801	4640	2784	5%	3%	70	1004	4	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	STEWART CANYON	MISSION	5	4257	10111	103008	5150	3090	5%	3%	70	1007	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	STEWART CANYON	STEWART CANYON	5	4257	10111	103008	5150	3090	5%	3%	70	1008	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	PALA	STEWART CANYON	5	4257	10111	103008	5150	3090	5%	3%	70	1009	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 NB	RAINBOW VALLEY WEST	RAINBOW VALLEY WEST	5	3583	10657	99864	4993	2996	5%	3%	70	1012	8	1	1	1	10FHOV	83.1	479	950	1825	3550	6714

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment			AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	From	To																					
I-15 NB	CENTRE CITY	DEER SPRINGS	5	4328	9640	109556	5478	3287	5%	3%	70	1160	5	1	1	0	10F	82.5	438	873	1680	3227	6214
I-15 NB	CENTRE CITY	DEER SPRINGS	5	4326	9638	109528	5476	3286	5%	3%	70	1162	5	1	1	0	10F	82.5	438	873	1680	3227	6214
I-15 NB	CENTRE CITY	DEER SPRINGS	5	4326	9638	109528	5476	3286	5%	3%	70	1163	5	1	1	0	10F	82.5	438	873	1680	3227	6214
I-15 SB	SR-78 WB	SR-78 WB	5	7916	5653	93904	4695	2817	5%	3%	65	563	4	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 SB	CITRACADO	CENTRE CITY	4	8700	8560	131418	6571	3943	5%	3%	65	568	11	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
I-15 SB	CITRACADO	CENTRE CITY	5	8979	8635	134083	6704	4022	5%	3%	65	574	4	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 SB	MIRAMAR	MIRAMAR	6	10058	9777	144237	7212	4327	5%	3%	65	585	4	1	1	1	12FHOV	83.7	538	1071	2000	3889	7250
I-15 SB	CARROLL CANYON	MIRAMAR	6	11523	10461	158191	7910	4746	5%	3%	65	587	5	1	1	1	12FHOV	83.7	538	1071	2000	3889	7250
I-15 SB	CITRACADO	CITRACADO	4	8700	8315	127884	6394	3837	5%	3%	65	588	5	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
I-15 SB	09TH	CITRACADO	4	9219	8600	132940	6647	3988	5%	3%	65	593	5	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
I-15 SB	09TH	09TH	5	9048	8113	128418	6421	3853	5%	3%	65	594	4	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 SB	CENTRE CITY	EL NORTE	5	9103	5803	106682	5334	3200	5%	3%	65	640	4	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 SB	EL NORTE	SR-78 WB	5	9230	6633	113393	5670	3402	5%	3%	65	643	4	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 SB	PALA	OLD 395	5	9455	5198	95434	4772	2863	5%	3%	70	983	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 SB	GOPHER CANYON	DEER SPRINGS	5	10398	5810	108959	5448	3269	5%	3%	70	985	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 SB	DEER SPRINGS	DEER SPRINGS	5	8385	5208	96096	4805	2883	5%	3%	70	988	4	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 SB	OLD 395	OLD 395	5	9414	5054	93995	4700	2820	5%	3%	70	991	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 SB	GOPHER CANYON	GOPHER CANYON	5	9800	5351	101085	5054	3033	5%	3%	70	992	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 SB	OLD 395	GOPHER CANYON	5	10115	5298	103158	5158	3095	5%	3%	70	993	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 SB	DEER SPRINGS	CENTRE CITY	5	8764	6281	106917	5346	3208	5%	3%	70	997	4	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 SB	DEER SPRINGS	CENTRE CITY	5	8764	6281	106917	5346	3208	5%	3%	70	999	4	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 SB	RAINBOW VALLEY WEST	MISSION	5	10459	4993	97777	4889	2933	5%	3%	70	1002	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 SB	MISSION	MISSION	5	9563	4581	89876	4494	2696	5%	3%	70	1003	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 SB	MISSION	STEWART CANYON	5	10084	5174	98889	4944	2967	5%	3%	70	1005	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 SB	STEWART CANYON	STEWART CANYON	5	10084	5174	98889	4944	2967	5%	3%	70	1006	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 SB	STEWART CANYON	PALA	5	10084	5174	98889	4944	2967	5%	3%	70	1010	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 SB	RAINBOW VALLEY WEST	RAINBOW VALLEY WEST	5	10398	4863	96498	4825	2895	5%	3%	70	1011	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 SB	PALA	PALA	5	9119	4486	87402	4370	2622	5%	3%	70	1013	4	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-15 SB	DEER SPRINGS	CENTRE CITY	5	8762	6279	106889	5344	3207	5%	3%	70	1161	4	1	1	0	10F	82.5	438	873	1680	3227	6214
I-15 SB	DEER SPRINGS	CENTRE CITY	5	8762	6279	106889	5344	3207	5%	3%	70	1164	4	1	1	0	10F	82.5	438	873	1680	3227	6214
I-15 SB	DEER SPRINGS	CENTRE CITY	5	8764	6281	106917	5346	3208	5%	3%	70	1165	4	1	1	0	10F	82.5	438	873	1680	3227	6214
I-5 NB	LAS PULGAS	BASILONE	4	5716	6390	95956	4798	2879	5%	3%	70	475	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 NB	VANDEGRIFT	LAS PULGAS	4	6023	6446	98329	4916	2950	5%	3%	70	476	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 NB	VANDEGRIFT	VANDEGRIFT	4	5725	6367	96373	4819	2891	5%	3%	65	562	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 NB	BASILONE	BASILONE	4	4968	5596	84190	4210	2526	5%	3%	70	601	4	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
I-5 NB	LAS PULGAS	LAS PULGAS	4	5695	6349	95367	4768	2861	5%	3%	70	603	4	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
I-5 NB	BASILONE	CRISTIANITOS	4	4984	5608	84486	4224	2535	5%	3%	70	605	4	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
I-5 NB	BASILONE	CRISTIANITOS	4	4099	4489	67993	3400	2040	5%	3%	70	606	3	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
I-5 NB	CRISTIANITOS	CRISTIANITOS	4	4099	4489	67993	3400	2040	5%	3%	70	649	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 SB	BASILONE	LAS PULGAS	4	6000	6591	97563	4878	2927	5%	3%	70	477	5	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 SB	LAS PULGAS	VANDEGRIFT	4	6043	6913	100162	5008	3005	5%	3%	70	478	5	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 SB	VANDEGRIFT	VANDEGRIFT	4	5984	6811	98789	4939	2964	5%	3%	65	545	4	1	1	0	8F	81.6	375	770	1480	2800	5571
I-5 SB	FOOTHILL TOLLWAY SB	BASILONE	4	5570	5612	85605	4280	2568	5%	3%	70	600	4	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
I-5 SB	LAS PULGAS	LAS PULGAS	4	5965	6563	96985	4849	2910	5%	3%	70	602	5	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
I-5 SB	CRISTIANITOS	BASILONE	4	5589	5622	85906	4295	2577	5%	3%	70	604	4	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
I-5 SB	CRISTIANITOS	BASILONE	4	4477	4542	68945	3447	2068	5%	3%	70	607	3	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
I-5 SB	CRISTIANITOS	CRISTIANITOS	4	4477	4542	68945	3447	2068	5%	3%	70	648	3	1	1	0	8F	81.6	375	770	1480	2800	5571
I-8 BUSINESS	PINKARD	13792(HILLS MHP)	4	425	1300	8996	270	180	3%	2%	35	41	2	3	3	0	B	64.7	--	--	94	265	562
I-8 BUSINESS	13720(TWDW MHP)	13655/LAKE VIEW	4	269	1032	5934	178	119	3%	2%	35	42	2	3	3	0	B	64.7	--	--	94	265	562
I-8 BUSINESS	13655/LAKE VIEW	13594	4	269	1032	5934	178	119	3%	2%	35	43	2	3	3	0	B	64.7	--	--	94	265	562
I-8 BUSINESS	13792(HILLS MHP)	LAKEVIEW/13754	4	425	1300	8996	270	180	3%	2%	35	44	2	3	3	0	B	64.7	--	--	94	265	562
I-8 BUSINESS	13468	13460-PANARAMA	4	428	1401	9932	298	199	3%	2%	35	45	2	3	3	0	B	64.7	--	--	94	265	562
I-8 BUSINESS	12970-RANCH VALLEY	LAVALA	4	754	1823	13604	408	272	3%	2%	50	65	1	3	2	0	MA	70.9	--	124	318	627	1217
I-8 BUSINESS	LOS COCHES/CM CANAD	UNKNOWN	4	576	1581	10569	317	211	3%	2%	35	66	2	3	3	0	B	64.7	--	--	94	265	562
I-8 BUSINESS	13490	13468	4	428	1401	9932	298	199	3%	2%	35	70	2	3	3	0	B	64.7	--	--	94	265	562
I-8 BUSINESS	13460-PANARAMA	13450-LAMPLITER	4	428	1401	9932	298	199	3%	2%	35	116	2	3	3	0	B	64.7	--	--	94	265	562
I-8 BUSINESS	13594	13545	4	269	1032	5934	178	119	3%	2%	35	246	2	3	3	0	B	64.7	--	--	94	265	562
I-8 BUSINESS	13545	13490	4	269	1032	5934	178	119	3%	2%	35	247	2	3	3	0	B	64.7	--	--	94	265	562
I-8 BUSINESS	13439(VONS)	LOS COCHES/CM CANAD	4	428	1401	9932	298	199	3%	2%	35	248	2	3	3	0	B	64.7	--	--	94	265	562
I-8 BUSINESS	13450-LAMPLITER	WAL-MART	4	428	1401	9932	298	199	3%	2%	35	249	2	3	3	0	B	64.7	--	--	94	265	562
I-8 BUSINESS	WAL-MART	13439(VONS)	4	428	1401	9932	298	199	3%	2%	35	250	2	3	3	0	B	64.7	--	--	94	265	562
I-8 BUSINESS	JACKSON HILL	13162(TERRACE VIEW)	4	744	1815	13470	404	269	3%	2%	35	251	3	3	3	0	B	64.7	--	--	94	265	562
I-8 BUSINESS	13162(TERRACE VIEW)	12970-RANCH VALLEY	4	744	1815	13470	404	269	3%	2%	35	252	3	3	3	0	B	64.7	--	--	94	265	562
I-8 BUSINESS	LAKEVIEW/13754	13720(TWDW MHP)	4	269	1032	5934	178	119	3%	2%	35	253	2	3	3	0	B	64.7	--	--	94	265	562
I-8 BUSINESS	UNKNOWN	13162	4	576	1581	10569	317	211	3%	2%	35	777	2	3	3	0	B	64.7	--	--	94	265	562
I-8 BUSINESS	13162	JACKSON HILL	4	576	1581	10569	317	211	3%	2%	35	778	2	3	3	0	B	64.7	--	--	94	265	562
I-8 BUSINESS	LAKESIDE FIRE DEPT	UNKNOWN	4	425	1300	8996	270	180	3%	2%	35	779	2	3	3	0	B	64.7	--	--	94	265	562
I-8 BUSINESS	UNKNOWN	PINKARD	4	425	1300	8996	270	180	3%	2%	35	780	2	3	3	0	B	64.7	--	--	94	265	562
I-8 BUSINESS	LAKE JENNINGS PARK	UNKNOWN	4	425	1300	8996	270	180	3%	2%	35	781	2	3	3	0	B	64.7	--	--	94	265	562
I-8 BUSINESS	UNKNOWN	LAKESIDE FIRE DEPT	4	425	1300	8996	270	180	3%	2%	35	782	2	3	3	0	B	64.7	--	--	94	265	562
I8 EB			2	2553	2444	43701	2185	1311	5%	3%	70	937	4	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	CAMERON TRUCK	CRESTWOOD	2	816	1240	17735	887	532	5%	3%	70	290	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	CRESTWOOD	SR-94	2	590	1175	14233	712	427	5%	3%	70	292	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	SR-94	CORRIZO GORGE	2	862	1837	21409	1070	642	5%	3%	70	294	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	CORRIZO GORGE	IN KO PAH	2	499	516	8984	449	270	5%	3%	70	297	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	EAST WILLOWS	JAPATUL VALLEY	3	1017	1761	22954	1148	689	5%	3%	70	310	1	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	SUNRISE	BUCKMAN SPRINGS	2	950	1080	17940	897	538	5%	3%	70	312	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	BUCKMAN SPRINGS	CAMERON TRUCK	2	896	1001	16982	849	509	5%	3%	70	313	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	JAPATUL VALLEY	PINE VALLEY	2	962	1211	18734	937	562	5%	3%	70	337	2	1	1	0	4F	78.8	214	500	988	1925	3750

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment			AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	From	To																					
I-8 EB	CORRIZO GORGE	CORRIZO GORGE	2	459	490	8442	422	253	5%	3%	70	535	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	BUCKMAN SPRINGS	BUCKMAN SPRINGS	2	880	935	16312	816	489	5%	3%	70	537	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	CRESTWOOD	CRESTWOOD	2	559	1087	13389	669	402	5%	3%	70	538	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	SR-94	SR-94	2	574	1069	13390	670	402	5%	3%	70	539	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	CAMERON TRUCK	CAMERON TRUCK	2	754	1158	16497	825	495	5%	3%	70	541	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	CAM CANADA	LAKE JENNINGS PARK	2	3340	3380	56249	2812	1687	5%	3%	65	551	7	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	LAKE JENNINGS PARK	LAKE JENNINGS PARK	2	2706	2625	45767	2288	1373	5%	3%	65	552	7	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	JAPATUL VALLEY	JAPATUL VALLEY	3	899	1174	17857	893	536	5%	3%	70	555	1	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	PINE VALLEY	PINE VALLEY	2	849	1013	16473	824	494	5%	3%	70	557	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	PINE VALLEY	SUNRISE	2	965	1149	18683	934	560	5%	3%	70	559	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	SUNRISE	SUNRISE	2	927	1054	17548	877	526	5%	3%	70	560	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	CAM CANADA	CAM CANADA	3	3213	3169	53421	2671	1603	5%	3%	65	570	4	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	GREENFIELD	CAM CANADA	3	3714	4144	66062	3303	1982	5%	3%	65	571	5	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	LAKE JENNINGS PARK	LAKE JENNINGS PARK	2	3322	3248	56151	2808	1685	5%	3%	65	650	7	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	IN KO PAH	IN KO PAH	2	499	516	8984	449	270	5%	3%	70	842	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	IN KO PAH	IMPERIAL COUNTY LINE	2	499	516	8984	449	270	5%	3%	70	843	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	LAKE JENNINGS PARK	DUNBAR	2	3535	2787	57218	2861	1717	5%	3%	70	927	7	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 EB	DUNBAR	TAVERN	3	2989	2014	47082	2354	1412	5%	3%	70	929	3	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	EAST WILLOWS	EAST WILLOWS	3	1015	1678	22680	1134	680	5%	3%	70	931	1	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	TAVERN	TAVERN	3	2500	1524	38466	1923	1154	5%	3%	70	936	3	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	WEST WILLOWS	EAST WILLOWS	3	1019	1678	22714	1136	681	5%	3%	70	1152	1	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	WEST WILLOWS	EAST WILLOWS	3	1019	1678	22714	1136	681	5%	3%	70	1153	1	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	WEST WILLOWS	EAST WILLOWS	3	1019	1678	22714	1136	681	5%	3%	70	1348	1	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	WEST WILLOWS	WEST WILLOWS	3	2222	1770	37132	1857	1114	5%	3%	70	2557	3	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	WEST WILLOWS	WEST WILLOWS	3	2222	1770	37132	1857	1114	5%	3%	70	2559	3	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	WEST WILLOWS	WEST WILLOWS	3	2222	1770	37132	1857	1114	5%	3%	70	2566	3	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	TAVERN	WEST WILLOWS	3	2862	1934	44527	2226	1336	5%	3%	70	2579	3	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	WEST WILLOWS	EAST WILLOWS	3	2517	2095	40816	2041	1224	5%	3%	70	2581	2	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	WEST WILLOWS	EAST WILLOWS	3	887	1127	17072	854	512	5%	3%	70	2585	1	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 EB	TAVERN	WEST WILLOWS	3	2862	1934	44527	2226	1336	5%	3%	70	2588	3	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 WB	BUCKMAN SPRINGS	SUNRISE	2	807	1635	17695	885	531	5%	3%	70	289	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	CRESTWOOD	CAMERON TRUCK	2	908	1523	17616	881	528	5%	3%	70	291	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	SR-94	CRESTWOOD	2	886	947	14006	700	420	5%	3%	70	293	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	CORRIZO GORGE	SR-94	2	1306	1513	21248	1062	637	5%	3%	70	295	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	IN KO PAH	CORRIZO GORGE	2	397	695	8915	446	267	5%	3%	70	296	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	JAPATUL VALLEY	EAST WILLOWS	2	1187	1758	22803	1140	684	5%	3%	70	309	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	PINE VALLEY	JAPATUL VALLEY	2	818	1745	19222	961	577	5%	3%	70	311	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	CAMERON TRUCK	BUCKMAN SPRINGS	2	772	1578	16851	843	506	5%	3%	70	314	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	BUCKMAN SPRINGS	BUCKMAN SPRINGS	2	716	1534	16199	810	486	5%	3%	70	536	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	CAMERON TRUCK	CAMERON TRUCK	2	853	1429	16391	820	492	5%	3%	70	540	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	CRESTWOOD	CRESTWOOD	2	837	882	13179	659	395	5%	3%	70	542	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	SR-94	SR-94	2	819	908	13191	660	396	5%	3%	70	543	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	CORRIZO GORGE	CORRIZO GORGE	2	382	640	8376	419	251	5%	3%	70	544	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	LAKE JENNINGS PARK	LAKE JENNINGS PARK	2	3155	4348	53700	2685	1611	5%	3%	65	549	8	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	LAKE JENNINGS PARK	CAM CANADA	2	3495	4517	57538	2877	1726	5%	3%	65	550	8	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	LAKE JENNINGS PARK	LAKE JENNINGS PARK	2	2761	3932	46939	2347	1408	5%	3%	65	553	8	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	JAPATUL VALLEY	JAPATUL VALLEY	2	801	1535	17745	887	532	5%	3%	70	554	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	PINE VALLEY	PINE VALLEY	2	711	1572	16945	847	508	5%	3%	70	556	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	SUNRISE	PINE VALLEY	2	831	1717	18556	928	557	5%	3%	70	558	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	SUNRISE	SUNRISE	2	796	1600	17397	870	522	5%	3%	70	561	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	CAM CANADA	GREENFIELD	3	4131	5306	68278	3414	2048	5%	3%	65	572	5	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 WB	CAM CANADA	CAM CANADA	3	3427	4312	54911	2746	1647	5%	3%	65	573	4	1	1	0	6F	80.5	300	645	1250	2400	4750
I-8 WB	IN KO PAH	IN KO PAH	2	397	695	8915	446	267	5%	3%	70	840	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB		IN KO PAH	2	397	695	8915	446	267	5%	3%	70	841	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	DUNBAR	LAKE JENNINGS PARK	2	2520	4749	55642	2782	1669	5%	3%	70	926	8	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	TAVERN	DUNBAR	2	1901	4712	50847	2542	1525	5%	3%	70	928	8	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	EAST WILLOWS	EAST WILLOWS	2	1054	1755	20522	1026	616	5%	3%	70	933	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	DUNBAR	DUNBAR	2	1852	4374	48260	2413	1448	5%	3%	70	934	8	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	TAVERN	TAVERN	2	988	3666	35259	1763	1058	5%	3%	70	935	5	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	EAST WILLOWS	WEST WILLOWS	2	1054	1759	20573	1029	617	5%	3%	70	1150	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	EAST WILLOWS	WEST WILLOWS	2	1054	1759	20573	1029	617	5%	3%	70	1151	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	EAST WILLOWS	WEST WILLOWS	2	1054	1759	20573	1029	617	5%	3%	70	1345	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	WEST WILLOWS	WEST WILLOWS	2	1087	3094	34886	1744	1047	5%	3%	70	2563	4	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	WEST WILLOWS	WEST WILLOWS	2	1087	3094	34886	1744	1047	5%	3%	70	2564	4	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	WEST WILLOWS	WEST WILLOWS	2	1087	3094	34886	1744	1047	5%	3%	70	2570	4	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	WEST WILLOWS	TAVERN	2	1243	4243	41066	2053	1232	5%	3%	70	2580	8	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	EAST WILLOWS	WEST WILLOWS	2	1224	3257	37754	1888	1133	5%	3%	70	2584	4	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	EAST WILLOWS	WEST WILLOWS	2	891	1021	15831	792	475	5%	3%	70	2586	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-8 WB	WEST WILLOWS	TAVERN	2	1243	4243	41066	2053	1232	5%	3%	70	2589	8	1	1	0	4F	78.8	214	500	988	1925	3750
I-805 HOV NB	SR-54 WB	PLAZA	2	1443	2050	28270	1414	848	5%	3%	65	628	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-805 HOV NB	H	BONITA	2	1303	1532	26349	1317	790	5%	3%	65	629	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-805 HOV NB	TELEGRAPH CANYON	H	2	1323	1781	28821	1441	865	5%	3%	65	630	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-805 HOV NB	TELEGRAPH CANYON	H	2	1299	1757	28485	1424	855	5%	3%	65	631	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-805 HOV NB	SR-54 EB	SWEETWATER	2	858	988	16546	827	496	5%	3%	65	632	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-805 HOV NB	SWEETWATER	SWEETWATER	2	882	1012	16882	844	506	5%	3%	65	633	2	1	1	0	4F	78.8	214	500	988	1925	3750
I-805 HOV NB	SWEETWATER	SWEETWATER	2	857	918	14858	743	446	5%	3%	65	634	1	1	1	0	4F	78.8	214	500	988	1925	3750
I-805 HOV SB	PLAZA	SR-54 WB	2	1213	2703	31088	1554	933	5%	3%	65	622	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-805 HOV SB	BONITA	BONITA	2	1279	2885	33486	1674	1005	5%	3%	65	623	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-805 HOV SB	BONITA	H	2	1034	2217	26339	1317	790	5%	3%	65	624	3	1	1	0	4F	78.8	214	500	988	1925	3750

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment			AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	From	To																					
I-805 HOV SB	BONITA	H	2	1133	2321	28297	1415	849	5%	3%	65	625	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-805 HOV SB	EUCLID	SR-54 EB	2	928	1889	21713	1086	651	5%	3%	65	626	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-805 HOV SB	SR-54 WB	SWEETWATER	2	834	1925	20611	1031	618	5%	3%	65	627	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-805 HOV SB	SR-54 WB	SWEETWATER	2	952	1913	22049	1102	661	5%	3%	65	687	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-805 HOV SB	SR-54 WB	SWEETWATER	2	952	1913	22049	1102	661	5%	3%	65	688	3	1	1	0	4F	78.8	214	500	988	1925	3750
I-805 NB	SR-54 EB	SWEETWATER	4	7038	6695	106265	5313	3188	5%	3%	65	507	4	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
I-805 NB	SWEETWATER	SR-54 WB	4	7372	6826	100916	5046	3027	5%	3%	65	532	4	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
I-805 NB	SWEETWATER	SWEETWATER	4	6533	6131	96839	4842	2905	5%	3%	65	533	4	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
I-805 NB	H	BONITA	4	7923	7416	114723	5736	3442	5%	3%	65	547	5	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
I-805 NB	H	H	4	6730	7258	103045	5152	3091	5%	3%	65	850	5	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
I-805 NB	SR-54 WB	PLAZA	4	8200	7592	111799	5590	3354	5%	3%	65	858	5	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
I-805 SB	EUCLID	SR-54 EB	4	5357	7498	95483	4774	2864	5%	3%	65	511	4	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
I-805 SB	SWEETWATER	SWEETWATER	4	4976	6885	89807	4490	2694	5%	3%	65	512	4	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
I-805 SB	SR-54 WB	SWEETWATER	4	4928	8025	99544	4977	2986	5%	3%	65	531	4	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
I-805 SB	BONITA	BONITA	4	6215	8300	110393	5520	3312	5%	3%	65	548	5	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
I-805 SB	BONITA	H	5	6790	9987	128106	6405	3843	5%	3%	65	647	5	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-805 SB	H	H	5	6137	8225	106980	5349	3209	5%	3%	65	849	4	1	1	1	10FHOV	83.1	479	950	1825	3550	6714
I-805 SB	PLAZA	SR-54 WB	4	5434	8536	106213	5311	3186	5%	3%	65	857	5	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
IDAHO	CITRUS	CITRUS GLEN	2	293	519	5365	161	107	3%	2%	35	1499	3	5	1	0	LC	61.2	--	--	42	132	315
IMPERIAL	GREENWOOD CEMETARY	SAN PASQUAL	4	695	1131	11081	332	222	3%	2%	40	64	4	3	1	0	MA	70.9	--	124	318	627	1217
IMPERIAL	MESSINA	GREENWOOD CEMETAR	4	695	1131	11081	332	222	3%	2%	40	67	4	3	1	0	MA	70.9	--	124	318	627	1217
IMPERIAL	40TH	MESSINA	4	695	1131	11081	332	222	3%	2%	40	659	4	3	1	0	MA	70.9	--	124	318	627	1217
IMPERIAL	SAN PASQUAL	45TH	4	870	1610	16549	496	331	3%	2%	40	660	5	3	1	0	MA	70.9	--	124	318	627	1217
INDIAN CREEK	VALLEY CENTER	ZONE CONNECTOR	2	600	1236	14249	427	285	3%	2%	25	2412	6	7	1	0	L	54.9	--	--	--	31	98
INDIAN CREEK	ZONE CONNECTOR	JAKE	2	476	842	9819	295	196	3%	2%	25	2413	5	7	1	0	L	54.9	--	--	--	31	98
INDIAN CREEK	JAKE	ZONE CONNECTOR	2	570	1034	11661	350	233	3%	2%	25	2414	6	7	1	0	L	54.9	--	--	--	31	98
INDUSTRY	WINTER GARDENS	MAPLEVIEW	4	828	687	10131	304	203	3%	2%	50	2087	1	3	2	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	RAMP	SWEETWATER SPRINGS	4	1377	1800	18691	561	374	3%	2%	50	90	2	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	10707 MHP	RAMP	4	1165	1665	16614	498	332	3%	2%	50	112	2	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	CALAVO/DOUBLETREE	10707 MHP	4	1165	1665	16614	498	332	3%	2%	50	113	2	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	OMEGA	SAN DIEGO	4	1893	2153	25072	752	501	3%	2%	50	164	3	3	2	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	LA PRESA	RAMONA	4	2244	2850	32962	989	659	3%	2%	50	165	4	3	2	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	RAMONA	GRAND	4	2279	2867	33249	997	665	3%	2%	50	166	4	3	2	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	SAN MIGUEL	SAN JUAN	4	1981	2281	26455	794	529	3%	2%	50	167	3	3	2	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	SAN DIEGO	SAN MIGUEL	4	1981	2281	26455	794	529	3%	2%	50	168	3	3	2	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	KEMPTON	THAYER	4	2348	3037	36366	1091	727	3%	2%	50	233	5	3	2	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	SAN JUAN	LA PRESA	4	1981	2281	26455	794	529	3%	2%	50	234	3	3	2	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	THAYER	ZONE CONNECTOR	4	2350	3029	36422	1093	728	3%	2%	50	239	5	3	2	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	GRAND	SACRAMENTO	4	2020	2661	30999	930	620	3%	2%	50	269	4	3	2	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	SACRAMENTO	KEMPTON	4	2090	2702	32139	964	643	3%	2%	50	270	4	3	2	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	TRACE	CALAVO/DOUBLETREE	4	1750	2464	27104	813	542	3%	2%	50	898	3	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	JAMACHA	SPRING GLEN	4	2100	2609	28997	870	580	3%	2%	50	1182	3	3	2	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	SPRING GLEN	WHITESTONE	4	2100	2609	28997	870	580	3%	2%	50	1183	3	3	2	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	RAMP SR-94 EB	SR-54	4	1746	2460	27012	810	540	3%	2%	50	1370	3	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	SR-54	TRACE	4	1750	2464	27104	813	542	3%	2%	50	1371	3	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	RAMP SR-94 EB	RAMP	4	1746	2460	27012	810	540	3%	2%	50	1985	3	3	2	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	RAMP	RAMP	4	1006	1507	16210	486	324	3%	2%	50	1986	2	3	2	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	ZONE CONNECTOR	PARADISE VALLEY	4	2330	2879	35376	1061	708	3%	2%	50	1999	5	3	2	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	SWEETWATER SPRINGS	RAMP	3	1787	2189	23731	712	475	3%	2%	50	2325	2	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	RAMP	JAMACHA	3	2062	2535	28198	846	564	3%	2%	50	2326	2	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	WHITESTONE	MAYA	3	1978	2418	26776	803	536	3%	2%	50	2327	2	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA BOULEVARD	MAYA	OMEGA	4	1811	2112	24366	731	487	3%	2%	50	2328	2	3	2	0	MA	70.9	--	124	318	627	1217
JAMACHA ROAD	CARDIFF	OSAGE	4	976	1357	17739	532	355	3%	2%	35	147	6	4	2	0	C	63.6	--	--	73	212	457
JAMACHA ROAD	OSAGE	DARBY	4	1408	1977	26061	782	521	3%	2%	50	148	3	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA ROAD	RAMP SR-125 NB	SWEETWATER	4	2289	3461	39732	1192	795	3%	2%	50	450	6	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA ROAD	DARBY	ELKELTON	4	1445	2016	26755	803	535	3%	2%	50	662	3	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA ROAD	UNKNOWN	HELIX	4	1762	2776	31176	935	624	3%	2%	50	762	5	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA ROAD	SWEETWATER	UNKNOWN	4	1797	2718	31094	933	622	3%	2%	50	763	5	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA ROAD	HELIX	GILLESPIE	4	1667	2598	29365	881	587	3%	2%	50	764	4	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA ROAD	GILLESPIE	JAMACHA	4	1676	2607	29463	884	589	3%	2%	50	765	4	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA ROAD	JAMACHA	PRESIOCA/KEMPTON	4	1460	2348	25889	777	518	3%	2%	50	766	3	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA ROAD	PRESIOCA/KEMPTON	GRAND	4	1041	1880	19298	579	386	3%	2%	50	767	2	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA ROAD	ELKELTON	RAMP SR-125 SB	4	1508	2418	29123	874	582	3%	2%	50	863	4	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA ROAD	RAMP SR-125 SB	RAMP SR-125 NB	4	1949	3031	34170	1025	683	3%	2%	50	864	5	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA ROAD	CALLE ALBARA	BRABHAM	6	1834	2690	27476	824	550	3%	2%	51	1029	2	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	SCOTTYS WAY	CALLE ALBARA	6	1818	2765	27530	826	551	3%	2%	51	1030	2	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	UNKNOWN	SCOTTYS WAY	6	1818	2765	27530	826	551	3%	2%	51	1031	2	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	HILLSDALE	UNKNOWN	6	1818	2765	27530	826	551	3%	2%	51	1032	2	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	SUNDALE	HILLSDALE	6	1721	2627	26747	802	535	3%	2%	51	1033	2	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	CHASE	SUNDALE	6	1721	2627	26747	802	535	3%	2%	51	1034	2	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	CUYAMACA COLLEGE E	UNKNOWN	6	3979	5764	69899	2097	1398	3%	2%	51	1451	6	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	FURY	CUYAMACA COLLEGE E	6	3507	5164	60942	1828	1219	3%	2%	51	1452	6	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	UNKNOWN	FURY	6	2646	3542	39744	1192	795	3%	2%	51	1453	3	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	WILLOW GLEN	UNKNOWN	6	2901	4307	47608	1428	952	3%	2%	51	1454	4	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	HILTON HEAD	WILLOW GLEN	6	2237	3315	35332	1060	707	3%	2%	51	1455	2	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	UNKNOWN	CUYAMACA COLLEGE W	6	3979	5764	69899	2097	1398	3%	2%	51	1456	6	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	CUYAMACA COLLEGE W	RAMP SR-94 WB	6	3621	4057	57757	1733	1155	3%	2%	51	1886	6	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	RAMP SR-94 WB	CAMPO	6	3556	3981	56546	1696	1131	3%	2%	51	1887	5	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	BRABHAM	UNKNOWN	6	1970	2790	28995	870	580	3%	2%	51	2117	2	2	2	0	PA	77.4	167	417	782	1480	2800

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment			AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	From	To																					
JAMACHA ROAD	UNKNOWN	HILTON HEAD	6	1974	2794	29087	873	582	3%	2%	51	2118	2	2	2	0	PA	77.4	167	417	782	1480	2800
JAMACHA ROAD	PENASCO	CHASE	4	1752	2419	27978	839	560	3%	2%	45	2181	4	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA ROAD	HIDDEN MESA	PENASCO	4	1633	2168	25066	752	501	3%	2%	45	2182	3	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA ROAD	RANCHO WINCHESTER	HIDDEN MESA	4	1633	2168	25066	752	501	3%	2%	45	2183	3	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA ROAD	VAN VECHTEN	GROVE	4	1735	2429	27835	835	557	3%	2%	45	2184	4	3	3	0	MA	70.9	--	124	318	627	1217
JAMACHA ROAD	GROVE	RANCHO WINCHESTER	4	1735	2382	27655	830	553	3%	2%	51	2185	4	3	3	0	MA	70.9	--	124	318	627	1217
JAMUL	COTTONWOOD SPRINGS	UNKNOWN	2	484	1129	6824	205	136	3%	2%	35	1167	3	5	3	0	LC	61.2	--	--	42	132	315
JAMUL	UNKNOWN	ALTA LOMA	2	484	1129	6824	205	136	3%	2%	35	1168	3	5	3	0	LC	61.2	--	--	42	132	315
JAMUL	STEELE CANYON	IVANHOE RANCH	2	655	1386	10185	306	204	3%	2%	35	1878	4	5	3	0	LC	61.2	--	--	42	132	315
JAMUL	IVANHOE RANCH	COTTONWOOD SPRINGS	2	655	1386	10185	306	204	3%	2%	35	1879	4	5	3	0	LC	61.2	--	--	42	132	315
JAPATUL VALLEY	RAMP I-8 WB	RAMP I-8 EB	2	247	758	6692	335	201	5%	3%	35	1543	3	5	3	0	LC	61.2	--	--	42	132	315
JAPATUL VALLEY	RAMP I-8 WB	RAMP I-8 WB	2	132	699	5560	278	167	5%	3%	35	1544	2	5	3	0	LC	61.2	--	--	42	132	315
JEFFERSON	LYONS VALLEY	OLIVE VISTA	2	410	949	7973	239	159	3%	2%	35	2016	3	5	2	0	LC	61.2	--	--	42	132	315
JEFFERSON	ZONE CONNECTOR	PROCTOR VALLEY	2	362	833	6118	184	122	3%	2%	35	2017	3	5	2	0	LC	61.2	--	--	42	132	315
JEFFERSON	OLIVE VISTA	ZONE CONNECTOR	2	444	1042	8555	257	171	3%	2%	35	2018	3	5	2	0	LC	61.2	--	--	42	132	315
JULIAN	PROSPECT	CHANNEL	2	250	428	5826	175	117	3%	2%	35	227	3	7	1	0	L	54.9	--	--	--	31	98
JULIAN	MAIN	BOUNDARY	4	1846	2314	28257	1413	848	5%	3%	45	1459	2	3	3	0	MA	70.9	--	124	318	627	1217
JULIAN	BOUNDARY	ZONE CONNECTOR	4	2198	2740	32979	1649	989	5%	3%	45	1460	2	3	3	0	MA	70.9	--	124	318	627	1217
JULIAN	LOS COCHES/MAINE	VINE	2	619	1042	11162	335	223	3%	2%	35	1511	4	5	3	0	LC	61.2	--	--	42	132	315
JULIAN	CYPRESS	PETITE	2	674	1151	12159	365	243	3%	2%	35	1512	4	5	3	0	LC	61.2	--	--	42	132	315
JULIAN	PETITE	PINO	2	674	1151	12159	365	243	3%	2%	35	1513	4	5	3	0	LC	61.2	--	--	42	132	315
JULIAN	12640	CYPRESS	2	787	1326	14175	425	284	3%	2%	35	1514	5	5	3	0	LC	61.2	--	--	42	132	315
JULIAN	VINE	12640	2	787	1326	14175	425	284	3%	2%	35	1515	5	5	3	0	LC	61.2	--	--	42	132	315
JULIAN	PINO	LAKEVIEW	2	619	1065	11189	336	224	3%	2%	35	1516	4	5	3	0	LC	61.2	--	--	42	132	315
JULIAN	WOODLAND VISTA	EL MONTE	2	433	726	7692	231	154	3%	2%	35	1517	3	5	3	0	LC	61.2	--	--	42	132	315
JULIAN	LAKEVIEW	WOODLAND VISTA	2	434	728	7700	231	154	3%	2%	35	1518	3	5	3	0	LC	61.2	--	--	42	132	315
JULIAN	SR-79	SR-78	2	368	712	7623	381	229	5%	3%	35	1557	2	5	1	0	LC	61.2	--	--	42	132	315
JULIAN	DYE	MUSSEY GRADE	2	1899	2355	28705	1435	861	5%	3%	45	1727	11	4	3	0	C	63.6	--	--	73	212	457
JULIAN	HIGHLAND VALLEY	DYE	4	2173	2669	32178	1609	965	5%	3%	45	1728	3	3	3	0	MA	70.9	--	124	318	627	1217
JULIAN	ZONE CONNECTOR	HIGHLAND VALLEY	4	2173	2669	32178	1609	965	5%	3%	45	1729	2	3	3	0	MA	70.9	--	124	318	627	1217
JULIAN	EARLHAM	UNKNOWN	2	583	926	10504	525	315	5%	3%	40	1765	3	4	1	0	C	63.6	--	--	73	212	457
JULIAN	COWBOY	EARLHAM	2	792	1456	16183	809	485	5%	3%	40	1766	4	4	1	0	C	63.6	--	--	73	212	457
JULIAN	AQUA	COWBOY	2	876	1567	17383	869	521	5%	3%	40	1767	5	4	1	0	C	63.6	--	--	73	212	457
JULIAN	MAIN	AQUA	2	876	1567	17383	869	521	5%	3%	40	1768	5	4	1	0	C	63.6	--	--	73	212	457
JULIAN	UNKNOWN	KEYES	2	583	926	10504	525	315	5%	3%	40	1769	3	4	1	0	C	63.6	--	--	73	212	457
JULIAN	SC 964	ZONE CONNECTOR	2	371	576	6576	329	197	5%	3%	40	1888	2	4	3	0	C	63.6	--	--	73	212	457
JULIAN	SCENIC VALLEY	SC 964	2	298	429	5755	288	173	5%	3%	40	1889	2	4	3	0	C	63.6	--	--	73	212	457
JULIAN	ZONE CONNECTOR	SR-79	2	381	592	6757	338	203	5%	3%	40	1890	2	4	3	0	C	63.6	--	--	73	212	457
JULIAN	OLD JULIAN	SCENIC VALLEY	2	336	478	6329	316	190	5%	3%	40	1891	2	4	3	0	C	63.6	--	--	73	212	457
JULIAN	CHANNEL	CACTUS	2	482	906	9408	282	188	3%	2%	35	2088	3	5	3	0	LC	61.2	--	--	42	132	315
JULIAN	CACTUS	LEMONCREST	2	531	1065	10958	329	219	3%	2%	35	2319	4	5	3	0	LC	61.2	--	--	42	132	315
JULIAN	LEMONCREST	LOS COCHES/MAINE	2	613	1220	12506	375	250	3%	2%	35	2320	4	5	3	0	LC	61.2	--	--	42	132	315
JULIAN	UNKNOWN	PASEO PANTERA	2	477	685	7917	396	238	5%	3%	40	2663	3	4	1	0	C	63.6	--	--	73	212	457
JULIAN	UNKNOWN	PASEO PANTERA	2	477	685	7917	396	238	5%	3%	40	2664	3	4	1	0	C	63.6	--	--	73	212	457
JULIAN	UNKNOWN	PASEO PANTERA	2	477	685	7917	396	238	5%	3%	40	2665	3	4	1	0	C	63.6	--	--	73	212	457
JULIAN	UNKNOWN	PASEO PANTERA	2	477	685	7917	396	238	5%	3%	40	2667	3	4	1	0	C	63.6	--	--	73	212	457
JULIAN	PASEO PANTERA	JULIAN BRIDGE	2	449	647	7453	373	224	5%	3%	40	2674	2	4	1	0	C	63.6	--	--	73	212	457
JULIAN	UNKNOWN	PASEO PANTERA	2	477	685	7917	396	238	5%	3%	40	2683	3	4	1	0	C	63.6	--	--	73	212	457
JULIAN	MAGNOLIA	UNKNOWN	2	477	685	7917	396	238	5%	3%	40	2684	3	4	1	0	C	63.6	--	--	73	212	457
JULIAN	KEYES	MAGNOLIA	2	583	926	10504	525	315	5%	3%	40	2685	4	4	1	0	C	63.6	--	--	73	212	457
KENWOOD	BANCROFT	ZONE CONNECTOR	2	891	1390	13867	416	277	3%	2%	35	1145	5	5	3	0	LC	61.2	--	--	42	132	315
KENWOOD	ZONE CONNECTOR	KENWOOD GARDEN/9210	2	717	1244	11606	348	232	3%	2%	35	1146	4	5	3	0	LC	61.2	--	--	42	132	315
KENWOOD	KENWOOD GARDEN/9210	HELIX	2	717	1244	11606	348	232	3%	2%	35	1147	4	5	3	0	LC	61.2	--	--	42	132	315
KENWOOD	HELIX	UNKNOWN	2	603	1267	11469	344	229	3%	2%	35	1148	4	5	3	0	LC	61.2	--	--	42	132	315
KENWOOD	UNKNOWN	SUMMERFIELD	2	605	1278	11575	347	232	3%	2%	35	1149	4	5	3	0	LC	61.2	--	--	42	132	315
KENWOOD	RAMP SR-94 WB	CAMPO	4	1356	2289	28975	869	580	3%	2%	35	2003	5	3	3	0	B	64.7	--	--	94	265	562
KENWOOD	RAMP SR-94 EB	RAMP SR-94 WB	4	1206	2054	23774	713	475	3%	2%	35	2004	4	3	3	0	B	64.7	--	--	94	265	562
KENWOOD	DALE	RAMP SR-94 EB	2	810	1643	16387	492	328	3%	2%	35	2005	5	5	3	0	LC	61.2	--	--	42	132	315
KENWOOD	SUMMERFIELD	DALE	2	741	1502	14575	437	292	3%	2%	35	2331	5	5	3	0	LC	61.2	--	--	42	132	315
KNOB HILL	UNKNOWN	NORDAHL	4	545	1151	9382	281	188	3%	2%	35	435	3	4	1	0	C	63.6	--	--	73	212	457
LA BAJADA	LA NORIA	LOS MORROS	2	1504	2176	19571	587	391	3%	2%	35	1318	6	5	1	0	LC	61.2	--	--	42	132	315
LA BAJADA	EL MIRLO	LA NORIA	2	2154	2987	24507	735	490	3%	2%	35	1319	6	5	1	0	LC	61.2	--	--	42	132	315
LA BREA	DAY	UNKNOWN	2	292	484	6244	187	125	3%	2%	25	49	4	7	1	0	L	54.9	--	--	--	31	98
LA CRESTA	MOUNTAIN VIEW	BURDETT	2	349	521	6028	181	121	3%	2%	35	1922	3	5	1	0	LC	61.2	--	--	42	132	315
LA CRESTA	GREENFIELD	FLUME	3	701	1630	14135	424	283	3%	2%	40	1930	5	4	1	0	C	63.6	--	--	73	212	457
LA CRESTA	FLUME	ZONE CONNECTOR	3	592	1382	11634	349	233	3%	2%	40	2197	4	4	1	0	C	63.6	--	--	73	212	457
LA CRESTA	ZONE CONNECTOR	RANCH GATE	3	583	1398	11535	346	231	3%	2%	40	2198	4	4	1	0	C	63.6	--	--	73	212	457
LA CRESTA	RANCH GATE	UNKNOWN	3	517	1303	10424	313	208	3%	2%	40	2199	4	4	1	0	C	63.6	--	--	73	212	457
LA CRESTA	UNKNOWN	MOUNTAIN VIEW	3	485	1257	9881	296	198	3%	2%	40	2200	4	4	1	0	C	63.6	--	--	73	212	457
LA GRANADA	PASEO DELICIAS	VIA DE SANTA FE	2	1002	1042	11566	347	231	3%	2%	25	1312	6	7	1	0	L	54.9	--	--	--	31	98
LA GRANADA	RAMBLA DE LAS FLORES	SOBRE LOS CERROS	2	1184	1308	15168	455	303	3%	2%	35	1314	5	5	1	0	LC	61.2	--	--	42	132	315
LA GRANADA	SOBRE LOS CERROS	AVNDA DE ACACIAS	2	1167	1312	15336	460	307	3%	2%	35	1315	5	5	1	0	LC	61.2	--	--	42	132	315
LA GRANADA	AVNDA DE ACACIAS	PASEO DELICIAS	2	1270	1528	17101	513	342	3%	2%	35	1316	6	5	1	0	LC	61.2	--	--	42	132	315
LA GRANADA	SAN ELIJO	RAMBLA DE LAS FLORES	2	1487	2144	19042	571	381	3%	2%	35	1320	6	5	1	0	LC	61.2	--	--	42	132	315
LA GRANADA	LOS MORROS	SAN ELIJO	2	1473	2121	18935	568	379	3%	2%	35	1321	6	5	1	0	LC	61.2	--	--	42	132	315
LA MEDIA	ZONE CONNECTOR	LONESTAR	6	3818	3219	40474	4047	6071	10%	15%	51	5	3	2	2	0	PA	77.4	167	417	782	1480	2800
LA NORIA	LA BAJADA	EL PUENTE	2	822	1027	6250	188	125	3%	2%	35	1778	3	5	1	0	LC	61.2	--	--	42	132	315
LAKE	UNKNOWN	RANCHO SANTA FE	2	430	1118	12870	386	257	3%	2%	35	451	5	7	1	0	L	54.9	--	--	--	31	98
LAKE JENNINGS PARK	PINO	WINCHESTER	4	1660	2085	24327	730	487	3%	2%	50	2089	2	3	2	0	MA	70.9	--	124	318	627	1217

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment			AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	From	To																					
LAKE JENNINGS PARK	WINCHESTER	EL MONTE	4	1655	2111	24579	737	492	3%	2%	50	2090	2	3	2	0	MA	70.9	--	124	318	627	1217
LAKE JENNINGS PARK	MAPLEVIEW	PINO	4	1873	2516	28943	868	579	3%	2%	50	2091	3	3	2	0	MA	70.9	--	124	318	627	1217
LAKE JENNINGS PARK	ZONE CONNECTOR	AMERICAN	4	1853	2558	28725	862	574	3%	2%	50	2092	4	3	3	0	MA	70.9	--	124	318	627	1217
LAKE JENNINGS PARK	AMERICAN	PINKARD	4	1853	2558	28725	862	574	3%	2%	50	2093	4	3	3	0	MA	70.9	--	124	318	627	1217
LAKE JENNINGS PARK	EL MONTE	ZONE CONNECTOR	4	1944	2670	29847	895	597	3%	2%	50	2094	4	3	3	0	MA	70.9	--	124	318	627	1217
LAKE JENNINGS PARK	HWY 8/BLOSSOM VALLEY	RAMP I-8 WB	4	2359	3250	37622	1129	752	3%	2%	50	2434	6	3	3	0	MA	70.9	--	124	318	627	1217
LAKE JENNINGS PARK	RAMP I-8 WB	SIERRA ALTA	4	1865	2835	31889	957	638	3%	2%	50	2438	5	3	3	0	MA	70.9	--	124	318	627	1217
LAKE JENNINGS PARK	RAMP I-8 WB	RAMP I-8 WB	4	1521	2468	25574	767	511	3%	2%	50	2439	3	3	3	0	MA	70.9	--	124	318	627	1217
LAKE JENNINGS PARK	HARRITT	JENNINGS VISTA	4	1902	2704	30380	911	608	3%	2%	50	2440	4	3	3	0	MA	70.9	--	124	318	627	1217
LAKE JENNINGS PARK	PINKARD	HARRITT	4	1902	2704	30380	911	608	3%	2%	50	2441	4	3	3	0	MA	70.9	--	124	318	627	1217
LAKE JENNINGS PARK	JENNINGS VISTA	HWY 8/BLOSSOM VALLEY	4	1953	2785	31352	941	627	3%	2%	50	2442	5	3	3	0	MA	70.9	--	124	318	627	1217
LAKE WOHLFORD	ZONE CONNECTOR	WOODS VALLEY	2	337	804	7956	239	159	3%	2%	40	2706	1	5	3	0	LC	61.2	--	--	42	132	315
LAKE WOHLFORD	VALLEY CENTER	CANAL	2	269	575	5854	176	117	3%	2%	40	2707	1	5	3	0	LC	61.2	--	--	42	132	315
LAKESIDE	UNKNOWN	CHANNEL	4	1522	1912	24035	721	481	3%	2%	50	1055	3	3	3	0	MA	70.9	--	124	318	627	1217
LAKESIDE	CHANNEL	SR-67	2	702	624	7455	224	149	3%	2%	35	2062	4	5	1	0	LC	61.2	--	--	42	132	315
LAKESIDE	RIVERSIDE	UNKNOWN	4	1398	1700	21902	657	438	3%	2%	50	2317	2	3	3	0	MA	70.9	--	124	318	627	1217
LAKEVIEW	MARJAY	LOS COCHES	2	370	575	6546	196	131	3%	2%	35	126	3	5	1	0	LC	61.2	--	--	42	132	315
LAKEVIEW	ZONE CONNECTOR	IDYL	2	281	450	5005	150	100	3%	2%	35	127	3	5	1	0	LC	61.2	--	--	42	132	315
LAKEVIEW	PINO	ZONE CONNECTOR	2	320	517	5717	172	114	3%	2%	35	889	3	5	1	0	LC	61.2	--	--	42	132	315
LAMAR	AVNDA DE LAMAR	HELIX	2	313	685	6319	190	126	3%	2%	30	78	3	7	1	0	L	54.9	--	--	--	31	98
LAMAR	BANCROFT	AVNDA DE LAMAR	2	364	735	7222	217	144	3%	2%	30	231	4	7	1	0	L	54.9	--	--	--	31	98
LAS POSAS	BUENA CREEK	LA CIENEGA	2	1566	1170	14129	424	283	3%	2%	35	2226	5	5	1	0	LC	61.2	--	--	42	132	315
LAS POSAS	LA CIENEGA	ZONE CONNECTOR	2	1622	1275	15223	457	304	3%	2%	35	2227	5	5	1	0	LC	61.2	--	--	42	132	315
LEBANON	OLD 80	CTE MADERA	2	313	462	5513	110	55	2%	1%	30	357	3	7	1	0	L	54.9	--	--	--	31	98
LEMON	ALTO	LAKE HELIX	2	356	535	5737	172	115	3%	2%	40	1442	3	4	1	0	C	63.6	--	--	73	212	457
LEMON	BANCROFT	MARGUERITA	2	839	1261	14034	421	281	3%	2%	40	1443	5	4	1	0	C	63.6	--	--	73	212	457
LEMON	MARGUERITA	ALTO	2	558	829	9480	284	190	3%	2%	40	1444	4	4	1	0	C	63.6	--	--	73	212	457
LILAC	CYPRESS	VALLEY CENTER	4	2797	3239	39040	1171	781	3%	2%	35	1804	6	3	2	0	B	64.7	--	--	94	265	562
LILAC	BETSWORTH	CYPRESS	4	1994	1869	20851	626	417	3%	2%	35	1805	4	3	2	0	B	64.7	--	--	94	265	562
LILAC	LILAC HILL	OLD CASTLE	2	1300	822	9056	272	181	3%	2%	35	1812	3	5	3	0	LC	61.2	--	--	42	132	315
LILAC	WEST LILAC	LILAC HILL	2	1314	843	9083	272	182	3%	2%	35	1813	3	5	3	0	LC	61.2	--	--	42	132	315
LILAC	ZONE CONNECTOR	ANTHONY	2	1301	911	10014	300	200	3%	2%	35	1846	4	5	1	0	LC	61.2	--	--	42	132	315
LILAC	ZONE CONNECTOR	WEST LILAC	2	1236	752	8235	247	165	3%	2%	35	1847	4	5	1	0	LC	61.2	--	--	42	132	315
LILAC	ANTHONY	ZONE CONNECTOR	2	1375	938	10930	328	219	3%	2%	35	1848	5	5	1	0	LC	61.2	--	--	42	132	315
LILAC	ZONE CONNECTOR	ANTHONY	2	1523	1203	13353	401	267	3%	2%	40	1854	4	4	2	0	C	63.6	--	--	73	212	457
LILAC	OLD CASTLE	ZONE CONNECTOR	2	1442	1066	11951	359	239	3%	2%	40	1855	4	4	2	0	C	63.6	--	--	73	212	457
LILAC	ANTHONY	UNKNOWN	4	1986	1845	20657	620	413	3%	2%	50	2047	2	3	3	0	MA	70.9	--	124	318	627	1217
LILAC	UNKNOWN	BETSWORTH	4	1986	1845	20657	620	413	3%	2%	50	2048	2	3	3	0	MA	70.9	--	124	318	627	1217
LILAC	COUSER CANYON	ZONE CONNECTOR	2	1285	852	9645	289	193	3%	2%	35	2730	4	5	1	0	LC	61.2	--	--	42	132	315
LILAC RIDGE	OLD 395	ZONE CONNECTOR	2	1497	2600	32372	971	647	3%	2%	40	2382	6	4	3	0	C	63.6	--	--	73	212	457
LILAC RIDGE	ZONE CONNECTOR	WEST LILAC	2	544	946	10499	315	210	3%	2%	40	2417	4	4	3	0	C	63.6	--	--	73	212	457
LINEA DEL CIELO	ZONE CONNECTOR	RAMBLA DE LAS FLORES	2	489	1080	10123	304	202	3%	2%	35	1781	4	5	1	0	LC	61.2	--	--	42	132	315
LINEA DEL CIELO	EL SECRETO	ZONE CONNECTOR	2	360	882	7598	228	152	3%	2%	35	1782	4	5	1	0	LC	61.2	--	--	42	132	315
LINEA DEL CIELO	PASEO DELICIAS	EL SECRETO	2	356	883	7558	227	151	3%	2%	35	1783	4	5	1	0	LC	61.2	--	--	42	132	315
LINEA DEL CIELO	EL CAMINO REAL	LOMAS SANTA FE	2	490	1074	10000	300	200	3%	2%	35	1785	4	5	1	0	LC	61.2	--	--	42	132	315
LINEA DEL CIELO	RAMBLA DE LAS FLORES	LAS PLANIDERAS	2	612	1522	11093	333	222	3%	2%	35	2457	5	5	1	0	LC	61.2	--	--	42	132	315
LINEA DEL CIELO	LAS PLANIDERAS	EL CAMINO REAL	2	674	1652	12364	371	247	3%	2%	35	2458	5	5	1	0	LC	61.2	--	--	42	132	315
LOMAS SANTA FE	HIGHLAND	SUN VALLEY	2	524	1146	10948	328	219	3%	2%	35	2041	5	5	1	0	LC	61.2	--	--	42	132	315
LOMAS SANTA FE	SUN VALLEY	LINEA DEL CIELO	2	524	1146	10948	328	219	3%	2%	35	2042	5	5	1	0	LC	61.2	--	--	42	132	315
LONE STAR	PASEO DE LAS AMERICA	FARADAY	4	1439	2298	23704	2370	3556	10%	15%	50	1668	2	3	2	0	MA	70.9	--	124	318	627	1217
LONE STAR	FARADAY	ENRICO FERMI	4	1343	2167	22550	2255	3382	10%	15%	50	1669	2	3	2	0	MA	70.9	--	124	318	627	1217
LONE STAR	ENRICO FERMI	ZONE CONNECTOR	4	1953	2727	30796	3080	4619	10%	15%	50	1670	4	3	2	0	MA	70.9	--	124	318	627	1217
LONE STAR	ZONE CONNECTOR	ALTA	4	1955	2436	30672	3067	4601	10%	15%	50	1671	4	3	2	0	MA	70.9	--	124	318	627	1217
LONESTAR	HARVEST	HARVEST	4	2002	2462	28913	2891	4337	10%	15%	50	1664	3	3	2	0	MA	70.9	--	124	318	627	1217
LONESTAR	PIPER RANCH	NEW HARVEST	6	2558	3692	39300	3930	5895	10%	15%	60	1665	2	2	2	0	PA	77.4	167	417	782	1480	2800
LONESTAR	HARVEST	SANYO	4	2002	2462	28913	2891	4337	10%	15%	50	1666	3	3	2	0	MA	70.9	--	124	318	627	1217
LONESTAR	SANYO	PASEO DE LAS AMERICA	4	1439	2298	23704	2370	3556	10%	15%	50	1667	2	3	2	0	MA	70.9	--	124	318	627	1217
LONESTAR	NEW HARVEST	NATIONAL UNIVERSITY	4	2002	2462	28913	2891	4337	10%	15%	50	1672	3	3	2	0	MA	70.9	--	124	318	627	1217
LONESTAR	NATIONAL UNIVERSITY	HARVEST	4	2002	2462	28913	2891	4337	10%	15%	50	1673	3	3	2	0	MA	70.9	--	124	318	627	1217
LOOP	AIRWAY	RAMP SR-11 EB	4	2287	1961	25865	2586	3880	10%	15%	50	1683	3	3	2	0	MA	70.9	--	124	318	627	1217
LOOP	RAMP SR-11 EB	RAMP SR-11 WB	4	2826	1929	30904	3090	4636	10%	15%	50	1684	4	3	2	0	MA	70.9	--	124	318	627	1217
LOOP	RAMP SR-11 WB	ZONE CONNECTOR	4	3213	2918	39084	3908	5863	10%	15%	50	1685	6	3	2	0	MA	70.9	--	124	318	627	1217
LOOP	OTAY MESA	ZONE CONNECTOR	4	1391	1520	20872	2087	3131	10%	15%	50	1686	2	3	2	0	MA	70.9	--	124	318	627	1217
LOOP	ZONE CONNECTOR	OTAY MESA	4	1426	1224	16530	1653	2480	10%	15%	50	1687	2	3	2	0	MA	70.9	--	124	318	627	1217
LOOP	ALTA	ZONE CONNECTOR	4	1803	2009	25248	2525	3787	10%	15%	50	1688	3	3	2	0	MA	70.9	--	124	318	627	1217
LOOP	SIEMPRE VIVA	ZONE CONNECTOR	4	983	764	11310	1131	1696	10%	15%	50	2031	1	3	2	0	MA	70.9	--	124	318	627	1217
LOOP	ZONE CONNECTOR	AIRWAY	4	1631	1438	20929	2093	3139	10%	15%	50	2032	2	3	2	0	MA	70.9	--	124	318	627	1217
LOS COCHES	RAMP I-8 WB	RAMP I-8 EB	4	1013	2983	29863	896	597	3%	2%	50	138	4	3	2	0	MA	70.9	--	124	318	627	1217
LOS COCHES	RAMP I-8 EB	ZONE CONNECTOR	2	1219	3227	34670	1040	693	3%	2%	25	896	6	7	1	0	L	54.9	--	--	--	31	98
LOS COCHES	AURORA	BASHFUL	4	1001	2054	20033	601	401	3%	2%	50	1960	2	3	3	0	MA	70.9	--	124	318	627	1217
LOS COCHES	I-8 BUSINESS	AURORA	4	1001	2054	20033	601	401	3%	2%	50	1961	2	3	3	0	MA	70.9	--	124	318	627	1217
LOS COCHES	BASHFUL	ORA BELLE	4	1119	2356	24389	732	488	3%	2%	50	1962	3	3	3	0	MA	70.9	--	124	318	627	1217
LOS COCHES	ORA BELLE	RAMP I-8 WB	4	1156	2448	25384	762	508	3%	2%	50	1963	3	3	3	0	MA	70.9	--	124	318	627	1217
LOS COCHES	LOS COCHES/MAINE	VINE	2	725	1287	13048	391	261	3%	2%	40	2250	4	4	3	0	C	63.6	--	--	73	212	457
LOS COCHES	MELROSE	BOWER	2	855	1491	15598	468	312	3%	2%	40	2251	5	4	3	0	C	63.6	--	--	73	212	457
LOS COCHES	LAKEVIEW	I-8 BUSINESS	2	966	1698	17685	531	354	3%	2%	40	2252	5	4	3	0	C	63.6	--	--	73	212	457
LOS COCHES	BOWER	LAKEVIEW	2	884	1544	16232	487	325	3%	2%	40	2253	5	4	3	0	C	63.6	--	--	73	212	457
LOS COCHES	VINE	ROCKCREST	2	725	1287	13048	391	261	3%	2%	40	2254	4	4	3	0	C	63.6	--	--	73	212	457
LOS COCHES	ROCKCREST	ZONE CONNECTOR	2	800	1389	14228	427	285	3%	2%	40	2255	5	4	3	0	C	63.6	--	--	73	212	457

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment																						
	From	To		AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
LOS COCHES	ZONE CONNECTOR	MELROSE	2	808	1403	14397	432	288	3%	2%	40	2256	5	4	3	0	C	63.6	--	--	73	212	457
LOS MORROS	LA ENTRADA	LA GRANADA	2	1504	2176	19571	587	391	3%	2%	35	1317	6	5	1	0	LC	61.2	--	--	42	132	315
LYONS VALLEY	OLIVE VISTA	JEFFERSON	2	527	693	10606	318	212	3%	2%	35	91	4	5	3	0	LC	61.2	--	--	42	132	315
LYONS VALLEY	CAMPO	OLIVE VISTA	2	551	701	10921	328	218	3%	2%	35	761	5	5	1	0	LC	61.2	--	--	42	132	315
LYONS VALLEY	SKYLINE TRUCK	UNKNOWN	2	569	747	9774	293	195	3%	2%	35	979	4	5	1	0	LC	61.2	--	--	42	132	315
LYONS VALLEY	RIO GRANDE	PEG LEG MINE	2	890	1257	15538	466	311	3%	2%	35	1254	5	5	3	0	LC	61.2	--	--	42	132	315
LYONS VALLEY	PEG LEG MINE	ROCKY SAGE	2	845	1173	14618	439	292	3%	2%	35	1255	5	5	3	0	LC	61.2	--	--	42	132	315
LYONS VALLEY	ROCKY SAGE	SC 760	2	845	1173	14618	439	292	3%	2%	35	1256	5	5	3	0	LC	61.2	--	--	42	132	315
LYONS VALLEY	RESERVOIR	JAMUL	2	891	1479	17173	515	343	3%	2%	35	1257	5	5	3	0	LC	61.2	--	--	42	132	315
LYONS VALLEY	JAMUL	RIO GRANDE	2	890	1257	15538	466	311	3%	2%	35	1258	5	5	3	0	LC	61.2	--	--	42	132	315
LYONS VALLEY	JEFFERSON	RESERVOIR	2	891	1479	17173	515	343	3%	2%	35	1259	5	5	3	0	LC	61.2	--	--	42	132	315
LYONS VALLEY	SC 760	SKYLINE TRUCK	2	845	1173	14618	439	292	3%	2%	35	2418	5	5	3	0	LC	61.2	--	--	42	132	315
MAGNOLIA	AIRPORT	1681	4	868	982	13156	395	263	3%	2%	50	346	1	3	3	0	MA	70.9	--	124	318	627	1217
MAGNOLIA	CYPRESS	UNKNOWN	4	1267	1233	21494	645	430	3%	2%	50	417	2	3	3	0	MA	70.9	--	124	318	627	1217
MAGNOLIA	UNKNOWN	VERNON	4	1267	1233	21494	645	430	3%	2%	50	418	2	3	3	0	MA	70.9	--	124	318	627	1217
MAGNOLIA	1681	DENNY	4	1051	1169	15889	477	318	3%	2%	50	786	2	3	3	0	MA	70.9	--	124	318	627	1217
MAGNOLIA	DENNY	BRADLEY	4	1051	1169	15889	477	318	3%	2%	50	787	2	3	3	0	MA	70.9	--	124	318	627	1217
MAGNOLIA	BRADLEY	CYPRESS	4	1489	1228	23099	693	462	3%	2%	50	788	3	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	RAMONA	DAY	4	1693	3041	34896	1745	1047	5%	3%	45	217	4	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	MONTECITO	16TH	4	1632	3083	35054	1753	1052	5%	3%	45	276	4	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	16TH	RAMONA	4	1618	2961	33998	1700	1020	5%	3%	45	277	2	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	AVIATION	AMMUNITION	2	976	1620	19372	581	387	3%	2%	25	1122	6	7	1	0	L	54.9	--	--	--	31	98
MAIN	FALLBROOK	AVIATION	2	906	1481	18156	545	363	3%	2%	25	1123	6	7	1	0	L	54.9	--	--	--	31	98
MAIN	COLLEGE	FALLBROOK	2	892	1601	19023	571	380	3%	2%	25	1124	6	7	1	0	L	54.9	--	--	--	31	98
MAIN	HAWTHORNE	ALVARADO	2	687	1331	15427	463	309	3%	2%	25	1125	6	7	1	0	L	54.9	--	--	--	31	98
MAIN	ZONE CONNECTOR	HAWTHORNE	2	687	1331	15427	463	309	3%	2%	25	1126	6	7	1	0	L	54.9	--	--	--	31	98
MAIN	MISSION	ZONE CONNECTOR	2	554	928	11334	340	227	3%	2%	25	1127	6	7	1	0	L	54.9	--	--	--	31	98
MAIN	ALVARADO	FIG	2	764	1278	15545	466	311	3%	2%	25	1130	6	7	1	0	L	54.9	--	--	--	31	98
MAIN	FIG	COLLEGE	2	835	1428	17263	518	345	3%	2%	25	1131	6	7	1	0	L	54.9	--	--	--	31	98
MAIN	AMMUNITION	CLEMMENS	2	731	1340	15672	470	313	3%	2%	25	1132	6	7	1	0	L	54.9	--	--	--	31	98
MAIN	KALBAUGH	ETCHEVERRY	4	1375	1844	22440	1122	673	5%	3%	45	1264	2	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	HUNTER	KALBAUGH	4	1475	2175	25875	1294	776	5%	3%	45	1265	2	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	JULIAN	HUNTER	4	1307	2083	24187	1209	726	5%	3%	45	1266	2	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	PALA	JULIAN	4	1155	1826	20997	1050	630	5%	3%	45	1267	2	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	DAY	PALA	4	1155	1826	20997	1050	630	5%	3%	45	1268	3	3	3	0	MA	70.9	--	124	318	627	1217
MAIN	JULIAN	UNKNOWN	4	887	1541	16919	846	508	5%	3%	35	1760	3	3	3	0	B	64.7	--	--	94	265	562
MAIN	UNKNOWN	07TH	4	1098	2053	22138	1107	664	5%	3%	35	1761	2	3	3	0	B	64.7	--	--	94	265	562
MAIN	PINE/10TH	11TH	4	1662	2592	31005	1550	930	5%	3%	35	1948	8	3	3	0	B	64.7	--	--	94	265	562
MAIN	11TH	12TH	4	1591	2484	29578	1479	887	5%	3%	35	1949	2	3	3	0	B	64.7	--	--	94	265	562
MAIN	14TH	MONTECITO	4	1649	2904	33176	1659	995	5%	3%	35	1950	3	3	3	0	B	64.7	--	--	94	265	562
MAIN	12TH	14TH	4	1621	2780	31136	1557	934	5%	3%	35	1951	3	3	3	0	B	64.7	--	--	94	265	562
MAIN	UNKNOWN	N 5TH	4	901	1584	17707	885	531	5%	3%	35	2138	2	3	3	0	B	64.7	--	--	94	265	562
MAIN	N 5TH	UNKNOWN	4	895	1578	16712	836	501	5%	3%	35	2139	2	3	3	0	B	64.7	--	--	94	265	562
MAIN	07TH	ZONE CONNECTOR	4	1003	1953	21716	1086	651	5%	3%	35	2404	3	3	3	0	B	64.7	--	--	94	265	562
MAIN	ZONE CONNECTOR	UNKNOWN	4	1398	2709	30121	1506	904	5%	3%	35	2405	2	3	3	0	B	64.7	--	--	94	265	562
MAIN	UNKNOWN	PINE/10TH	4	1399	2710	30149	1507	904	5%	3%	35	2406	8	3	3	0	B	64.7	--	--	94	265	562
MAINE	LAKESHORE	ZONE CONNECTOR	2	909	1353	15455	464	309	3%	2%	35	1706	5	5	1	0	LC	61.2	--	--	42	132	315
MAINE	WOODSIDE	PARKSIDE	2	776	1340	14242	427	285	3%	2%	35	1707	5	5	1	0	LC	61.2	--	--	42	132	315
MAINE	PARKSIDE	LAKESHORE	2	892	1409	16309	489	326	3%	2%	35	1708	6	5	1	0	LC	61.2	--	--	42	132	315
MAINE	ZONE CONNECTOR	RAMP SR-67 NB	2	912	1343	15400	462	308	3%	2%	35	1972	5	5	1	0	LC	61.2	--	--	42	132	315
MAINE	WOODSIDE	LOS COCHES	2	761	1163	12050	362	241	3%	2%	40	2248	4	4	3	0	C	63.6	--	--	73	212	457
MAINE	LOS COCHES	LOS COCHES/MAINE	2	1085	1657	17231	517	345	3%	2%	40	2249	5	4	3	0	C	63.6	--	--	73	212	457
MAPLEVIEW	ZONE CONNECTOR	INDUSTRY	4	666	482	7156	215	143	3%	2%	50	2078	1	3	2	0	MA	70.9	--	124	318	627	1217
MAPLEVIEW	RAMP SR-67 SB	UNKNOWN	4	2327	3074	35986	1080	720	3%	2%	50	2079	5	3	2	0	MA	70.9	--	124	318	627	1217
MAPLEVIEW	ASHWOOD	-12823/12840-APTS	4	1817	2451	28221	847	564	3%	2%	50	2080	3	3	2	0	MA	70.9	--	124	318	627	1217
MAPLEVIEW	UNKNOWN	UNKNOWN	4	2327	3074	35986	1080	720	3%	2%	50	2081	5	3	2	0	MA	70.9	--	124	318	627	1217
MAPLEVIEW	UNKNOWN	ASHWOOD	4	2462	2955	38467	1154	769	3%	2%	50	2082	6	3	2	0	MA	70.9	--	124	318	627	1217
MAPLEVIEW	VINE	UNKNOWN	4	2510	3020	39240	1177	785	3%	2%	50	2083	6	3	2	0	MA	70.9	--	124	318	627	1217
MAPLEVIEW	MAINE	VINE	4	2800	3375	44351	1331	887	3%	2%	50	2084	6	3	2	0	MA	70.9	--	124	318	627	1217
MAPLEVIEW	UNKNOWN	MAINE	4	1993	2633	30835	925	617	3%	2%	50	2085	4	3	2	0	MA	70.9	--	124	318	627	1217
MAPLEVIEW	CHANNEL	RAMP SR-67 SB	4	1154	1672	17787	534	356	3%	2%	50	2086	2	3	2	0	MA	70.9	--	124	318	627	1217
MAR VISTA	BUENA VISTA DR	CANNON	2	753	1167	11495	345	230	3%	2%	35	1369	5	5	1	0	LC	61.2	--	--	42	132	315
MARGUERITA	LEMON	FLETCHER	2	378	591	6317	190	126	3%	2%	25	886	4	7	1	0	L	54.9	--	--	--	31	98
MAST	UNKNOWN	RIVERFORD	4	1526	2098	22853	686	457	3%	2%	50	340	3	3	3	0	MA	70.9	--	124	318	627	1217
MAST	UNNAMED LKS	UNKNOWN	4	1163	1792	16650	500	333	3%	2%	50	341	2	3	3	0	MA	70.9	--	124	318	627	1217
MAST	LOS RANCHITOS	UNNAMED LKS	4	879	1737	14024	421	280	3%	2%	50	342	2	3	3	0	MA	70.9	--	124	318	627	1217
MAYA	APPLE	LUTHER	2	321	603	5508	165	110	3%	2%	35	1351	3	5	1	0	LC	61.2	--	--	42	132	315
MELROSE	UNKNOWN	SANTA FE	5	2156	2887	31784	954	636	3%	2%	40	2	5	2	2	0	PA	77.4	167	417	782	1480	2800
MELROSE	SPUR	ZONE CONNECTOR	5	2120	2864	31227	937	625	3%	2%	40	3	5	2	2	0	PA	77.4	167	417	782	1480	2800
MELROSE	ZONE CONNECTOR	UNKNOWN	6	2156	2887	31784	954	636	3%	2%	40	4	6	2	2	0	PA	77.4	167	417	782	1480	2800
MELROSE	GAY RIO	VISTA DEL CAJON	2	375	604	6495	195	130	3%	2%	25	263	4	7	1	0	L	54.9	--	--	--	31	98
MELROSE	VISTA DEL CAJON	ROYAL	2	365	590	6314	189	126	3%	2%	25	264	4	7	1	0	L	54.9	--	--	--	31	98
MIRAMAR	RAMP I-15 SB	RAMP I-15 SB	4	3616	3294	41440	1243	829	3%	2%	45	8	6	2	2	0	PA	77.4	167	417	782	1480	2800
MIRAMAR	RAMP I-15 NB	RAMP I-15 SB	5	3467	3282	43102	1293	862	3%	2%	45	453	6	3	1	0	MA	70.9	--	124	318	627	1217
MIRAMAR	POMERADO	RAMP I-15 NB	5	3024	2532	33619	1009	672	3%	2%	45	454	2	3	2	0	MA	70.9	--	124	318	627	1217
MISSION	VALLEY RANCH	VIA GRENADA	4	3762	4003	56495	2825	1695	5%	3%	50	9	4	2	2	0	PA	77.4	167	417	782	1480	2800
MISSION	HOLLY	EAST VISTA	4	3205	3452	46956	2348	1409	5%	3%	50	22	8	2	2	0	PA	77.4	167	417	782	1480	2800
MISSION	EAST VISTA	CRANBERRY	4	3772	4333	60032	3002	1801	5%	3%	50	23	8	2	2	0	PA	77.4	167	417	782	1480	2800
MISSION	NORTH RIVER	HOLLY	4	3193	3443	46846	2342	1405	5%	3%	50	24	5	2	2	0	PA	77.4	167	417	782	1480	2800

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment			AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	From	To																					
MISSION	OLIVEHILL/CM DEL REY	VALLEY RANCH	4	3821	4243	59014	2951	1770	5%	3%	50	25	8	2	2	0	PA	77.4	167	417	782	1480	2800
MISSION	AMMUNITION	CLEMMENS	4	1447	1969	22072	662	441	3%	2%	35	50	4	3	3	0	B	64.7	--	--	94	265	562
MISSION	OLD STAGE	PEPPER TREE	4	1283	1422	16203	486	324	3%	2%	35	169	3	3	3	0	B	64.7	--	--	94	265	562
MISSION	HAWTHORNE	ALVARADO	4	975	1351	14957	449	299	3%	2%	35	255	3	3	3	0	B	64.7	--	--	94	265	562
MISSION	AVIATION	ZONE CONNECTOR	4	946	1222	13889	417	278	3%	2%	35	700	3	3	3	0	B	64.7	--	--	94	265	562
MISSION	ZONE CONNECTOR	AMMUNITION	4	1188	1882	20910	627	418	3%	2%	35	701	4	3	3	0	B	64.7	--	--	94	265	562
MISSION	VIA GRENADA	UNKNOWN	4	3762	4003	56495	2825	1695	5%	3%	50	783	4	2	2	0	PA	77.4	167	417	782	1480	2800
MISSION	UNKNOWN	NORTH RIVER	4	3762	4003	56495	2825	1695	5%	3%	50	784	8	2	2	0	PA	77.4	167	417	782	1480	2800
MISSION	HILL	HAWTHORNE	4	858	1113	12396	372	248	3%	2%	35	862	3	3	3	0	B	64.7	--	--	94	265	562
MISSION	ZONE CONNECTOR	FALLBROOK	4	1370	2027	22776	683	456	3%	2%	35	903	4	3	3	0	B	64.7	--	--	94	265	562
MISSION	COLLEGE	ZONE CONNECTOR	4	1326	1951	22020	661	440	3%	2%	35	904	4	3	3	0	B	64.7	--	--	94	265	562
MISSION	ALVARADO	FIG	4	1195	1691	19186	576	384	3%	2%	35	905	4	3	3	0	B	64.7	--	--	94	265	562
MISSION	FIG	COLLEGE	4	1307	1925	21723	652	434	3%	2%	35	906	4	3	3	0	B	64.7	--	--	94	265	562
MISSION	FALLBROOK	AVIATION	4	1188	1888	21172	635	423	3%	2%	35	907	4	3	3	0	B	64.7	--	--	94	265	562
MISSION	CLEMMENS	ALMOND	4	1127	1247	14185	426	284	3%	2%	35	1070	3	3	3	0	B	64.7	--	--	94	265	562
MISSION	ALMOND	OLD STAGE	4	1127	1247	14185	426	284	3%	2%	35	1071	3	3	3	0	B	64.7	--	--	94	265	562
MISSION	ZONE CONNECTOR	STAGE COACH	4	1610	1871	21527	646	431	3%	2%	35	1072	4	3	3	0	B	64.7	--	--	94	265	562
MISSION	OLIVE HILL	WINTER HAVEN	4	1152	1092	14398	432	288	3%	2%	35	1073	3	3	3	0	B	64.7	--	--	94	265	562
MISSION	STAGE COACH	OLIVE HILL	4	1904	2305	22462	674	449	3%	2%	35	1074	4	3	3	0	B	64.7	--	--	94	265	562
MISSION	WINTER HAVEN	UNKNOWN	4	1412	1249	17891	537	358	3%	2%	35	1075	4	3	3	0	B	64.7	--	--	94	265	562
MISSION	UNKNOWN	OVERLAND	4	1416	1253	17983	539	360	3%	2%	35	1076	4	3	3	0	B	64.7	--	--	94	265	562
MISSION	OVERLAND	BIG OAK RANCH	4	1417	1219	17963	539	359	3%	2%	35	1077	4	3	3	0	B	64.7	--	--	94	265	562
MISSION	BIG OAK RANCH	GREEN CANYON	4	1423	1183	17991	540	360	3%	2%	35	1078	4	3	3	0	B	64.7	--	--	94	265	562
MISSION	GREEN CANYON	VIA ENCINAS	4	1703	1405	21976	659	440	3%	2%	50	1079	2	3	2	0	MA	70.9	--	124	318	627	1217
MISSION	VIA ENCINAS	HELLERS BEND	4	1719	1366	22199	666	444	3%	2%	50	1080	2	3	2	0	MA	70.9	--	124	318	627	1217
MISSION	HELLERS BEND	VIA MONSERATE	4	1767	1459	23349	700	467	3%	2%	50	1081	2	3	2	0	MA	70.9	--	124	318	627	1217
MISSION	VIA MONSERATE	BAJA MISSION	4	1822	1483	24064	722	481	3%	2%	50	1082	2	3	2	0	MA	70.9	--	124	318	627	1217
MISSION	BAJA MISSION	LA CANADA	4	1822	1483	24064	722	481	3%	2%	50	1083	2	3	2	0	MA	70.9	--	124	318	627	1217
MISSION	RIVER VILLAGE MALL	PALA	4	2028	1420	27793	834	556	3%	2%	50	1084	3	3	2	0	MA	70.9	--	124	318	627	1217
MISSION	BLDG 4949	RIVER VILLAGE MALL	4	2028	1420	27793	834	556	3%	2%	50	1085	3	3	2	0	MA	70.9	--	124	318	627	1217
MISSION	LA CANADA	TRIPLE CROWN	4	1857	1539	24689	741	494	3%	2%	50	1086	2	3	2	0	MA	70.9	--	124	318	627	1217
MISSION	TRIPLE CROWN	BLDG 4949	4	1888	1563	25204	756	504	3%	2%	50	1087	3	3	2	0	MA	70.9	--	124	318	627	1217
MISSION	INDUSTRIAL	SANTA MARGARITA	4	1584	1317	17995	540	360	3%	2%	35	1118	3	3	2	0	B	64.7	--	--	94	265	562
MISSION	GUM TREE	INDUSTRIAL	4	1871	1606	22063	662	441	3%	2%	35	1119	4	3	2	0	B	64.7	--	--	94	265	562
MISSION	STAGE COACH	GUM TREE	4	1760	1351	19184	576	384	3%	2%	35	1120	4	3	2	0	B	64.7	--	--	94	265	562
MISSION	PEPPER TREE	ROCKYCREST	4	1677	2347	26363	791	527	3%	2%	35	1297	5	3	3	0	B	64.7	--	--	94	265	562
MISSION	ROCKYCREST	ZONE CONNECTOR	4	1637	1969	22451	674	449	3%	2%	35	1298	4	3	3	0	B	64.7	--	--	94	265	562
MISSION	PICO	HILL	4	858	1113	12396	372	248	3%	2%	35	1383	3	3	3	0	B	64.7	--	--	94	265	562
MISSION	MAIN	PICO	2	1314	1124	13852	416	277	3%	2%	35	1384	5	5	3	0	LC	61.2	--	--	42	132	315
MISSION	DAVIS	STAGE COACH	4	2299	1646	26155	785	523	3%	2%	35	1391	4	3	2	0	B	64.7	--	--	94	265	562
MISSION	UNKNOWN	HAMILTON	4	2643	2406	29843	895	597	3%	2%	35	1392	5	3	2	0	B	64.7	--	--	94	265	562
MISSION	HAMILTON	DAVIS	4	2233	1541	25109	753	502	3%	2%	35	1393	4	3	2	0	B	64.7	--	--	94	265	562
MISSION	CARLINA	UNKNOWN	4	2713	2559	31479	944	630	3%	2%	35	1394	5	3	2	0	B	64.7	--	--	94	265	562
MISSION	CARLINA	WILLOW GLEN	4	2713	2559	31479	944	630	3%	2%	35	1395	5	3	2	0	B	64.7	--	--	94	265	562
MISSION	WILLOW GLEN	LIVE OAK PARK	4	2701	2580	31537	946	631	3%	2%	35	1396	5	3	2	0	B	64.7	--	--	94	265	562
MISSION	LIVE OAK PARK	OLD 395	4	2843	2813	34518	1036	690	3%	2%	50	1397	6	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	IOWA	MAIN	2	1305	1031	13328	400	267	3%	2%	35	2338	4	5	3	0	LC	61.2	--	--	42	132	315
MISSION	SANTA MARGARITA	BRANDON	4	1865	1770	23309	699	466	3%	2%	35	2339	4	3	3	0	B	64.7	--	--	94	265	562
MISSION	BRANDON	IOWA	2	1403	1168	15007	450	300	3%	2%	35	2340	5	5	3	0	LC	61.2	--	--	42	132	315
MISSION	RAMP I-15 SB	RAMP I-15 NB	4	3441	4177	34326	1030	687	3%	2%	50	2396	6	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	OLD 395	RAMP I-15 SB	4	4212	4548	41694	1251	834	3%	2%	50	2397	6	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	RAMP I-15 NB	OLD 395	4	2283	2641	21315	639	426	3%	2%	50	2398	2	3	3	0	MA	70.9	--	124	318	627	1217
MISSION	THOROUGHBRED	OLIVEHILL/CM DEL REY	4	4046	4330	59231	2962	1777	5%	3%	45	2403	8	2	2	0	PA	77.4	167	417	782	1480	2800
MONTE VISTA	FOOTHILL	LA RUEDA	4	1666	1723	19221	577	384	3%	2%	50	1285	2	3	3	0	MA	70.9	--	124	318	627	1217
MONTE VISTA	LA RUEDA	BUENA CREEK	4	1666	1723	19221	577	384	3%	2%	50	1286	2	3	3	0	MA	70.9	--	124	318	627	1217
MONTE VISTA	UNKNOWN	FOOTHILL	4	579	724	7886	237	158	3%	2%	50	1287	1	3	3	0	MA	70.9	--	124	318	627	1217
MONTECITO	UNKNOWN	SA 330	2	375	383	5032	151	101	3%	2%	35	888	3	5	1	0	LC	61.2	--	--	42	132	315
MONTECITO	DAVIS	RAMONA	2	350	486	5799	174	116	3%	2%	35	1747	2	5	3	0	LC	61.2	--	--	42	132	315
MONTECITO	ZONE CONNECTOR	MAIN	2	451	879	10043	301	201	3%	2%	35	1947	4	5	3	0	LC	61.2	--	--	42	132	315
MOUNTAIN MEADOW	UNKNOWN	FRACE	2	1292	1602	20231	607	405	3%	2%	35	2107	6	5	2	0	LC	61.2	--	--	42	132	315
MOUNTAIN MEADOW	FRACE	ZONE CONNECTOR	2	1292	1602	20231	607	405	3%	2%	35	2108	6	5	2	0	LC	61.2	--	--	42	132	315
MOUNTAIN MEADOW	CHAMPAGNE	ZONE CONNECTOR	4	1741	2642	31734	952	635	3%	2%	40	2222	2	3	3	0	MA	70.9	--	124	318	627	1217
MOUNTAIN MEADOW	RAMP I-15 NB	CHAMPAGNE	4	2507	3792	46808	1404	936	3%	2%	39	2223	6	3	2	0	MA	70.9	--	124	318	627	1217
MOUNTAIN MEADOW	ZONE CONNECTOR	LEGEND ROCK	4	1822	2787	34874	1046	697	3%	2%	40	2224	2	3	3	0	MA	70.9	--	124	318	627	1217
MOUNTAIN MEADOW	LEGEND ROCK	NORTH BROADWAY	4	1063	1451	18437	553	369	3%	2%	40	2225	1	3	3	0	MA	70.9	--	124	318	627	1217
MOUNTAIN MEADOW	RAMP I-15 SB	RAMP I-15 NB	6	3011	4079	51525	1546	1030	3%	2%	51	2231	5	2	2	0	PA	77.4	167	417	782	1480	2800
MOUNTAIN MEADOW	ZONE CONNECTOR	ZONE CONNECTOR	2	1522	2314	27852	836	557	3%	2%	35	2282	6	5	2	0	LC	61.2	--	--	42	132	315
MOUNTAIN MEADOW	ZONE CONNECTOR	CYPRESS	2	1522	2314	27852	836	557	3%	2%	35	2293	6	5	2	0	LC	61.2	--	--	42	132	315
MOUNTAIN MEADOW	CYPRESS	VALLEY CENTER	2	471	815	7515	225	150	3%	2%	35	2294	3	5	2	0	LC	61.2	--	--	42	132	315
MOUNTAIN MEADOW	NORTH BROADWAY	ZONE CONNECTOR	4	1361	1676	21029	631	421	3%	2%	30	2430	6	4	1	0	C	63.6	--	--	73	212	457
MOUNTAIN MEADOW	UNKNOWN	UNKNOWN	4	1361	1677	21043	631	421	3%	2%	30	2431	6	4	1	0	C	63.6	--	--	73	212	457
MOUNTAIN MEADOW	ZONE CONNECTOR	UNKNOWN	4	1358	1673	20993	630	420	3%	2%	30	2432	6	4	1	0	C	63.6	--	--	73	212	457
MOUNTAIN MEADOW	UNKNOWN	UNKNOWN	4	1292	1602	20231	607	405	3%	2%	35	2433	6	4	1	0	C	63.6	--	--	73	212	457
MOUNTAIN VIEW	UNKNOWN	UNKNOWN	2	226	882	5504	165	110	3%	2%	35	722	3	5	1	0	LC	61.2	--	--	42	132	315
MOUNTAIN VIEW	UNKNOWN	RIOS CANYON	2	212	865	5295	159	106	3%	2%	35	723	3	5	1	0	LC	61.2	--	--	42	132	315
MOUNTAIN VIEW	LA CRESTA	UNKNOWN	2	212	858	5234	157	105	3%	2%	35	1923	3	5	1	0	LC	61.2	--	--	42	132	315
MTN VIEW	CITRUS	ZONE CONNECTOR	2	282	1020	6762	203	135	3%	2%	35	1372	3	5	1	0	LC	61.2	--	--	42	132	315
MTN VIEW	ZONE CONNECTOR	ZONE CONNECTOR	2	206	895	5505	165	110	3%	2%	35	1373	3	5	1	0	LC	61.2	--	--	42	132	315
MTN VIEW	ZONE CONNECTOR	CLOVERDALE	2	206	895	5505	165	110	3%	2%	35	1374	3	5	1	0	LC	61.2	--	--	42	132	315

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment																						
	From	To		AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
MUSSEY GRADE	UNKNOWN	SR-67	2	360	556	6261	188	125	3%	2%	25	214	4	7	1	0	L	54.9	--	--	--	31	98
N CENTRE CITY	IVY DELL	CENTRE CITY	4	2797	2883	25205	756	504	3%	2%	50	1494	3	3	3	0	MA	70.9	--	124	318	627	1217
N CENTRE CITY	MESA ROCK	IVY DELL	4	3446	2680	25967	779	519	3%	2%	50	1495	3	3	3	0	MA	70.9	--	124	318	627	1217
N CENTRE CITY	JESMOND DENE	MESA ROCK	4	2743	2508	22912	687	458	3%	2%	50	1496	3	3	3	0	MA	70.9	--	124	318	627	1217
N CENTRE CITY	CHAMPAGNE	PROTEA GARDENS	4	2794	3288	31892	957	638	3%	2%	50	1497	5	3	3	0	MA	70.9	--	124	318	627	1217
N CENTRE CITY	PROTEA GARDENS	JESMOND DENE	4	2400	2220	20211	606	404	3%	2%	50	1498	2	3	3	0	MA	70.9	--	124	318	627	1217
NEW CLOVERDALE	CLOVERDALE	SAN PASQUAL VALLEY	2	218	840	5310	159	106	3%	2%	35	35	3	5	1	0	LC	61.2	--	--	42	132	315
NEW HARVEST	HARVEST	UNNAMED	4	2236	3922	45491	4549	6824	10%	15%	50	1648	6	3	2	0	MA	70.9	--	124	318	627	1217
NEW HARVEST	LONESTAR	UNKNOWN	4	741	1355	14843	1484	2226	10%	15%	50	1649	2	3	2	0	MA	70.9	--	124	318	627	1217
NEW HARVEST	UNKNOWN	UNNAMED	4	741	1355	14843	1484	2226	10%	15%	50	1650	2	3	2	0	MA	70.9	--	124	318	627	1217
NEW HARVEST	UNNAMED	UNKNOWN	4	741	1355	14843	1484	2226	10%	15%	50	1651	2	3	2	0	MA	70.9	--	124	318	627	1217
NEW HARVEST	UNKNOWN	HARVEST	4	741	1355	14843	1484	2226	10%	15%	50	1652	2	3	2	0	MA	70.9	--	124	318	627	1217
NEW HARVEST	UNNAMED	HARVEST	4	2236	3922	45491	4549	6824	10%	15%	50	1653	6	3	2	0	MA	70.9	--	124	318	627	1217
NEW SOUTH GRADE	SOUTH GRADE	UNKNOWN	2	371	869	8187	246	164	3%	2%	35	1903	3	5	3	0	LC	61.2	--	--	42	132	315
NEW SOUTH GRADE	UNKNOWN	ALPINE	2	371	869	8187	246	164	3%	2%	35	1904	3	5	3	0	LC	61.2	--	--	42	132	315
NORDAHL	NUTMEG/NORDAHL	ZONE CONNECTOR	4	1534	2145	23189	696	464	3%	2%	50	1375	3	3	3	0	MA	70.9	--	124	318	627	1217
NORDAHL	ZONE CONNECTOR	ROCK SPRINGS	4	1529	2141	23161	695	463	3%	2%	50	1376	3	3	3	0	MA	70.9	--	124	318	627	1217
NORDAHL	ROCK SPRINGS	KNOB HILL	4	1012	1728	20079	602	402	3%	2%	50	1377	2	3	3	0	MA	70.9	--	124	318	627	1217
NORDAHL	KNOB HILL	PINE HEIGHTS	4	848	1869	18910	567	378	3%	2%	35	1378	3	3	2	0	B	64.7	--	--	94	265	562
NORTH BARCELONA	CAMPO	DOLORES	2	555	1275	12044	361	241	3%	2%	35	191	5	5	1	0	LC	61.2	--	--	42	132	315
NORTH BARCELONA	DOLORES	BARCELONA	2	394	846	8413	252	168	3%	2%	35	240	4	5	1	0	LC	61.2	--	--	42	132	315
NORTH BARCELONA	BARCELONA	SOUTH BARCELONA	2	394	846	8413	252	168	3%	2%	35	241	4	5	1	0	LC	61.2	--	--	42	132	315
NORTH BROADWAY	NESMITH	VIA MARMOL	2	603	677	6744	202	135	3%	2%	35	1424	3	5	2	0	LC	61.2	--	--	42	132	315
NORTH BROADWAY	VIA MARMOL	BROADWAY -NEW	2	603	677	6744	202	135	3%	2%	35	1425	3	5	2	0	LC	61.2	--	--	42	132	315
NORTH RIVER	VIA PUERTA DEL SOL	EMERALD HILL	4	981	1093	14081	422	282	3%	2%	50	890	2	3	3	0	MA	70.9	--	124	318	627	1217
NORTH RIVER	UNKNOWN	VIA PUERTA DEL SOL	4	988	1199	14910	447	298	3%	2%	50	891	2	3	3	0	MA	70.9	--	124	318	627	1217
NORTH RIVER	EMERALD HILL	MISSION	4	981	1093	14081	422	282	3%	2%	50	892	2	3	3	0	MA	70.9	--	124	318	627	1217
NUTMEG	CENTRE CITY	HAWAII	2	489	605	5430	163	109	3%	2%	35	464	3	5	1	0	LC	61.2	--	--	42	132	315
OCOTILLO	VERBENA	COUNTRY CLUB	2	345	721	7412	148	74	2%	1%	35	1572	4	5	1	0	LC	61.2	--	--	42	132	315
OLD 395	MISSION	RECHE	2	2346	2505	19404	582	388	3%	2%	40	173	5	4	2	0	C	63.6	--	--	73	212	457
OLD 395	PALA	UNKNOWN	2	2013	2174	15707	471	314	3%	2%	40	775	5	4	1	0	C	63.6	--	--	73	212	457
OLD 395	PUBLIC	PALA	4	2217	2465	20112	603	402	3%	2%	35	776	4	3	2	0	B	64.7	--	--	94	265	562
OLD 395	UNKNOWN	DULIN	2	2013	2174	15707	471	314	3%	2%	40	1069	5	4	1	0	C	63.6	--	--	73	212	457
OLD 395	ZONE CONNECTOR	PUBLIC	4	2217	2465	20112	603	402	3%	2%	35	1184	4	3	2	0	B	64.7	--	--	94	265	562
OLD 395	RECHE	CANONITA	2	2463	2636	22424	673	448	3%	2%	40	1398	6	4	2	0	C	63.6	--	--	73	212	457
OLD 395	PALA MESA	ZONE CONNECTOR	4	2217	2396	19417	583	388	3%	2%	35	1399	4	3	2	0	B	64.7	--	--	94	265	562
OLD 395	CANONITA	TECALOTE	2	2172	2276	17681	530	354	3%	2%	40	1400	5	4	2	0	C	63.6	--	--	73	212	457
OLD 395	TECALOTE	PALA MESA	2	2208	2375	19223	577	384	3%	2%	40	1401	5	4	2	0	C	63.6	--	--	73	212	457
OLD 395	CIRCLE R	GOPHER CANYON	4	3376	3680	33042	991	661	3%	2%	50	1415	5	3	3	0	MA	70.9	--	124	318	627	1217
OLD 395	ZONE CONNECTOR	MISSION	2	2271	2628	21008	630	420	3%	2%	40	1631	6	4	2	0	C	63.6	--	--	73	212	457
OLD 395	MISSION	UNNAMED PUBLIC	2	2283	2641	21315	639	426	3%	2%	40	1632	6	4	2	0	C	63.6	--	--	73	212	457
OLD 395	RAINBOW GLEN	RAINBOW VALLEY	2	2238	2551	20646	619	413	3%	2%	40	1633	6	4	2	0	C	63.6	--	--	73	212	457
OLD 395	RAINBOW VALLEY	ZONE CONNECTOR	2	2268	2627	20993	630	420	3%	2%	40	1634	6	4	2	0	C	63.6	--	--	73	212	457
OLD 395	ZONE CONNECTOR	02ND	2	2030	2048	12905	387	258	3%	2%	35	1635	4	5	3	0	LC	61.2	--	--	42	132	315
OLD 395	05TH	ZONE CONNECTOR	2	2221	2532	18280	548	366	3%	2%	35	1636	5	5	3	0	LC	61.2	--	--	42	132	315
OLD 395	ZONE CONNECTOR	RAINBOW GLEN	2	2254	2624	19334	580	387	3%	2%	35	1637	6	5	3	0	LC	61.2	--	--	42	132	315
OLD 395	02ND	ZONE CONNECTOR	2	2030	2048	12905	387	258	3%	2%	35	1640	4	5	3	0	LC	61.2	--	--	42	132	315
OLD 395	ZONE CONNECTOR	05TH	2	2206	2465	17839	535	357	3%	2%	35	1641	5	5	3	0	LC	61.2	--	--	42	132	315
OLD 395	LILAC RIDGE	CAM DEL REY	4	2603	2789	23056	692	461	3%	2%	50	2109	3	3	3	0	MA	70.9	--	124	318	627	1217
OLD 395	CAM DEL REY	CIRCLE R	4	2671	2860	24937	748	499	3%	2%	50	2110	3	3	3	0	MA	70.9	--	124	318	627	1217
OLD 395	RAMP I-15 NB	LILAC RIDGE	4	2805	3811	35095	1053	702	3%	2%	50	2111	5	3	2	0	MA	70.9	--	124	318	627	1217
OLD 395	RAMP I-15 NB	RAMP I-15 NB	4	2784	2688	26400	792	528	3%	2%	50	2112	3	3	2	0	MA	70.9	--	124	318	627	1217
OLD 395	RAMP I-15 SB	RAMP I-15 NB	4	2632	2592	24077	722	482	3%	2%	50	2113	2	3	2	0	MA	70.9	--	124	318	627	1217
OLD 395	RAMP I-15 SB	RAMP I-15 SB	4	2589	2435	22550	676	451	3%	2%	50	2114	2	3	2	0	MA	70.9	--	124	318	627	1217
OLD 395	WEST LILAC	RAMP I-15 SB	2	2204	2291	17122	514	342	3%	2%	40	2115	5	4	2	0	C	63.6	--	--	73	212	457
OLD 395	RAINBOW VALLEY WEST	ZONE CONNECTOR	2	1928	1923	12109	363	242	3%	2%	35	2143	4	5	3	0	LC	61.2	--	--	42	132	315
OLD 395	ZONE CONNECTOR	ZONE CONNECTOR	2	2022	2040	12792	384	256	3%	2%	35	2144	4	5	3	0	LC	61.2	--	--	42	132	315
OLD 395	DULIN	DULIN	2	2265	2434	18811	564	376	3%	2%	40	2419	6	4	1	0	C	63.6	--	--	73	212	457
OLD 395	DULIN	WEST LILAC	2	2242	2388	18348	550	367	3%	2%	40	2420	5	4	2	0	C	63.6	--	--	73	212	457
OLD 80	SUNRISE	RAMP I-8 WB	2	218	571	5886	118	59	2%	1%	40	171	3	4	1	0	C	63.6	--	--	73	212	457
OLD 80	CRESTWOOD	ZONE CONNECTOR	2	373	877	9376	188	94	2%	1%	35	1211	3	5	3	0	LC	61.2	--	--	42	132	315
OLD 80	ZONE CONNECTOR	ZONE CONNECTOR	2	334	796	8517	170	85	2%	1%	35	1212	3	5	3	0	LC	61.2	--	--	42	132	315
OLD 80	SR-94	ZONE CONNECTOR	2	358	570	6564	328	197	5%	3%	35	1507	3	5	3	0	LC	61.2	--	--	42	132	315
OLD 80	ZONE CONNECTOR	RIBBONWOOD	2	501	827	9417	471	283	5%	3%	35	1508	3	5	3	0	LC	61.2	--	--	42	132	315
OLD 80	LEBANON	PINE VALLEY	2	505	727	8661	173	87	2%	1%	35	1546	4	5	1	0	LC	61.2	--	--	42	132	315
OLD CASTLE	CHAMPAGNE	ZONE CONNECTOR	3	610	1088	12462	374	249	3%	2%	35	1808	4	5	1	0	LC	61.2	--	--	42	132	315
OLD CASTLE	ZONE CONNECTOR	AIRFLIGHT	3	359	607	6744	202	135	3%	2%	35	1809	3	5	1	0	LC	61.2	--	--	42	132	315
OLD CASTLE	AIRFLIGHT	ZONE CONNECTOR	3	347	594	6531	196	131	3%	2%	35	1810	3	5	1	0	LC	61.2	--	--	42	132	315
OLD CASTLE	ZONE CONNECTOR	LILAC	3	284	511	5255	158	105	3%	2%	35	1811	2	5	1	0	LC	61.2	--	--	42	132	315
OLD JULIAN	03RD	KEYES	2	360	607	6431	193	129	3%	2%	40	1746	3	4	1	0	C	63.6	--	--	73	212	457
OLD JULIAN	JULIAN BRIDGE	UNKNOWN	2	444	601	8004	240	160	3%	2%	40	2670	4	4	1	0	C	63.6	--	--	73	212	457
OLD JULIAN	JULIAN BRIDGE	UNKNOWN	2	444	601	8004	240	160	3%	2%	40	2671	4	4	1	0	C	63.6	--	--	73	212	457
OLD JULIAN	JULIAN BRIDGE	UNKNOWN	2	444	601	8004	240	160	3%	2%	40	2673	4	4	1	0	C	63.6	--	--	73	212	457
OLD JULIAN	JULIAN BRIDGE	UNKNOWN	2	444	601	8004	240	160	3%	2%	40	2675	4	4	1	0	C	63.6	--	--	73	212	457
OLD JULIAN	JULIAN BRIDGE	UNKNOWN	2	444	601	8004	240	160	3%	2%	40	2677	4	4	1	0	C	63.6	--	--	73	212	457
OLD JULIAN	JULIAN BRIDGE	UNKNOWN	2	444	601	8004	240	160	3%	2%	40	2679	4	4	1	0	C	63.6	--	--	73	212	457
OLD JULIAN	JULIAN BRIDGE	UNKNOWN	2	444	601	8004	240	160	3%	2%	40	2680	4	4	1	0	C	63.6	--	--	73	212	457
OLD JULIAN	JULIAN BRIDGE	UNKNOWN	2	444	601	8004	160	80	2%	1%	40	2682	4	4	1	0	C	63.6	--	--	73	212	457
OLD JULIAN	UNKNOWN	UNKNOWN	2	348	464	6442	129	64	2%	1%	40	2686	3	4	1	0	C	63.6	--	--	73	212	457

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment			AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	From	To																					
OLD JULIAN	UNKNOWN	JULIAN	2	348	464	6442	129	64	2%	1%	40	2687	3	4	1	0	C	63.6	--	--	73	212	457
OLD STAGE	FALLBROOK	ZONE CONNECTOR	2	423	750	8577	257	172	3%	2%	25	698	5	7	1	0	L	54.9	--	--	--	31	98
OLD STAGE	ZONE CONNECTOR	CLEMMENS	2	308	612	7012	210	140	3%	2%	25	908	5	7	1	0	L	54.9	--	--	--	31	98
OLD STAGE	CLEMMENS	PALOMINO	2	647	1373	15378	461	308	3%	2%	25	909	6	7	1	0	L	54.9	--	--	--	31	98
OLDE 80	RAMP I-8 EB	PECAN PARK	4	1710	2393	26284	789	526	3%	2%	50	85	3	3	3	0	MA	70.9	--	124	318	627	1217
OLDE 80	PECAN PARK	PECAN PARK	4	1601	2255	24540	736	491	3%	2%	50	86	3	3	3	0	MA	70.9	--	124	318	627	1217
OLDE 80	PECAN PARK	14315/14328	4	1603	2257	24586	738	492	3%	2%	50	117	3	3	3	0	MA	70.9	--	124	318	627	1217
OLDE 80	14315/14328	BOND	4	1603	2257	24586	738	492	3%	2%	50	118	3	3	3	0	MA	70.9	--	124	318	627	1217
OLDE 80	BOND	ZONE CONNECTOR	4	1517	2100	22752	683	455	3%	2%	50	1221	2	3	3	0	MA	70.9	--	124	318	627	1217
OLDE 80	ZONE CONNECTOR	CHIMNEY ROCK	4	1132	1609	16296	489	326	3%	2%	50	1222	2	3	3	0	MA	70.9	--	124	318	627	1217
OLDE 80	MARINA SPRINGS	LABRADOR	2	1059	1488	14894	447	298	3%	2%	35	1471	5	5	3	0	LC	61.2	--	--	42	132	315
OLDE 80	LABRADOR	FLINN SPRINGS	2	943	1300	12699	381	254	3%	2%	35	1472	4	5	3	0	LC	61.2	--	--	42	132	315
OLDE 80	CHIMNEY ROCK	UNKNOWN	4	1132	1609	16296	489	326	3%	2%	50	1473	2	3	3	0	MA	70.9	--	124	318	627	1217
OLDE 80	UNKNOWN	MARINA SPRINGS	4	1132	1609	16296	489	326	3%	2%	50	1474	2	3	3	0	MA	70.9	--	124	318	627	1217
OLDE 80	SILVA	DUNBAR	2	882	1761	13542	406	271	3%	2%	35	1502	5	5	3	0	LC	61.2	--	--	42	132	315
OLDE 80	FLINN SPRINGS	15141 HOLIDAY R	2	884	1722	13067	392	261	3%	2%	35	1503	4	5	3	0	LC	61.2	--	--	42	132	315
OLDE 80	15141 HOLIDAY R	15353/OAK CREEK	2	884	1722	13067	392	261	3%	2%	35	1504	4	5	3	0	LC	61.2	--	--	42	132	315
OLDE 80	15353/OAK CREEK	15405/15420(MHP)	2	842	1755	13194	396	264	3%	2%	35	1505	4	5	3	0	LC	61.2	--	--	42	132	315
OLDE 80	15405/15420(MHP)	HAWLEY	2	774	1633	11904	357	238	3%	2%	35	1506	4	5	3	0	LC	61.2	--	--	42	132	315
OLDE 80	HAWLEY	SILVA	2	671	1443	9738	292	195	3%	2%	35	1918	4	5	3	0	LC	61.2	--	--	42	132	315
OLEANDER	MIMOSA	POINSETTIA	4	681	1727	13134	394	263	3%	2%	35	495	3	3	3	0	B	64.7	--	--	94	265	562
OLEANDER	HIBISCUS	MIMOSA	4	1551	3813	29772	893	595	3%	2%	35	496	5	3	3	0	B	64.7	--	--	94	265	562
OLEANDER	POINSETTIA	SMILAX	2	597	1096	10923	328	218	3%	2%	25	1270	5	7	1	0	L	54.9	--	--	--	31	98
OLIVE	MAPLE	PINE	2	1109	1180	15073	452	301	3%	2%	25	219	6	7	1	0	L	54.9	--	--	--	31	98
OLIVE	PINE	ZONE CONNECTOR	2	597	717	9040	271	181	3%	2%	25	715	5	7	1	0	L	54.9	--	--	--	31	98
OLIVE	ZONE CONNECTOR	ELM	2	647	783	9913	297	198	3%	2%	25	716	5	7	1	0	L	54.9	--	--	--	31	98
OLIVE HILL	LADERA VISTA	BURMA	2	781	1417	8692	261	174	3%	2%	35	73	4	5	1	0	LC	61.2	--	--	42	132	315
OLIVE HILL	MISSION	ZONE CONNECTOR	2	801	1415	9038	271	181	3%	2%	35	705	4	5	1	0	LC	61.2	--	--	42	132	315
OLIVE HILL	ZONE CONNECTOR	ZONE CONNECTOR	2	795	1413	8965	269	179	3%	2%	35	706	4	5	1	0	LC	61.2	--	--	42	132	315
OLIVE HILL	ZONE CONNECTOR	WHITE HORSE	2	817	1469	9299	279	186	3%	2%	35	707	4	5	1	0	LC	61.2	--	--	42	132	315
OLIVE HILL	WHITE HORSE	LADERA VISTA	2	781	1417	8692	261	174	3%	2%	35	708	4	5	1	0	LC	61.2	--	--	42	132	315
OLIVE HILL	RANCHO CAM	ZONE CONNECTOR	2	333	697	6073	182	121	3%	2%	35	713	3	5	1	0	LC	61.2	--	--	42	132	315
OLIVE HILL	ZONE CONNECTOR	UNKNOWN	2	336	702	6141	184	123	3%	2%	35	714	3	5	1	0	LC	61.2	--	--	42	132	315
OLIVE HILL	EMERALD HILL	OLIVEHILL	2	458	960	9071	272	181	3%	2%	35	1113	3	5	3	0	LC	61.2	--	--	42	132	315
OLIVE HILL	ZONE CONNECTOR	UNKNOWN	2	284	612	5193	156	104	3%	2%	35	1403	2	5	3	0	LC	61.2	--	--	42	132	315
OLIVE HILL	UNKNOWN	ZONE CONNECTOR	2	281	613	5185	156	104	3%	2%	35	1404	2	5	3	0	LC	61.2	--	--	42	132	315
OLIVE HILL	UNKNOWN	EMERALD HILL	2	458	960	9071	272	181	3%	2%	35	1405	3	5	3	0	LC	61.2	--	--	42	132	315
OLIVEHILL	OLIVE HILL	THOROUGHBRED	2	497	1015	9723	292	194	3%	2%	35	1096	4	5	3	0	LC	61.2	--	--	42	132	315
OLIVEHILL	THOROUGHBRED	MISSION	2	497	1015	9723	292	194	3%	2%	35	1097	4	5	3	0	LC	61.2	--	--	42	132	315
OLIVEHILL	MISSION	WEST LILAC	4	1472	1916	21036	631	421	3%	2%	35	1230	4	3	2	0	B	64.7	--	--	94	265	562
ORMSBY	FAIRVIEW	EAST VISTA	4	1901	3381	25601	768	512	3%	2%	50	1060	3	3	3	1	MA	70.9	--	124	318	627	1217
ORMSBY	UNKNOWN	FAIRVIEW	4	1866	3334	25096	753	502	3%	2%	50	1061	3	3	3	1	MA	70.9	--	124	318	627	1217
ORMSBY	GOPHER CANYON	UNKNOWN	4	1866	3334	25096	753	502	3%	2%	50	1062	3	3	3	1	MA	70.9	--	124	318	627	1217
OTAY LAKES	UNKNOWN	SC 760	3	595	742	8950	179	90	2%	1%	40	1225	3	4	1	0	C	63.6	--	--	73	212	457
OTAY LAKES	SC 760	ZONE CONNECTOR	3	595	742	8950	179	90	2%	1%	40	1226	3	4	1	0	C	63.6	--	--	73	212	457
OTAY LAKES	ZONE CONNECTOR	UNKNOWN	3	564	702	8456	169	85	2%	1%	40	1227	3	4	1	0	C	63.6	--	--	73	212	457
OTAY LAKES	UNKNOWN	CAMPO	2	554	690	8313	166	83	2%	1%	40	1228	4	4	1	0	C	63.6	--	--	73	212	457
OTAY LAKES	UNKNOWN	UNKNOWN	4	439	422	5553	555	833	10%	15%	50	1701	1	3	3	0	MA	70.9	--	124	318	627	1217
OTAY LAKES	UNKNOWN	ZONE CONNECTOR	3	635	796	9592	959	1439	10%	15%	40	1704	4	4	1	0	C	63.6	--	--	73	212	457
OTAY LAKES	ZONE CONNECTOR	UNKNOWN	3	596	743	8962	179	90	2%	1%	40	1705	3	4	1	0	C	63.6	--	--	73	212	457
OTAY LAKES	ZONE CONNECTOR	UNKNOWN	4	439	422	5553	555	833	10%	15%	50	2511	1	3	3	0	MA	70.9	--	124	318	627	1217
OTAY LAKES	WUESTE	UNKNOWN	4	1686	2331	27410	2741	4112	10%	15%	50	2513	4	3	3	0	MA	70.9	--	124	318	627	1217
OTAY LAKES	WUESTE	UNKNOWN	4	1686	2331	27410	2741	4112	10%	15%	50	2514	4	3	3	0	MA	70.9	--	124	318	627	1217
OTAY LAKES	WUESTE	UNKNOWN	4	1686	2331	27410	2741	4112	10%	15%	50	2517	4	3	3	0	MA	70.9	--	124	318	627	1217
OTAY LAKES	WUESTE	UNKNOWN	4	1686	2331	27410	2741	4112	10%	15%	50	2518	4	3	3	0	MA	70.9	--	124	318	627	1217
OTAY LAKES	WUESTE	UNKNOWN	4	1686	2331	27410	2741	4112	10%	15%	50	2520	4	3	3	0	MA	70.9	--	124	318	627	1217
OTAY LAKES	UNKNOWN	ZONE CONNECTOR	4	1686	2331	27410	2741	4112	10%	15%	50	2521	4	3	3	0	MA	70.9	--	124	318	627	1217
OTAY LAKES	WUESTE	UNKNOWN	4	1686	2331	27410	2741	4112	10%	15%	50	2522	4	3	3	0	MA	70.9	--	124	318	627	1217
OTAY MESA	SANYO	PASEO DE LAS AMERICA	6	4138	3471	40514	4051	6077	10%	15%	60	1658	2	2	2	0	PA	77.4	167	417	782	1480	2800
OTAY MESA	PASEO DE LAS AMERICA	FARADAY	6	4138	3471	40514	4051	6077	10%	15%	60	1659	2	2	2	0	PA	77.4	167	417	782	1480	2800
OTAY MESA	FARADAY	ENRICO FERMI	6	3979	3335	40073	4007	6011	10%	15%	60	1660	2	2	2	0	PA	77.4	167	417	782	1480	2800
OTAY MESA	ENRICO FERMI	BONITA VISTA HIGH	4	3212	2508	36570	3657	5486	10%	15%	50	1661	5	3	2	0	MA	70.9	--	124	318	627	1217
OTAY MESA	BONITA VISTA HIGH	ALTA	4	2171	1978	26923	2692	4038	10%	15%	50	1662	3	3	2	0	MA	70.9	--	124	318	627	1217
OTAY MESA	ALTA	LOOP	4	958	445	10951	1095	1643	10%	15%	50	1663	1	3	2	0	MA	70.9	--	124	318	627	1217
PALA	UNKNOWN	LIMBER PINE	4	2842	3252	42365	2118	1271	5%	3%	45	10	3	2	2	0	PA	77.4	167	417	782	1480	2800
PALA	GIRD	UNKNOWN	4	2370	2499	34010	1700	1020	5%	3%	45	11	2	2	2	0	PA	77.4	167	417	782	1480	2800
PALA	VIA MONSERATE	UNKNOWN	4	2842	3252	42365	2118	1271	5%	3%	45	12	3	2	2	0	PA	77.4	167	417	782	1480	2800
PALA	UNKNOWN	ZONE CONNECTOR	4	2406	2592	34971	1749	1049	5%	3%	45	13	2	2	2	0	PA	77.4	167	417	782	1480	2800
PALA	ZONE CONNECTOR	RAMONA	4	2817	3313	42604	2130	1278	5%	3%	45	14	3	2	2	0	PA	77.4	167	417	782	1480	2800
PALA	LIMBER PINE	GIRD	4	2842	3252	42365	2118	1271	5%	3%	40	15	3	2	2	0	PA	77.4	167	417	782	1480	2800
PALA	RAMONA	CALLE DE LA VUELTA	4	2827	3297	42661	2133	1280	5%	3%	45	20	3	2	2	0	PA	77.4	167	417	782	1480	2800
PALA	CALLE DE LA VUELTA	VIA MONSERATE	4	2787	3183	41414	2071	1242	5%	3%	45	21	3	2	2	0	PA	77.4	167	417	782	1480	2800
PALA	MISSION	ZONE CONNECTOR	4	2714	3589	41139	2057	1234	5%	3%	45	26	4	2	2	0	PA	77.4	167	417	782	1480	2800
PALA	SR-76	ZONE CONNECTOR	2	758	951	13269	663	398	5%	3%	40	1527	3	4	1	0	C	63.6	--	--	73	212	457
PALA	ZONE CONNECTOR	OLD 395	4	2477	2828	37248	1862	1117	5%	3%	45	2354	4	2	2	0	PA	77.4	167	417	782	1480	2800
PALA	OLD 395	RAMP I-15 SB	4	2534	2858	37541	1877	1126	5%	3%	45	2395	5	3	3	0	MA	70.9	--	124	318	627	1217
PALA	THOROUGHBRED	MISSION	4	3889	4080	56189	2809	1686	5%	3%	45	2402	8	2	2	0	PA	77.4	167	417	782	1480	2800
PALA	03RD	ZONE CONNECTOR	2	1203	1662	23062	461	231	2%	1%	50	2460	8	3	1	0	MA	70.9	--	124	318	627	1217
PALA	ZONE CONNECTOR	SR-76	2	867	1152	15117	756	454	5%	3%	50	2461	4	3	1	0	MA	70.9	--	124	318	627	1217

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment			AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	From	To																					
PALA	SR-76	SR-76	2	945	1473	17145	857	514	5%	3%	50	2462	5	3	1	0	MA	70.9	--	124	318	627	1217
PALA	UNKNOWN	03RD	2	1231	1421	22623	1131	679	5%	3%	50	2463	5	3	1	0	MA	70.9	--	124	318	627	1217
PALA	ZONE CONNECTOR	VALLEY CENTER	3	722	1174	13992	420	280	3%	2%	40	2722	3	4	1	0	C	63.6	--	--	73	212	457
PALA	ZONE CONNECTOR	VALLEY CENTER	3	722	1174	13992	700	420	5%	3%	40	2723	3	4	1	0	C	63.6	--	--	73	212	457
PALA	LAZY H	ZONE CONNECTOR	3	589	949	11056	553	332	5%	3%	40	2724	3	4	1	0	C	63.6	--	--	73	212	457
PALA	LAZY H	ZONE CONNECTOR	3	589	949	11056	553	332	5%	3%	40	2726	3	4	1	0	C	63.6	--	--	73	212	457
PALA	SR-76	LAZY H	2	589	949	11056	553	332	5%	3%	40	2737	3	4	1	0	C	63.6	--	--	73	212	457
PALA	UNKNOWN	SR-76	3	457	697	8254	413	248	5%	3%	40	2739	2	4	1	0	C	63.6	--	--	73	212	457
PALA	SR-76	UNKNOWN	3	457	697	8254	413	248	5%	3%	40	2742	2	4	1	0	C	63.6	--	--	73	212	457
PALA	UNKNOWN	SR-76	3	941	1451	16846	505	337	3%	2%	40	2743	4	4	1	0	C	63.6	--	--	73	212	457
PALA	SR-76	UNKNOWN	3	941	1451	16846	842	505	5%	3%	40	2744	4	4	1	0	C	63.6	--	--	73	212	457
PALA	SR-76	UNKNOWN	3	941	1451	16846	842	505	5%	3%	40	2746	4	4	1	0	C	63.6	--	--	73	212	457
PALA	ZONE CONNECTOR	SR-76	2	729	925	12775	256	128	2%	1%	40	2748	3	4	1	0	C	63.6	--	--	73	212	457
PALA	RAMP I-15 SB	RAMP I-15 NB	4	1748	2415	29340	1467	880	5%	3%	45	2751	2	3	2	0	MA	70.9	--	124	318	627	1217
PALA	UNKNOWN	ZONE CONNECTOR	2	734	922	12895	645	387	5%	3%	40	2761	3	4	1	0	C	63.6	--	--	73	212	457
PALA	RAMP I-15 NB	PANKEY	4	1545	1969	26167	1308	785	5%	3%	50	2767	2	3	1	0	MA	70.9	--	124	318	627	1217
PALA	PANKEY	PANKEY NEW	4	1449	2106	25084	753	502	3%	2%	50	2769	3	3	1	0	MA	70.9	--	124	318	627	1217
PALA	PANKEY	PANKEY NEW	4	1449	2106	25084	1254	753	5%	3%	50	2772	3	3	1	0	MA	70.9	--	124	318	627	1217
PALA	PANKEY	PANKEY NEW	4	1449	2106	25084	1254	753	5%	3%	50	2773	3	3	1	0	MA	70.9	--	124	318	627	1217
PALA	SR-76	UNKNOWN	2	734	922	12895	645	387	5%	3%	40	2775	3	4	1	0	C	63.6	--	--	73	212	457
PALA	ZONE CONNECTOR	SR-76	2	734	922	12895	645	387	5%	3%	40	2780	3	4	1	0	C	63.6	--	--	73	212	457
PALA	ZONE CONNECTOR	SR-76	2	734	922	12895	645	387	5%	3%	40	2781	3	4	1	0	C	63.6	--	--	73	212	457
PALA	PALA-NEW	RICE CANYON	4	1694	2173	28803	1440	864	5%	3%	50	2786	2	3	1	0	MA	70.9	--	124	318	627	1217
PALA	RICE CANYON	COUSER CANYON	4	2390	2133	30386	1519	912	5%	3%	50	2787	3	3	1	0	MA	70.9	--	124	318	627	1217
PALA	ZONE CONNECTOR	SR-76	2	734	922	12895	645	387	5%	3%	40	2790	3	4	1	0	C	63.6	--	--	73	212	457
PALA	ZONE CONNECTOR	SR-76	2	734	922	12895	645	387	5%	3%	40	2793	3	4	1	0	C	63.6	--	--	73	212	457
PALA	ZONE CONNECTOR	SR-76	2	734	922	12895	645	387	5%	3%	40	2796	3	4	1	0	C	63.6	--	--	73	212	457
PALA	UNKNOWN	ZONE CONNECTOR	3	734	922	12898	645	387	5%	3%	40	2797	2	4	1	0	C	63.6	--	--	73	212	457
PALA	UNKNOWN	ZONE CONNECTOR	3	734	922	12898	645	387	5%	3%	40	2799	2	4	1	0	C	63.6	--	--	73	212	457
PALA	UNKNOWN	ZONE CONNECTOR	3	734	922	12898	645	387	5%	3%	40	2800	2	4	1	0	C	63.6	--	--	73	212	457
PALA	UNKNOWN	ZONE CONNECTOR	3	734	922	12898	645	387	5%	3%	40	2805	2	4	1	0	C	63.6	--	--	73	212	457
PALA	UNKNOWN	ZONE CONNECTOR	3	734	922	12898	645	387	5%	3%	40	2810	2	4	1	0	C	63.6	--	--	73	212	457
PALA	COUSER CANYON	UNKNOWN	4	1313	1894	24966	1248	749	5%	3%	50	2815	2	3	1	0	MA	70.9	--	124	318	627	1217
PALA	COUSER CANYON	UNKNOWN	4	1313	1894	24966	1248	749	5%	3%	50	2816	2	3	1	0	MA	70.9	--	124	318	627	1217
PALA	UNKNOWN	ZONE CONNECTOR	3	734	922	12898	645	387	5%	3%	40	2818	2	4	1	0	C	63.6	--	--	73	212	457
PALA	COUSER CANYON	UNKNOWN	4	1313	1894	24966	1248	749	5%	3%	50	2820	2	3	1	0	MA	70.9	--	124	318	627	1217
PALA	UNKNOWN	ZONE CONNECTOR	3	734	922	12898	645	387	5%	3%	40	2823	2	4	1	0	C	63.6	--	--	73	212	457
PALA	UNKNOWN	UNKNOWN	2	1269	1853	24459	1223	734	5%	3%	50	2828	8	3	1	0	MA	70.9	--	124	318	627	1217
PALA	UNKNOWN	UNKNOWN	2	1269	1853	24459	1223	734	5%	3%	50	2831	8	3	1	0	MA	70.9	--	124	318	627	1217
PALA	UNKNOWN	UNKNOWN	3	734	922	12898	645	387	5%	3%	40	2833	3	4	1	0	C	63.6	--	--	73	212	457
PALA	UNKNOWN	UNKNOWN	2	1269	1853	24459	1223	734	5%	3%	50	2835	8	3	1	0	MA	70.9	--	124	318	627	1217
PALA	UNKNOWN	UNKNOWN	2	1269	1853	24459	1223	734	5%	3%	50	2837	8	3	1	0	MA	70.9	--	124	318	627	1217
PALA	ZONE CONNECTOR	UNKNOWN	2	758	951	13269	663	398	5%	3%	40	2839	3	4	1	0	C	63.6	--	--	73	212	457
PALA	PALA MISSION	UNKNOWN	2	1231	1421	22623	1131	679	5%	3%	50	2840	5	3	1	0	MA	70.9	--	124	318	627	1217
PALA	UNKNOWN	PALA MISSION	2	1267	1846	24415	1221	732	5%	3%	50	2841	8	3	1	0	MA	70.9	--	124	318	627	1217
PALA	UNKNOWN	UNKNOWN	2	1269	1853	24459	1223	734	5%	3%	50	2842	8	3	1	0	MA	70.9	--	124	318	627	1217
PALA MESA	UNKNOWN	UNKNOWN	2	368	540	5885	177	118	3%	2%	35	1107	3	5	1	0	LC	61.2	--	--	42	132	315
PALA MESA	GIRD	UNKNOWN	2	375	551	5972	179	119	3%	2%	35	1108	3	5	1	0	LC	61.2	--	--	42	132	315
PALA MESA	UNKNOWN	WILT	2	368	540	5885	177	118	3%	2%	35	1109	3	5	1	0	LC	61.2	--	--	42	132	315
PALA MESA	WILT	DAISY	2	529	863	9742	292	195	3%	2%	35	1110	4	5	1	0	LC	61.2	--	--	42	132	315
PALA MESA	DAISY	OLD 395	2	585	961	10939	328	219	3%	2%	35	1111	5	5	1	0	LC	61.2	--	--	42	132	315
PALA MESA	OLD 395	PANKEY	2	1033	1308	17210	516	344	3%	2%	40	2777	6	4	1	0	C	63.6	--	--	73	212	457
PALA TEMECULA	TEMAPALA	03RD	3	499	673	7727	155	77	2%	1%	35	2845	3	5	1	0	LC	61.2	--	--	42	132	315
PALA TEMECULA	ZONE CONNECTOR	TEMAPALA	3	499	673	7727	155	77	2%	1%	35	2846	3	5	1	0	LC	61.2	--	--	42	132	315
PALA TEMECULA	ZONE CONNECTOR	ZONE CONNECTOR	2	417	537	6217	124	62	2%	1%	35	2848	3	5	1	0	LC	61.2	--	--	42	132	315
PALA TEMECULA	ZONE CONNECTOR	ZONE CONNECTOR	2	417	537	6217	187	124	3%	2%	35	2850	3	5	1	0	LC	61.2	--	--	42	132	315
PALA-NEW	PANKEY NEW	PALA	4	1692	2171	28747	1437	862	5%	3%	50	2776	3	3	1	0	MA	70.9	--	124	318	627	1217
PALM CANYON	DI GIORGIO	ZONE CONNECTOR	2	301	492	5568	111	56	2%	1%	35	1576	2	5	3	0	LC	61.2	--	--	42	132	315
PALM CANYON	UNKNOWN	DI GIORGIO	2	601	998	11564	231	116	2%	1%	35	1577	4	5	3	0	LC	61.2	--	--	42	132	315
PALM CANYON	STIRRUP	UNKNOWN	2	601	998	11564	231	116	2%	1%	35	1578	4	5	3	0	LC	61.2	--	--	42	132	315
PALM CANYON	UNKNOWN	CHRISTMAS S	2	770	1618	19463	389	195	2%	1%	35	1581	6	5	3	0	LC	61.2	--	--	42	132	315
PALM CANYON	UNKNOWN	OCOTILLO	2	412	736	8766	175	88	2%	1%	35	1582	3	5	3	0	LC	61.2	--	--	42	132	315
PALM CANYON	OCOTILLO	UNKNOWN	2	458	1013	11525	230	115	2%	1%	35	1583	4	5	3	0	LC	61.2	--	--	42	132	315
PALM CANYON	MONTEZUMA VALLEY	FIVE DIAMONDS	2	318	471	5955	119	60	2%	1%	35	1584	2	5	3	0	LC	61.2	--	--	42	132	315
PALM CANYON	FIVE DIAMONDS	UNKNOWN	2	283	425	5371	107	54	2%	1%	35	1585	2	5	3	0	LC	61.2	--	--	42	132	315
PALM CANYON	CHRISTMAS S	STIRRUP	2	840	1637	18836	377	188	2%	1%	35	1586	5	5	3	0	LC	61.2	--	--	42	132	315
PALM ROW	LAKESIDE	PLAZA PASEO	2	294	449	5000	150	100	3%	2%	35	129	3	5	1	0	LC	61.2	--	--	42	132	315
PALM ROW	PLAZA PASEO	RIVERSIDE	2	380	593	6720	202	134	3%	2%	35	130	3	5	1	0	LC	61.2	--	--	42	132	315
PALOMINO	OLD STAGE	BEAMAN	2	500	1201	13399	402	268	3%	2%	25	2427	6	7	1	0	L	54.9	--	--	--	31	98
PANKEY	PALA	SHEARER	2	571	1067	11243	337	225	3%	2%	40	2768	5	4	1	0	C	63.6	--	--	73	212	457
PANKEY	ZONE CONNECTOR	PALA	2	970	1180	15588	468	312	3%	2%	40	2774	5	4	1	0	C	63.6	--	--	73	212	457
PANKEY	PALA MESA	ZONE CONNECTOR	2	970	1180	15588	468	312	3%	2%	40	2778	5	4	1	0	C	63.6	--	--	73	212	457
PANKEY NEW	ZONE CONNECTOR	PALA	4	493	1054	10080	202	101	2%	1%	35	2783	2	3	2	0	B	64.7	--	--	94	265	562
PANKEY NEW	3P WAY	ZONE CONNECTOR	4	651	1347	14264	428	285	3%	2%	35	2785	3	3	2	0	B	64.7	--	--	94	265	562
PANKEY NEW	3P WAY	ZONE CONNECTOR	4	651	1347	14264	428	285	3%	2%	35	2792	3	3	2	0	B	64.7	--	--	94	265	562
PANKEY NEW	PANKEY	3P WAY	4	1010	1893	20939	628	419	3%	2%	35	2825	4	3	2	0	B	64.7	--	--	94	265	562
PARADISE MTN	ZONE CONNECTOR	UNKNOWN	2	412	682	7567	151	76	2%	1%	35	2696	4	5	1	0	LC	61.2	--	--	42	132	315
PARADISE MTN	ZONE CONNECTOR	UNKNOWN	2	412	682	7567	227	151	3%	2%	35	2697	4	5	1	0	LC	61.2	--	--	42	132	315
PARADISE MTN	WOODS VALLEY	ZONE CONNECTOR	2	474	775	8627	259	173	3%	2%	35	2698	4	5	1	0	LC	61.2	--	--	42	132	315

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment																						
	From	To		AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
PARADISE MTN	UNKNOWN	GUEJITO	2	412	682	7567	227	151	3%	2%	35	2699	4	5	1	0	LC	61.2	--	--	42	132	315
PARADISE MTN	ZONE CONNECTOR	UNKNOWN	2	412	682	7567	227	151	3%	2%	35	2700	4	5	1	0	LC	61.2	--	--	42	132	315
PARADISE MTN	ZONE CONNECTOR	UNKNOWN	2	412	682	7567	227	151	3%	2%	35	2703	4	5	1	0	LC	61.2	--	--	42	132	315
PARADISE MTN	ZONE CONNECTOR	UNKNOWN	2	412	682	7567	227	151	3%	2%	35	2705	4	5	1	0	LC	61.2	--	--	42	132	315
PARADISE VALLEY	ELKELTON	ELKELTON	4	2109	2784	32466	974	649	3%	2%	50	56	5	3	3	0	MA	70.9	--	124	318	627	1217
PARADISE VALLEY	ZONE CONNECTOR	ELKELTON	4	2109	2784	32466	974	649	3%	2%	50	57	5	3	3	0	MA	70.9	--	124	318	627	1217
PARADISE VALLEY	WORTHINGTON	ZONE CONNECTOR	4	2025	2675	30946	928	619	3%	2%	50	58	5	3	3	0	MA	70.9	--	124	318	627	1217
PARADISE VALLEY	UNKNOWN	WORTHINGTON	4	1347	1799	21613	648	432	3%	2%	50	74	2	3	3	0	MA	70.9	--	124	318	627	1217
PARADISE VALLEY	MEADOWBROOK	UNKNOWN	4	1455	1982	23402	702	468	3%	2%	50	661	3	3	3	0	MA	70.9	--	124	318	627	1217
PARADISE VALLEY	RAMP SR-125 SB	UNKNOWN	4	2322	2677	35060	1052	701	3%	2%	50	758	6	3	3	0	MA	70.9	--	124	318	627	1217
PARADISE VALLEY	ELKELTON	RAMP SR-125 SB	4	1975	2367	31323	940	626	3%	2%	50	759	5	3	3	0	MA	70.9	--	124	318	627	1217
PARADISE VALLEY	SWEETWATER-NEW	JAMACHA BOULEVARD	4	2582	3194	39143	1174	783	3%	2%	50	2000	6	3	2	0	MA	70.9	--	124	318	627	1217
PARADISE VALLEY	UNKNOWN	RAMP SR-125 NB	4	2412	2781	36442	1093	729	3%	2%	50	2001	5	3	2	0	MA	70.9	--	124	318	627	1217
PARADISE VALLEY	RAMP SR-125 NB	SWEETWATER-NEW	4	2427	3006	36731	1102	735	3%	2%	50	2002	5	3	2	0	MA	70.9	--	124	318	627	1217
PASEO DELICIAS	LA GRANADA	LINEA DEL CIELO	2	405	892	8538	256	171	3%	2%	35	1784	4	5	1	0	LC	61.2	--	--	42	132	315
PASEO DELICIAS	DEL DIOS ROUNDABOUT	DEL DIOS ROUNDABOUT	2	2095	1918	24183	725	484	3%	2%	35	2301	6	5	2	0	LC	61.2	--	--	42	132	315
PASEO DELICIAS	DEL DIOS ROUNDABOUT	LAVALLE PLATEADA	2	2015	1883	23102	693	462	3%	2%	35	2302	6	5	2	0	LC	61.2	--	--	42	132	315
PASEO DELICIAS	LAVALLE PLATEADA	DEL DIOS ROUNDABOUT	2	2169	2137	25990	780	520	3%	2%	35	2303	6	5	2	0	LC	61.2	--	--	42	132	315
PASEO DELICIAS	DEL DIOS ROUNDABOUT	LA GRANADA	2	818	1194	14924	448	298	3%	2%	35	2304	5	5	1	0	LC	61.2	--	--	42	132	315
PASEO DELICIAS	EL CAMINO DEL NORTE	DEL DIOS ROUNDABOUT	2	2095	1918	24183	725	484	3%	2%	35	2313	6	5	2	0	LC	61.2	--	--	42	132	315
PASEO RANCHERO	VILLAGE 2 LOCAL	ZONE CONNECTOR	6	1120	1294	13617	409	272	3%	2%	45	16	1	2	2	0	PA	77.4	167	417	782	1480	2800
PASEO RANCHERO	ZONE CONNECTOR	EAGLE RIDGE	6	1120	1294	13617	409	272	3%	2%	45	17	1	2	2	0	PA	77.4	167	417	782	1480	2800
PAUMA RESERVATION	SR-76	UNKNOWN	2	565	1119	12129	243	121	2%	1%	25	2749	6	7	1	0	L	54.9	--	--	--	31	98
PEPPER	MOLLISON	PEPPER VILLA	2	562	999	8171	245	163	3%	2%	35	652	3	5	3	0	LC	61.2	--	--	42	132	315
PEPPER	GARYWOOD/MARLINDA	BATES	2	627	1159	10480	314	210	3%	2%	35	653	4	5	3	0	LC	61.2	--	--	42	132	315
PEPPER	BATES	MOLLISON	2	655	1150	10005	300	200	3%	2%	35	654	4	5	3	0	LC	61.2	--	--	42	132	315
PEPPER	ROXANNE	GARYWOOD/MARLINDA	2	704	1274	11876	356	238	3%	2%	35	655	4	5	3	0	LC	61.2	--	--	42	132	315
PEPPER	VULCAN	ROXANNE	2	704	1274	11876	356	238	3%	2%	35	656	4	5	3	0	LC	61.2	--	--	42	132	315
PEPPER	PEPPER VILLA	UNKNOWN	2	543	962	7871	236	157	3%	2%	35	657	3	5	3	0	LC	61.2	--	--	42	132	315
PEPPER	UNKNOWN	01ST	2	543	962	7871	236	157	3%	2%	35	658	3	5	3	0	LC	61.2	--	--	42	132	315
PEPPER	02ND/WINTER GARDENS	PEERLESS	2	797	1217	13037	391	261	3%	2%	35	690	4	5	3	0	LC	61.2	--	--	42	132	315
PEPPER	PEERLESS	PEPPER HILL	2	474	776	7566	227	151	3%	2%	35	691	3	5	3	0	LC	61.2	--	--	42	132	315
PEPPER	JACKSON HILL	CHATSBURY	2	458	779	7532	226	151	3%	2%	35	692	3	5	3	0	LC	61.2	--	--	42	132	315
PEPPER	PEPPER HILL	JACKSON HILL	2	458	779	7532	226	151	3%	2%	35	693	3	5	3	0	LC	61.2	--	--	42	132	315
PEPPER	GRAVES	VULCAN	2	704	1274	11876	356	238	3%	2%	35	785	4	5	3	0	LC	61.2	--	--	42	132	315
PEPPER	SOMERLANE	02ND/WINTER GARDENS	4	1667	2360	23744	712	475	3%	2%	45	2271	3	3	3	0	MA	70.9	--	124	318	627	1217
PEPPER TREE	UNKNOWN	MC DONALD	2	250	486	5442	163	109	3%	2%	35	123	3	5	1	0	LC	61.2	--	--	42	132	315
PEPPER TREE	MISSION	ZONE CONNECTOR	2	627	1305	14315	429	286	3%	2%	35	702	5	5	1	0	LC	61.2	--	--	42	132	315
PEPPER TREE	ZONE CONNECTOR	UNKNOWN	2	421	919	9838	295	197	3%	2%	35	703	4	5	1	0	LC	61.2	--	--	42	132	315
PEPPER TREE	MC DONALD	CALAVO	2	234	442	5026	151	101	3%	2%	35	912	3	5	1	0	LC	61.2	--	--	42	132	315
PERSIMMON	ORO	UNKNOWN	2	387	732	7977	239	160	3%	2%	35	425	4	7	1	0	L	54.9	--	--	--	31	98
PERSIMMON	01ST	ORO	2	293	589	6678	200	134	3%	2%	35	426	3	7	1	0	L	54.9	--	--	--	31	98
PEUTZ VALLEY	ALPINE	ZONE CONNECTOR	2	1262	1167	15617	469	312	3%	2%	25	2295	6	7	1	0	L	54.9	--	--	--	31	98
PICO	KALMIA	MISSION	2	1389	1203	14177	425	284	3%	2%	35	132	5	5	1	0	LC	61.2	--	--	42	132	315
PINE	OLIVE	ZONE CONNECTOR	4	927	1307	14493	725	435	5%	3%	35	1748	2	3	2	0	B	64.7	--	--	94	265	562
PINE	ZONE CONNECTOR	10TH	4	959	1363	15119	756	454	5%	3%	35	1751	1	3	2	0	B	64.7	--	--	94	265	562
PINE	CEDAR	UNKNOWN	4	1061	1517	16578	829	497	5%	3%	35	1752	2	3	2	0	B	64.7	--	--	94	265	562
PINE	UNKNOWN	OLIVE	4	1061	1517	16578	829	497	5%	3%	35	1753	2	3	2	0	B	64.7	--	--	94	265	562
PINE	SR-78	CEDAR	4	812	1165	12611	631	378	5%	3%	35	2119	1	3	2	0	B	64.7	--	--	94	265	562
PINE VALLEY	OLD 80	RAMP I-8 WB	2	461	684	8080	162	81	2%	1%	25	356	5	7	1	0	L	54.9	--	--	--	31	98
PIPER RANCH	UNNAMED	ZONE CONNECTOR	4	425	342	7110	711	1066	10%	15%	50	2019	1	3	2	0	MA	70.9	--	124	318	627	1217
PIPER RANCH	LONESTAR	UNNAMED	4	425	342	7110	711	1066	10%	15%	50	2020	1	3	2	0	MA	70.9	--	124	318	627	1217
PLAZA BONITA RD	BONITA MESA	BONITA	4	449	1615	13772	413	275	3%	2%	50	110	1	3	2	0	MA	70.9	--	124	318	627	1217
POINSETTIA	OLEANDER	LA MIRADA	4	1546	1463	22425	673	448	3%	2%	50	1190	2	3	3	0	MA	70.9	--	124	318	627	1217
POMERADO	RAMP I-15 NB	RAMP I-15 NB	5	2361	2663	33941	1018	679	3%	2%	45	60	2	3	2	0	MA	70.9	--	124	318	627	1217
POMERADO	UNKNOWN	RAMP I-15 NB	2	2403	2727	34986	1050	700	3%	2%	45	61	6	3	1	0	MA	70.9	--	124	318	627	1217
POMERADO	WILLOW CREEK	UNKNOWN	2	2403	2727	34986	1050	700	3%	2%	45	133	6	3	2	0	MA	70.9	--	124	318	627	1217
POST HILL	SAN VICENTE	BRIDLEPATH	2	300	927	5041	151	101	3%	2%	35	978	3	5	1	0	LC	61.2	--	--	42	132	315
POTRERO VALLEY	POTRERO PARK	SR-94	2	265	497	5459	109	55	2%	1%	30	1232	4	6	1	0	RC	56.3	--	--	--	43	136
PRESIOCA	HARNESS	JAMACHA ROAD	2	450	534	6995	210	140	3%	2%	25	878	4	7	1	0	L	54.9	--	--	--	31	98
PROCTOR VALLEY	MELODY	CALLE BUENO GANAR	2	328	507	5179	155	104	3%	2%	35	135	3	5	1	0	LC	61.2	--	--	42	132	315
PROCTOR VALLEY	MAXFIELD	JEFFERSON	2	492	840	8721	262	174	3%	2%	35	136	4	5	1	0	LC	61.2	--	--	42	132	315
PROCTOR VALLEY	SCHLEE CANYON	MAXFIELD	2	331	515	5357	161	107	3%	2%	35	137	3	5	1	0	LC	61.2	--	--	42	132	315
PROCTOR VALLEY	PIONEER	MELODY	2	390	665	6184	186	124	3%	2%	35	1333	3	5	1	0	LC	61.2	--	--	42	132	315
PROCTOR VALLEY	ECHO VALLEY	PIONEER	2	392	659	6134	184	123	3%	2%	35	1334	3	5	1	0	LC	61.2	--	--	42	132	315
PROCTOR VALLEY	UNKNOWN	UNKNOWN	2	359	591	5309	159	106	3%	2%	35	1338	3	5	1	0	LC	61.2	--	--	42	132	315
PROCTOR VALLEY	MILLAR RANCH	ECHO VALLEY	2	359	591	5309	159	106	3%	2%	35	1339	3	5	1	0	LC	61.2	--	--	42	132	315
PROCTOR VALLEY	UNKNOWN	MILLAR RANCH	2	359	591	5309	159	106	3%	2%	35	1340	3	5	1	0	LC	61.2	--	--	42	132	315
PROCTOR VALLEY	EASTLAKE WOODS	UNKNOWN	4	499	789	7671	153	77	2%	1%	45	2523	1	3	2	0	MA	70.9	--	124	318	627	1217
PROCTOR VALLEY	UNKNOWN	ZONE CONNECTOR	2	489	774	7522	150	75	2%	1%	35	2525	4	5	1	0	LC	61.2	--	--	42	132	315
PROCTOR VALLEY	UNKNOWN	ZONE CONNECTOR	2	489	774	7522	226	150	3%	2%	35	2527	4	5	1	0	LC	61.2	--	--	42	132	315
PROCTOR VALLEY	ZONE CONNECTOR	ZONE CONNECTOR	2	407	650	6064	182	121	3%	2%	35	2528	3	5	1	0	LC	61.2	--	--	42	132	315
PROCTOR VALLEY	ZONE CONNECTOR	UNKNOWN	2	359	591	5309	159	106	3%	2%	35	2530	3	5	1	0	LC	61.2	--	--	42	132	315
PROSPECT	WOODSIDE	ZONE CONNECTOR	2	172	530	5933	178	119	3%	2%	25	226	4	7	1	0	L	54.9	--	--	--	31	98
RAINBOW VALLEY	CHICA	02ND	2	1271	328	6507	195	130	3%	2%	35	1638	3	5	1	0	LC	61.2	--	--	42	132	315
RAINBOW VALLEY	05TH	08TH	2	1280	218	5689	171	114	3%	2%	35	1639	3	5	1	0	LC	61.2	--	--	42	132	315
RAINBOW VALLEY	ZONE CONNECTOR	CHICA	2	1275	335	6598	198	132	3%	2%	35	2146	3	5	1	0	LC	61.2	--	--	42	132	315
RAINBOW VALLEY WES	RAMP I-15 SB	RAMP I-15 NB	2	2790	514	12770	383	255	3%	2%	35	2049	4	5	3	0	LC	61.2	--	--	42	132	315
RAINBOW VALLEY WES	RAMP I-15 NB	OLD 395	2	3293	2579	22289	669	446	3%	2%	35	2050	6	5	1	0	LC	61.2	--	--	42	132	315

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment			AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	From	To																					
RAINBOW VALLEY WES	OLD 395	ZONE CONNECTOR	2	1466	616	9883	296	198	3%	2%	35	2145	4	5	1	0	LC	61.2	--	--	42	132	315
RALPHS RANCH	4SR	UNKNOWN	4	827	1223	15168	455	303	3%	2%	25	2035	2	7	2	0	L	54.9	--	--	--	31	98
RALPHS RANCH	UNKNOWN	ALVA	4	827	1223	15168	455	303	3%	2%	25	2036	2	7	2	0	L	54.9	--	--	--	31	98
RALPHS RANCH	UNKNOWN	4SR	4	827	1223	15168	455	303	3%	2%	25	2037	2	7	2	0	L	54.9	--	--	--	31	98
RALPHS RANCH	SF 1407	UNKNOWN	4	827	1223	15168	455	303	3%	2%	25	2038	2	7	2	0	L	54.9	--	--	--	31	98
RAMONA	ROWLEY	SA 330	2	459	773	9259	278	185	3%	2%	35	1731	3	5	3	0	LC	61.2	--	--	42	132	315
RAMONA	RAYMOND	H	2	441	835	9680	290	194	3%	2%	35	1732	4	5	3	0	LC	61.2	--	--	42	132	315
RAMONA	RAYMOND	DAY	2	481	934	11111	333	222	3%	2%	35	1733	4	5	3	0	LC	61.2	--	--	42	132	315
RAMONA	H	ROWLEY	2	446	769	9064	272	181	3%	2%	35	1734	3	5	3	0	LC	61.2	--	--	42	132	315
RAMP	SR-54 EB	WOODMAN	2	136	781	6492	195	130	3%	2%	30	28	3	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	BRIARWOOD	RAMP SR-54 WB	1	972	358	11448	343	229	3%	2%	30	29	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-54 WB	BRIARWOOD	2	148	1302	9506	285	190	3%	2%	30	30	8	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	SR-54 EB	RAMP SR-54 EB	2	133	988	7974	239	159	3%	2%	30	31	3	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP SR-54 EB	RAMP SR-54 EB	1	449	317	6632	199	133	3%	2%	30	32	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-54 WB	SR-54 HOV WB	1	972	358	11448	343	229	3%	2%	30	33	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-54 EB	BRIARWOOD	1	449	317	6632	199	133	3%	2%	30	34	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-125 NB	RAMP SR-125 NB	1	1610	1321	17131	514	343	3%	2%	30	40	11	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-5 NB	I-5 NB HOV	1	427	197	5385	162	108	3%	2%	30	51	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-5 SB	RAMP I-5 SB	1	400	216	5383	161	108	3%	2%	30	52	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 WB	RAMP I-8 WB	2	595	852	12073	362	241	3%	2%	30	53	5	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP	RAMP SR-125 NB	2	733	975	9576	287	192	3%	2%	30	139	5	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP SR-125 NB	RAMP	1	733	975	9576	287	192	3%	2%	50	140	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP	RAMP	2	1535	1932	19276	578	386	3%	2%	35	141	4	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP SR-125 SB	RAMP	2	658	1231	25251	758	505	3%	2%	40	142	13	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	I-805 SB	RAMP I-805 SB	2	882	1335	18097	543	362	3%	2%	30	144	5	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP	RAMP	2	2463	2723	47098	1413	942	3%	2%	30	145	18	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP I-805 SB	RAMP I-805 SB	2	477	1236	12780	383	256	3%	2%	30	146	8	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP I-8 WB	I-8 HOV WB	1	404	431	7409	222	148	3%	2%	30	149	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP	RAMP	1	453	428	8335	250	167	3%	2%	30	150	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP	RAMP I-805 NB	1	320	381	9163	275	183	3%	2%	30	151	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP	RAMP	1	967	1169	18952	569	379	3%	2%	30	152	11	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP	RAMP	1	967	1169	18952	569	379	3%	2%	30	153	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	CAPISTRANO	SAN DIEGO	1	736	1055	15269	458	305	3%	2%	30	180	10	5	1	0	LC	61.2	--	--	42	132	315
RAMP	I-15 NB	CITRACADO	1	296	618	6311	189	126	3%	2%	30	186	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-94 EB	RAMP SR-94 EB	1	574	859	12690	381	254	3%	2%	30	190	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 WB	I-8 HOV WB	2	595	852	12073	362	241	3%	2%	30	199	2	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP I-15 SB	GAMBLE	1	269	303	5536	166	111	3%	2%	30	223	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	MIRAMAR	RAMP I-15 SB	2	347	427	7006	210	140	3%	2%	45	224	4	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP I-15 NB	RAMP I-15 NB	2	700	1185	14975	449	300	3%	2%	30	225	11	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	KITCHEN CREEK	KITCHEN CREEK	1	1233	1576	23530	471	235	2%	1%	30	278	18	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 EB	RIBBONWOOD	1	284	723	7455	149	75	2%	1%	30	279	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-8 WB	RAMP I-8 WB	1	477	584	7497	150	75	2%	1%	30	280	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-8 EB	RAMP I-8 EB	1	428	1362	12946	259	129	2%	1%	30	281	15	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 WB	CORRIZO GORGE	1	940	875	12448	249	124	2%	1%	30	282	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-15 NB	RAMP I-15 NB	1	619	564	8621	259	172	3%	2%	30	283	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-15 SB	RAMP I-15 SB	1	1748	1334	25876	776	518	3%	2%	50	284	6	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	I-15 HOV NB	RAMP I-15 NB	1	232	879	7632	229	153	3%	2%	35	285	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-15 HOV NB	RAMP I-15 NB	1	55	1264	10150	304	203	3%	2%	30	286	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-15 HOV NB	RAMP I-15 NB	1	652	631	8391	252	168	3%	2%	40	287	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-15 HOV SB	RAMP I-15 SB	1	1467	436	6653	200	133	3%	2%	40	288	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	09TH	1	363	1018	9012	270	180	3%	2%	30	299	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-8 EB	LOS COCHES	1	470	1047	12220	367	244	3%	2%	30	300	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-8 EB	OLDE 80	1	749	1023	12771	383	255	3%	2%	30	301	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-8 WB	RAMP I-8 WB	1	373	483	6259	188	125	3%	2%	30	302	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 WB	I8 HOV WB	1	658	277	6103	183	122	3%	2%	30	303	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 WB	I-8 HOV WB	1	1037	889	14454	434	289	3%	2%	30	304	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 WB	RAMP I-8 WB	1	1037	889	14454	434	289	3%	2%	30	305	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 HOV EB	TAVERN	1	320	514	5840	175	117	3%	2%	30	306	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-805 SB	SOUTH BAY PARKWAY	1	1462	1919	26397	792	528	3%	2%	50	315	8	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	SR-67 NB	RAMP SR-67 NB	1	884	773	13111	393	262	3%	2%	30	316	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-15 HOV SB	RAMP I-15 SB	1	1027	785	12130	364	243	3%	2%	30	317	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-15 SB	RAMP I-15 SB	1	3632	22	10990	330	220	3%	2%	30	318	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	RAMP SR-78 EB	1	190	576	8061	242	161	3%	2%	50	319	2	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP SR-78 HOV WB	SR-78 HOV WB	1	105	839	6226	187	125	3%	2%	50	320	2	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP I-15 SB	RAMP SR-78 WB	1	1338	858	17814	534	356	3%	2%	50	321	4	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	I-15 SB	RAMP I-15 SB	1	230	524	6916	207	138	3%	2%	30	322	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-67 SB	RAMP SR-67 SB	1	706	563	8862	266	177	3%	2%	30	323	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-67 NB	RAMP SR-67 NB	1	493	578	7981	239	160	3%	2%	30	324	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-94 EB	BANCROFT	1	485	1086	11877	356	238	3%	2%	30	325	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-94 EB	SWEETWATER SPRINGS	1	954	831	14209	426	284	3%	2%	30	326	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-94 WB	AGUA DULCE	1	215	456	5515	165	110	3%	2%	30	327	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-805 HOV SB	RAMP SR-54 WB	1	1820	1925	28070	842	561	3%	2%	50	328	12	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP I-805 NB	I-805 NB	2	1394	2359	26823	805	536	3%	2%	50	329	3	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP SR-54 EB	RAMP I-805 NB	1	675	1475	16188	486	324	3%	2%	50	330	4	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	I-805 SB	RAMP I-805 SB	1	440	596	9472	284	189	3%	2%	45	331	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-805 SB	RAMP I-805 NB	1	809	1071	12701	381	254	3%	2%	50	332	3	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	I-15 SB	MIRAMAR	2	1684	863	17303	519	346	3%	2%	30	333	8	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP I-15 SB	MIRAMAR	1	347	427	7006	210	140	3%	2%	45	334	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 NB	MIRAMAR	1	700	1185	14975	449	300	3%	2%	30	335	5	9	1	0	LR-1	63.4	--	--	73	191	450

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment																						
	From	To		AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
RAMP	I-15 NB	POMERADO	2	1464	1244	18972	569	379	3%	2%	30	336	8	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP SR-54 EB	SR-54 EB	1	572	981	16197	486	324	3%	2%	50	358	3	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP I-805 NB	I-805 NB	1	1279	1152	16593	498	332	3%	2%	45	359	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-805 SB	I-805 SB	1	613	828	7837	235	157	3%	2%	45	360	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SWEETWATER	SWEETWATER	1	632	992	10511	315	210	3%	2%	45	361	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-805 SB	I-805 HOV SB	2	477	1236	12780	383	256	3%	2%	30	362	3	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP	I-805 HOV NB	1	1823	1963	28808	864	576	3%	2%	30	363	19	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-11 WB	RAMP SR-11 WB	1	232	1438	16864	1686	2530	10%	15%	30	364	9	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-11 WB	ENRICO FERMI	1	232	1438	16864	1686	2530	10%	15%	30	365	9	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-94 WB	SR-94 HOV WB	1	1000	753	10775	323	216	3%	2%	30	366	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-94 WB	RAMP SR-94 WB	1	359	446	8515	255	170	3%	2%	30	367	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-94 WB	SR-94 HOV WB	1	359	446	8515	255	170	3%	2%	30	368	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SWEETWATER SPRINGS	RAMP SR-94 EB	1	299	503	6358	191	127	3%	2%	30	369	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-94 EB	SR-94 HOV EB	1	299	503	6358	191	127	3%	2%	30	370	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	CAMPO/SWEETWATER SI	RAMP SR-94 WB	1	397	689	11595	348	232	3%	2%	30	371	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-94 WB	SR-94 HOV WB	1	397	689	11595	348	232	3%	2%	30	372	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-67 NB	RAMP SR-67 NB	1	370	373	6418	193	128	3%	2%	40	373	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-67 NB	SR-67 HOV NB	1	370	373	6418	193	128	3%	2%	40	374	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-67 SB	RAMP SR-67 SB	1	1143	569	9245	277	185	3%	2%	40	375	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-67 SB	SR-67 HOV SB	1	1143	569	9245	277	185	3%	2%	40	376	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SAN DIEGO	RAMP I-5 SB	1	1033	1108	19462	584	389	3%	2%	40	377	15	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-5 SB	I-5 HOV SB	1	1033	1108	19462	584	389	3%	2%	40	378	9	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-67 SB	RAMP SR-67 SB	1	691	890	15491	465	310	3%	2%	30	379	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-67 SB	SR-67 HOV SB	1	691	890	15491	465	310	3%	2%	30	380	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	LOS COCHES	RAMP I-8 EB	1	268	509	6142	184	123	3%	2%	30	381	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 EB	I-8 HOV EB	1	268	509	6142	184	123	3%	2%	30	382	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-67 SB	SR-67 HOV SB	1	288	260	6890	207	138	3%	2%	30	383	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 EB	RAMP I-8 EB	1	517	600	8931	268	179	3%	2%	30	384	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 EB	I-8 HOV EB	1	517	600	8931	268	179	3%	2%	30	385	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-78 EB	SR-78 HOV EB	2	770	1011	15262	458	305	3%	2%	30	386	2	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP SR-78 HOV WB	SR-78 HOV WB	1	905	793	12274	368	245	3%	2%	40	387	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	RAMP I-15 SB	1	502	1350	13881	416	278	3%	2%	30	388	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	I-15 HOV SB	1	502	1350	13881	416	278	3%	2%	30	389	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 NB	RAMP I-15 NB	1	532	1213	11255	338	225	3%	2%	40	390	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 NB	I-15 HOV NB	1	532	1213	11255	338	225	3%	2%	40	391	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	RAMP I-15 SB	1	693	505	8890	267	178	3%	2%	30	392	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	I-15 HOV SB	1	693	505	8890	267	178	3%	2%	30	393	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 NB	RAMP I-15 NB	1	99	1279	6056	182	121	3%	2%	30	394	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 NB	GOPHER CANYON	1	99	1279	6056	182	121	3%	2%	30	395	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	RAMP I-15 SB	1	716	245	9037	271	181	3%	2%	30	396	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	I-15 HOV SB	1	716	245	9037	271	181	3%	2%	30	397	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	RAMP I-15 SB	1	658	464	8604	258	172	3%	2%	30	398	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	I-15 HOV SB	1	658	464	8604	258	172	3%	2%	30	399	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 NB	I-15 HOV NB	1	714	832	11611	348	232	3%	2%	40	401	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	RAMP I-15 SB	1	448	546	7673	230	153	3%	2%	40	402	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	I-15 HOV SB	1	448	546	7673	230	153	3%	2%	40	403	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 NB	RAMP I-15 NB	1	136	1506	6773	203	135	3%	2%	40	404	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 NB	I-15 HOV NB	1	136	1506	6773	203	135	3%	2%	40	405	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 NB	RAMP I-15 NB	1	12	2065	6318	190	126	3%	2%	30	406	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 NB	RAINBOW VALLEY WEST	1	12	2065	6318	190	126	3%	2%	30	407	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-78 EB	RAMP SR-78 EB	2	770	1011	15262	458	305	3%	2%	30	412	8	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP I-805 NB	SOUTH BAY PARKWAY	2	1539	2044	25816	774	516	3%	2%	50	419	3	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	I-805 NB	SWEETWATER	1	432	566	8100	243	162	3%	2%	45	430	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 WB	RAMP I-8 WB	2	404	431	7409	222	148	3%	2%	30	441	2	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	SR-11 EB	RAMP SR-11 EB	1	2231	388	16851	1685	2528	10%	15%	30	442	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-125 SB	RAMP SR-125 SB	1	1125	154	7015	702	1052	10%	15%	55	443	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	MIRAMAR	RAMP I-15 SB	2	586	1844	15513	465	310	3%	2%	40	452	11	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	SR-78 WB	SYCAMORE	1	732	907	13560	407	271	3%	2%	30	455	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-15 HOV NB	RAMP I-15 NB	1	578	1088	14779	443	296	3%	2%	45	467	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 NB	RAMP I-15 NB	1	578	1088	14779	443	296	3%	2%	45	468	9	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-15 HOV SB	RAMP I-15 SB	1	2258	641	14168	425	283	3%	2%	30	469	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 SB	RAMP I-15 SB	1	2258	641	14168	425	283	3%	2%	30	470	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-78 EB	SR-78 EB	1	69	1651	17754	533	355	3%	2%	40	492	11	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP	RAMP	2	474	234	5410	162	108	3%	2%	45	493	1	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP	RAMP	2	383	651	8870	266	177	3%	2%	45	494	1	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	I-805 SB	H	1	501	627	8518	256	170	3%	2%	30	646	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-125 SB	RAMP SR-125 SB	1	592	1201	14273	428	285	3%	2%	45	667	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-125 NB	JAMACHA ROAD	2	448	943	10290	309	206	3%	2%	35	668	3	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	SWAP MEET	RAMP SR-125 NB	1	483	772	8116	243	162	3%	2%	30	671	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SWEETWATER-NEW	RAMP SR-125 SB	2	176	745	7572	227	151	3%	2%	45	672	3	9	1	0	LR-2	66.7	--	46	140	328	733
RAMP	RAMP SR-94 EB	RAMP SR-125 NB	2	2428	3328	42163	1265	843	3%	2%	50	674	5	8	1	0	FR	73.2	67	183	389	813	1580
RAMP	RAMP SR-125 NB	SR-125 NB	1	999	672	10819	325	216	3%	2%	30	675	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-125 SB	PARADISE VALLEY	1	877	571	9892	297	198	3%	2%	30	676	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-125 SB	RAMP SR-125 SB	1	906	902	10633	319	213	3%	2%	30	677	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-125 SB	JAMACHA ROAD	1	906	902	10633	319	213	3%	2%	30	678	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	JAMACHA ROAD	RAMP SR-125 NB	1	656	625	13434	403	269	3%	2%	30	679	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-125 NB	JAMACHA ROAD	1	656	625	13434	403	269	3%	2%	30	680	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-125 NB	OTAY MESA	1	141	1788	8300	830	1245	10%	15%	30	747	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-94 EB	RAMP SR-94 EB	1	469	925	11254	338	225	3%	2%	30	753	2	9	1	0	LR-1	63.4	--	--	73	191	450

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment																						
	From	To		AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
RAMP	AVOCADO	SR-94 WB	1	965	1093	13552	407	271	3%	2%	30	756	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-125 SB	RAMP SR-125 SB	1	877	571	9892	297	198	3%	2%	30	757	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-67 SB	FLETCHER	1	1397	1181	21478	644	430	3%	2%	30	789	14	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-67 SB	RAMP SR-67 SB	1	288	260	6890	207	138	3%	2%	30	1179	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-67 NB	RAMP SR-67 NB	1	597	733	11690	351	234	3%	2%	30	1180	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-8 EB	RAMP I-8 EB	1	659	1071	11724	352	234	3%	2%	30	1223	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-8 EB	RAMP I-8 HOV EB	1	417	593	7930	238	159	3%	2%	30	1591	9	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-8 HOV WB	RAMP I-8 WB	1	304	516	5572	167	111	3%	2%	30	1592	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-11 WB	LOOP	1	1027	106	7424	742	1114	10%	15%	35	1695	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	LOOP	LOOP	1	262	1543	12596	1260	1889	10%	15%	35	1696	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-11 EB	LOOP	1	1229	235	11332	1133	1700	10%	15%	35	1697	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	LOOP	LOOP	1	210	1236	8178	818	1227	10%	15%	35	1698	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-67 NB	MAINE	1	882	1114	16890	507	338	3%	2%	35	1974	12	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	SR-67 SB	RAMP SR-67 SB	1	470	1001	9335	280	187	3%	2%	35	1975	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-67 SB	MAPLEVIEW	1	897	791	11412	342	228	3%	2%	35	1976	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-67 SB	RAMP SR-67 SB	1	240	220	5226	157	105	3%	2%	20	1983	2	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP SR-94 EB	JAMACHA BOULEVARD	1	703	2633	15897	477	318	3%	2%	35	1987	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	JAMACHA BOULEVARD	RAMP	1	301	1950	9383	281	188	3%	2%	35	1988	4	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	JAMACHA BOULEVARD	RAMP SR-94 EB	1	738	1369	11772	353	235	3%	2%	35	1989	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 EB	VIEJAS ROW	1	113	650	5557	111	56	2%	1%	35	2162	3	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-8 EB	RAMP I-8 EB	1	707	256	8442	253	169	3%	2%	30	2553	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-8 EB	RAMP I-8 EB	1	707	256	8442	253	169	3%	2%	30	2565	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 WB	VIA LA MANCHA	1	233	1291	7251	218	145	3%	2%	30	2571	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 WB	VIA LA MANCHA	1	233	1291	7251	218	145	3%	2%	30	2572	8	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-8 EB	RAMP I-8 EB	1	1395	1141	22129	443	221	2%	1%	35	2583	15	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-8 WB	VIEJAS ROW	1	388	2043	20628	413	206	2%	1%	35	2587	12	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	I-15 HOV NB	RAMP I-15 NB	1	431	934	10481	314	210	3%	2%	30	2752	5	9	1	0	LR-1	63.4	--	--	73	191	450
RAMP	RAMP I-15 NB	RAMP I-15 NB	1	714	832	11611	348	232	3%	2%	40	2765	4	9	1	0	LR-1	63.4	--	--	73	191	450
RANCHO BERNARDO	CAM SAN BERNARDO	VIA DEL CAMPO	4	2040	2553	30956	929	619	3%	2%	50	1793	4	3	2	0	MA	70.9	--	124	318	627	1217
RANCHO BERNARDO	ALVA ROAD	CAM SAN BERNARDO	4	1623	2247	26655	800	533	3%	2%	50	1794	3	3	2	0	MA	70.9	--	124	318	627	1217
RANCHO BERNARDO	SF 1407	ALVA ROAD	4	1169	1613	19723	592	394	3%	2%	50	1797	2	3	2	0	MA	70.9	--	124	318	627	1217
RANCHO SANTA FE	ZONE CONNECTOR	EL MIRLO	2	2199	3090	25938	778	519	3%	2%	35	1313	6	5	1	0	LC	61.2	--	--	42	132	315
RANGO	ZONE CONNECTOR	YAQUI PASS	3	277	476	5227	105	52	2%	1%	40	1569	2	4	1	0	C	63.6	--	--	73	212	457
RAYMOND	RAMONA	PALA	2	264	571	6733	202	135	3%	2%	25	216	4	7	1	0	L	54.9	--	--	--	31	98
RECHE	GREEN CANYON	FALLBROOK	2	862	1216	12247	367	245	3%	2%	35	174	4	5	3	0	LC	61.2	--	--	42	132	315
RECHE	FALLBROOK	LIVE OAK PARK	2	862	1216	12247	367	245	3%	2%	35	345	4	5	3	0	LC	61.2	--	--	42	132	315
RECHE	LOS AMIGOS	GREEN CANYON	2	949	1393	13634	409	273	3%	2%	35	704	5	5	3	0	LC	61.2	--	--	42	132	315
RECHE	LIVE OAK PARK	GIRD	2	796	1253	11760	353	235	3%	2%	35	1112	4	5	3	0	LC	61.2	--	--	42	132	315
RECHE	UNKNOWN	FALLBROOK	2	614	916	9163	275	183	3%	2%	35	1116	3	5	3	0	LC	61.2	--	--	42	132	315
RECHE	FALLBROOK	LOS AMIGOS	2	987	1452	14270	428	285	3%	2%	35	1117	5	5	3	0	LC	61.2	--	--	42	132	315
RECHE	RANGER	OLD 395	2	556	1020	10106	303	202	3%	2%	35	1185	4	5	3	0	LC	61.2	--	--	42	132	315
RECHE	YUCCA	RANGER	2	486	891	8381	251	168	3%	2%	35	1186	3	5	3	0	LC	61.2	--	--	42	132	315
RECHE	GIRD	VIA VISTA	2	560	924	9061	272	181	3%	2%	35	1187	3	5	3	0	LC	61.2	--	--	42	132	315
RECHE	VIA VISTA	RABBIT HILL	2	497	846	8156	245	163	3%	2%	35	1188	3	5	3	0	LC	61.2	--	--	42	132	315
RECHE	RABBIT HILL	YUCCA	2	472	835	7943	238	159	3%	2%	35	1189	3	5	3	0	LC	61.2	--	--	42	132	315
RECHE	CALMIN	UNKNOWN	2	575	916	8954	269	179	3%	2%	35	1300	3	5	3	0	LC	61.2	--	--	42	132	315
RECHE	MC DONALD	CALAVO	2	400	562	6281	188	126	3%	2%	35	1849	3	5	1	0	LC	61.2	--	--	42	132	315
RECHE	CALAVO	PALOMINO	2	400	562	6281	188	126	3%	2%	35	1850	3	5	1	0	LC	61.2	--	--	42	132	315
RECHE	PALOMINO	STAGE COACH	2	412	575	6468	194	129	3%	2%	35	1851	3	5	1	0	LC	61.2	--	--	42	132	315
RECHE	STAGE COACH	CALMIN	2	590	927	9177	275	184	3%	2%	35	1852	3	5	3	0	LC	61.2	--	--	42	132	315
RECHE	MORRO	MC DONALD	2	387	598	6645	199	133	3%	2%	25	2428	4	7	1	0	L	54.9	--	--	--	31	98
REO	ZONE CONNECTOR	SWEETWATER	4	1020	1476	19174	575	383	3%	2%	40	960	6	3	2	0	MA	70.9	--	124	318	627	1217
RESMAR	GRANDVIEW	CONRAD	2	318	678	5749	172	115	3%	2%	40	187	3	4	1	0	C	63.6	--	--	73	212	457
RIBBONWOOD	RAMP I-8 WB	RAMP I-8 EB	2	572	684	8924	178	89	2%	1%	50	1218	1	6	1	0	RC	56.3	--	--	--	43	136
RIBBONWOOD	RAMP I-8 EB	MANZANITA DULCE	2	730	1163	13673	684	410	5%	3%	35	1509	5	5	3	0	LC	61.2	--	--	42	132	315
RIBBONWOOD	MANZANITA DULCE	OLD 80	2	640	1091	12841	642	385	5%	3%	35	1510	4	5	3	0	LC	61.2	--	--	42	132	315
RICE CANYON	ZONE CONNECTOR	PALA	2	1255	473	7809	156	78	2%	1%	35	2801	4	5	1	0	LC	61.2	--	--	42	132	315
RICE CANYON	ZONE CONNECTOR	PALA	2	1255	473	7809	234	156	3%	2%	35	2802	4	5	1	0	LC	61.2	--	--	42	132	315
RICE CANYON	ZONE CONNECTOR	PALA	2	1255	473	7809	234	156	3%	2%	35	2804	4	5	1	0	LC	61.2	--	--	42	132	315
RICE CANYON	ZONE CONNECTOR	PALA	2	1255	473	7809	234	156	3%	2%	35	2807	4	5	1	0	LC	61.2	--	--	42	132	315
RICE CANYON	ZONE CONNECTOR	PALA	2	1255	473	7809	234	156	3%	2%	35	2809	4	5	1	0	LC	61.2	--	--	42	132	315
RICE CANYON	ZONE CONNECTOR	PALA	2	1255	473	7809	234	156	3%	2%	35	2811	4	5	1	0	LC	61.2	--	--	42	132	315
RICE CANYON	HUNTLEY	ZONE CONNECTOR	2	1151	340	6240	187	125	3%	2%	35	2812	3	5	1	0	LC	61.2	--	--	42	132	315
RICE CANYON	HUNTLEY	ZONE CONNECTOR	2	1151	340	6240	187	125	3%	2%	35	2822	3	5	1	0	LC	61.2	--	--	42	132	315
RICE CANYON	HUNTLEY	ZONE CONNECTOR	2	1151	340	6240	187	125	3%	2%	35	2824	3	5	1	0	LC	61.2	--	--	42	132	315
RICE CANYON	HUNTLEY	ZONE CONNECTOR	2	1151	340	6240	187	125	3%	2%	35	2834	3	5	1	0	LC	61.2	--	--	42	132	315
RICE CANYON	ZONE CONNECTOR	HUNTLEY	2	1118	294	5707	171	114	3%	2%	35	2844	3	5	1	0	LC	61.2	--	--	42	132	315
RICE CANYON	ZONE CONNECTOR	ZONE CONNECTOR	2	1116	288	5658	170	113	3%	2%	35	2847	3	5	1	0	LC	61.2	--	--	42	132	315
RIVERFORD	EL NOPAL	RIVERSIDE/MAST	2	252	721	6563	197	131	3%	2%	25	1959	4	7	1	0	L	54.9	--	--	--	31	98
RIVERFORD	RAMP SR-67 SB	WOODSIDE	6	1296	1566	20776	623	416	3%	2%	51	2065	1	2	2	0	PA	77.4	167	417	782	1480	2800
RIVERFORD	WOODSIDE(N)	RAMP SR-67 SB	6	1651	1953	26905	807	538	3%	2%	51	2066	2	2	2	0	PA	77.4	167	417	782	1480	2800
RIVERFORD	RIVERSIDE/MAST	UNKNOWN	6	1209	1930	21890	657	438	3%	2%	51	2473	1	2	2	0	PA	77.4	167	417	782	1480	2800
RIVERFORD	UNKNOWN	WOODSIDE(N)	6	1673	2275	28030	841	561	3%	2%	51	2474	2	2	2	0	PA	77.4	167	417	782	1480	2800
RIVERSIDE	CHARLESTON BAY	VALLE VISTA BYPASS	4	1137	1260	17460	524	349	3%	2%	50	2068	2	3	3	0	MA	70.9	--	124	318	627	1217
RIVERSIDE	RIVERFORD	PALM ROW	4	1383	2470	23344	700	467	3%	2%	50	2069	3	3	3	0	MA	70.9	--	124	318	627	1217
RIVERSIDE	VISTA CAMINO	CHARLESTON BAY	4	1136	1244	17427	523	349	3%	2%	50	2070	2	3	3	0	MA	70.9	--	124	318	627	1217
RIVERSIDE	LAKESIDE	LAKESIDE/VALLE VISTA	4	1011	1119	15297	459	306	3%	2%	50	2071	2	3	3	0	MA	70.9	--	124	318	627	1217
RIVERSIDE	PALM ROW	VISTA CAMINO	4	1290	2184	20884	627	418	3%	2%	50	2072	2	3	3	0	MA	70.9	--	124	318	627	1217
RIVERSIDE	VALLE VISTA BYPASS	VALLE VISTA BYPASS	4	1050	1161	15825	475	316	3%	2%	50	2315	2	3	3	0	MA	70.9	--	124	318	627	1217

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment			AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	From	To																					
RIVERSIDE	VALLE VISTA BYPASS	LAKESIDE	4	1056	1170	15988	480	320	3%	2%	50	2316	2	3	3	0	MA	70.9	--	124	318	627	1217
RIVERVIEW	CREEKFORD	EMERALD GROVE	2	365	518	5405	162	108	3%	2%	25	99	4	7	1	0	L	54.9	--	--	--	31	98
ROCK SPRINGS	ZONE CONNECTOR	BENNETT	4	957	1547	12668	380	253	3%	2%	50	182	1	3	2	0	MA	70.9	--	124	318	627	1217
ROCK SPRINGS	SEVEN OAKES	BORDEN	4	836	1453	13256	398	265	3%	2%	40	183	4	4	1	0	C	63.6	--	--	73	212	457
ROCK SPRINGS	BENNETT	REES	4	1183	1546	14677	440	294	3%	2%	50	1940	2	3	3	0	MA	70.9	--	124	318	627	1217
ROCK SPRINGS	MONTIEL	SEVEN OAKES	4	792	1399	13681	410	274	3%	2%	50	1941	1	3	3	0	MA	70.9	--	124	318	627	1217
ROCK SPRINGS	UNNAMED 9F	NORDAHL	4	1187	1566	14861	446	297	3%	2%	50	1942	2	3	3	0	MA	70.9	--	124	318	627	1217
ROCK SPRINGS	REES	UNNAMED 9F	4	1187	1566	14861	446	297	3%	2%	50	1943	2	3	3	0	MA	70.9	--	124	318	627	1217
ROCK SPRINGS	DEODAR	MONTIEL	4	831	1470	14341	430	287	3%	2%	50	1944	2	3	3	0	MA	70.9	--	124	318	627	1217
ROCK SPRINGS	NORDAHL	ZONE CONNECTOR	4	707	1000	10845	325	217	3%	2%	50	1945	1	3	3	0	MA	70.9	--	124	318	627	1217
ROCK SPRINGS	ZONE CONNECTOR	DEODAR	4	674	967	10300	309	206	3%	2%	50	1946	1	3	3	0	MA	70.9	--	124	318	627	1217
ROCKYCREST	HILL	MISSION	2	466	933	10325	310	206	3%	2%	25	2422	5	7	1	0	L	54.9	--	--	--	31	98
ROYAL	WINTER GARDENS	MELROSE	2	399	631	6837	205	137	3%	2%	25	807	4	7	1	0	L	54.9	--	--	--	31	98
SA 680	SF 1407	4SR	6	1395	2488	29695	891	594	3%	2%	50	2347	4	2	2	0	PA	77.4	167	417	782	1480	2800
SA 680	4SR	DOVE CANYON	6	1517	2435	29524	886	590	3%	2%	45	2348	3	2	2	0	PA	77.4	167	417	782	1480	2800
SAN DIEGO	RAMP I-5 NB	COAST	2	1897	1913	25437	763	509	3%	2%	25	177	6	5	1	0	LC	61.2	--	--	42	132	315
SAN DIEGO	RAMP	RAMP I-5 NB	2	2893	2854	38473	1154	769	3%	2%	25	179	6	5	1	0	LC	61.2	--	--	42	132	315
SAN DIEGO	VANDEGRIFT	RAMP	4	3682	3985	54837	1645	1097	3%	2%	25	235	6	5	1	0	LC	61.2	--	--	42	132	315
SAN DIEGUITO	ZONE CONNECTOR	ZONE CONNECTOR	2	1664	2238	24433	733	489	3%	2%	35	2205	6	5	1	0	LC	61.2	--	--	42	132	315
SAN DIEGUITO	UNKNOWN	CAM SANTA FE	4	557	548	7451	224	149	3%	2%	50	2206	1	3	2	0	MA	70.9	--	124	318	627	1217
SAN DIEGUITO	RANCHO DIEGUENO	UNKNOWN	4	541	533	7245	217	145	3%	2%	50	2207	1	3	2	0	MA	70.9	--	124	318	627	1217
SAN DIEGUITO	UNKNOWN	RANCHO DIEGUENO	4	521	487	6320	190	126	3%	2%	50	2208	1	3	2	0	MA	70.9	--	124	318	627	1217
SAN DIEGUITO	EL APAJO	UNKNOWN	4	521	487	6320	190	126	3%	2%	50	2209	1	3	2	0	MA	70.9	--	124	318	627	1217
SAN DIEGUITO	VIA DOS VALLES	EL APAJO	2	1324	1597	17455	524	349	3%	2%	40	2452	5	4	2	0	C	63.6	--	--	73	212	457
SAN DIEGUITO	ZONE CONNECTOR	VIA DOS VALLES	2	1324	1597	17455	524	349	3%	2%	40	2453	5	4	2	0	C	63.6	--	--	73	212	457
SAN ELIJO RD	MELROSE	ZONE CONNECTOR	4	2417	3524	37067	1112	741	3%	2%	50	2043	6	3	2	0	MA	70.9	--	124	318	627	1217
SAN ELIJO RD	ZONE CONNECTOR	ZONE CONNECTOR	4	2369	3546	37251	1118	745	3%	2%	50	2044	6	3	2	0	MA	70.9	--	124	318	627	1217
SAN MIGUEL	UNKNOWN	LOMA DEL SOL	2	341	548	6216	186	124	3%	2%	30	1898	4	6	1	0	RC	56.3	--	--	--	43	136
SAN MIGUEL	BONITA	UNKNOWN	2	341	548	6216	186	124	3%	2%	30	1899	4	6	1	0	RC	56.3	--	--	--	43	136
SAN PASQUAL	RYAN	ZERMATT	4	923	951	18455	554	369	3%	2%	50	210	2	3	3	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL	ZERMATT	VIA RANCHO	4	923	951	18455	554	369	3%	2%	50	1427	2	3	3	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	5TH/OAK HILL	BIRCH/RANRIDO	4	1434	1436	19103	955	573	5%	3%	50	105	1	3	3	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	CLOVERDALE	NEW CLOVERDALE	4	1464	1207	15663	783	470	5%	3%	50	457	5	3	2	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	UNKNOWN	CLOVERDALE	4	1464	1207	15663	783	470	5%	3%	50	458	1	3	2	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	NEW CLOVERDALE	RAMP SR125 SB	3	1401	1601	19322	580	386	3%	2%	55	913	8	3	1	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	BANDY CANYON	UNKNOWN	4	771	1027	11408	570	342	5%	3%	50	1017	1	3	3	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	UNKNOWN	UNNAMED 12D	4	771	1027	11408	570	342	5%	3%	50	1018	1	3	3	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	SR-78 NEW	UNKNOWN	4	1459	1146	15230	762	457	5%	3%	50	1192	2	3	2	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	TEEPEE	HIGHGROVE	4	1519	1169	15950	798	478	5%	3%	50	1219	2	3	2	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	HIGHGROVE	OLD SAN PASQUAL	4	1519	1169	15950	798	478	5%	3%	50	1220	2	3	2	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	BIRCH/RANRIDO	IDAHO	4	1874	1797	24544	1227	736	5%	3%	50	1434	3	3	3	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	IDAHO	17TH	4	1605	1101	18654	933	560	5%	3%	50	1435	3	3	3	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	SUMMIT	TEEPEE	4	1549	1217	16546	827	496	5%	3%	50	1436	2	3	2	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	CITRUS	SUMMIT	4	1644	1293	17524	876	526	5%	3%	50	1437	2	3	2	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	BEAR VALLEY	CITRUS	4	1420	1570	17779	889	533	5%	3%	50	1438	2	3	2	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	17TH	BEAR VALLEY	4	1280	1375	15993	800	480	5%	3%	50	1439	3	3	3	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	UNKNOWN	SAN PASQUAL STORE	4	737	969	10954	548	329	5%	3%	50	2690	1	3	3	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	SAN PASQUAL STORE	BANDY CANYON	4	699	911	10281	514	308	5%	3%	50	2691	1	3	3	0	MA	70.9	--	124	318	627	1217
SAN PASQUAL VALLEY	UNKNOWN	SAN PASQUAL STORE	4	737	969	10954	548	329	5%	3%	50	2692	1	3	3	0	MA	70.9	--	124	318	627	1217
SAN VICENTE	KEYES	DYE	2	877	1352	14358	431	287	3%	2%	40	1711	5	4	3	0	C	63.6	--	--	73	212	457
SAN VICENTE	DYE	UNKNOWN	2	877	1352	14358	431	287	3%	2%	40	1712	5	4	3	0	C	63.6	--	--	73	212	457
SAN VICENTE	UNKNOWN	CHUCKWAGON	2	877	1352	14358	431	287	3%	2%	40	1713	5	4	3	0	C	63.6	--	--	73	212	457
SAN VICENTE	UNKNOWN	ARENA	4	859	1043	14388	432	288	3%	2%	35	1715	3	3	2	0	B	64.7	--	--	94	265	562
SAN VICENTE	BOUNDARY	WARNOCK	2	620	1028	10774	323	215	3%	2%	40	1736	4	4	3	0	C	63.6	--	--	73	212	457
SAN VICENTE	BARGER	HANSON	2	602	986	10107	303	202	3%	2%	40	1737	4	4	3	0	C	63.6	--	--	73	212	457
SAN VICENTE	ZONE CONNECTOR	BOUNDARY	2	621	995	9726	292	195	3%	2%	40	1738	4	4	3	0	C	63.6	--	--	73	212	457
SAN VICENTE	HANSON	ZONE CONNECTOR	2	654	1041	10287	309	206	3%	2%	40	1739	4	4	3	0	C	63.6	--	--	73	212	457
SAN VICENTE	H	ZONE CONNECTOR	2	807	1344	14073	422	281	3%	2%	40	1741	5	4	3	0	C	63.6	--	--	73	212	457
SAN VICENTE	ZONE CONNECTOR	11TH	2	712	1176	12226	367	245	3%	2%	40	1742	4	4	3	0	C	63.6	--	--	73	212	457
SAN VICENTE	11TH	BARGER	2	718	1182	12374	371	247	3%	2%	40	1743	4	4	3	0	C	63.6	--	--	73	212	457
SAN VICENTE	WARNOCK	KEYES	2	877	1352	14358	431	287	3%	2%	40	1744	5	4	3	0	C	63.6	--	--	73	212	457
SAN VICENTE	ARENA	VISTA VICENTE	4	643	818	10523	316	210	3%	2%	40	2410	4	3	2	0	MA	70.9	--	124	318	627	1217
SAN VICENTE	VISTA VICENTE	GUNN STAGE	4	509	762	9446	283	189	3%	2%	40	2411	3	3	2	0	MA	70.9	--	124	318	627	1217
SAN VICENTE	WILDCAT CANYON	UNKNOWN	2	881	1075	14753	443	295	3%	2%	40	2657	5	4	3	0	C	63.6	--	--	73	212	457
SAN VICENTE	CHUCKWAGON	WILDCAT CANYON	2	892	1372	14609	438	292	3%	2%	40	2658	5	4	3	0	C	63.6	--	--	73	212	457
SANTA FE	MELROSE	BIRDFARM	4	1540	2309	21103	633	422	3%	2%	40	444	6	3	2	0	MA	70.9	--	124	318	627	1217
SANTA FE	BIRDFARM	UNKNOWN	4	1452	2178	19903	597	398	3%	2%	40	445	6	3	2	0	MA	70.9	--	124	318	627	1217
SANYO	LONESTAR	UNNAMED	2	336	804	5770	577	866	10%	15%	25	1654	4	7	1	0	L	54.9	--	--	--	31	98
SANYO	UNNAMED	UNKNOWN	2	336	804	5770	577	866	10%	15%	25	1655	4	7	1	0	L	54.9	--	--	--	31	98
SANYO	UNKNOWN	OTAY MESA	2	336	804	5770	577	866	10%	15%	25	1656	4	7	1	0	L	54.9	--	--	--	31	98
SANYO	UNNAMED	UNNAMED	2	336	804	5770	577	866	10%	15%	25	1657	4	7	1	0	L	54.9	--	--	--	31	98
SC 964	WILDCAT CANYON	ZONE CONNECTOR	2	359	569	5020	100	50	2%	1%	35	2653	3	7	1	0	L	54.9	--	--	--	31	98
SCRIPPS POWAY	SR 125	RAMP SR125 NB	6	2596	2539	30643	613	306	2%	1%	55	2645	4	2	2	0	PA	77.4	167	417	782	1480	2800
SCRIPPS POWAY	RAMP SR125 NB	ZONE CONNECTOR	6	2596	2539	30643	613	306	2%	1%	60	2646	1	2	2	0	PA	77.4	167	417	782	1480	2800
SCRIPPS POWAY	ZONE CONNECTOR	SR-67	6	2588	2526	30492	610	305	2%	1%	60	2648	1	2	2	0	PA	77.4	167	417	782	1480	2800
SF 1407	RALPHS RANCH	RANCHO BERNARDO	4	1537	1958	24783	743	496	3%	2%	50	1795	3	3	2	0	MA	70.9	--	124	318	627	1217
SF 1407	SA 680	RALPHS RANCH	4	1302	1825	22337	670	447	3%	2%	50	1796	2	3	2	0	MA	70.9	--	124	318	627	1217
SHEARER	PANKEY	DULIN	2	464	756	7813	234	156	3%	2%	40	2753	4	4	1	0	C	63.6	--	--	73	212	457
SHEARER	PANKEY	DULIN	2	464	756	7813	234	156	3%	2%	40	2756	4	4	1	0	C	63.6	--	--	73	212	457

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment			AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	From	To																					
SHEARER	PANKEY	DULIN	2	464	756	7813	234	156	3%	2%	40	2757	4	4	1	0	C	63.6	--	--	73	212	457
SHEARER	PANKEY	DULIN	2	464	756	7813	234	156	3%	2%	40	2759	4	4	1	0	C	63.6	--	--	73	212	457
SHEARER	PANKEY	DULIN	2	464	756	7813	234	156	3%	2%	40	2762	4	4	1	0	C	63.6	--	--	73	212	457
SHEARER	PANKEY	DULIN	2	464	756	7813	234	156	3%	2%	40	2763	4	4	1	0	C	63.6	--	--	73	212	457
SHEARER	PANKEY	DULIN	2	464	756	7813	234	156	3%	2%	40	2766	4	4	1	0	C	63.6	--	--	73	212	457
SIEMPRE VIVA	BASE STABLES	LOOP	4	1951	1252	19544	1954	2932	10%	15%	50	1699	2	3	2	0	MA	70.9	--	124	318	627	1217
SIEMPRE VIVA	ENRICO FERMI	BASE STABLES	4	2779	2023	28572	2857	4286	10%	15%	50	2030	3	3	2	0	MA	70.9	--	124	318	627	1217
SIERRA ALTA	LAKE JENNINGS PARK	RAMP I-8 EB	4	1865	2835	31889	957	638	3%	2%	50	2435	5	3	3	0	MA	70.9	--	124	318	627	1217
SIERRA ALTA	RAMP I-8 EB	RAMP I-8 EB	4	978	1644	16658	500	333	3%	2%	50	2436	2	3	3	0	MA	70.9	--	124	318	627	1217
SIERRA ALTA	RAMP I-8 EB	OLDE 80	4	1015	1676	17214	516	344	3%	2%	50	2437	2	3	3	0	MA	70.9	--	124	318	627	1217
SKYLINE TRUCK	LYONS VALLEY	PEG LEG MINE	2	390	613	6766	203	135	3%	2%	35	2368	3	5	3	0	LC	61.2	--	--	42	132	315
SKYLINE TRUCK	PEG LEG MINE	UNKNOWN	2	366	672	6674	200	133	3%	2%	35	2369	3	5	3	0	LC	61.2	--	--	42	132	315
SKYLINE TRUCK	UNKNOWN	LAWSON VALLEY	2	412	692	7116	142	71	2%	1%	35	2537	3	5	3	0	LC	61.2	--	--	42	132	315
SKYLINE TRUCK	UNKNOWN	UNKNOWN	2	422	708	7298	146	73	2%	1%	35	2539	3	5	3	0	LC	61.2	--	--	42	132	315
SKYLINE TRUCK	UNKNOWN	UNKNOWN	2	422	708	7298	219	146	3%	2%	35	2540	3	5	3	0	LC	61.2	--	--	42	132	315
SKYLINE TRUCK	UNKNOWN	HECTOR	2	364	654	6593	198	132	3%	2%	35	2541	3	5	3	0	LC	61.2	--	--	42	132	315
SKYLINE TRUCK	HECTOR	UNKNOWN	2	422	708	7298	219	146	3%	2%	35	2542	3	5	3	0	LC	61.2	--	--	42	132	315
SLEEPING INDIAN	ZONE CONNECTOR	UNKNOWN	2	882	1412	9391	282	188	3%	2%	25	259	5	7	1	0	L	54.9	--	--	--	31	98
SLEEPING INDIAN	BURMA	TUMBLEWEED	2	832	1344	8785	264	176	3%	2%	25	711	5	7	1	0	L	54.9	--	--	--	31	98
SLEEPING INDIAN	TUMBLEWEED	ZONE CONNECTOR	2	866	1406	9370	281	187	3%	2%	25	712	5	7	1	0	L	54.9	--	--	--	31	98
SMILAX	OLEANDER	MIMOSA	4	1680	1679	23245	697	465	3%	2%	50	1269	3	3	3	0	MA	70.9	--	124	318	627	1217
SMILAX	SOUTH SANTA FE	CASA LINDA	4	1413	1413	19193	576	384	3%	2%	50	1500	2	3	3	0	MA	70.9	--	124	318	627	1217
SOUTH BARCELONA	BUENA VISTA	CRISTOBAL	2	394	846	8413	252	168	3%	2%	35	192	4	5	1	0	LC	61.2	--	--	42	132	315
SOUTH BARCELONA	CRISTOBAL	BARCELONA	2	270	584	5858	176	117	3%	2%	35	242	3	5	1	0	LC	61.2	--	--	42	132	315
SOUTH BARCELONA	BARCELONA	GLENSIDE	2	270	584	5858	176	117	3%	2%	35	243	3	5	1	0	LC	61.2	--	--	42	132	315
SOUTH GRADE	TAVERN	VIA VIEJAS OESTE	2	232	816	5935	178	119	3%	2%	35	1181	3	5	1	0	LC	61.2	--	--	42	132	315
SOUTH GRADE	VIA VIEJAS OESTE	ZONE CONNECTOR	2	232	816	5935	178	119	3%	2%	35	1341	3	5	1	0	LC	61.2	--	--	42	132	315
SOUTH GRADE	ZONE CONNECTOR	VIA VIEJAS	2	232	816	5935	178	119	3%	2%	35	1342	3	5	1	0	LC	61.2	--	--	42	132	315
SOUTH GRADE	BOULDER OAKS	OLIVE VIEW	2	565	1109	10557	317	211	3%	2%	35	1902	4	5	1	0	LC	61.2	--	--	42	132	315
SOUTH GRADE	VIA VIEJAS	BOULDER OAK	2	470	940	8694	261	174	3%	2%	35	1905	4	5	1	0	LC	61.2	--	--	42	132	315
SOUTH GRADE	BOULDER OAK	BOULDER OAKS	2	513	1031	9672	290	193	3%	2%	35	1906	4	5	1	0	LC	61.2	--	--	42	132	315
SOUTH GRADE	ELTINGE	NEW SOUTH GRADE	2	371	869	8187	246	164	3%	2%	35	1907	3	5	3	0	LC	61.2	--	--	42	132	315
SOUTH GRADE	OLIVE VIEW	ELTINGE	2	771	1569	15552	467	311	3%	2%	35	1908	5	5	1	0	LC	61.2	--	--	42	132	315
SOUTH GRADE	FOSS	LITTLE OAKS	2	357	506	5502	165	110	3%	2%	35	1909	3	5	1	0	LC	61.2	--	--	42	132	315
SOUTH GRADE	LITTLE OAKS	ALPINE HEIGHTS	2	315	468	5051	152	101	3%	2%	35	1910	3	5	1	0	LC	61.2	--	--	42	132	315
SOUTH SANTA FE	MAR VISTA	MONTGOMERY	4	1711	2115	22536	676	451	3%	2%	50	433	2	3	2	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	SMILAX	BOSSTICK	4	2345	2625	31399	942	628	3%	2%	45	440	4	3	2	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	AZALEA	POINSETTIA	4	2073	2372	27880	836	558	3%	2%	50	1273	4	3	3	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	POINSETTIA	2430/2503	4	2073	2372	27880	836	558	3%	2%	50	1274	4	3	3	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	PALMYRA	AZALEA	4	2073	2372	27880	836	558	3%	2%	50	1275	4	3	3	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	ZONE CONNECTOR	PALMYRA	4	2120	2538	29983	899	600	3%	2%	50	1276	4	3	3	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	BUENA CREEK	ZONE CONNECTOR	4	2122	2539	30007	900	600	3%	2%	50	1277	4	3	3	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	2430/2503	SMILAX	4	2205	2511	29953	899	599	3%	2%	50	1278	4	3	3	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	YORK	WOODLAND	4	1824	2238	24468	734	489	3%	2%	50	1279	2	3	2	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	MONTGOMERY	ZONE CONNECTOR	4	1561	1826	19515	585	390	3%	2%	50	1280	2	3	2	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	ZONE CONNECTOR	YORK	4	1824	2238	24468	734	489	3%	2%	50	1281	2	3	2	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	WOODLAND	TIBER	4	2063	2728	29537	886	591	3%	2%	50	1282	3	3	2	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	ROBELINI	BUENA CREEK	4	1504	2013	22046	661	441	3%	2%	50	1283	2	3	2	0	MA	70.9	--	124	318	627	1217
SOUTH SANTA FE	TIBER	ROBELINI	4	2125	2847	31015	930	620	3%	2%	50	1284	4	3	2	0	MA	70.9	--	124	318	627	1217
SPRING	RAMP	RAMP SR-125 SB	4	1407	1764	19345	580	387	3%	2%	35	2012	4	3	2	0	B	64.7	--	--	94	265	562
SPRING	RAMP SR-125 SB	UNKNOWN	4	1407	1764	19345	580	387	3%	2%	35	2013	4	3	2	0	B	64.7	--	--	94	265	562
SPRING	UNKNOWN	RAMP	4	1578	1978	21690	651	434	3%	2%	35	2014	4	3	2	0	B	64.7	--	--	94	265	562
SPRING	RAMP	BROADWAY	4	1439	1850	20285	609	406	3%	2%	35	2015	4	3	2	0	B	64.7	--	--	94	265	562
SR 54 HOV EB			1	163	478	5455	273	164	5%	3%	65	620	1	1	1	0	HOV	0	0	0	0	0	0
SR-11 EB			2	1530	1481	22610	2261	3392	10%	15%	65	578	2	1	1	0	4F	78.8	214	500	988	1925	3750
SR-11 EB			2	3761	1869	39461	3946	5919	10%	15%	65	749	5	1	1	0	4F	78.8	214	500	988	1925	3750
SR-11 EB			2	1577	1915	25819	2582	3873	10%	15%	65	1692	2	1	1	0	4F	78.8	214	500	988	1925	3750
SR-11 EB			2	348	1680	14487	1449	2173	10%	15%	65	1693	2	1	1	0	4F	78.8	214	500	988	1925	3750
SR-11 EB			2	558	2917	22664	2266	3400	10%	15%	65	1694	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-11 WB			2	1507	2021	23658	2366	3549	10%	15%	65	575	3	1	1	0	4F	78.8	214	500	988	1925	3750
SR-11 WB			2	1739	3459	40522	4052	6078	10%	15%	65	748	5	1	1	0	4F	78.8	214	500	988	1925	3750
SR-11 WB			2	2762	687	22670	2267	3400	10%	15%	65	1689	3	1	1	0	4F	78.8	214	500	988	1925	3750
SR-11 WB			2	1735	581	15246	1525	2287	10%	15%	65	1690	2	1	1	0	4F	78.8	214	500	988	1925	3750
SR-11 WB			2	1997	2125	27842	2784	4176	10%	15%	65	1691	3	1	1	0	4F	78.8	214	500	988	1925	3750
SR-125 HOV NB	JAMACHA ROAD	SR-94 EB	1	819	1178	17382	869	521	5%	3%	65	811	3	1	1	0	HOV	0	0	0	0	0	0
SR-125 HOV NB	PARADISE VALLEY	JAMACHA ROAD	1	719	1063	16214	811	486	5%	3%	65	813	3	1	1	0	HOV	0	0	0	0	0	0
SR-125 HOV NB	JAMACHA ROAD	SR-94 EB	1	819	1178	17382	869	521	5%	3%	65	816	3	1	1	0	HOV	0	0	0	0	0	0
SR-125 HOV NB	PARADISE VALLEY	JAMACHA ROAD	1	697	1024	15592	780	468	5%	3%	70	819	3	1	1	0	HOV	0	0	0	0	0	0
SR-125 HOV NB	PARADISE VALLEY	JAMACHA ROAD	1	719	1063	16214	811	486	5%	3%	65	820	3	1	1	0	HOV	0	0	0	0	0	0
SR-125 HOV NB	SR-94 EB	CAMPO	1	593	865	12918	646	388	5%	3%	65	821	3	1	1	0	HOV	0	0	0	0	0	0
SR-125 HOV SB	JAMACHA ROAD	JAMACHA ROAD	1	548	1292	16091	805	483	5%	3%	65	810	3	1	1	0	HOV	0	0	0	0	0	0
SR-125 HOV SB	JAMACHA ROAD	PARADISE VALLEY	1	469	1105	13559	678	407	5%	3%	65	812	3	1	1	0	HOV	0	0	0	0	0	0
SR-125 HOV SB	PARADISE VALLEY	BRIARWOOD	1	692	1248	15853	793	476	5%	3%	65	814	3	1	1	0	HOV	0	0	0	0	0	0
SR-125 HOV SB	JAMACHA ROAD	JAMACHA ROAD	1	548	1292	16091	805	483	5%	3%	65	815	3	1	1	0	HOV	0	0	0	0	0	0
SR-125 HOV SB	JAMACHA ROAD	PARADISE VALLEY	1	469	1105	13559	678	407	5%	3%	65	817	3	1	1	0	HOV	0	0	0	0	0	0
SR-125 HOV SB	JAMACHA ROAD	PARADISE VALLEY	1	436	1034	12411	621	372	5%	3%	70	818	3	1	1	0	HOV	0	0	0	0	0	0
SR-125 HOV SB	SR-94 EB	SPRING	1	577	1306	13569	678	407	5%	3%	65	822	3	1	1	0	HOV	0	0	0	0	0	0
SR-125 NB	SWAP MEET	PARADISE VALLEY	3	3810	5155	63688	3184	1911	5%	3%	65	497	5	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-125 NB	SR 54	JAMACHA ROAD	3	4511	5485	69147	3457	2074	5%	3%	65	499	5	1	1	1	6FHOV	81.4	356	744	1440	2733	5429

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment			AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	From	To																					
SR-125 NB	JAMACHA ROAD	JAMACHA ROAD	3	4063	4542	58858	2943	1766	5%	3%	65	502	4	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-125 NB	TROY	SR-94 WB	3	4619	5052	71124	3556	2134	5%	3%	65	510	4	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-125 NB	JAMACHA ROAD	TROY	3	4619	5052	71124	3556	2134	5%	3%	65	579	4	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-125 NB	SR-94 EB	CAMPO	3	4836	6958	87738	4387	2632	5%	3%	65	645	9	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-125 NB	SR-54 EB	SWAP MEET	3	4293	5927	71805	3590	2154	5%	3%	65	735	8	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-125 NB	H	SAN MIGUEL	4	2780	4631	48097	2405	1443	5%	3%	40	737	3	1	1	0	8F	81.6	375	770	1480	2800	5571
SR-125 NB	SR-905 EB	LONESTAR	4	1078	3246	25407	2541	3811	10%	15%	65	739	2	1	1	0	8F	81.6	375	770	1480	2800	5571
SR-125 NB	UNKNOWN	UNKNOWN	4	1887	3232	34847	1045	697	3%	2%	60	742	2	8	1	0	FR	73.2	67	183	389	813	1580
SR-125 NB	SAN MIGUEL	SR-54 EB	4	2775	4596	47811	2391	1434	5%	3%	40	745	3	1	1	0	8F	81.6	375	770	1480	2800	5571
SR-125 NB	OTAY MESA	OTAY MESA	4	937	1458	17106	1711	2566	10%	15%	65	750	1	1	1	0	8F	81.6	375	770	1480	2800	5571
SR-125 NB	LONESTAR	OTAY VALLEY	4	955	4370	31141	3114	4671	10%	15%	65	854	3	1	1	0	8F	81.6	375	770	1480	2800	5571
SR-125 SB	SR 54	PARADISE VALLEY	3	4748	4405	56781	2839	1703	5%	3%	65	500	9	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-125 SB	JAMACHA ROAD	SR 54	3	4917	4895	63253	3163	1898	5%	3%	65	501	4	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-125 SB	SPRING	SPRING	4	5754	6817	77929	3896	2338	5%	3%	65	505	5	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
SR-125 SB	SPRING	SR-94 WB	4	5754	6817	77929	3896	2338	5%	3%	65	506	5	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
SR-125 SB	SR-94 WB	TROY	3	4523	5006	64361	3218	1931	5%	3%	65	508	4	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-125 SB	TROY	JAMACHA ROAD	3	4523	5006	64361	3218	1931	5%	3%	65	509	4	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-125 SB	SPRING	SR-94 WB	4	3008	3188	40024	2001	1201	5%	3%	65	546	2	1	1	1	8FHOV	82.3	419	844	1650	3136	6143
SR-125 SB	JAMACHA ROAD	JAMACHA ROAD	3	4011	3992	52620	2631	1579	5%	3%	65	580	3	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-125 SB	RAMP SR-125 SB	SR-54 EB	4	3834	2679	38324	1150	766	3%	2%	50	732	3	8	1	0	FR	73.2	67	183	389	813	1580
SR-125 SB	SAN MIGUEL	H	4	4090	3000	42843	2142	1285	5%	3%	40	736	3	1	1	0	8F	81.6	375	770	1480	2800	5571
SR-125 SB	LONESTAR	SR-905 WB	4	3567	1422	28374	2837	4256	10%	15%	65	738	2	1	1	0	8F	81.6	375	770	1480	2800	5571
SR-125 SB	SR-54 WB	RAMP SR-125 SB	2	3834	2679	38324	1150	766	3%	2%	50	743	8	8	1	0	FR	73.2	67	183	389	813	1580
SR-125 SB	SR-54 EB	SAN MIGUEL	4	4242	3589	45564	2278	1367	5%	3%	40	744	3	1	1	0	8F	81.6	375	770	1480	2800	5571
SR-125 SB	OTAY MESA	OTAY MESA	4	2416	1202	20441	2044	3066	10%	15%	65	751	2	1	1	0	8F	81.6	375	770	1480	2800	5571
SR-125 SB	OTAY VALLEY	LONESTAR	4	4288	1147	29868	2987	4480	10%	15%	40	853	3	1	1	0	8F	81.6	375	770	1480	2800	5571
SR-125 SB	PARADISE VALLEY	SR-54 WB	3	6188	5958	81340	4067	2440	5%	3%	65	956	9	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-125/SR-94 CONNEC	SR-125 NB	SR-125 NB	2	3139	3358	52667	1580	1053	3%	2%	50	669	6	8	1	0	FR	73.2	67	183	389	813	1580
SR-125/SR-94 CONNEC	SR-125 SB	RAMP SR-125 SB	1	2707	3925	40476	1214	810	3%	2%	50	670	17	8	1	0	FR	73.2	67	183	389	813	1580
SR-125/SR-94 CONNEC	SR-125 NB	RAMP SR-125 NB	2	2300	2872	35839	1075	717	3%	2%	50	673	4	8	1	0	FR	73.2	67	183	389	813	1580
SR-54 EB	I-805 SB	I-805 SB	3	1459	2531	30458	1523	914	5%	3%	65	611	2	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-54 EB	I-805 SB	I-805 NB	3	1657	3502	40182	2009	1205	5%	3%	65	613	3	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-54 EB	BRIARWOOD	BRIARWOOD	3	2843	3046	43485	2174	1305	5%	3%	65	614	3	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-54 EB	WOODMAN	BRIARWOOD	3	3032	3983	52839	2642	1585	5%	3%	65	616	4	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-54 EB	VALLEY	WOODMAN	3	2963	4363	55267	2763	1658	5%	3%	65	619	4	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-54 EB	WOODMAN	WOODMAN	3	2825	3733	49015	2451	1470	5%	3%	65	689	3	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-54 EB	SR-125 NB		3	2406	2695	36957	1848	1109	5%	3%	65	733	8	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-54 EB		SR-125 NB	3	2406	2695	36957	1848	1109	5%	3%	65	740	8	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-54 EB	BRIARWOOD	SR-125 SB	3	3322	3375	50663	2533	1520	5%	3%	65	957	3	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-54 HOV EB	REO	BRIARWOOD	1	477	942	13666	683	410	5%	3%	65	808	3	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV EB	REO	BRIARWOOD	1	479	1147	15337	767	460	5%	3%	65	809	3	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV EB	REO	BRIARWOOD	1	444	930	13213	661	396	5%	3%	65	825	3	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV EB	REO	BRIARWOOD	1	479	1147	15337	767	460	5%	3%	65	826	3	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV EB	BRIARWOOD	PARADISE VALLEY	1	528	910	14281	714	428	5%	3%	70	830	3	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV EB	BRIARWOOD	PARADISE VALLEY	1	448	972	12388	619	372	5%	3%	65	831	3	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV EB	BRIARWOOD	PARADISE VALLEY	1	448	972	12388	619	372	5%	3%	65	832	3	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV EB	BRIARWOOD	PARADISE VALLEY	1	448	972	12388	619	372	5%	3%	70	855	3	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV WB			1	243	312	5199	260	156	5%	3%	65	621	1	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV WB	BRIARWOOD	REO	1	496	1006	11508	575	345	5%	3%	65	823	3	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV WB	BRIARWOOD	REO	1	496	1006	11508	575	345	5%	3%	65	824	3	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV WB	BRIARWOOD	REO	1	491	955	11123	556	334	5%	3%	65	827	3	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV WB	BRIARWOOD	REO	1	491	955	11123	556	334	5%	3%	70	828	3	1	1	0	HOV	0	0	0	0	0	0
SR-54 HOV WB	BRIARWOOD	REO	1	491	955	11123	556	334	5%	3%	65	829	3	1	1	0	HOV	0	0	0	0	0	0
SR-54 WB		I-805 SB	3	2551	2384	33996	1700	1020	5%	3%	65	610	2	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-54 WB	I-805 NB	I-805 NB	3	2616	2113	30541	1527	916	5%	3%	65	612	2	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-54 WB	WOODMAN	WOODMAN	3	3609	4021	49023	2451	1471	5%	3%	65	615	3	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-54 WB	BRIARWOOD	WOODMAN	3	3630	4171	50261	2513	1508	5%	3%	65	617	3	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-54 WB	BRIARWOOD	BRIARWOOD	3	2903	3871	41958	2098	1259	5%	3%	65	618	3	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-54 WB	WOODMAN	VALLEY	3	4139	4305	55298	2765	1659	5%	3%	65	695	4	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-54 WB	SR-54 WB	SR 54	3	2354	3279	43016	2151	1290	5%	3%	65	734	3	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-54 WB	SR 54	SR-125 NB	3	2354	3279	43016	2151	1290	5%	3%	65	741	3	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-54 WB	SR-125 NB	BRIARWOOD	3	3346	5362	57396	2870	1722	5%	3%	65	958	5	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-54/SR-125	SR-125 NB	SR-54 HOV WB	1	888	1364	12963	389	259	3%	2%	50	731	4	8	1	0	FR	73.2	67	183	389	813	1580
SR-54/SR-125	SR-54 EB	SR-54 EB	1	409	910	7240	217	145	3%	2%	50	746	3	8	1	0	FR	73.2	67	183	389	813	1580
SR-67	UNKNOWN	MINA DE ORO	4	3176	3079	37076	1854	1112	5%	3%	50	213	4	3	2	0	MA	70.9	--	124	318	627	1217
SR-67	MUSSEY GRADE	ZONE CONNECTOR	4	2380	2651	32480	1624	974	5%	3%	45	865	4	3	1	0	MA	70.9	--	124	318	627	1217
SR-67	ZONE CONNECTOR	AIR MAIL	4	2380	2626	32369	1618	971	5%	3%	45	866	3	3	1	0	MA	70.9	--	124	318	627	1217
SR-67	UNKNOWN	ARCHIE MOORE	4	2437	2718	33314	1666	999	5%	3%	45	1044	3	3	1	0	MA	70.9	--	124	318	627	1217
SR-67	AIR MAIL	UNKNOWN	4	2380	2626	32369	1618	971	5%	3%	45	1045	3	3	1	0	MA	70.9	--	124	318	627	1217
SR-67	MT WOODSON	UNKNOWN	4	3139	3043	36644	1832	1099	5%	3%	45	1457	4	3	2	0	MA	70.9	--	124	318	627	1217
SR-67	ARCHIE MOORE	MT WOODSON	4	3010	2875	34642	1732	1039	5%	3%	45	1458	4	3	2	0	MA	70.9	--	124	318	627	1217
SR-67	SYCAMORE PARK	UNKNOWN	4	3708	3643	42338	2117	1270	5%	3%	50	1477	3	2	2	0	PA	77.4	167	417	782	1480	2800
SR-67	SCRIPPS POWAY	SYCAMORE PARK	4	3941	3870	45174	2259	1355	5%	3%	50	1478	8	2	2	0	PA	77.4	167	417	782	1480	2800
SR-67	JOHNSON LAKE	POST HILL	4	4109	3974	44438	2222	1333	5%	3%	50	1977	5	2	2	0	PA	77.4	167	417	782	1480	2800
SR-67	POST HILL	ZONE CONNECTOR	4	3925	3666	42828	2141	1285	5%	3%	50	1979	4	2	2	0	PA	77.4	167	417	782	1480	2800
SR-67	WILLOW NEW	UNKNOWN	4	4276	5007	55189	2759	1656	5%	3%	50	1980	8	2	2	0	PA	77.4	167	417	782	1480	2800
SR-67	UNKNOWN	WILLOW	4	4088	3892	45695	2285	1371	5%	3%	50	1984	3	2	2	0	PA	77.4	167	417	782	1480	2800
SR-67	WILLOW	WILLOW NEW	4	3874	3688	43301	2165	1299	5%	3%	50	2060	5	2	2	0	PA	77.4	167	417	782	1480	2800
SR-67	UNKNOWN	UNKNOWN	4	4276	5007	55189	2759	1656	5%	3%	50	2378	8	2	2	0	PA	77.4	167	417	782	1480	2800

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment			AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	From	To																					
SR-67			3	2912	3515	37731	1887	1132	5%	3%	65	2379	3	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-67		0	3	1195	1788	17461	873	524	5%	3%	65	2380	1	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-67	ZONE CONNECTOR	UNKNOWN	4	4088	3892	45695	2285	1371	5%	3%	50	2381	3	2	2	0	PA	77.4	167	417	782	1480	2800
SR-67	UNKNOWN	JOHNSON LAKE	4	3976	3850	42294	2115	1269	5%	3%	50	2630	3	2	1	0	PA	77.4	167	417	782	1480	2800
SR-67	VIGILANTE	UNKNOWN	4	3976	3850	42294	2115	1269	5%	3%	50	2632	3	2	1	0	PA	77.4	167	417	782	1480	2800
SR-67	SLAUGHTERHOUSE CNY	VIGILANTE	4	3871	3815	44488	2224	1335	5%	3%	50	2638	4	2	1	0	PA	77.4	167	417	782	1480	2800
SR-67	SLAUGHTERHOUSE CNY	VIGILANTE	4	3871	3815	44488	2224	1335	5%	3%	50	2639	4	2	1	0	PA	77.4	167	417	782	1480	2800
SR-67	UNKNOWN	SLAUGHTERHOUSE CNY	4	3704	3637	42285	2114	1269	5%	3%	50	2642	3	2	2	0	PA	77.4	167	417	782	1480	2800
SR-67	UNKNOWN	UNKNOWN	4	3704	3637	42285	2114	1269	5%	3%	50	2644	3	2	2	0	PA	77.4	167	417	782	1480	2800
SR-67	UNKNOWN	SCRIPPS POWAY	4	2806	3187	35704	1785	1071	5%	3%	45	2649	8	3	2	0	MA	70.9	--	124	318	627	1217
SR-67	IRON MTN	UNKNOWN	4	2806	3187	35704	1785	1071	5%	3%	45	2650	3	3	2	0	MA	70.9	--	124	318	627	1217
SR-67 NB	RIVERFORD	WINTER GARDENS	2	2558	3082	43763	2188	1313	5%	3%	65	513	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-67 NB	RIVERFORD	RIVERFORD	2	2550	3037	43444	2172	1303	5%	3%	65	514	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-67 NB	BRADLEY	BRADLEY	3	4075	4906	67108	3355	2013	5%	3%	65	518	4	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-67 NB	GRAVES	BRADLEY	3	4598	5571	75935	3797	2278	5%	3%	65	519	5	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-67 NB	BRADLEY	SR-52 WB	3	4345	5201	71983	3599	2159	5%	3%	65	845	5	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-67 NB	WINTER GARDENS	MAPLEVIEW	2	2000	2516	33467	1673	1004	5%	3%	65	1177	3	1	1	0	4F	78.8	214	500	988	1925	3750
SR-67 NB	WINTER GARDENS	MAPLEVIEW	2	2000	2516	33467	1673	1004	5%	3%	65	1710	3	1	1	0	4F	78.8	214	500	988	1925	3750
SR-67 NB			2	882	1572	14715	736	441	5%	3%	65	1973	2	1	1	0	4F	78.8	214	500	988	1925	3750
SR-67 SB	WINTER GARDENS	WINTER GARDENS	2	2382	2904	32122	1606	964	5%	3%	65	498	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-67 SB	BRADLEY	BRADLEY	3	2761	4521	55411	2771	1662	5%	3%	65	517	4	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-67 SB	BRADLEY	FLETCHER	3	2959	4638	57122	2856	1714	5%	3%	65	520	4	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-67 SB	FLETCHER		3	2498	4177	49452	2473	1484	5%	3%	65	521	3	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-67 SB	RIVERFORD	RIVERFORD	2	2517	3126	37406	1870	1122	5%	3%	65	534	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-67 SB	WINTER GARDENS	RIVERFORD	2	2602	3161	38136	1907	1144	5%	3%	65	694	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-67 SB	SR-52 EB	BRADLEY	3	3266	4996	62244	3112	1867	5%	3%	65	844	4	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-67 SB	MAPLEVIEW	WINTER GARDENS	2	2382	2904	32122	1606	964	5%	3%	65	1178	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-67 SB	MAPLEVIEW	WINTER GARDENS	2	2558	3257	34814	1741	1044	5%	3%	65	2374	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-67 SB			2	2442	2514	28396	1420	852	5%	3%	65	2377	3	1	1	0	4F	78.8	214	500	988	1925	3750
SR-76	MESA GRANDE	SR-79	2	398	683	7741	387	232	5%	3%	40	1555	2	4	1	0	C	63.6	--	--	73	212	457
SR-76	EAST GRADE	MESA GRANDE	3	404	696	7870	394	236	5%	3%	40	1628	2	4	1	0	C	63.6	--	--	73	212	457
SR-76	ZONE CONNECTOR	EAST GRADE	3	387	539	6685	334	201	5%	3%	40	1629	2	4	1	0	C	63.6	--	--	73	212	457
SR-76	ZONE CONNECTOR	ZONE CONNECTOR	2	386	538	6679	334	200	5%	3%	40	2719	2	4	1	0	C	63.6	--	--	73	212	457
SR-76	SOUTH GRADE	ZONE CONNECTOR	3	461	643	7902	395	237	5%	3%	40	2728	3	4	1	0	C	63.6	--	--	73	212	457
SR-76	VALLEY CENTER	ZONE CONNECTOR	2	732	1188	13687	684	411	5%	3%	40	2729	4	4	1	0	C	63.6	--	--	73	212	457
SR-76	ZONE CONNECTOR	SOUTH GRADE	3	516	746	8933	447	268	5%	3%	40	2733	2	4	1	0	C	63.6	--	--	73	212	457
SR-76	ZONE CONNECTOR	SOUTH GRADE	3	516	746	8933	447	268	5%	3%	40	2735	2	4	1	0	C	63.6	--	--	73	212	457
SR-76	ZONE CONNECTOR	SOUTH GRADE	3	516	746	8933	447	268	5%	3%	40	2736	2	4	1	0	C	63.6	--	--	73	212	457
SR-76	ZONE CONNECTOR	SOUTH GRADE	3	516	746	8933	447	268	5%	3%	40	2738	2	4	1	0	C	63.6	--	--	73	212	457
SR-78	FARLEY	PINE HILLS	2	341	624	6699	335	201	5%	3%	35	1556	2	5	1	0	LC	61.2	--	--	42	132	315
SR-78	WYNOLA	FARLEY	2	377	680	7478	374	224	5%	3%	35	1558	2	5	1	0	LC	61.2	--	--	42	132	315
SR-78	JULIAN	ZONE CONNECTOR	2	368	712	7623	381	229	5%	3%	35	1559	2	5	1	0	LC	61.2	--	--	42	132	315
SR-78	ZONE CONNECTOR	WYNOLA	2	384	691	7599	380	228	5%	3%	35	1560	3	5	1	0	LC	61.2	--	--	42	132	315
SR-78	COLEMAN	FARMER	2	404	657	7153	358	215	5%	3%	35	1561	2	5	1	0	LC	61.2	--	--	42	132	315
SR-78	PINE HILLS	COLEMAN	2	404	657	7153	358	215	5%	3%	35	1562	2	5	1	0	LC	61.2	--	--	42	132	315
SR-78	B	SR-79	2	360	641	6872	344	206	5%	3%	35	1563	2	5	1	0	LC	61.2	--	--	42	132	315
SR-78	FARMER	B	2	458	720	8006	400	240	5%	3%	35	1564	3	5	1	0	LC	61.2	--	--	42	132	315
SR-78	HAVERFORD	UNKNOWN	2	810	1097	12021	601	361	5%	3%	40	1771	4	4	1	0	C	63.6	--	--	73	212	457
SR-78	UNKNOWN	ASH	2	810	1097	12021	601	361	5%	3%	40	1772	4	4	1	0	C	63.6	--	--	73	212	457
SR-78	HAVERFORD	HAVERFORD	2	778	1044	11542	577	346	5%	3%	40	1774	3	4	1	0	C	63.6	--	--	73	212	457
SR-78	WEEKEND VILLA	HAVERFORD	2	761	1015	11229	561	337	5%	3%	40	1775	3	4	1	0	C	63.6	--	--	73	212	457
SR-78	INDIAN OAKS	WEEKEND VILLA	2	761	1015	11229	561	337	5%	3%	40	1776	3	4	1	0	C	63.6	--	--	73	212	457
SR-78	HORIZON VIEW	INDIAN OAKS	2	761	1015	11229	561	337	5%	3%	40	2688	3	4	1	0	C	63.6	--	--	73	212	457
SR-78	SAN PASQUAL VALLEY	HORIZON VIEW	2	754	1001	11104	555	333	5%	3%	40	2689	3	4	1	0	C	63.6	--	--	73	212	457
SR-78 EB	SYCAMORE	SYCAMORE	3	3418	3407	50131	2507	1504	5%	3%	65	504	3	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-78 EB	I-15 NB	I-15 NB	3	1542	2505	33559	1678	1007	5%	3%	65	515	2	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-78 EB	SYCAMORE	RANCHO SANTA FE	3	4137	4424	65748	3287	1972	5%	3%	65	598	4	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-78 EB	SYCAMORE	RANCHO SANTA FE	3	4137	4424	65748	3287	1972	5%	3%	65	599	4	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-78 HOV EB			1	647	1015	13746	687	412	5%	3%	65	582	3	1	1	0	HOV	0	0	0	0	0	0
SR-78 HOV EB			1	705	1100	15288	764	459	5%	3%	65	583	3	1	1	0	HOV	0	0	0	0	0	0
SR-78 HOV EB			1	241	533	6501	325	195	5%	3%	65	608	2	1	1	1	HOV	0	0	0	0	0	0
SR-78 HOV WB			1	565	1142	14519	726	436	5%	3%	65	581	3	1	1	0	HOV	0	0	0	0	0	0
SR-78 HOV WB			1	599	1278	15845	792	475	5%	3%	65	584	3	1	1	0	HOV	0	0	0	0	0	0
SR-78 HOV WB			1	392	479	6796	340	204	5%	3%	65	609	1	1	1	1	HOV	0	0	0	0	0	0
SR-78 NEW	OLD SAN PASQUAL	SAN PASQUAL VALLEY	4	1457	1144	15174	759	455	5%	3%	50	1191	2	3	2	0	MA	70.9	--	124	318	627	1217
SR-78 WB	SYCAMORE	SYCAMORE	3	2740	3986	51055	2553	1532	5%	3%	65	503	4	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-78 WB	RANCHO SANTA FE	SYCAMORE	3	3387	4955	65035	3252	1951	5%	3%	65	596	5	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-78 WB	RANCHO SANTA FE	SYCAMORE	3	3387	4955	65035	3252	1951	5%	3%	65	597	5	1	1	1	6FHOV	81.4	356	744	1440	2733	5429
SR-78 WB	I-15 NB	I-15 SB	3	2121	1876	29904	1495	897	5%	3%	65	856	2	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-79	VIEJAS	OLD 80	2	286	467	5030	101	50	2%	1%	35	1545	2	5	1	0	LC	61.2	--	--	42	132	315
SR-79	SC 330	ZONE CONNECTOR	2	382	632	7259	363	218	5%	3%	40	1547	2	4	1	0	C	63.6	--	--	73	212	457
SR-79	CHIHUAHUA VALLEY	ZONE CONNECTOR	2	423	706	8061	403	242	5%	3%	40	1548	2	4	1	0	C	63.6	--	--	73	212	457
SR-79	ZONE CONNECTOR	SC 330	2	396	654	7514	376	225	5%	3%	40	1549	2	4	1	0	C	63.6	--	--	73	212	457
SR-79	ZONE CONNECTOR	SR-76	2	524	752	9204	460	276	5%	3%	40	1550	3	4	1	0	C	63.6	--	--	73	212	457
SR-79	CAM SAN IGNACIO	SAN FELIPE	2	287	463	5418	271	163	5%	3%	40	1551	2	4	1	0	C	63.6	--	--	73	212	457
SR-79	SAN FELIPE	ZONE CONNECTOR	2	517	737	9044	452	271	5%	3%	40	1552	3	4	1	0	C	63.6	--	--	73	212	457
SR-79	MESA GRANDE	JULIAN	2	412	744	8195	410	246	5%	3%	40	1553	2	4	1	0	C	63.6	--	--	73	212	457
SR-79	SR-76	ZONE CONNECTOR	3	400	704	7761	388	233	5%	3%	40	1626	2	4	1	0	C	63.6	--	--	73	212	457
SR-79	ZONE CONNECTOR	MESA GRANDE	3	407	738	8137	407	244	5%	3%	40	1627	2	4	1	0	C	63.6	--	--	73	212	457

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment			AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	From	To																					
SR-79	RIVERSIDE	RAMP I-8 WB	2	500	872	9610	480	288	5%	3%	35	2277	4	5	3	0	LC	61.2	--	--	42	132	315
SR-94	CAMPO	UNKNOWN	3	1195	1446	17176	859	515	5%	3%	40	83	4	4	1	0	C	63.6	--	--	73	212	457
SR-94	BUCKMAN SPRINGS	CAMPO TRUCK	2	393	529	6032	302	181	5%	3%	40	1213	2	4	1	0	C	63.6	--	--	73	212	457
SR-94	TIERRA DEL SOL	OLD 80	2	317	507	5847	292	175	5%	3%	40	1215	1	4	1	0	C	63.6	--	--	73	212	457
SR-94	LIVE OAK SPRINGS	ZONE CONNECTOR	3	316	470	5594	280	168	5%	3%	40	1216	1	4	1	0	C	63.6	--	--	73	212	457
SR-94	ZONE CONNECTOR	TIERRA DEL SOL	3	370	593	6962	348	209	5%	3%	40	1217	2	4	1	0	C	63.6	--	--	73	212	457
SR-94	HARRIS RANCH	UNKNOWN	2	719	1123	12532	627	376	5%	3%	40	1233	4	4	1	0	C	63.6	--	--	73	212	457
SR-94	UNKNOWN	HARRIS RANCH	3	698	1099	12224	611	367	5%	3%	40	1234	3	4	1	0	C	63.6	--	--	73	212	457
SR-94	PLASKON	POTRERO VALLEY	2	790	1420	15687	784	471	5%	3%	40	1235	5	4	1	0	C	63.6	--	--	73	212	457
SR-94	POTRERO VALLEY	UNKNOWN	3	698	1099	12224	611	367	5%	3%	40	1236	4	4	1	0	C	63.6	--	--	73	212	457
SR-94	TECATE	PLASKON	2	790	1420	15687	784	471	5%	3%	40	1237	5	4	1	0	C	63.6	--	--	73	212	457
SR-94	UNKNOWN	UNKNOWN	2	719	1123	12532	627	376	5%	3%	40	1238	4	4	1	0	C	63.6	--	--	73	212	457
SR-94	UNKNOWN	FORREST GATE	3	707	1096	12278	614	368	5%	3%	40	1239	3	4	1	0	C	63.6	--	--	73	212	457
SR-94	FORREST GATE	BUCKMAN SPRINGS	3	641	914	10506	525	315	5%	3%	40	1240	3	4	1	0	C	63.6	--	--	73	212	457
SR-94	UNKNOWN	UNKNOWN	2	719	1123	12532	627	376	5%	3%	40	1241	4	4	1	0	C	63.6	--	--	73	212	457
SR-94	UNKNOWN	LA POSTA	2	376	526	6150	308	184	5%	3%	40	1242	2	4	1	0	C	63.6	--	--	73	212	457
SR-94	UNKNOWN	UNKNOWN	3	376	551	6395	320	192	5%	3%	40	1243	2	4	1	0	C	63.6	--	--	73	212	457
SR-94	LA POSTA	UNKNOWN	3	408	587	6803	340	204	5%	3%	40	1244	2	4	1	0	C	63.6	--	--	73	212	457
SR-94	SHOCKEY TRUCK	UNKNOWN	2	376	526	6150	308	184	5%	3%	40	1245	2	4	1	0	C	63.6	--	--	73	212	457
SR-94	UNKNOWN	UNKNOWN	2	356	525	6070	304	182	5%	3%	40	1246	2	4	1	0	C	63.6	--	--	73	212	457
SR-94	UNKNOWN	LIVE OAK SPRINGS	2	356	525	6070	304	182	5%	3%	40	1247	2	4	1	0	C	63.6	--	--	73	212	457
SR-94	CAMPO TRUCK	ZONE CONNECTOR	2	393	529	6032	302	181	5%	3%	40	1248	2	4	1	0	C	63.6	--	--	73	212	457
SR-94	UNKNOWN	PRINGLE CANYON	3	1239	1541	18121	906	544	5%	3%	40	1249	4	4	1	0	C	63.6	--	--	73	212	457
SR-94	PRINGLE CANYON	ZONE CONNECTOR	3	1239	1541	18121	906	544	5%	3%	40	1250	8	4	1	0	C	63.6	--	--	73	212	457
SR-94	BARRETT LAKE	BARRETT SMITH	2	1290	1650	19235	962	577	5%	3%	40	1251	8	4	2	0	C	63.6	--	--	73	212	457
SR-94	UNKNOWN	UNKNOWN	3	1196	1448	17196	860	516	5%	3%	40	2341	5	4	1	0	C	63.6	--	--	73	212	457
SR-94	ZONE CONNECTOR	BARRETT LAKE	3	1271	1617	18869	943	566	5%	3%	40	2342	4	4	1	0	C	63.6	--	--	73	212	457
SR-94	BARRETT SMITH	UNKNOWN	3	1302	1670	19451	973	584	5%	3%	40	2343	8	4	1	0	C	63.6	--	--	73	212	457
SR-94	UNKNOWN	UNKNOWN	4	1459	2009	23401	1170	702	5%	3%	40	2344	2	4	1	0	C	63.6	--	--	73	212	457
SR-94	UNKNOWN	TECATE	2	1458	2007	23373	1169	701	5%	3%	40	2345	8	4	3	0	C	63.6	--	--	73	212	457
SR-94	CAMPO	CAMPO	2	1612	1883	28925	1446	868	5%	3%	45	2479	9	2	3	0	PA	77.4	167	417	782	1480	2800
SR-94 EB	RAMP SR-125 NB	SR-125 SB	2	1607	2229	30699	921	614	3%	2%	50	298	3	8	1	0	FR	73.2	67	183	389	813	1580
SR-94 EB	SR-125 SB	BANCROFT	3	3423	5338	73350	3668	2200	5%	3%	65	522	10	1	1	0	6F	80.5	300	645	1250	2400	4750
SR-94 EB	BANCROFT	BANCROFT	2	2982	4302	62025	3101	1861	5%	3%	65	523	10	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 EB	BANCROFT	KENWOOD	2	3110	4400	63434	3172	1903	5%	3%	65	526	10	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 EB	KENWOOD	KENWOOD	2	2569	3552	50917	2546	1528	5%	3%	65	564	6	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 EB	KENWOOD	SWEETWATER SPRINGS	2	2660	3639	52374	2619	1571	5%	3%	65	565	6	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 EB	SWEETWATER SPRINGS	SWEETWATER SPRINGS	2	1879	2927	40235	2012	1207	5%	3%	65	566	5	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 EB	SWEETWATER SPRINGS	AVOCADO	2	1959	3069	42027	2101	1261	5%	3%	65	567	5	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 EB	AVOCADO	CAMPO	2	1497	2055	29350	1468	880	5%	3%	65	1880	3	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 WB	UNKNOWN	RAMP SR-94 WB	2	2266	2570	34781	1043	696	3%	2%	50	143	4	8	1	0	FR	73.2	67	183	389	813	1580
SR-94 WB	BANCROFT	SR-125 NB	2	3922	4300	63593	3180	1908	5%	3%	65	524	9	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 WB	BANCROFT	BANCROFT	2	3028	3586	53546	2677	1606	5%	3%	65	525	9	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 WB	KENWOOD	BANCROFT	2	3065	3674	54685	2734	1641	5%	3%	65	527	9	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 WB	KENWOOD	KENWOOD	2	2686	3174	45231	2262	1357	5%	3%	65	528	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 WB	SWEETWATER SPRINGS	KENWOOD	2	2751	3411	47281	2364	1418	5%	3%	65	529	5	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 WB	SWEETWATER SPRINGS	SWEETWATER SPRINGS	2	2553	3046	41186	2059	1236	5%	3%	65	530	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 WB	AVOCADO	SWEETWATER SPRINGS	2	2615	3184	42839	2142	1285	5%	3%	65	696	4	1	1	0	4F	78.8	214	500	988	1925	3750
SR-94 WB	CAMPO	AVOCADO	2	2219	2558	35766	1788	1073	5%	3%	65	1881	3	1	1	0	4F	78.8	214	500	988	1925	3750
STAGE COACH	POMEGRANATE	MORRO	2	634	874	5993	180	120	3%	2%	35	1114	2	5	3	0	LC	61.2	--	--	42	132	315
STAGE COACH	BROOKE	POMEGRANATE	2	713	999	6553	197	131	3%	2%	35	1115	3	5	3	0	LC	61.2	--	--	42	132	315
STAGE COACH	RANCHWOOD	PEPPER TREE	2	952	1223	11079	332	222	3%	2%	35	1354	4	5	3	0	LC	61.2	--	--	42	132	315
STAGE COACH	PEPPER TREE	BROOKE	2	933	1195	10662	320	213	3%	2%	35	1355	4	5	3	0	LC	61.2	--	--	42	132	315
STAGE COACH	RECHE	RANCHWOOD	2	876	1110	9861	296	197	3%	2%	35	1356	4	5	3	0	LC	61.2	--	--	42	132	315
STAGE COACH	ZONE CONNECTOR	RECHE	2	1046	1277	12106	363	242	3%	2%	35	1357	4	5	3	0	LC	61.2	--	--	42	132	315
STAGE COACH	MISSION	GUM TREE	2	453	247	5825	175	116	3%	2%	35	1385	2	5	3	0	LC	61.2	--	--	42	132	315
STAGE COACH	ALVARADO	FALLBROOK	2	1070	1395	14296	429	286	3%	2%	35	1386	5	5	3	0	LC	61.2	--	--	42	132	315
STAGE COACH	GUM TREE	ZONE CONNECTOR	2	947	1163	11937	358	239	3%	2%	35	1387	4	5	3	0	LC	61.2	--	--	42	132	315
STAGE COACH	ZONE CONNECTOR	ALVARADO	2	945	1169	11969	359	239	3%	2%	35	1388	4	5	3	0	LC	61.2	--	--	42	132	315
STAGE COACH	FALLBROOK	ZONE CONNECTOR	2	659	804	7652	230	153	3%	2%	35	1389	3	5	3	0	LC	61.2	--	--	42	132	315
STAGE COACH	MORRO	MISSION	2	694	1044	7550	226	151	3%	2%	35	1402	3	5	3	0	LC	61.2	--	--	42	132	315
STEELE CANYON	ZONE CONNECTOR	JAMUL	4	1127	2003	17499	525	350	3%	2%	35	1873	4	3	3	0	B	64.7	--	--	94	265	562
STEELE CANYON	WILLOW GLEN	ZONE CONNECTOR	4	1476	2556	24113	723	482	3%	2%	35	1874	4	3	3	0	B	64.7	--	--	94	265	562
STEELE CANYON	VISTA CIELO	CAMPO	4	462	617	7539	226	151	3%	2%	35	1875	2	3	3	0	B	64.7	--	--	94	265	562
STEELE CANYON	JAMUL	OLD CALIFORNIA	4	461	643	7164	215	143	3%	2%	35	1876	2	3	3	0	B	64.7	--	--	94	265	562
STEELE CANYON	OLD CALIFORNIA	VISTA CIELO	4	513	739	8252	248	165	3%	2%	35	1877	2	3	3	0	B	64.7	--	--	94	265	562
STEWART CANYON	RAMP I-15 NB	UNKNOWN	2	481	702	8224	247	164	3%	2%	25	2399	5	7	1	0	L	54.9	--	--	--	31	98
STEWART CANYON	RAMP I-15 SB	RAMP I-15 NB	2	481	702	8224	247	164	3%	2%	25	2400	5	7	1	0	L	54.9	--	--	--	31	98
STEWART CANYON	UNKNOWN	PANKEY	4	499	761	8653	260	173	3%	2%	35	2843	2	3	2	0	B	64.7	--	--	94	265	562
SUMNER	ZONE CONNECTOR	02ND	2	228	489	6178	185	124	3%	2%	25	873	4	7	1	0	L	54.9	--	--	--	31	98
SUNRISE	ZONE CONNECTOR	EL CENTRO	2	212	443	5137	103	51	2%	1%	35	172	3	5	1	0	LC	61.2	--	--	42	132	315
SUNRISE	EL CENTRO	KITCHEN CREEK	3	208	437	5072	101	51	2%	1%	35	1630	2	5	1	0	LC	61.2	--	--	42	132	315
SUNSET	ZONE CONNECTOR	JUNIPER	2	237	466	6185	186	124	3%	2%	35	1363	3	5	1	0	LC	61.2	--	--	42	132	315
SUNSET	JUNIPER	ROYAL CREST	2	288	503	7413	222	148	3%	2%	35	1364	4	5	1	0	LC	61.2	--	--	42	132	315
SUNSET	ROYAL CREST	BEAR VALLEY	2	257	475	6917	208	138	3%	2%	35	1365	3	5	1	0	LC	61.2	--	--	42	132	315
SUNSET	RIDGE	UNKNOWN	2	665	689	8511	255	170	3%	2%	35	1366	4	5	1	0	LC	61.2	--	--	42	132	315
SUNSET	MELROSE WAY	RIDGE	2	528	517	6335	190	127	3%	2%	35	1367	3	5	1	0	LC	61.2	--	--	42	132	315
SUNSET	UNKNOWN	MELROSE	2	665	689	8511	255	170	3%	2%	35	1368	4	5	1	0	LC	61.2	--	--	42	132	315
SWEETWATER	OLIVE	ORANGE	6	1962	2798	31584	948	632	3%	2%	51	1	5	2	3	0	PA	77.4	167	417	782	1480	2800

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment			AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	From	To																					
SWEETWATER	RAMP I-805 SB	RAMP I-805 NB	6	1999	2828	32366	971	647	3%	2%	51	6	2	2	2	0	PA	77.4	167	417	782	1480	2800
SWEETWATER	RAMP I-805 NB	OLIVE	6	1962	2798	31584	948	632	3%	2%	51	7	5	2	3	0	PA	77.4	167	417	782	1480	2800
SWEETWATER	SPRING VISTA	JAMACHA ROAD	4	1249	2184	19121	574	382	3%	2%	50	663	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER	HARNESS	SPRING VISTA	4	1249	2184	19121	574	382	3%	2%	50	664	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER	ZONE CONNECTOR	HARNESS	4	1407	2382	20974	629	419	3%	2%	50	665	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER	TYLER	ILDICA	4	1307	2124	19373	581	387	3%	2%	50	666	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER	ILDICA	BLOSSOM	4	1298	2125	19198	576	384	3%	2%	50	682	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER	BLOSSOM	ZONE CONNECTOR	4	1418	2374	20961	629	419	3%	2%	50	683	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER	VALENCIA	TYLER	4	1235	1930	17969	539	359	3%	2%	50	684	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER	SWEETWATER WAY	PALM	4	1215	1973	19002	570	380	3%	2%	50	685	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER	PALM	VALENCIA	4	1132	1839	15497	465	310	3%	2%	50	686	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER	JAMACHA ROAD	ZONE CONNECTOR	4	1017	1705	19784	594	396	3%	2%	50	768	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER	ZONE CONNECTOR	ST GEORGE	4	884	1434	17122	514	342	3%	2%	50	769	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER	801	ZONE CONNECTOR	4	759	1246	14886	447	298	3%	2%	50	770	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER	ST GEORGE	801	4	759	1246	14886	447	298	3%	2%	50	771	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER	ZONE CONNECTOR	UNKNOWN	4	572	827	9278	278	186	3%	2%	50	772	1	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER	UNKNOWN	SWEETWATER-NEW	4	572	827	9278	278	186	3%	2%	50	773	1	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER	UNKNOWN	REO	4	1317	1909	18464	554	369	3%	2%	50	794	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER	VALLEY VISTA	WILLOW	4	1214	1775	17234	517	345	3%	2%	50	1198	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER	VALLEY VISTA	VALLEY	4	1215	1779	17254	518	345	3%	2%	50	1199	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER	VALLEY	VALLEY VISTA	4	1214	1775	17234	517	345	3%	2%	50	1200	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER	REO	MESA VISTA	4	1919	2757	26867	806	537	3%	2%	50	1201	3	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER	MESA VISTA	VALLEY VISTA	4	1239	1777	17403	522	348	3%	2%	50	1202	2	3	3	0	MA	70.9	--	124	318	627	1217
SWEETWATER	QUARRY	PRAY	2	626	1048	7837	235	157	3%	2%	35	1329	3	5	3	0	LC	61.2	--	--	42	132	315
SWEETWATER	PRAY	DEGEN	2	626	1048	7837	235	157	3%	2%	35	1330	3	5	3	0	LC	61.2	--	--	42	132	315
SWEETWATER	DEGEN	BONITA	2	694	1154	9226	277	185	3%	2%	35	1331	3	5	3	0	LC	61.2	--	--	42	132	315
SWEETWATER	UNKNOWN	QUARRY	2	623	1043	7768	233	155	3%	2%	35	1332	3	5	3	0	LC	61.2	--	--	42	132	315
SWEETWATER	ORCHARD HILL	CENTRAL	2	508	1167	13058	392	261	3%	2%	40	1481	4	4	2	0	C	63.6	--	--	73	212	457
SWEETWATER	MALITO	ORCHARD HILL	2	609	1333	15057	452	301	3%	2%	40	1482	5	4	2	0	C	63.6	--	--	73	212	457
SWEETWATER	WILLOW	DORAL	2	840	1486	16419	493	328	3%	2%	40	1483	5	4	2	0	C	63.6	--	--	73	212	457
SWEETWATER	DORAL	MALITO	2	649	1389	15821	475	316	3%	2%	40	1484	5	4	2	0	C	63.6	--	--	73	212	457
SWEETWATER	BONITA WOODS	CENTRAL	2	754	1215	12749	382	255	3%	2%	40	1485	4	4	2	0	C	63.6	--	--	73	212	457
SWEETWATER	BRIARWOOD	BONITA WOODS	2	745	1205	12646	379	253	3%	2%	40	1486	4	4	2	0	C	63.6	--	--	73	212	457
SWEETWATER SPRING	RAMP SR-94 EB	CAMPO	4	1884	2390	33561	1007	671	3%	2%	50	195	5	3	2	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRING	CAMPO	DEL RIO	4	1884	2390	33561	1007	671	3%	2%	50	196	5	3	2	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRING	RAMP	JAMACHA BOULEVARD	4	1719	2326	29936	898	599	3%	2%	50	796	4	3	2	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRING	MOORPARK	AUSTIN	4	1645	1980	26077	782	522	3%	2%	50	797	3	3	2	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRING	CALLE MARINER	RAMP	4	1719	2326	29936	898	599	3%	2%	50	798	4	3	2	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRING	LOMA	MONTE VISTA HIGH	4	1709	2035	27007	810	540	3%	2%	50	799	3	3	2	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRING	ROTHGARD	LOMA	4	1882	2285	30113	903	602	3%	2%	50	800	4	3	2	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRING	CRISTOBAL	ROTHGARD	4	1882	2285	30113	903	602	3%	2%	50	801	4	3	2	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRING	DON PICO	CRISTOBAL	4	1916	2365	31069	932	621	3%	2%	50	802	4	3	2	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRING	DEL RIO	DON PICO	4	1916	2365	31069	932	621	3%	2%	50	803	4	3	2	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRING	AUSTIN	CALLE MARINER	4	1747	2340	30107	903	602	3%	2%	50	804	4	3	2	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRING	MONTE VISTA HIGH	UNKNOWN	4	1709	2035	27007	810	540	3%	2%	50	805	3	3	2	0	MA	70.9	--	124	318	627	1217
SWEETWATER SPRING	UNKNOWN	MOORPARK	4	1709	2035	27007	810	540	3%	2%	50	806	3	3	2	0	MA	70.9	--	124	318	627	1217
SWEETWATER-NEW	PARADISE VALLEY	JAMACHA BOULEVARD	4	713	1045	12590	378	252	3%	2%	50	19	1	3	3	0	MA	70.9	--	124	318	627	1217
SYCAMORE	BUENA CREEK	UNKNOWN	6	2841	3247	46872	1406	937	3%	2%	60	1271	2	2	2	0	PA	77.4	167	417	782	1480	2800
SYCAMORE	UNKNOWN	ROBELINI	6	2841	3247	46872	1406	937	3%	2%	60	1272	2	2	2	0	PA	77.4	167	417	782	1480	2800
SYCUAN	DEHESA	ZONE CONNECTOR	2	398	936	9986	300	200	3%	2%	25	2543	5	7	1	0	L	54.9	--	--	--	31	98
SYCUAN	DEHESA	ZONE CONNECTOR	2	398	936	9986	300	200	3%	2%	25	2547	5	7	1	0	L	54.9	--	--	--	31	98
TAVERN	TABERNA VISTA	TABERNA VISTA	4	1316	1637	25107	753	502	3%	2%	50	1158	3	3	2	0	MA	70.9	--	124	318	627	1217
TAVERN	TABERNA VISTA	VICTORIA MEADOWS	4	1316	1637	25107	753	502	3%	2%	50	1159	3	3	2	0	MA	70.9	--	124	318	627	1217
TAVERN	ALPINE	ALPINE CREEK CENTER	4	1320	2196	24103	723	482	3%	2%	50	1588	2	3	2	0	MA	70.9	--	124	318	627	1217
TAVERN	ALPINE CREEK CENTER	ADMINISTRATION	4	1316	2192	24011	720	480	3%	2%	50	1589	2	3	2	0	MA	70.9	--	124	318	627	1217
TAVERN	ADMINISTRATION	ARNOLD	4	1169	1939	20729	622	415	3%	2%	50	1590	2	3	2	0	MA	70.9	--	124	318	627	1217
TAVERN	SOUTH GRADE	REAL WAY	2	325	789	6511	195	130	3%	2%	35	1603	3	5	1	0	LC	61.2	--	--	42	132	315
TAVERN	ARNOLD	ZONE CONNECTOR	2	610	1140	12091	363	242	3%	2%	35	1604	4	5	2	0	LC	61.2	--	--	42	132	315
TAVERN	ZONE CONNECTOR	ALPINE CREEK	2	581	1034	11110	333	222	3%	2%	35	1605	4	5	2	0	LC	61.2	--	--	42	132	315
TAVERN	ALPINE CREEK	BOULDER OAK	2	489	883	9393	282	188	3%	2%	35	1606	3	5	2	0	LC	61.2	--	--	42	132	315
TAVERN	BOULDER OAK	UNKNOWN	2	489	883	9393	282	188	3%	2%	35	1607	3	5	2	0	LC	61.2	--	--	42	132	315
TAVERN	UNKNOWN	ZONE CONNECTOR	2	489	883	9393	282	188	3%	2%	35	1608	3	5	2	0	LC	61.2	--	--	42	132	315
TAVERN	ZONE CONNECTOR	SOUTH GRADE	2	316	612	6428	193	129	3%	2%	35	1609	3	5	2	0	LC	61.2	--	--	42	132	315
TAVERN	RAMP I-8 HOV EB	RAMP	4	2141	2792	35900	1077	718	3%	2%	50	2054	5	3	2	0	MA	70.9	--	124	318	627	1217
TAVERN	RAMP	ALPINE	4	2043	2624	33623	1009	672	3%	2%	50	2055	5	3	2	0	MA	70.9	--	124	318	627	1217
TAVERN	VICTORIA MEADOWS	RAMP I-8 WB	4	1684	2638	33051	992	661	3%	2%	50	2056	4	3	2	0	MA	70.9	--	124	318	627	1217
TAVERN	RAMP I-8 WB	RAMP I-8 HOV EB	4	1834	2387	31087	933	622	3%	2%	50	2057	4	3	2	0	MA	70.9	--	124	318	627	1217
TAYLOR	BONAIR	WARMLANDS	2	607	505	6590	198	132	3%	2%	35	427	3	5	1	0	LC	61.2	--	--	42	132	315
TECATE	ZONE CONNECTOR	ZONE CONNECTOR	2	2042	2951	37200	1860	1116	5%	3%	40	2443	17	4	1	0	C	63.6	--	--	73	212	457
TECATE	ZONE CONNECTOR	ZONE CONNECTOR	2	1303	1645	21886	1094	657	5%	3%	40	2444	8	4	1	0	C	63.6	--	--	73	212	457
TECATE	ZONE CONNECTOR	ZONE CONNECTOR	2	697	726	9695	485	291	5%	3%	40	2445	3	4	1	0	C	63.6	--	--	73	212	457
TECATE	SR-94	ZONE CONNECTOR	2	2221	3471	39083	1954	1172	5%	3%	40	2446	22	4	1	0	C	63.6	--	--	73	212	457
TERRACE	PANORAMA	CAMPO	2	370	581	5431	163	109	3%	2%	30	355	2	5	1	0	LC	61.2	--	--	42	132	315
THIBODO	CHAPARRAL DR	WATSON WY	2	616	1146	10684	321	214	3%	2%	40	415	5	7	1	0	L	54.9	--	--	--	31	98
THIBODO	WATSON WY	PUBLIC	2	553	843	9956	299	199	3%	2%	40	416	5	7	1	0	L	54.9	--	--	--	31	98
TILTING T	DI GIORGIO	MARKER	2	460	850	9877	198	99	2%	1%	40	1565	4	4	3	0	C	63.6	--	--	73	212	457
TILTING T	BORREGO SPRINGS	DOUBLE O	2	246	541	5980	120	60	2%	1%	35	2211	3	5	1	0	LC	61.2	--	--	42	132	315
TILTING T	DOUBLE O	DI GIORGIO	2	246	541	5980	120	60	2%	1%	35	2212	3	5	1	0	LC	61.2	--	--	42	132	315
TROY	RAMP SR-125 NB	SWEETWATER	2	517	1077	9636	289	193	3%	2%	35	681	5	4	1	0	C	63.6	--	--	73	212	457

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment			AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	From	To																					
TROY	SWEETWATER	CENTRAL	2	778	1400	12975	389	260	3%	2%	35	1144	4	5	3	0	LC	61.2	--	--	42	132	315
TROY	CENTRAL	BANCROFT	2	627	1216	10770	323	215	3%	2%	35	1982	4	5	3	0	LC	61.2	--	--	42	132	315
TURTLE ROCK	ZONE CONNECTOR	BALLERINA	2	574	1082	12575	377	252	3%	2%	35	1857	4	5	2	0	LC	61.2	--	--	42	132	315
UNAMED	UNKNOWN	BLACK MTN	4	431	437	6048	181	121	3%	2%	35	2033	3	4	1	0	C	63.6	--	--	73	212	457
UNAMED	UNKNOWN	RAMP	4	706	691	10246	307	205	3%	2%	50	2147	1	3	2	0	MA	70.9	--	124	318	627	1217
UNAMED	DOVE CANYON	UNKNOWN	4	706	691	10246	307	205	3%	2%	50	2148	1	3	2	0	MA	70.9	--	124	318	627	1217
UNAMED	4SR	DOVE CANYON	4	655	861	10759	323	215	3%	2%	50	2202	1	3	3	0	MA	70.9	--	124	318	627	1217
UNAMED	UNKNOWN	4SR	4	693	962	11919	358	238	3%	2%	50	2203	1	3	3	0	MA	70.9	--	124	318	627	1217
UNAMED	BLACK MTN	UNKNOWN	4	401	510	6680	200	134	3%	2%	50	2204	1	3	3	0	MA	70.9	--	124	318	627	1217
VALENCIA	UNKNOWN	BANCROFT	2	233	572	5498	165	110	3%	2%	25	879	4	7	1	0	L	54.9	--	--	--	31	98
VALENCIA	SWEETWATER	CENTRAL	2	294	746	7279	218	146	3%	2%	25	881	5	7	1	0	L	54.9	--	--	--	31	98
VALENCIA	CENTRAL	UNKNOWN	2	326	621	6564	197	131	3%	2%	25	882	4	7	1	0	L	54.9	--	--	--	31	98
VALLE VISTA	POST HILL	VISTA CAMINO	2	451	1419	7803	234	156	3%	2%	35	982	4	5	1	0	LC	61.2	--	--	42	132	315
VALLE VISTA	ZONE CONNECTOR	RIVERSIDE	2	430	509	6411	192	128	3%	2%	35	1475	3	5	1	0	LC	61.2	--	--	42	132	315
VALLEY	CLAUDAN	VIA RANCHO	4	2509	2439	29983	899	600	3%	2%	50	1524	4	3	2	0	MA	70.9	--	124	318	627	1217
VALLEY CENTER	UNKNOWN	UNKNOWN	4	2418	2390	27838	835	557	3%	2%	50	980	3	3	2	0	MA	70.9	--	124	318	627	1217
VALLEY CENTER	UNKNOWN	UNKNOWN	4	2418	2390	27838	835	557	3%	2%	50	981	3	3	2	0	MA	70.9	--	124	318	627	1217
VALLEY CENTER	UNKNOWN	UNKNOWN	4	2395	2373	27602	828	552	3%	2%	50	1289	3	3	2	0	MA	70.9	--	124	318	627	1217
VALLEY CENTER	ZONE CONNECTOR	UNKNOWN	4	2395	2373	27602	828	552	3%	2%	50	1290	3	3	2	0	MA	70.9	--	124	318	627	1217
VALLEY CENTER	CALLE DE VISTA	ZONE CONNECTOR	4	2248	2608	29299	879	586	3%	2%	35	1802	5	3	2	0	B	64.7	--	--	94	265	562
VALLEY CENTER	LILAC	CALLE DE VISTA	4	2248	2608	29299	879	586	3%	2%	35	1803	5	3	2	0	B	64.7	--	--	94	265	562
VALLEY CENTER	UNKNOWN	WOODS VALLEY	4	2004	1666	18387	552	368	3%	2%	35	1806	3	3	2	0	B	64.7	--	--	94	265	562
VALLEY CENTER	CHARLAN	UNKNOWN	4	2004	1666	18387	552	368	3%	2%	35	1807	3	3	2	0	B	64.7	--	--	94	265	562
VALLEY CENTER	UNKNOWN	ZONE CONNECTOR	2	353	620	6846	137	68	2%	1%	40	1827	3	4	2	0	C	63.6	--	--	73	212	457
VALLEY CENTER	ZONE CONNECTOR	BOUCHER HEIGHTS	2	723	1394	15429	309	154	2%	1%	40	1830	5	4	2	0	C	63.6	--	--	73	212	457
VALLEY CENTER	ROCK HILL RANCH	IRISH OAKS	2	950	1530	18810	564	376	3%	2%	40	1834	5	4	2	0	C	63.6	--	--	73	212	457
VALLEY CENTER	VESPER	COLE GRADE	4	946	1536	18521	556	370	3%	2%	35	1835	3	3	2	0	B	64.7	--	--	94	265	562
VALLEY CENTER	COLE GRADE	INDIAN CREEK	4	1520	1674	22802	684	456	3%	2%	35	1836	4	3	2	0	B	64.7	--	--	94	265	562
VALLEY CENTER	INDIAN CREEK	MILLER	4	2114	2964	37269	1118	745	3%	2%	35	1837	6	3	2	0	B	64.7	--	--	94	265	562
VALLEY CENTER	WOODS VALLEY	ZONE CONNECTOR	4	2446	2449	28576	857	572	3%	2%	35	1853	5	3	2	0	B	64.7	--	--	94	265	562
VALLEY CENTER	MACTAN	ROCK HILL RANCH	2	842	1391	17034	511	341	3%	2%	40	1863	5	4	2	0	C	63.6	--	--	73	212	457
VALLEY CENTER	WILHITE	VESPER	4	797	1312	16064	482	321	3%	2%	35	1866	3	3	2	0	B	64.7	--	--	94	265	562
VALLEY CENTER	IRISH OAKS	WILHITE	2	948	1528	18754	563	375	3%	2%	40	1867	5	4	2	0	C	63.6	--	--	73	212	457
VALLEY CENTER	ZONE CONNECTOR	LILAC	4	2214	3356	38987	1170	780	3%	2%	45	2179	6	3	2	0	MA	70.9	--	124	318	627	1217
VALLEY CENTER	MILLER	ZONE CONNECTOR	4	2135	3277	38041	1141	761	3%	2%	45	2180	6	3	2	0	MA	70.9	--	124	318	627	1217
VALLEY CENTER	ZONE CONNECTOR	CHARLAN	4	1899	1657	18509	555	370	3%	2%	35	2285	3	3	2	0	B	64.7	--	--	94	265	562
VALLEY CENTER	CHARLAN	CHARLAN	4	1901	1659	18565	557	371	3%	2%	35	2286	3	3	2	0	B	64.7	--	--	94	265	562
VALLEY CENTER	THUNDERNUT	SUNSET	2	681	1206	14061	422	281	3%	2%	40	2708	4	4	2	0	C	63.6	--	--	73	212	457
VALLEY CENTER	SUNSET	MACTAN	2	708	1252	14617	439	292	3%	2%	40	2709	4	4	2	0	C	63.6	--	--	73	212	457
VALLEY CENTER	UNKNOWN	THUNDERNUT	2	734	1407	15590	468	312	3%	2%	40	2711	5	4	2	0	C	63.6	--	--	73	212	457
VALLEY CENTER	UNKNOWN	THUNDERNUT	2	734	1407	15590	312	156	2%	1%	40	2713	5	4	2	0	C	63.6	--	--	73	212	457
VALLEY CENTER	ZONE CONNECTOR	UNKNOWN	2	734	1407	15590	312	156	2%	1%	40	2714	5	4	2	0	C	63.6	--	--	73	212	457
VALLEY CENTER	BOUCHER HEIGHTS	ZONE CONNECTOR	2	723	1394	15429	309	154	2%	1%	40	2715	5	4	2	0	C	63.6	--	--	73	212	457
VALLEY CENTER	UNKNOWN	UNKNOWN	2	353	620	6846	137	68	2%	1%	40	2716	3	4	2	0	C	63.6	--	--	73	212	457
VALLEY CENTER	ZONE CONNECTOR	UNKNOWN	2	353	620	6846	137	68	2%	1%	40	2717	3	4	2	0	C	63.6	--	--	73	212	457
VALLEY CENTER	PALA/SR-76	ZONE CONNECTOR	2	710	1316	14588	292	146	2%	1%	40	2718	4	4	2	0	C	63.6	--	--	73	212	457
VALLEY CENTER	PALA/SR-76	ZONE CONNECTOR	2	710	1316	14588	438	292	3%	2%	40	2720	4	4	2	0	C	63.6	--	--	73	212	457
VANDEGRIFT	WIRE MTN/MAIN GATE	SAN RAFAEL	4	3484	3984	51275	1538	1026	3%	2%	40	178	6	7	1	0	L	54.9	--	--	--	31	98
VANDEGRIFT	SAN LUIS REY GATE	ZONE CONNECTOR	5	1841	1998	26119	784	522	3%	2%	55	463	1	3	2	0	MA	70.9	--	124	318	627	1217
VERBENA	FIVE DIAMONDS	OCOTILLO	2	234	482	5401	108	54	2%	1%	30	2210	3	7	1	0	L	54.9	--	--	--	31	98
VERMONT	JULIAN	HUNTER	2	209	484	5305	159	106	3%	2%	25	717	4	7	1	0	L	54.9	--	--	--	31	98
VERMONT	LETTON	JULIAN	2	227	572	6072	182	121	3%	2%	25	2372	4	7	1	0	L	54.9	--	--	--	31	98
VERMONT	DAY	ZONE CONNECTOR	2	140	626	5796	174	116	3%	2%	25	2373	4	7	1	0	L	54.9	--	--	--	31	98
VIA DE LA VALLE	VIA DE SANTA FE	LA GRACIA	2	2441	1475	25424	763	508	3%	2%	40	1789	6	4	2	0	C	63.6	--	--	73	212	457
VIA DE LA VALLE	VIA DE SANTA FE	VIA DE SANTA FE	2	3092	2885	34246	1027	685	3%	2%	40	1790	6	4	2	0	C	63.6	--	--	73	212	457
VIA DE LA VALLE	LA GRACIA	CALZADA DEL BOSQUE	2	2431	1474	25448	763	509	3%	2%	40	1791	6	4	2	0	C	63.6	--	--	73	212	457
VIA DE LA VALLE	EL APAJO	LAS PALOMAS	2	2097	1626	23297	699	466	3%	2%	40	1792	6	4	2	0	C	63.6	--	--	73	212	457
VIA DE LA VALLE	CALZADA DEL BOSQUE	EL APAJO	2	2269	1733	24421	733	488	3%	2%	40	2159	6	4	2	0	C	63.6	--	--	73	212	457
VIA DE LA VALLE	LAS PALOMAS	CANCHA DE GOLF	2	2097	1626	23297	699	466	3%	2%	40	2278	6	4	3	0	C	63.6	--	--	73	212	457
VIA DE LA VALLE	CAMTO PORTA DELGADA	14906	2	2114	1756	25020	751	500	3%	2%	40	2279	6	4	3	0	C	63.6	--	--	73	212	457
VIA DE LA VALLE	CANCHA DE GOLF	CAMTO PORTA DELGADA	2	2098	1706	24558	737	491	3%	2%	40	2280	6	4	3	0	C	63.6	--	--	73	212	457
VIA DE LA VALLE	14906	EL CAMINO REAL	2	2114	1756	25020	751	500	3%	2%	40	2281	6	4	3	0	C	63.6	--	--	73	212	457
VIA DE LA VALLE	DEL DIOS ROUNDABOUT	VIA DE SANTA FE	2	1679	1352	16143	484	323	3%	2%	40	2305	5	4	2	0	C	63.6	--	--	73	212	457
VIA DE SANTA FE	LA GRANADA	VIA DE LA VALLE	2	1079	1203	14192	426	284	3%	2%	25	1311	6	7	1	0	L	54.9	--	--	--	31	98
VIA DE SANTA FE	CALZADA DEL BOSQUE	EL APAJO	2	447	941	5890	177	118	3%	2%	25	2298	4	7	1	0	L	54.9	--	--	--	31	98
VIA LA MANCHA	RAMP I-8 EB	ALPINE	2	639	783	9993	300	200	3%	2%	35	2548	4	5	3	0	LC	61.2	--	--	42	132	315
VIA LA MANCHA	RAMP I-8 WB	RAMP I-8 EB	2	1130	847	15163	455	303	3%	2%	35	2556	5	5	3	0	LC	61.2	--	--	42	132	315
VIA LA MANCHA	RAMP I-8 WB	RAMP I-8 EB	2	1130	847	15163	455	303	3%	2%	35	2561	5	5	3	0	LC	61.2	--	--	42	132	315
VIA LA MANCHA	RAMP I-8 WB	RAMP I-8 EB	2	1130	847	15163	455	303	3%	2%	35	2573	5	5	3	0	LC	61.2	--	--	42	132	315
VIA RANCHO	VIA LOMA VISTA	FELICITA	4	903	1069	12710	381	254	3%	2%	50	79	1	3	2	0	MA	70.9	--	124	318	627	1217
VIA RANCHO	LAKE	HIGHLANDS WEST	4	783	915	10651	320	213	3%	2%	50	436	1	3	2	0	MA	70.9	--	124	318	627	1217
VIA RANCHO	HIGHLANDS WEST	EUCALYPTUS	4	793	917	10725	322	214	3%	2%	50	437	1	3	2	0	MA	70.9	--	124	318	627	1217
VIA RANCHO	DEL DIOS	LAKE	4	783	915	10651	320	213	3%	2%	50	438	1	3	2	0	MA	70.9	--	124	318	627	1217
VIA RANCHO	EUCALYPTUS	VIA LOMA VISTA	4	760	887	10324	310	206	3%	2%	50	439	1	3	2	0	MA	70.9	--	124	318	627	1217
VIA RANCHO	FELICITA	MONTESANO	4	1796	1829	19176	575	384	3%	2%	50	459	2	3	2	0	MA	70.9	--	124	318	627	1217
VIA RANCHO	OLD PASQUAL	VIENTO VALLE	4	715	892	15325	460	306	3%	2%	50	1428	2	3	3	0	MA	70.9	--	124	318	627	1217
VIA RANCHO	VIENTO VALLE	SAN PASQUAL	4	756	952	16360	491	327	3%	2%	50	1429	2	3	3	0	MA	70.9	--	124	318	627	1217
VIA RANCHO	NEW CLOVERDALE	OLD PASQUAL	4	540	693	7240	217	145	3%	2%	50	1430	1	3	3	0	MA	70.9	--	124	318	627	1217
VIA VIEJAS	SOUTH GRADE	VIA BELOTA	2	343	515	5793	174	116	3%	2%	25	1501	4	7	1	0	L	54.9	--	--	--	31	98

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment																						
	From	To		AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
VICTORIA PARK	TAVERN	LARKSPUR	2	608	796	9476	284	190	3%	2%	35	2370	3	4	2	0	C	63.6	--	--	73	212	457
VICTORIA PARK	LARKSPUR	GENTIAN	2	608	759	10185	306	204	3%	2%	35	2371	4	4	2	0	C	63.6	--	--	73	212	457
VIEJAS ROW	RAMP I-8 WB	WILLOWS	4	2421	5499	63327	1267	633	2%	1%	50	2163	6	3	2	0	MA	70.9	--	124	318	627	1217
VIEJAS ROW	ALPINE	RAMP I-8 EB	4	414	1678	13281	266	133	2%	1%	50	2164	1	3	2	0	MA	70.9	--	124	318	627	1217
VIEJAS ROW	RAMP I-8 EB	RAMP I-8 WB	4	1902	3414	40479	810	405	2%	1%	50	2165	6	3	2	0	MA	70.9	--	124	318	627	1217
VIGILANTE	MORENO	ZONE CONNECTOR	2	344	1003	9347	280	187	3%	2%	25	2631	5	7	1	0	L	54.9	--	--	--	31	98
VIGILANTE	ZONE CONNECTOR	WILDCAT CANYON	2	241	911	7882	236	158	3%	2%	25	2633	5	7	1	0	L	54.9	--	--	--	31	98
VIGILANTE	SR-67	MORENO	2	329	409	7787	234	156	3%	2%	35	2635	3	5	3	0	LC	61.2	--	--	42	132	315
VIGILANTE	ZONE CONNECTOR	WILDCAT CANYON	2	241	911	7882	158	79	2%	1%	25	2636	5	7	1	0	L	54.9	--	--	--	31	98
VISTA	UNKNOWN	ASH	4	627	431	5296	159	106	3%	2%	35	69	2	3	3	0	B	64.7	--	--	94	265	562
VISTA GRANDE	JULIANNA	HILLSDALE	2	313	482	5445	163	109	3%	2%	40	200	3	4	1	0	C	63.6	--	--	73	212	457
VISTA RAMONA	UNKNOWN	BABA	2	347	653	7170	215	143	3%	2%	40	2660	4	4	1	0	C	63.6	--	--	73	212	457
VISTA RAMONA	WOODS HILL	UNKNOWN	2	347	653	7170	215	143	3%	2%	40	2661	4	4	1	0	C	63.6	--	--	73	212	457
VISTA RAMONA	OLD JULIAN	WOODS HILL	2	360	674	7397	222	148	3%	2%	40	2662	4	4	1	0	C	63.6	--	--	73	212	457
VISTA VERDE	RINCON	ZONE CONNECTOR	2	400	516	6573	197	131	3%	2%	35	103	3	5	1	0	LC	61.2	--	--	42	132	315
VISTA VERDE	ZONE CONNECTOR	VISTA	2	410	529	6750	202	135	3%	2%	35	114	3	5	1	0	LC	61.2	--	--	42	132	315
VISTA VERDE	VISTA	MADRONE GLEN	2	421	545	6936	208	139	3%	2%	35	115	3	5	1	0	LC	61.2	--	--	42	132	315
WARMLANDS	TAYLOR	INDEPENDENCE	2	576	554	6307	189	126	3%	2%	35	181	3	5	1	0	LC	61.2	--	--	42	132	315
WATT	GUNN STAGE	UNKNOWN	2	488	982	10822	325	216	3%	2%	25	218	5	7	1	0	L	54.9	--	--	--	31	98
WEST LILAC	OLD RIVER	CAM DEL REY	4	932	1420	15673	470	313	3%	2%	35	1229	3	3	2	0	B	64.7	--	--	94	265	562
WEST LILAC	OLIVEHILL	OLD RIVER	4	1106	1692	18892	567	378	3%	2%	35	1231	4	3	3	0	B	64.7	--	--	94	265	562
WEST LILAC	UNKNOWN	UNKNOWN	2	530	810	8145	244	163	3%	2%	35	1407	4	5	1	0	LC	61.2	--	--	42	132	315
WEST LILAC	UNKNOWN	OLD 395	2	560	860	8730	262	175	3%	2%	35	1408	4	5	1	0	LC	61.2	--	--	42	132	315
WEST LILAC	UNKNOWN	UNKNOWN	2	530	810	8145	244	163	3%	2%	35	1409	4	5	1	0	LC	61.2	--	--	42	132	315
WEST LILAC	WRIGHTWOOD	UNKNOWN	2	461	733	6971	209	139	3%	2%	35	1410	3	5	1	0	LC	61.2	--	--	42	132	315
WEST LILAC	CAM DEL CIELO	WRIGHTWOOD	2	444	701	6633	199	133	3%	2%	35	1411	3	5	1	0	LC	61.2	--	--	42	132	315
WEST LILAC	OLD 395	ZONE CONNECTOR	2	638	851	9078	272	182	3%	2%	35	1841	4	5	1	0	LC	61.2	--	--	42	132	315
WEST LILAC	ZONE CONNECTOR	LILAC	2	620	832	8816	264	176	3%	2%	35	1842	4	5	1	0	LC	61.2	--	--	42	132	315
WEST VICTORIA	ALPINE GLEN	ALPINE GLEN	2	321	807	7949	238	159	3%	2%	35	1587	4	5	1	0	LC	61.2	--	--	42	132	315
WEST VICTORIA	ALPINE GLEN	ARNOLD/ALPINE	2	321	807	7949	238	159	3%	2%	35	1611	4	5	1	0	LC	61.2	--	--	42	132	315
WILDCAT CANYON	ZONE CONNECTOR	SCRIPPS POWAY PKWY	3	1597	3086	34848	697	348	2%	1%	40	1462	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	UNKNOWN	ASHWOOD	3	1534	2485	30134	904	603	3%	2%	40	2594	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	UNKNOWN	ASHWOOD	3	1534	2485	30134	904	603	3%	2%	40	2596	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	UNKNOWN	ASHWOOD	3	1534	2485	30134	904	603	3%	2%	40	2597	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	UNKNOWN	ASHWOOD	3	1534	2485	30134	904	603	3%	2%	40	2598	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	UNKNOWN	ASHWOOD	3	1534	2485	30134	904	603	3%	2%	40	2600	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	UNKNOWN	ASHWOOD	3	1534	2485	30134	904	603	3%	2%	40	2602	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	UNKNOWN	ASHWOOD	3	1534	2485	30134	904	603	3%	2%	40	2603	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	UNKNOWN	ASHWOOD	3	1534	2485	30134	904	603	3%	2%	40	2604	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1534	2485	30134	904	603	3%	2%	40	2605	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1534	2485	30134	904	603	3%	2%	40	2607	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1534	2485	30134	904	603	3%	2%	40	2609	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1534	2485	30134	904	603	3%	2%	40	2611	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1534	2485	30134	904	603	3%	2%	40	2612	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1534	2485	30134	904	603	3%	2%	40	2613	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1534	2485	30134	904	603	3%	2%	40	2615	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1534	2485	30134	904	603	3%	2%	40	2617	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1534	2485	30134	904	603	3%	2%	40	2618	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1534	2485	30134	904	603	3%	2%	40	2619	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1534	2485	30134	904	603	3%	2%	40	2621	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1534	2485	30134	904	603	3%	2%	40	2624	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1534	2485	30134	904	603	3%	2%	40	2625	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1534	2485	30134	904	603	3%	2%	40	2627	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1534	2485	30134	904	603	3%	2%	40	2628	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	MUTH VALLEY	UNKNOWN	3	1534	2485	30134	904	603	3%	2%	40	2629	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	VIGILANTE	MUTH VALLEY	3	1534	2485	30134	603	301	2%	1%	40	2637	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	UNKNOWN	VIGILANTE	3	1597	3086	34848	697	348	2%	1%	40	2641	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	SCRIPPS POWAY PKWY	UNKNOWN	3	1597	3086	34848	697	348	2%	1%	40	2643	6	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	ZONE CONNECTOR	ZONE CONNECTOR	2	893	1473	14993	300	150	2%	1%	40	2647	5	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	SC 964	ZONE CONNECTOR	2	896	1473	14988	300	150	2%	1%	40	2652	5	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	LITTLE KLONDIKE	SC 964	2	587	981	10722	214	107	2%	1%	40	2654	4	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	LITTLE KLONDIKE	SC 964	2	587	981	10722	322	214	3%	2%	40	2655	4	4	1	0	C	63.6	--	--	73	212	457
WILDCAT CANYON	SAN VICENTE	LITTLE KLONDIKE	4	613	1023	11189	336	224	3%	2%	50	2656	1	3	3	0	MA	70.9	--	124	318	627	1217
WILLOW	SWEETWATER	BONITA	4	1833	2189	18484	555	370	3%	2%	50	1197	2	3	3	0	MA	70.9	--	124	318	627	1217
WILLOW	FILLBROOK	ASHWOOD	2	596	1594	13638	409	273	3%	2%	35	2592	5	5	1	0	LC	61.2	--	--	42	132	315
WILLOW	MORENO	FILLBROOK	2	620	1620	13999	420	280	3%	2%	35	2593	5	5	1	0	LC	61.2	--	--	42	132	315
WILLOW GLEN	UNKNOWN	HILLSDALE	2	531	948	9799	294	196	3%	2%	40	89	4	4	1	0	C	63.6	--	--	73	212	457
WILLOW GLEN	CAM DE LAS PIEDRAS	UNKNOWN	2	423	726	7381	221	148	3%	2%	40	95	4	4	1	0	C	63.6	--	--	73	212	457
WILLOW GLEN	UNKNOWN	ZONE CONNECTOR	2	423	726	7381	221	148	3%	2%	40	96	4	4	1	0	C	63.6	--	--	73	212	457
WILLOW GLEN	ZONE CONNECTOR	UNKNOWN	2	443	763	7736	232	155	3%	2%	40	97	4	4	1	0	C	63.6	--	--	73	212	457
WILLOW GLEN	STEELE CANYON	MUIRFIELD	4	1538	2710	26999	810	540	3%	2%	50	205	3	3	2	0	MA	70.9	--	124	318	627	1217
WILLOW GLEN	MUIRFIELD	JAMACHA ROAD	4	1538	2710	26999	810	540	3%	2%	50	206	3	3	2	0	MA	70.9	--	124	318	627	1217
WILLOW GLEN	UNKNOWN	STEELE CANYON	4	713	1156	14403	432	288	3%	2%	50	1056	1	3	2	0	MA	70.9	--	124	318	627	1217
WILLOW GLEN	HILLSDALE	UNKNOWN	4	713	1156	14403	432	288	3%	2%	50	1143	1	3	2	0	MA	70.9	--	124	318	627	1217
WILLOW GLEN	WEST VILLAGE	CAM DE LAS PIEDRAS	4	330	562	5433	163	109	3%	2%	50	1924	1	3	2	0	MA	70.9	--	124	318	627	1217
WILLOW GLEN	DEHESA	WEST VILLAGE	4	330	562	5433	163	109	3%	2%	50	1925	1	3	2	0	MA	70.9	--	124	318	627	1217
WILLOW NEW	MORENO	SR-67	2	733	1564	15215	456	304	3%	2%	35	2061	5	5	1	0	LC	61.2	--	--	42	132	315
WILLOWS	VIEJAS ROW	VIEJAS ACCESS	2	319	316	5349	107	53	2%	1%	40	2166	3	4	1	0	C	63.6	--	--	73	212	457
WILLOWS	VIEJAS ACCESS	VIEJAS	2	319	316	5349	107	53	2%	1%	40	2167	3	4	1	0	C	63.6	--	--	73	212	457

Roadway			Number Lanes	Peak Hour Traffic		ADT	Vehicle Mix				Speed							CNEL	Distance to dBA Contour Line (feet)				
Street Name	Segment																						
	From	To		AM	PM		MDT	HDT	%MDT	%HDT		UNIQUE_ID	OLOS	IFC	IMED	HOV	TNM Code	100 feet	75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
WILLOWS	UNKNOWN	VIEJAS ROW	4	877	1965	16247	325	162	2%	1%	35	2168	3	3	2	0	B	64.7	--	--	94	265	562
WILLOWS	VIEJAS GRADE	UNKNOWN	4	805	1805	14930	299	149	2%	1%	35	2170	3	3	2	0	B	64.7	--	--	94	265	562
WILLOWS	WILLOWSIDE	VIEJAS GRADE	2	1123	2299	20478	410	205	2%	1%	35	2213	6	5	1	0	LC	61.2	--	--	42	132	315
WILLOWS	4058-INDIAN H C	HILLCREST	2	1123	2299	20478	410	205	2%	1%	35	2574	6	5	1	0	LC	61.2	--	--	42	132	315
WILLOWS	RAMP I-8 WB	OTTO	2	1055	1653	17623	529	352	3%	2%	35	2576	5	5	3	0	LC	61.2	--	--	42	132	315
WILLOWS	OTTO	4058-INDIAN H C	2	1123	2299	20478	410	205	2%	1%	35	2577	6	5	1	0	LC	61.2	--	--	42	132	315
WILLOWS	HILLCREST	WILLOWSIDE	2	1123	2299	20478	410	205	2%	1%	35	2578	6	5	1	0	LC	61.2	--	--	42	132	315
WIND RIVER	HILLSDALE	DONAHUE	2	326	510	5675	170	114	3%	2%	25	201	4	7	1	0	L	54.9	--	--	--	31	98
WINTER GARDENS	INDUSTRY	RAMP	4	828	687	10131	304	203	3%	2%	50	2073	1	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	RAMP SR-67 NB	WOODSIDE	4	1681	1870	26719	802	534	3%	2%	50	2074	3	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	RAMP SR-67 SB	RAMP SR-67 NB	4	1333	1225	17016	510	340	3%	2%	50	2075	2	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	RAMP	RAMP SR-67 SB	4	756	479	6650	200	133	3%	2%	50	2076	1	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	RAMP SR-67 SB	RAMP SR-67 SB	4	1263	1161	16125	484	322	3%	2%	50	2077	2	3	3	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	WOODSIDE	UNKNOWN	4	1406	2056	23470	704	469	3%	2%	35	2233	4	3	2	0	B	64.7	--	--	94	265	562
WINTER GARDENS	UNKNOWN	WINTER CREST	4	1467	2229	25078	752	502	3%	2%	35	2234	4	3	2	0	B	64.7	--	--	94	265	562
WINTER GARDENS	WINTER CREST	LEMON CREST	4	1395	1772	19678	590	394	3%	2%	35	2235	4	3	2	0	B	64.7	--	--	94	265	562
WINTER GARDENS	CREEKFORD	8755/8760	4	1571	1799	19621	589	392	3%	2%	50	2236	2	3	2	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	SAPOTA	GOLDEN RIDGE	4	1675	1913	21121	634	422	3%	2%	50	2237	2	3	2	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	8755/8760	8661-MHP	4	1675	1913	21121	634	422	3%	2%	50	2238	2	3	2	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	8661-MHP	SAPOTA	4	1675	1913	21121	634	422	3%	2%	50	2239	2	3	2	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	ROCKCREST	FAIR	4	1206	1369	15831	475	317	3%	2%	50	2240	2	3	2	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	ZONE CONNECTOR	ROCKCREST	4	1342	1621	18098	543	362	3%	2%	50	2241	2	3	2	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	LEMON CREST	ZONE CONNECTOR	4	1335	1689	18665	560	373	3%	2%	50	2242	2	3	2	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	SHORT/ORCHARD	ROYAL	4	1891	2329	25696	771	514	3%	2%	50	2243	3	3	2	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	GOLDEN RIDGE	SHORT/ORCHARD	4	1747	2090	22925	688	458	3%	2%	50	2244	2	3	2	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	ROYAL	PEPPER	4	2201	2832	31006	930	620	3%	2%	50	2245	4	3	2	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	FAIR	GAY RIO	4	1211	1373	15800	474	316	3%	2%	50	2246	2	3	2	0	MA	70.9	--	124	318	627	1217
WINTER GARDENS	GAY RIO	CREEKFORD	4	1241	1437	15576	467	312	3%	2%	50	2247	2	3	2	0	MA	70.9	--	124	318	627	1217
WINTER HAVEN	BROOKE	MISSION	2	397	422	5470	164	109	3%	2%	25	952	4	7	1	0	L	54.9	--	--	--	31	98
WOODLAND	HANNALEI	SOUTH SANTA FE	2	254	527	5466	164	109	3%	2%	25	134	4	7	1	0	L	54.9	--	--	--	31	98
WOODMAN	SOUTH BAY PARKWAY	RAMP SR-54 EB	4	264	708	7019	211	140	3%	2%	50	27	1	3	2	0	MA	70.9	--	124	318	627	1217
WOODMAN	SOUTH BAY PARKWAY	SOUTH BAY PARKWAY	4	344	924	9154	275	183	3%	2%	50	220	1	3	2	0	MA	70.9	--	124	318	627	1217
WOODMAN	RAMP SR-54 HOV EB	SOUTH BAY PARKWAY	4	344	924	9154	275	183	3%	2%	50	651	1	3	2	0	MA	70.9	--	124	318	627	1217
WOODS VALLEY	UNKNOWN	COOL WATER RANCH	2	654	1127	14048	421	281	3%	2%	35	1014	5	5	3	0	LC	61.2	--	--	42	132	315
WOODS VALLEY	COOL WATER RANCH	ZONE CONNECTOR	2	528	881	11182	335	224	3%	2%	35	1015	4	5	3	0	LC	61.2	--	--	42	132	315
WOODS VALLEY	CHARLAN	UNKNOWN	2	870	1418	17400	522	348	3%	2%	40	2220	5	4	2	0	C	63.6	--	--	73	212	457
WOODS VALLEY	WOODS VALLEY CT	CHARLAN	4	897	1388	17100	513	342	3%	2%	35	2287	3	3	2	0	B	64.7	--	--	94	265	562
WOODS VALLEY	VALLEY CENTER	WOODS VALLEY CT	4	897	1388	17100	513	342	3%	2%	35	2288	3	3	2	0	B	64.7	--	--	94	265	562
WOODS VALLEY	ZONE CONNECTOR	PARADISE MTN	2	482	806	10341	310	207	3%	2%	35	2702	4	5	3	0	LC	61.2	--	--	42	132	315
WOODSIDE	RIVERFORD	RAMP SR-67 NB	4	867	1595	14304	429	286	3%	2%	35	36	3	3	3	0	B	64.7	--	--	94	265	562
WOODSIDE	UNKNOWN	RIVERVIEW	4	638	1263	10655	320	213	3%	2%	35	37	2	3	3	0	B	64.7	--	--	94	265	562
WOODSIDE	RAMP SR-67 NB	UNKNOWN	4	860	1549	14012	420	280	3%	2%	35	38	3	3	3	0	B	64.7	--	--	94	265	562
WOODSIDE	UNKNOWN	MARILLA	4	860	1549	14012	420	280	3%	2%	35	39	3	3	3	0	B	64.7	--	--	94	265	562
WOODSIDE	MARILLA	UNKNOWN	4	658	1251	10703	321	214	3%	2%	35	347	2	3	3	0	B	64.7	--	--	94	265	562
WOODSIDE	SECURITY	RAMP SR-67 NB	4	1057	1612	16747	502	335	3%	2%	45	976	2	3	2	0	MA	70.9	--	124	318	627	1217
WOODSIDE	RAMP SR-67 NB	RIVERFORD	4	1895	2435	29588	888	592	3%	2%	35	977	5	3	3	0	B	64.7	--	--	94	265	562
WOODSIDE	RIVERVIEW	11980/12001-APTS	4	590	1188	9824	295	196	3%	2%	35	1051	2	3	3	0	B	64.7	--	--	94	265	562
WOODSIDE	11980/12001-APTS	WINTER GARDENS	4	558	1130	9228	277	185	3%	2%	35	1052	2	3	3	0	B	64.7	--	--	94	265	562
WOODSIDE	CHANNEL	CACTUS	4	1101	2026	21697	651	434	3%	2%	35	1964	4	3	3	0	B	64.7	--	--	94	265	562
WOODSIDE	CACTUS	LOS COCHES	4	1072	2269	22829	685	457	3%	2%	35	1965	4	3	3	0	B	64.7	--	--	94	265	562
WOODSIDE	LOS COCHES	MAINE	4	919	1962	19228	577	385	3%	2%	35	1966	4	3	3	0	B	64.7	--	--	94	265	562
WOODSIDE	MAINE	VINE	4	282	639	5342	160	107	3%	2%	35	1967	2	3	3	0	B	64.7	--	--	94	265	562
WOODSIDE	PROSPECT	CHANNEL	4	789	1511	15389	462	308	3%	2%	35	1968	3	3	3	0	B	64.7	--	--	94	265	562
WOODSIDE	ERWIN	PROSPECT	4	735	1390	14932	448	299	3%	2%	35	1969	3	3	3	0	B	64.7	--	--	94	265	562
WOODSIDE	WINTER GARDENS	ERWIN	4	1250	2279	25983	779	520	3%	2%	35	1970	5	3	3	0	B	64.7	--	--	94	265	562
WOODSIDE(N)	RIVERFORD	WOODSIDE	2	443	658	6393	192	128	3%	2%	25	2067	4	7	1	0	L	54.9	--	--	--	31	98
WORTHINGTON	UNKNOWN	UNKNOWN	2	522	874	6511	195	130	3%	2%	35	1325	3	5	3	0	LC	61.2	--	--	42	132	315
WORTHINGTON	UNKNOWN	UNKNOWN	2	522	874	6511	195	130	3%	2%	35	1326	3	5	3	0	LC	61.2	--	--	42	132	315
WORTHINGTON	PARADISE VALLEY	VERDE RIDGE	2	785	1394	12645	379	253	3%	2%	35	1327	4	5	3	0	LC	61.2	--	--	42	132	315
WORTHINGTON	VERDE RIDGE	UNKNOWN	2	522	874	6511	195	130	3%	2%	35	1328	3	5	3	0	LC	61.2	--	--	42	132	315
YAQUI PASS	RANGO	BORREGO SPRINGS	3	273	470	5129	103	51	2%	1%	40	1570	2	4	1	0	C	63.6	--	--	73	212	457
YAQUI PASS	BORREGO SPRINGS	RAMS HILL	3	409	624	7092	142	71	2%	1%	40	1571	3	4	1	0	C	63.6	--	--	73	212	457

Appendix C

Noise Sensitive Land Uses within Noise Contours

Appendix C - Noise Sensitive Land Uses within Noise Contours

Potentially Incompatible Land Uses within the 60 dB Roadway Noise Contour

Planning Area	Land Use	Acres
Alpine	Rural Lands	1,678
	Semi-rural Residential	1,586
	Alpine Total	**3,264**
Bonsall	Rural Lands	1,508
	Semi-rural Residential	3,887
	Bonsall Total	**5,395**
Central Mountain - Descanso	Rural Lands	234
Central Mountain - Pine Valley	Rural Lands	1,598
Central Mountain - Remainder	Rural Lands	9
	Central Mountain Total	**1,841**
County Islands	Rural Lands	79
	County Island Total	**79**
Crest/Dehesa	Rural Lands	140
	Semi-rural Residential	763
	Crest/Dehesa Total	**903**
Desert - Borrego Springs	Rural Lands	35
	Semi-rural Residential	165
	Desert Total	**199**
Fallbrook	Rural Lands	1,931
	Semi-rural Residential	3,143
	Fallbrook Total	**5,074**
Jamul/Dulzura	Rural Lands	352
	Semi-rural Residential	734
	Jamul/Dulzura Total	**1,086**
Julian	Rural Lands	55
	Semi-rural Residential	93
	Julian Total	**148**
Lakeside	Rural Lands	1,479
	Semi-rural Residential	1,821
	Lakeside Total	**3,300**
Mountain Empire - Boulevard	Rural Lands	2,375
	Semi-rural Residential	222
Mountain Empire - Jacumba	Rural Lands	1,531
Mountain Empire - Lake Morena/Campo	Rural Lands	1,341
	Semi-rural Residential	124
Mountain Empire - Potrero	Rural Lands	201
	Semi-rural Residential	154
Mountain Empire - Tecate	Rural Lands	119
	Semi-rural Residential	1
	Mountain Empire Total	**6,068**
North County Metro -Hidden Meadows	Rural Lands	531
	Semi-rural Residential	1,403
North County Metro - Twin Oaks	Rural Lands	995
	Semi-rural Residential	1,398

Appendix C - Noise Sensitive Land Uses within Noise Contours

Planning Area	Land Use	Acres
North County Metro - Subregion	Rural Lands	151
	Semi-rural Residential	976
	North County Metro Total	**5,454**
North Mountain - Palomar Mountain	Rural Lands	43
North Mountain - Remainder	Rural Lands	372
	Semi-rural Residential	128
	North Mountain Total	**543**
Pala/Pauma	Rural Lands	412
	Semi-rural Residential	414
	Pala/Pauma Total	**826**
Pendleton/De Luz	Rural Lands	65
	Semi-rural Residential	74
	Pendleton/De Luz Total	**139**
Rainbow	Rural Lands	1,098
	Semi-rural Residential	903
	Rainbow Total	**2,001**
Ramona	Rural Lands	628
	Semi-rural Residential	1,236
	Ramona Total	**1,863**
San Dieguito	Rural Lands	122
	Semi-rural Residential	802
	San Dieguito Total	**924**
Sweetwater	Rural Lands	19
	Semi-rural Residential	707
	Sweetwater Total	**727**
Valle De Oro	Rural Lands	24
	Semi-rural Residential	284
	Valle De Oro Total	**308**
Valley Center	Rural Lands	847
	Semi-rural Residential	2,265
	Valley Center Total	**3,112**
Countywide Total		**43,254**

Source: County of San Diego Department of Planning and Land Use GIS, 2008

Potentially Incompatible Land Uses within the 65 dB Roadway Noise Contour

Planning Area	Land Use Designation	Acres
Alpine	National Forest and State Parks	109
	Open Space (Conservation)	3
	Public/Semi-Public Facilities	546
	Specific Plan Area	29
	Tribal Lands	78
	Village Core Mixed Use	27
	Village Residential	261
	Alpine Total	**1,052**
Barona	Tribal Lands	132
	Barona Total	**132**
Bonsall	Open Space (Conservation)	100
	Public/Semi-Public Facilities	754
	Specific Plan Area	130
	Village Residential	72
	Bonsall Total	**1,056**
Central Mountain - Pine Valley	National Forest and State Parks	1,104
	Open Space (Conservation)	6
	Public/Semi-Public Facilities	1,142
	Village Residential	56
	Central Mountain Total	**2,308**
County Islands	Public/Semi-Public Facilities	146
	Village Residential	94
	County Islands total	**240**
Crest/Dehesa	Open Space (Conservation)	29
	Public/Semi-Public Facilities	17
	Specific Plan Area	148
	Tribal Lands	10
	Crest/Dehesa Total	**204**
Desert - Borrego Springs	Public/Semi-Public Facilities	4
	Specific Plan Area	23
	Village Residential	49
	Desert Total	**76**
Fallbrook	Open Space (Conservation)	11
	Public/Semi-Public Facilities	780
	Specific Plan Area	539
	Village Core Mixed Use	26
	Village Residential	325
	Fallbrook Total	**1,681**
Jamul/Dulzura	Open Space (Conservation)	299
	Public/Semi-Public Facilities	14
	Specific Plan Area	19
	Jamul/Dulzura Total	**333**
Julian	National Forest and State Parks	4
	Public/Semi-Public Facilities	2
	Julian Total	**6**

Appendix C - Noise Sensitive Land Uses within Noise Contours

Planning Area	Land Use Designation	Acres
Lakeside	Open Space (Conservation)	478
	Public/Semi-Public Facilities	495
	Specific Plan Area	552
	Village Residential	1,216
	Lakeside Total	**2,741**
Mountain Empire - Boulevard	Open Space (Conservation)	34
	Public/Semi-Public Facilities	622
	Tribal Lands	618
	Village Residential	2
Mountain Empire - Descanso	National Forest and State Parks	587
	Open Space (Conservation)	199
	Public/Semi-Public Facilities	431
Mountain Empire - Jacumba	National Forest and State Parks	218
	Open Space (Conservation)	521
	Public/Semi-Public Facilities	505
	Specific Plan Area	172
Mountain Empire - Lake Morena/Campo	National Forest and State Parks	411
	Open Space (Conservation)	15
	Public/Semi-Public Facilities	520
	Tribal Lands	1
	Village Residential	1
Mountain Empire - Potrero	Open Space (Conservation)	7
	Public/Semi-Public Facilities	1
Mountain Empire - Remainder	Public/Semi-Public Facilities	170
	Tribal Lands	226
Mountain Empire - Tecate	Open Space (Conservation)	7
	Public/Semi-Public Facilities	59
	Mountain Empire Total	**5,326**
North County Metro - Hidden Meadows	Public/Semi-Public Facilities	336
	Specific Plan Area	248
	Village Residential	3
North County Metro - Remainder	Open Space (Conservation)	58
	Public/Semi-Public Facilities	153
	Specific Plan Area	7
	Village Residential	1,348
	North County Metro Total	**2,153**
North Mountain - Palomar Mountain	National Forest and State Parks	14
	Open Space (Conservation)	6
	Public/Semi-Public Facilities	2
North Mountain - Remainder	National Forest and State Parks	11
	Open Space (Conservation)	295
	Public/Semi-Public Facilities	1
	Specific Plan Area	23
	Tribal Lands	34
	Village Residential	1
	North Mountain Total	**387**
Otay	Open Space (Conservation)	276
	Public/Semi-Public Facilities	39
	Specific Plan Area	1,303
	Otay Total	**1,619**

Appendix C - Noise Sensitive Land Uses within Noise Contours

Planning Area	Land Use Designation	Acres
Pala/Pauma	Open Space (Conservation)	5
	Public/Semi-Public Facilities	93
	Tribal Lands	203
	Village Residential	20
	Pala/Pauma Total	**321**
Rainbow	Open Space (Conservation)	3
	Public/Semi-Public Facilities	253
	Village Residential	83
	Rainbow Total	**338**
Ramona	Open Space (Conservation)	43
	Public/Semi-Public Facilities	41
	Specific Plan Area	18
	Tribal Lands	0
	Village Residential	134
	Ramona Total	**235**
San Dieguito	Open Space (Conservation)	38
	Public/Semi-Public Facilities	16
	Specific Plan Area	639
	Village Core Mixed Use	2
	Village Residential	9
	San Dieguito Total	**705**
Spring Valley	Open Space (Conservation)	34
	Public/Semi-Public Facilities	384
	Specific Plan Area	49
	Village Residential	1,290
	Spring Valley Total	**1,757**
Sweetwater	Open Space (Conservation)	507
	Public/Semi-Public Facilities	342
	Village Residential	455
	Sweetwater Total	**1,304**
Valle De Oro	Open Space (Conservation)	254
	Public/Semi-Public Facilities	197
	Specific Plan Area	441
	Village Residential	725
	Valle De Oro Total	**1,618**
Valley Center	Open Space (Conservation)	88
	Public/Semi-Public Facilities	51
	Specific Plan Area	52
	Tribal Lands	21
	Village Core Mixed Use	5
	Village Residential	30
	Valley Center Total	**247**
Countywide Total		**25,840**

Source: County of San Diego Department of Planning and Land Use GIS, 2008

Potentially Incompatible Land Uses within the 70 dB Roadway Noise Contour

Planning Area	Land Use Designation	Acres
Alpine	Commercial	58
	Limited/Medium Impact Industrial	68
	Alpine Total	**126**
Bonsall	Commercial	46
	Office Professional	9
	Open Space (Recreation)	5
	Bonsall Total	**60**
Crest/Dehesa	Commercial	4
	Crest/Dehesa Total	**4**
Fallbrook	Commercial	36
	Limited/Medium Impact Industrial	113
	Fallbrook Total	**149**
Jamul/Dulzura	Commercial	27
	Jamul/Dulzura Total	**27**
Lakeside	Commercial	141
	Limited/Medium Impact Industrial	211
	Office Professional	1
	Open Space (Recreation)	4
	Lakeside Total	**357**
Mountain Empire - Boulevard	Commercial	14
Mountain Empire Jacumba	Commercial	4
	Mountain Empire Total	**18**
North County Metro - Hidden Meadows	Commercial	45
	Office Professional	7
North County Metro - Remainder	Commercial	21
	Limited/Medium Impact Industrial	14
	Office Professional	1
	Open Space (Recreation)	1
North County Metro - Twin Oaks	Commercial	28
	Office Professional	43
	North County Metro Total	**160**
Pendleton/De Luz	Military Installations	4,173
	Pendleton/De Luz Total	**4,173**
Rainbow	Commercial	47
	Limited/Medium Impact Industrial	11
	Rainbow Total	**58**
Ramona	Commercial	41
	Open Space (Recreation)	4
	Ramona Total	**46**
Spring Valley	Commercial	93
	Limited/Medium Impact Industrial	41
	Office Professional	4
	Open Space (Recreation)	3
	Spring Valley Total	**142**

Planning Area	Land Use Designation	Acres
Sweetwater	Commercial	14
	Office Professional	4
	Open Space (Recreation)	86
	Sweetwater Total	**104**
Valle De Oro	Commercial	62
	Limited/Medium Impact Industrial	2
	Office Professional	4
	Open Space (Recreation)	20
	Valle De Oro Total	**89**
Valley Center	Commercial	8
	Limited/Medium Impact Industrial	1
	Open Space (Recreation)	12
	Valley Center Total	**21**
Countywide Total		**5,534**

Source: County of San Diego Department of Planning and Land Use GIS, 2008

Potentially Incompatible Land Uses within the 75 dB Roadway Noise Contour

Planning Area	Land Use Designation	Acres
Alpine	High Impact Industrial	4
Lakeside	High Impact Industrial	48
North County Metro - Twin Oaks	High Impact Industrial	12
Countywide Total		**64**

Source: County of San Diego Department of Planning and Land Use GIS, 2008

Potential Noise Sensitive Land Uses within the 60 dB Railroad Noise Contour

Planning Area	Land Use Designation	Railroad	Acres
Mountain Empire - Boulevard	Rural Lands	San Diego & Arizona Eastern Railway's Desert Line	21
	Rural Lands	San Diego & Arizona Eastern Railway's Desert Line	260
	Semi-rural Residential	San Diego & Arizona Eastern Railway's Desert Line	4
Mountain Empire - Jacumba	National Forest and State Parks	San Diego & Arizona Eastern Railway's Desert Line	9
	Open Space	San Diego & Arizona Eastern Railway's Desert Line	69
	Public/Semi-Public Facilities	San Diego & Arizona Eastern Railway's Desert Line	23
	Rural Lands	San Diego & Arizona Eastern Railway's Desert Line	116
	Semi-rural Residential	San Diego & Arizona Eastern Railway's Desert Line	13
	Village Residential	San Diego & Arizona Eastern Railway's Desert Line	3
Mountain Empire - Lake Morena/Campo	Commercial	San Diego & Arizona Eastern Railway's Desert Line	2
	Open Space	San Diego & Arizona Eastern Railway's Desert Line	42
	Public/Semi-Public Facilities	San Diego & Arizona Eastern Railway's Desert Line	4
	Rural Lands	San Diego & Arizona Eastern Railway's Desert Line	459
	Semi-rural Residential	San Diego & Arizona Eastern Railway's Desert Line	48
Mountain Empire - Unrepresented	National Forest and State Parks	San Diego & Arizona Eastern Railway's Desert Line	271
	Open Space	San Diego & Arizona Eastern Railway's Desert Line	208
	Rural Lands	San Diego & Arizona Eastern Railway's Desert Line	9
	Mountain Empire Subregion Total		**1,561**
North County Metro	Commercial	Sprinter	4
	Open Space	Sprinter	1
	Public/Semi-Public Facilities	Sprinter	36
	Village Residential	Sprinter	12
	North County Metro Subregion Total		**53**
Countywide Total			**1,614**

Source: County of San Diego Department of Planning and Land Use GIS, 2008

Potential Noise Sensitive Land Uses within the 65 dB Noise Contour of a Public Use Airport

CPA or Subregion	Land Use	Airport	Acres
Desert Subregion (Borrego Springs)	Public/Semi-Public Facilities	Borrego Airport	151
	Rural Lands (RL-40)		<1
	Desert Subregion Total		**152**
Lakeside CPA	Public/Semi-Public Facilities	Gillespie Field Airport	<1
	Lakeside CPA Total		**<1**
Ramona CPA	Open Space (Conservation)	Ramona Airport	712
	Public/Semi-Public Facilities		136
	Rural Lands (RL-40)		190
	Semi-rural Residential (SR-1)		219
	Village Residential (VR-15)		239
	General Commercial		1
	Ramona CPA Total		**1,497**
Countywide Total			**1,650**

Source: County of San Diego Department of Planning and Land Use GIS, 2008

Potential Noise Sensitive Land Use within Two Miles of a Private Airstrip

CPA/Subregion	Land Use	Airport(s)	Acres
Alpine	National Forest and State Parks	On the Rocks - U.S. Forest Service	3,787
	Rural Lands		2,627
	Alpine CPA Total		**6,414**
Barona	Tribal Lands	Barona Indian Reservation	2,313
	Barona CPA Total		**2,313**
Central Mountain	Rural Lands	Flying T Ranch	76
	Central Mountain Subregion Total		**76**
Desert	National Forest and State Parks	Agua Caliente Airstrip, Borrego Air Ranch, Hunt's Sky Ranch, Ocotillo, Rancho Vallecito - State Parks, Special Use BLM	27,315
	Open Space	Agua Caliente Airstrip, Hunt's Sky Ranch, Rancho Vallecito - State Parks, Special Use BLM, Borrego Air Ranch, Ocotillo	10,850
	Rural Lands	Borrego Air Ranch, Hunt's Sky Ranch, Ocotillo, Rancho Vallecito - State Parks, Special Use BLM	13,494
	Semi-rural Residential	Borrego Air Ranch, Hunt's Sky Ranch, Ocotillo, Special Use BLM	1,331
	Specific Plan Area	Borrego Air Ranch	1,238
	Desert Subregion Total		**54,228**
Jamul-Dulzura	Open Space	John Nichol's Field, Reider Ranch	599
	Public/Semi-Public Facilities	John Nichol's Field, On the Rocks - U.S. Forest Service	8
	Rural Lands	John Nichol's Field, on the Rocks - U.S. Forest Service, Reider Ranch	1,994
	Semi-rural Residential	On the Rocks - U.S. Forest Service	270
	Jamul-Dulzura Subregion Total		**2,871**
Lakeside	Rural Lands	Barona Indian Reservation	69
	Tribal Lands	Barona Indian Reservation	169
	Lakeside CPA Total		**238**
Mountain Empire - Boulevard	Open Space	Personal Use	3,605
	Public/Semi-Public Facilities		303
	Rural Lands		11,496
	Semi-rural Residential		496
	Tribal Lands		80
	Village Residential		11
Mountain Empire - Jacumba	Open Space	Jacumba Airport	1,063
	Public/Semi-Public Facilities		291
	Rural Lands		1,458
	Semi-rural Residential		130
	Specific Plan Area		1,351
	Village Residential		82
Mountain Empire - Lake Morena/Campo	Open Space	Personal Use	1,770
	Public/Semi-Public Facilities		60
	Rural Lands		4,202
	Semi-rural Residential		1,353
	Tribal Lands		608
	Village Residential		14
Mountain Empire - Potrero	Open Space	Reider Ranch	3,106
	Rural Lands		3,945
	Semi-rural Residential		837

Appendix C - Noise Sensitive Land Uses within Noise Contours

CPA/Subregion	Land Use	Airport(s)	Acres
Mountain Empire - Remainder	National Forest and State Parks	Special Use BLM	1,559
	Mountain Empire Subregion Total		**37,820**
North County Metro - Hidden Meadows	Rural Lands	Blackinton	329
	Semi-rural Residential		58
North County Metro - Remainder	Open Space	Lake Wohlford, Personal Use	1,602
	Rural Lands		4,237
	North County Metro Subregion Total		**6,226**
North Mountain - Palomar Mountain	National Forest and State Parks	Lyall-Roberts, Ward Ranch	3,589
	Rural Lands	Ward Ranch	72
	Tribal Lands	Lyall-Roberts	344
North Mountain - Remainder	National Forest and State Parks	Hoffman, Loma Madera Ranch, Personal Use, Ward Ranch, Warner Springs Airport	5,626
	Open Space	Hoffman, Hunt's Sky Ranch, Personal Use, Warner Springs Airport	7,106
	Public/Semi-Public Facilities	Warner Springs Airport	6
	Rural Lands	Hoffman, Hunt's Sky Ranch, Loma Madera Ranch, Personal Use, Ward Ranch, Warner Springs Airport	10,810
	Specific Plan Area	Warner Springs Airport	1,564
	Tribal Lands	Hoffman, Loma Madera Ranch	4,383
	North Mountain Subregion Total		**33,500**
Otay	Open Space	Brown Field, John Nichol's Field	6,268
	Rural Lands	John Nichol's Field	20
	Specific Plan Area	Brown Field, John Nichol's Field	1,208
	Otay Subregion		**7,496**
Pala-Pauma	Open Space	Lyall-Roberts, Pauma Valley Air Park	282
	Public/Semi-Public Facilities		49
	Rural Lands	Lyall-Roberts, Pauma Valley Air Park, Personal Use	10,183
	Semi-rural Residential	Lyall-Roberts, Pauma Valley Air Park	5,673
	Tribal Lands		682
	Village Residential		826
	Pala-Pauma CPA Total		**17,695**
Ramona	Open Space	Barona Indian Reservation, Flying T Ranch, Hoffman	902
	Public/Semi-Public Facilities	Barona Indian Reservation	74
	Rural Lands	Barona Indian Reservation, Flying T Ranch, Hoffman	9,729
	Semi-rural Residential	Barona Indian Reservation	1,649
	Tribal Lands	Barona Indian Reservation, Flying T Ranch, Hoffman	1,715
	Village Residential	Barona Indian Reservation	316
	Ramona CPA Total		**14,385**
Valley Center	Open Space	Lake Wohlford	412
	Public/Semi-Public Facilities	Blackinton, Lake Wohlford	203
	Rural Lands		2,773
	Semi-rural Residential	Blackinton, Lake Wohlford, Lyall-Roberts, Pauma Valley Air Park	7,738
	Specific Plan Area	Lake Wohlford	681
	Tribal Lands		346
	Valley Center CPA Total		**12,153**
Countywide Total			**195,415**

Source: County of San Diego Department of Planning and Land Use GIS, 2008

Appendix D

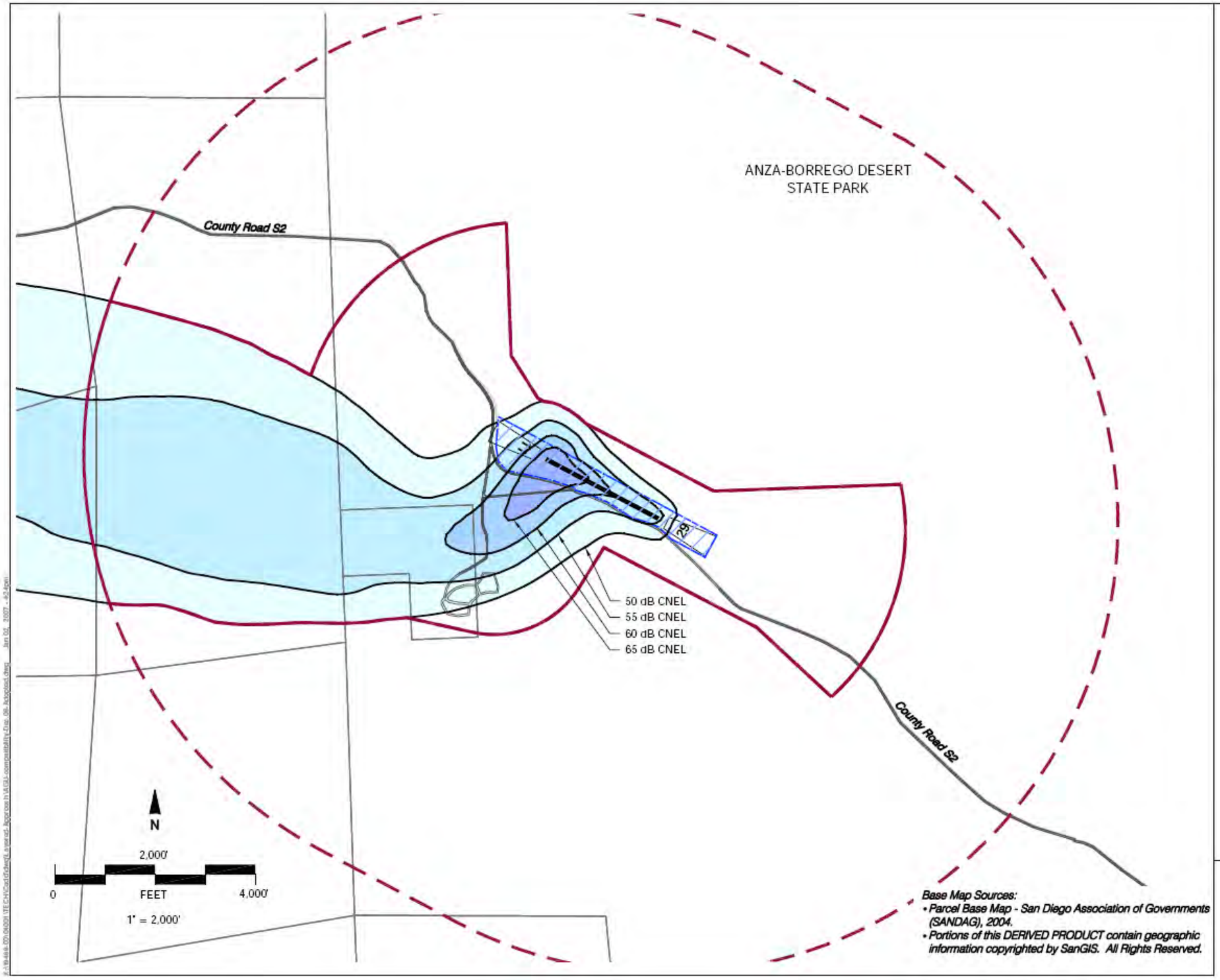
Individual Airport Noise Contour Maps

AGUA CALIENTE AIRPORT POLICIES

Land Use Category	Exterior Noise Exposure (dB CNEL)					
	50–55	55–60	60–65	65–70	70–75	75-80
Agricultural, Recreational, and Animal-Related						
outdoor amphitheaters						
zoos; animal shelters; children-oriented neighborhood parks; playgrounds; interactive nature exhibits						
regional parks; athletic fields; golf courses; outdoor spectator sports; water recreation facilities; horse stables						
nature preserves; wildlife preserves; livestock breeding or farming						
agriculture (except residences and livestock); fishing						
Residential, Lodging, and Care						
residential (including single-family, multi-family, and mobile homes)*						
residential hotels; retirement homes hospitals; nursing homes; intermediate care facilities			45			
hotels; motels; other transient lodging			45	45		
Public						
schools; libraries			45			
auditoriums; concert halls; indoor arenas places of worship; cemeteries			45	45		
Commercial and Industrial						
office buildings; office areas of industrial facilities; medical clinics; clinical laboratories commercial – retail; shopping centers restaurants; movie theaters				50	50	
commercial – wholesale; research & development					50	
extractive industry; industrial; manufacturing; utilities; public rights-of-way						

Land Use	Acceptability	Interpretation/Comments
	Compatible	*Indoor Uses:* Standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL) *Outdoor Uses:* Activities associated with the land use may be carried out with essentially no interference from aircraft noise * The maximum acceptable noise exposure for new residential development in the vicinity of Agua Caliente Airport is set at the rural community standard of 55 dB CNEL. See Policy AGU.1.3
45	*Conditional*	*Indoor Uses:* Building structure must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice *Outdoor Uses:* CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses
	Incompatible	*Indoor Uses:* Unacceptable noise interference if window are open; at exposures above 65 dB CNEL, extensive mitigation techniques required to make the indoor environment acceptable for performance of activities *Outdoor Uses:* Severe noise interference makes outdoor activities unacceptable

Noise Compatibility Criteria



Base Map Sources:
- *Parcel Base Map - San Diego Association of Governments (SANDAG), 2004.*
- *Portions of this DERIVED PRODUCT contain geographic information copyrighted by SanGIS. All Rights Reserved.*

Legend

Boundary Lines
- Airport Property Line
- Parcel Line

Noise Impact Zones*
- 50 - 55 dB CNEL
- 55 - 60 dB CNEL
- 60 - 65 dB CNEL
- 65 + dB CNEL

Future Average Annual Day (10 Operations)

Airport Influence Area
- Review Area 1
- Review Area 2

Notes

* Source: Harris Miller Miller & Hanson, Inc. (November 2004).

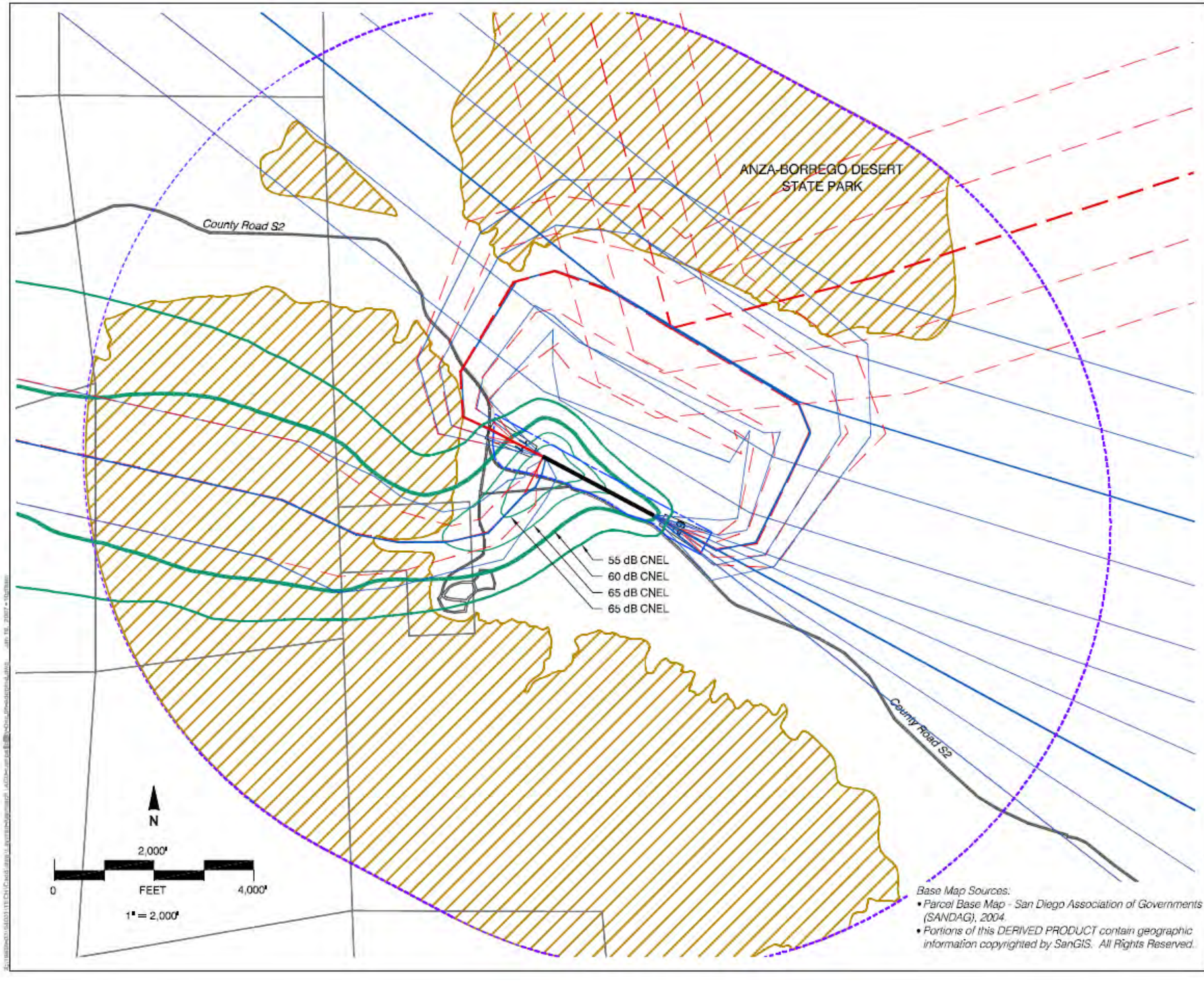
See Table AGU-1 for criteria applicable within each zone.

50 dB CNEL contour continues westward, not closing within study area because of low altitudes of helicopters along flight track.

AIRPORT LAND USE COMMISSION
SAN DIEGO COUNTY

Agua Caliente Airport
Land Use Compatibility Plan
(Adopted December 2006)

Compatibility Policy Map: Noise



Base Map Sources:
- *Parcel Base Map - San Diego Association of Governments (SANDAG), 2004.*
- *Portions of this DERIVED PRODUCT contain geographic information copyrighted by SanGIS. All Rights Reserved.*

Legend

Boundary Lines
- Airport Property Line
- Parcel Line

Modeled Flight Tracks

Primary Tracks
- Arrivals
- Departures

Sub-Tracks
- Arrivals
- Departures

Other Noise Compatibility Factors
- FAR Part 77 Conical Surface Limits
- No Terrain Penetration of FAR Part 77 Surfaces

Calculated Noise Contours*
- 50 dB CNEL
- 55 dB CNEL — Future Average
- 60 dB CNEL — Annual Day
- 65 dB CNEL — (10 Operations)

Notes

* Source: Harris Miller Miller & Hanson, Inc. (November 2004).

50 dB CNEL contour continues westward, not closing within study area because of low altitudes of helicopters along flight track.

AIRPORT LAND USE COMMISSION
SAN DIEGO COUNTY

Agua Caliente Airport
Land Use Compatibility Plan

(Adopted December 2006)

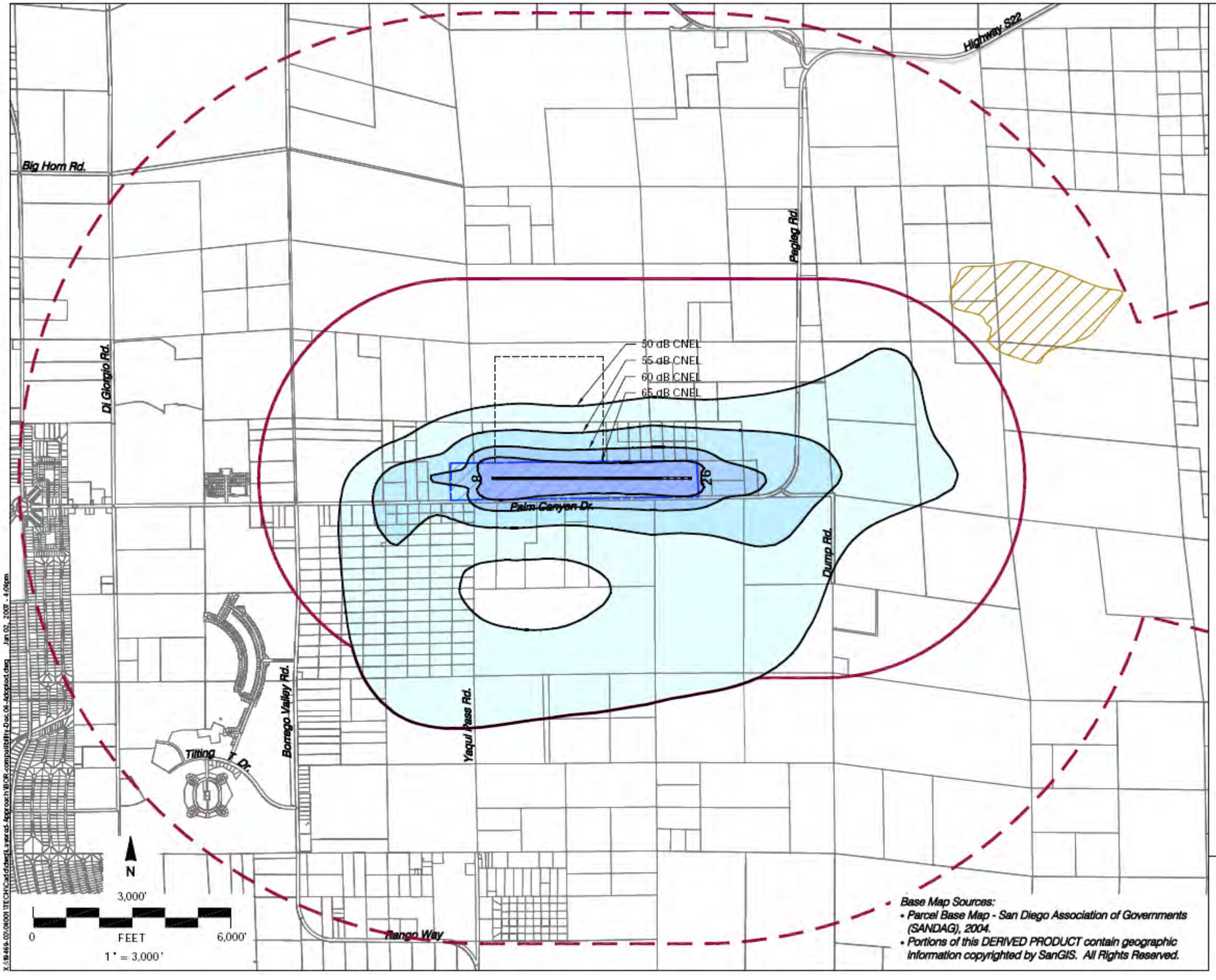
Compatibility Data: Noise

BORREGO VALLEY AIRPORT POLICIES

Land Use Category	Exterior Noise Exposure (dB CNEL) 50–55	55–60	60–65	65–70	70–75	75-80
Agricultural, Recreational, and Animal-Related						
outdoor amphitheaters						
zoos; animal shelters; children-oriented neighborhood parks; playgrounds; interactive nature exhibits						
regional parks; athletic fields; golf courses; outdoor spectator sports; water recreation facilities; horse stables						
nature preserves; wildlife preserves; livestock breeding or farming						
agriculture (except residences and livestock); fishing						
Residential, Lodging, and Care						
residential (including single-family, multi-family, and mobile homes)*						
residential hotels; retirement homes hospitals; nursing homes; intermediate care facilities			45			
hotels; motels; other transient lodging			45	45		
Public						
schools; libraries			45			
auditoriums; concert halls; indoor arenas places of worship; cemeteries			45	45		
Commercial and Industrial						
office buildings; office areas of industrial facilities; medical clinics; clinical laboratories commercial – retail; shopping centers restaurants; movie theaters				50	50	
commercial – wholesale; research & development					50	
extractive industry; industrial; manufacturing; utilities; public rights-of-way						

Land Use	Acceptability	Interpretation/Comments
	Compatible	*Indoor Uses:* Standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL) *Outdoor Uses:* Activities associated with the land use may be carried out with essentially no interference from aircraft noise * The maximum acceptable noise exposure for new residential development in the vicinity of Borrego Valley Airport is set at the rural community standard of 55 dB CNEL. See Policy BOR.1.3
45	*Conditional*	*Indoor Uses:* Building structure must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice *Outdoor Uses:* CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses
	Incompatible	*Indoor Uses:* Unacceptable noise interference if window are open; at exposures above 65 dB CNEL, extensive mitigation techniques required to make the indoor environment acceptable for performance of activities *Outdoor Uses:* Severe noise interference makes outdoor activities unacceptable

Noise Compatibility Criteria



Legend

Boundary Lines
- Airport Property Line
- Parcel Line

Noise Impact Zones*
- 50 - 55 dB CNEL
- 55 - 60 dB CNEL
- 60 - 65 dB CNEL
- 65 + dB CNEL

Future Average Annual Day (137 Operations)

Airport Influence Area
- Review Area 1
- Review Area 2

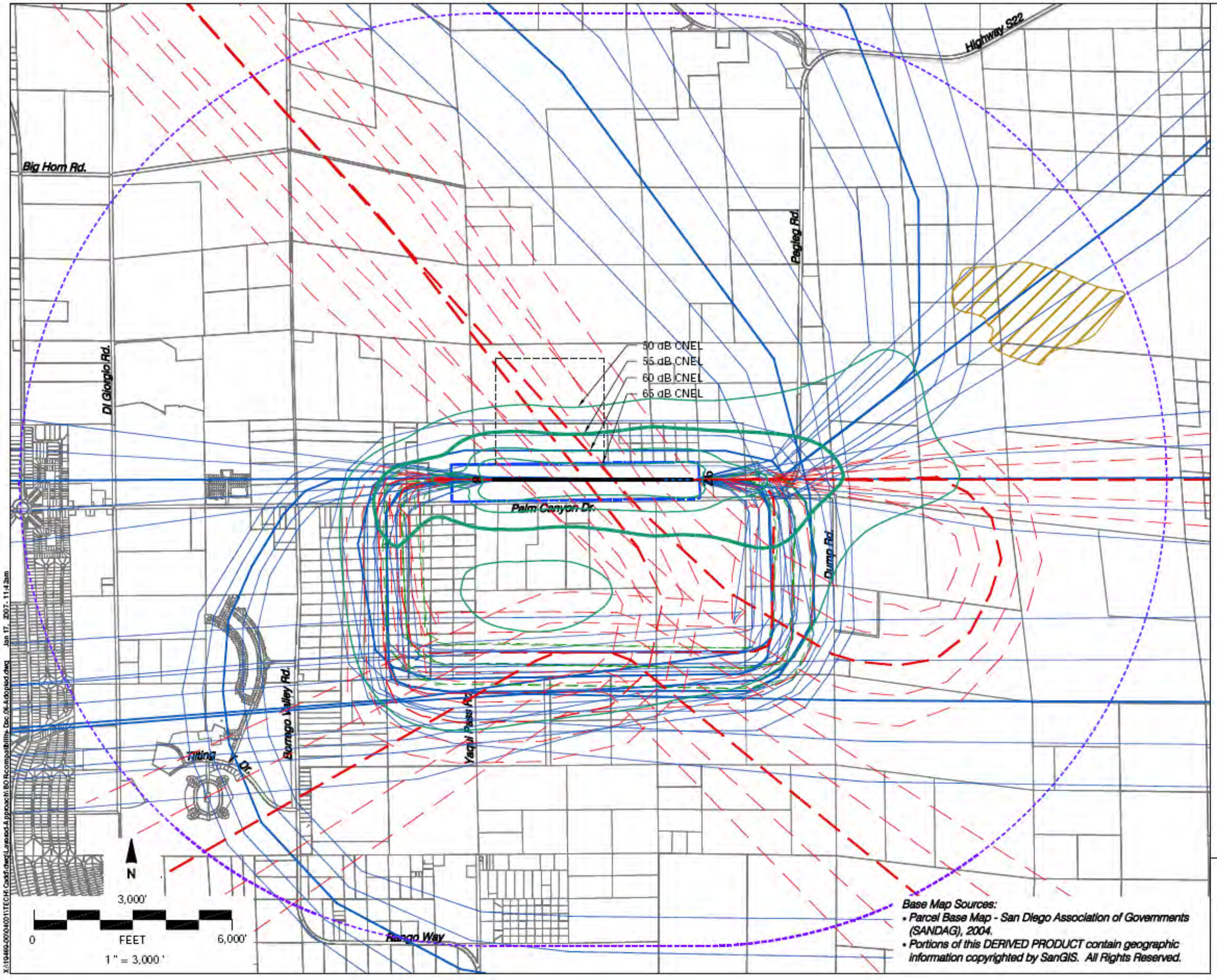
Notes
* Source: Harris Miller Miller & Hanson, Inc. (November 2004).

See Table BOR-1 for criteria applicable within each zone.

AIRPORT LAND USE COMMISSION
SAN DIEGO COUNTY

Borrego Valley Airport
Land Use Compatibility Plan
(Adopted December 2006)

Compatibility Policy Map: Noise



Legend

Boundary Lines
- Airport Property Line
- Parcel Line

Modeled Flight Tracks
- Primary Tracks
  - Arrivals
  - Departures
  - Touch and Go
- Sub-Tracks
  - Arrivals
  - Departures
  - Touch and Go

Other Noise Compatibility Factors
- FAR Part 77 Conical Surface Limits
- Terrain Penetration of FAR Part 77 Surfaces

Noise Impact Zones*
- 65 dB CNEL
- 60 dB CNEL
- 55 dB CNEL
- 50 dB CNEL

Future Average Annual Day (137 Operations)

Notes

* Source: Harris Miller Miller & Hanson, Inc. (November 2004).

AIRPORT LAND USE COMMISSION
SAN DIEGO COUNTY

Borrego Valley Airport
Land Use Compatibility Plan
(Adopted December 2006)

Compatibility Data: Noise

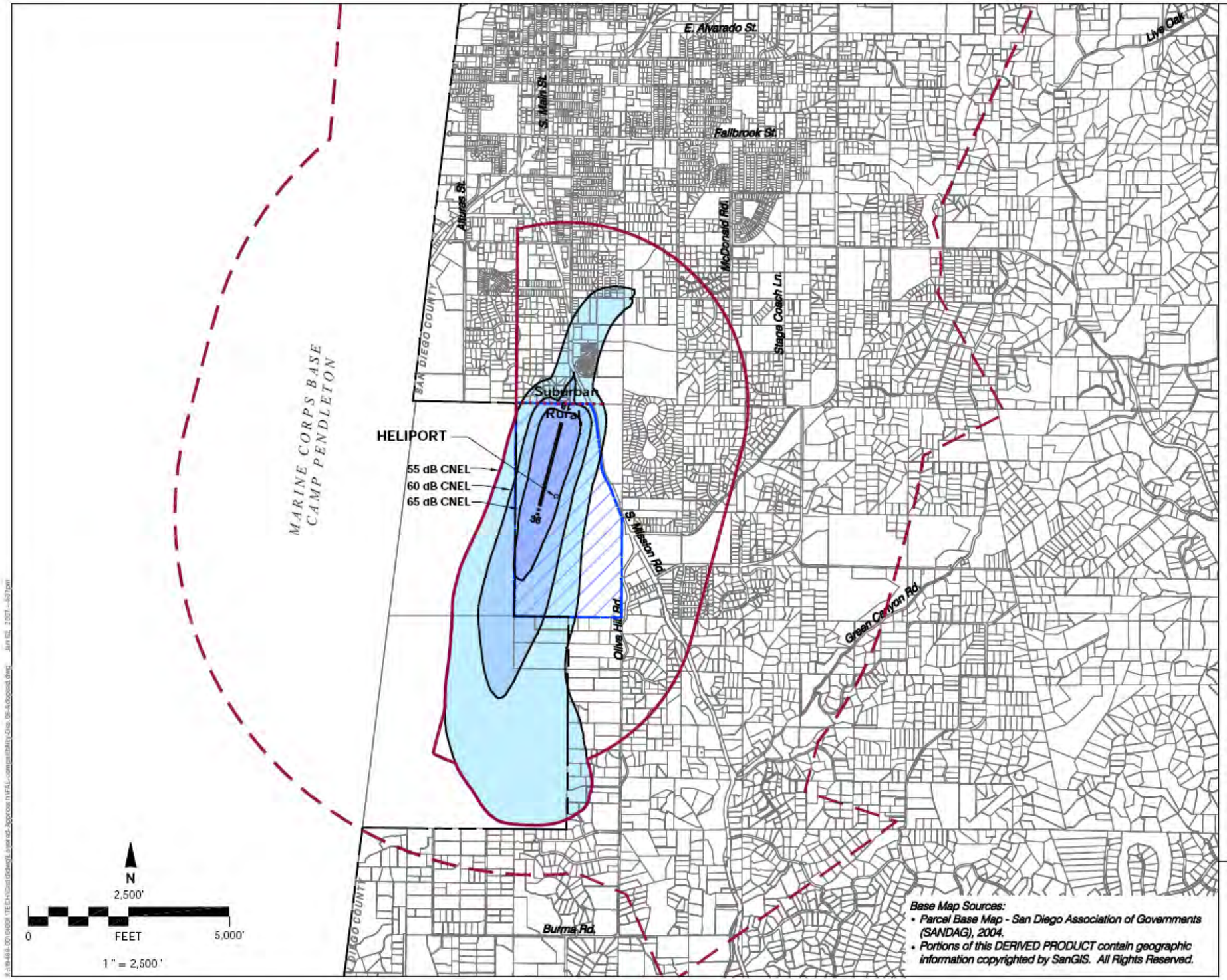
FALLBROOK COMMUNITY AIRPARK POLICIES

Land Use Category	Exterior Noise Exposure (dB CNEL)					
	50–55	55–60	60–65	65–70	70–75	75–80
Agricultural, Recreational, and Animal-Related						
outdoor amphitheaters						
zoos; animal shelters; children-oriented neighborhood parks; playgrounds; interactive nature exhibits						
regional parks; athletic fields; golf courses; outdoor spectator sports; water recreation facilities; horse stables						
nature preserves; wildlife preserves; livestock breeding or farming						
agriculture (except residences and livestock); fishing						
Residential, Lodging, and Care						
residential (including single-family, multi-family, and mobile homes)*		North South				
residential hotels; retirement homes hospitals; nursing homes; intermediate care facilities			45			
hotels; motels; other transient lodging			45	45		
Public						
schools; libraries			45			
auditoriums; concert halls; indoor arenas places of worship; cemeteries			45	45		
Commercial and Industrial						
office buildings; office areas of industrial facilities; medical clinics; clinical laboratories commercial – retail; shopping centers restaurants; movie theaters				50	50	
commercial – wholesale; research & development					50	
extractive industry; industrial; manufacturing; utilities; public rights-of-way						

Land Use	Acceptability	Interpretation/Comments
	Compatible	*Indoor Uses:* Standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL) *Outdoor Uses:* Activities associated with the land use may be carried out with essentially no interference from aircraft noise * The maximum acceptable noise exposure for new residential development in the vicinity of Fallbrook Community Airpark is set at the suburban community standard of 60 dB CNEL for the northern part of the airport influence area and at the rural standard 55 dB CNEL for the southern part of the airport influence area. See Policy FAL.1.3
45	*Conditional*	*Indoor Uses:* Building structure must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice *Outdoor Uses:* CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses
	Incompatible	*Indoor Uses:* Unacceptable noise interference if window are open; at exposures above 65 dB CNEL, extensive mitigation techniques required to make the indoor environment acceptable for performance of activities *Outdoor Uses:* Severe noise interference makes outdoor activities unacceptable

Noise Compatibility Criteria

Fallbrook Community Airpark Land Use Compatibility Plan (Adopted December 2006)



Legend

Boundary Lines

- Airport Property Line
- Parcel Line
- MCB Camp Pendleton

Noise Impact Zones*

- 55 - 60 dB CNEL
- 60 - 65 dB CNEL
- 65 + dB CNEL

Future Average Annual Day (142 Operations)

Airport Influence Area

- Review Area 1
- Review Area 2

Notes

* Source: Harris Miller Miller & Hanson, Inc. (November 2004).

See Table FAL-1 for criteria applicable within each zone.

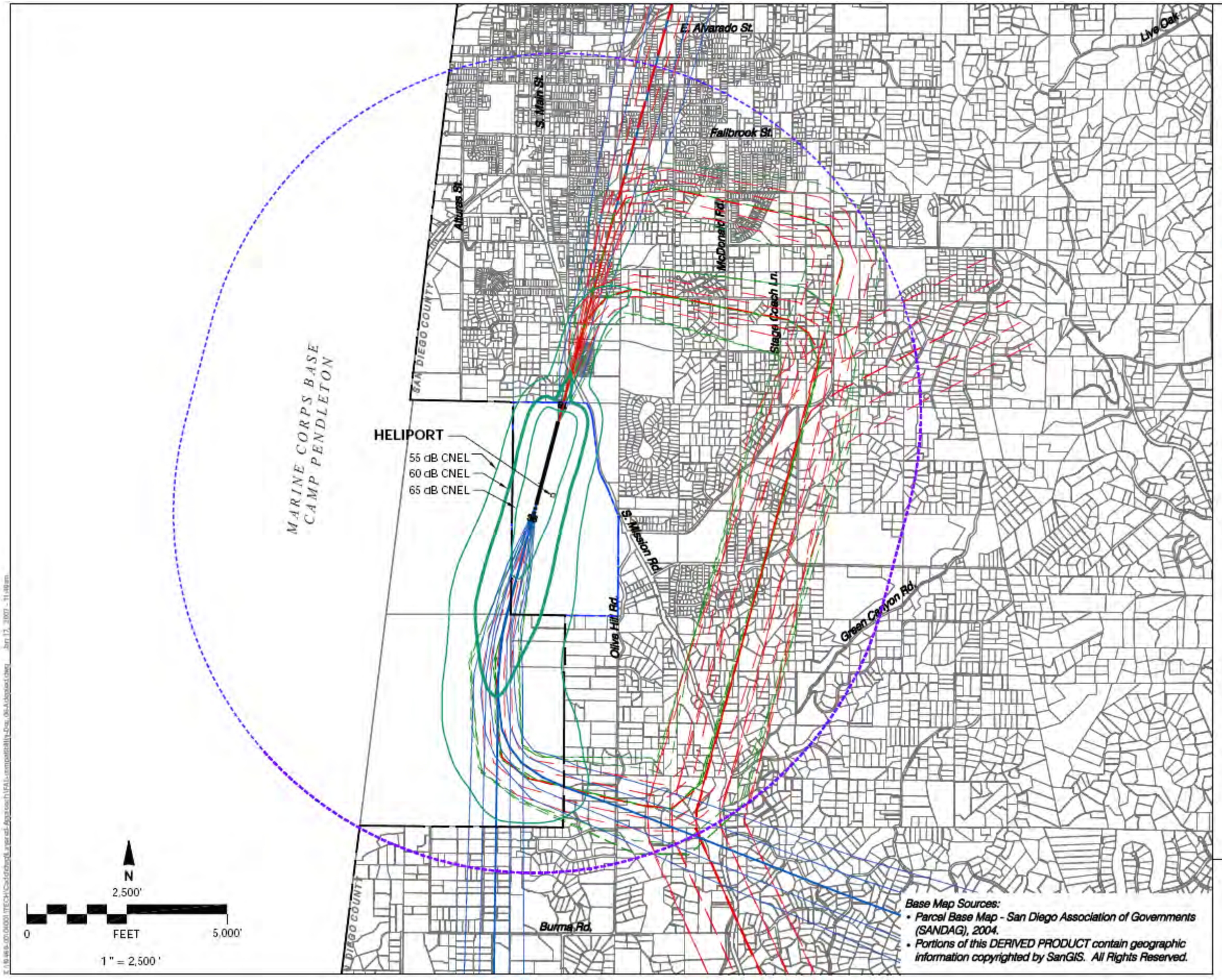
Suburban criteria apply to zones at the North end of the runway; rural criteria apply to the remainder of the Airport Influence Area.

Mapped noise contours are a blending of two sets of future noise contours reflecting:
1) Future aircraft activity on existing runway alignment
2) Future aircraft activity on future runway alignment

AIRPORT LAND USE COMMISSION
SAN DIEGO COUNTY

Fallbrook Community Airpark
Land Use Compatibility Plan
(Adopted December 2006)

Compatibility Policy Map: Noise



Legend

Boundary Lines
- Airport Property Line
- Parcel Line
- MCB Camp Pendleton

Modeled Flight Tracks*
- Primary Tracks
  - Arrivals
  - Departures
  - Touch and Go
- Sub-Tracks
  - Arrivals
  - Departures
  - Touch and Go

Other Noise Compatibility Factors
- FAR Part 77 Conical Surface Limits
- No Terrain Penetration of FAR Part 77 Surfaces

Calculated Noise Contours*
- 55 dB CNEL
- 60 dB CNEL
- 65 dB CNEL

Future Average Annual Day (142 Operations)

Notes

* Source: Harris Miller Miller & Hanson, Inc. (November 2004).

Mapped noise contours are blending of two sets of future noise contours reflecting:
1) Future aircraft activity on existing runway alignment
2) Future aircraft activity on future runway alignment

AIRPORT LAND USE COMMISSION
SAN DIEGO COUNTY

Fallbrook Community Airpark
Land Use Compatibility Plan
(Adopted December 2006)

Compatibility Data: Noise

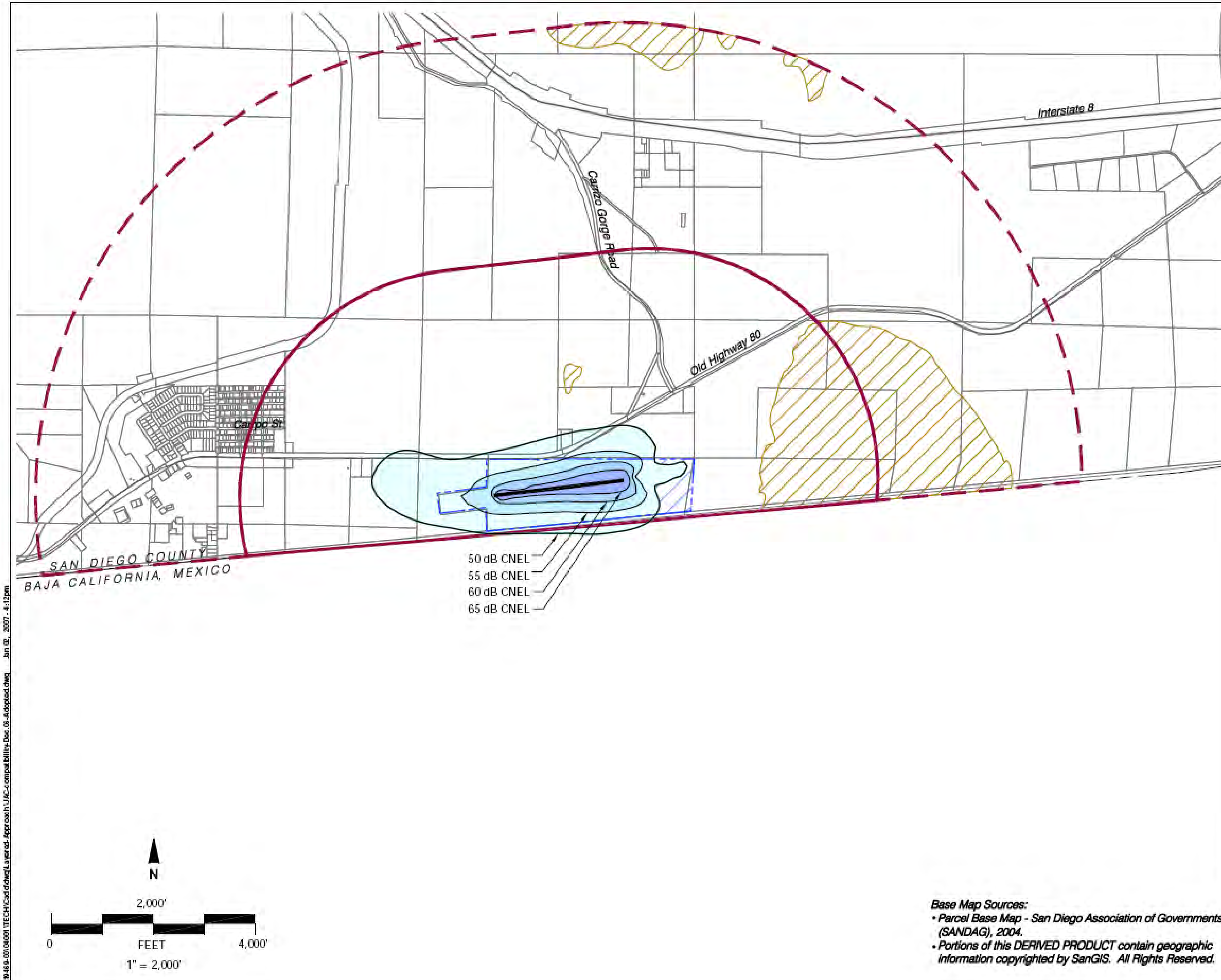
JACUMBA AIRPORT POLICIES

Land Use Category	Exterior Noise Exposure (dB CNEL) 50–55	55–60	60–65	65–70	70–75	75-80
Agricultural, Recreational, and Animal-Related						
outdoor amphitheaters						
zoos; animal shelters; children-oriented neighborhood parks; playgrounds; interactive nature exhibits						
regional parks; athletic fields; golf courses; outdoor spectator sports; water recreation facilities; horse stables						
nature preserves; wildlife preserves; livestock breeding or farming						
agriculture (except residences and livestock); fishing						
Residential, Lodging, and Care						
residential (including single-family, multi-family, and mobile homes)*						
residential hotels; retirement homes hospitals; nursing homes; intermediate care facilities			45			
hotels; motels; other transient lodging			45	45		
Public						
schools; libraries			45			
auditoriums; concert halls; indoor arenas places of worship; cemeteries			45	45		
Commercial and Industrial						
office buildings; office areas of industrial facilities; medical clinics; clinical laboratories commercial – retail; shopping centers restaurants; movie theaters				50	50	
commercial – wholesale; research & development					50	
extractive industry; industrial; manufacturing; utilities; public rights-of-way						

Land Use	Acceptability	Interpretation/Comments
	Compatible	*Indoor Uses:* Standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL) *Outdoor Uses:* Activities associated with the land use may be carried out with essentially no interference from aircraft noise * The maximum acceptable noise exposure for new residential development in the vicinity of Jacumba Airport is set at the rural community standard of 55 dB CNEL. See Policy JAC.1.3.
45	*Conditional*	*Indoor Uses:* Building structure must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice *Outdoor Uses:* CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses
	Incompatible	*Indoor Uses:* Unacceptable noise interference if window are open; at exposures above 65 dB CNEL, extensive mitigation techniques required to make the indoor environment acceptable for performance of activities *Outdoor Uses:* Severe noise interference makes outdoor activities unacceptable

Noise Compatibility Criteria

Jacumba Airport Land Use Compatibility Plan (Adopted December 2006)



Legend

Boundary Lines
- Airport Property Line
- Parcel Line

Noise Impace Zones*
- 50 - 55 dB CNEL
- 55 - 60 dB CNEL
- 60 - 65 dB CNEL
- 65 + dB CNEL

Future Average Annual Day (9 Operations)

Airport Influence Area
- Review Area 1
- Review Area 2

Notes
* Source: Harris Miller Miller & Hanson, Inc. (November 2004).

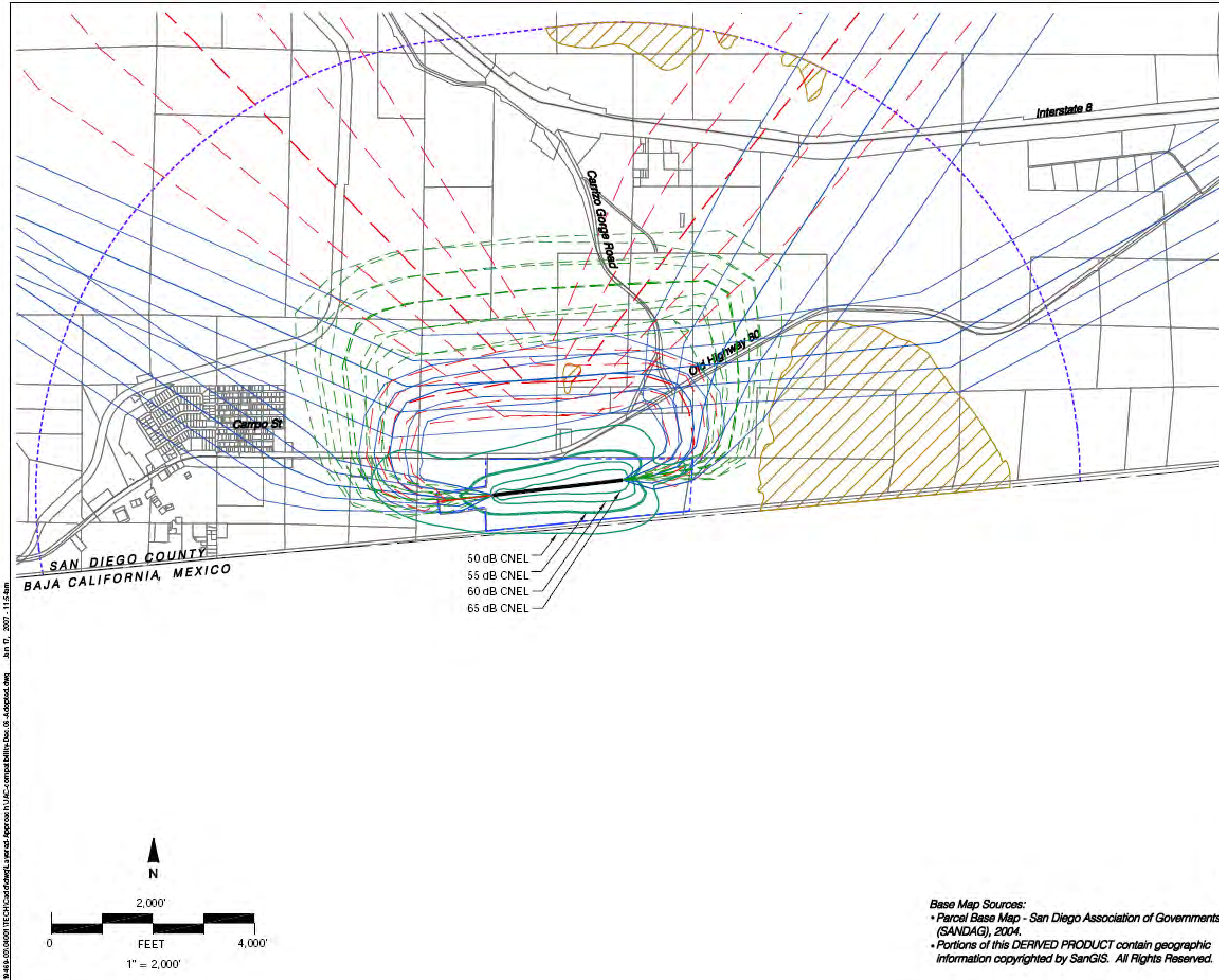
See Table JAC-1 for criteria applicable within each zone.

AIRPORT LAND USE COMMISSION
SAN DIEGO COUNTY

Jacumba Airport
Land Use Compatibility Plan

(Adopted December 2006)

Compatibility Policy Map: Noise



Base Map Sources:
- *Parcel Base Map - San Diego Association of Governments (SANDAG), 2004.*
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Legend

Boundary Lines
- Airport Property Line
- Parcel Line

Modeled Flight Tracks*

Primary Tracks
- Arrivals
- Departures
- Touch and Go

Sub-Tracks
- Arrivals
- Departures
- Touch and Go

Other Noise Compatibility Factors
- FAR Part 77 Conical Surface Limits
  No Terrain Penetration of FAR Part 77 Surfaces

Calculated Noise Contours*
- 55 dB CNEL
- 60 dB CNEL
- 65 dB CNEL

Future Average Annual Day (9 Operations)

Notes
* Source: Harris Miller Miller & Hanson, Inc. (November 2004).

AIRPORT LAND USE COMMISSION
SAN DIEGO COUNTY

Jacumba Airport
Land Use Compatibility Plan
(Adopted December 2006)

Compatibility Data: Noise

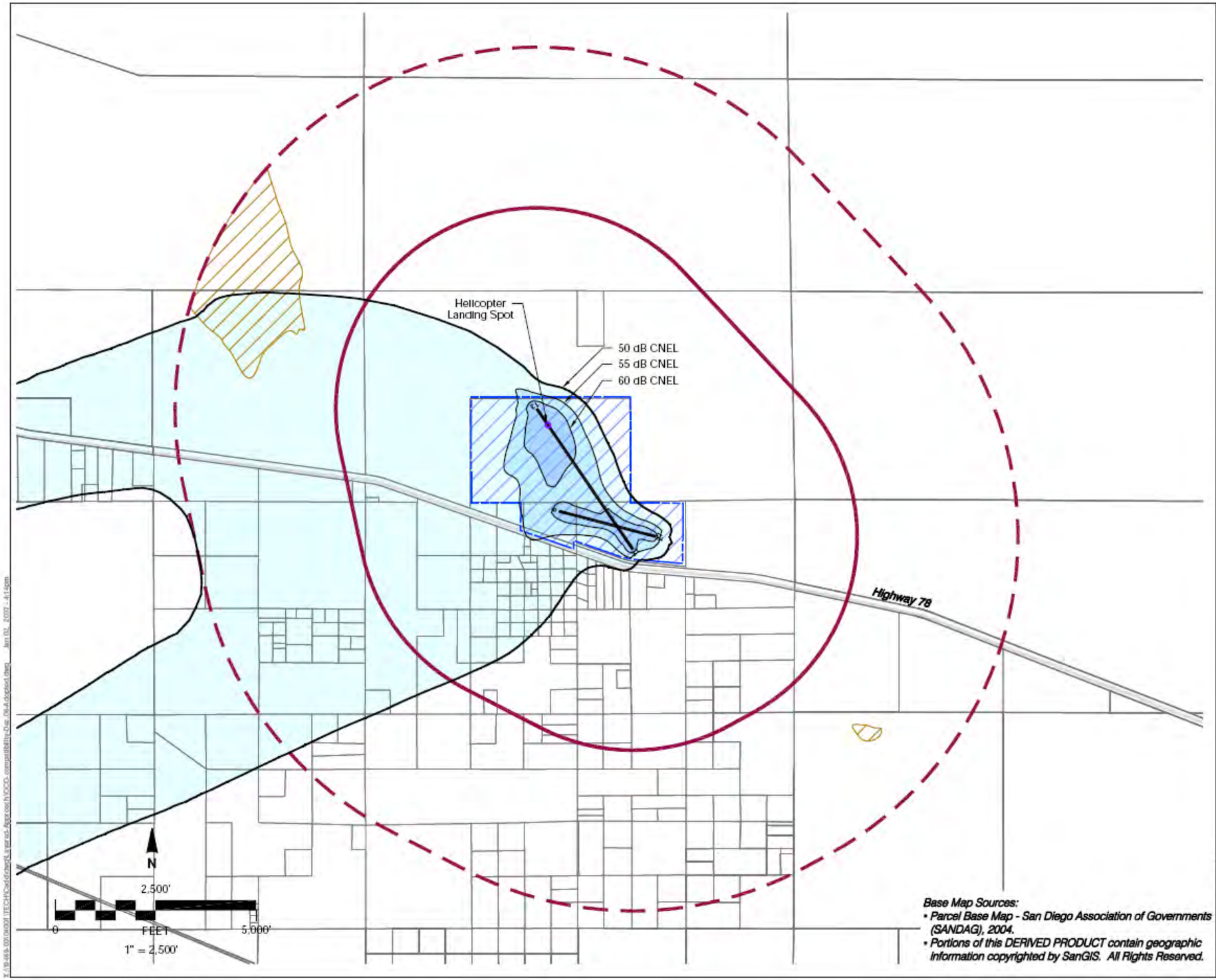
OCOTILLO AIRPORT POLICIES

Land Use Category	Exterior Noise Exposure (dB CNEL)					
	50–55	55–60	60–65	65–70	70–75	75-80
Agricultural, Recreational, and Animal-Related						
outdoor amphitheaters						
zoos; animal shelters; children-oriented neighborhood parks; playgrounds; interactive nature exhibits						
regional parks; athletic fields; golf courses; outdoor spectator sports; water recreation facilities; horse stables						
nature preserves; wildlife preserves; livestock breeding or farming						
agriculture (except residences and livestock); fishing						
Residential, Lodging, and Care						
residential (including single-family, multi-family, and mobile homes)*						
residential hotels; retirement homes hospitals; nursing homes; intermediate care facilities			45			
hotels; motels; other transient lodging			45	45		
Public						
schools; libraries			45			
auditoriums; concert halls; indoor arenas places of worship; cemeteries			45	45		
Commercial and Industrial						
office buildings; office areas of industrial facilities; medical clinics; clinical laboratories commercial – retail; shopping centers restaurants; movie theaters				50	50	
commercial – wholesale; research & development					50	
extractive industry; industrial; manufacturing; utilities; public rights-of-way						

Land Use	Acceptability	Interpretation/Comments
	Compatible	*Indoor Uses:* Standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL) *Outdoor Uses:* Activities associated with the land use may be carried out with essentially no interference from aircraft noise * The maximum acceptable noise exposure for new residential development in the vicinity of Ocotillo Airport is set at the rural community standard of 55 dB CNEL. See Policy OCO.1.3
45	*Conditional*	*Indoor Uses:* Building structure must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice *Outdoor Uses:* CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses
	Incompatible	*Indoor Uses:* Unacceptable noise interference if window are open; at exposures above 65 dB CNEL, extensive mitigation techniques required to make the indoor environment acceptable for performance of activities *Outdoor Uses:* Severe noise interference makes outdoor activities unacceptable

Noise Compatibility Criteria

Ocotillo Airport Land Use Compatibility Plan (Adopted December 2006)



Legend

Boundary Lines
- Airport Property Line
- Parcel Line

Noise Impact Zones (Future Average Annual Day (8 Operations))
- 50 - 55 dB CNEL
- 55 - 60 dB CNEL
- 60 - 65 dB CNEL

Airport Influence Area
- Review Area 1
- Review Area 2

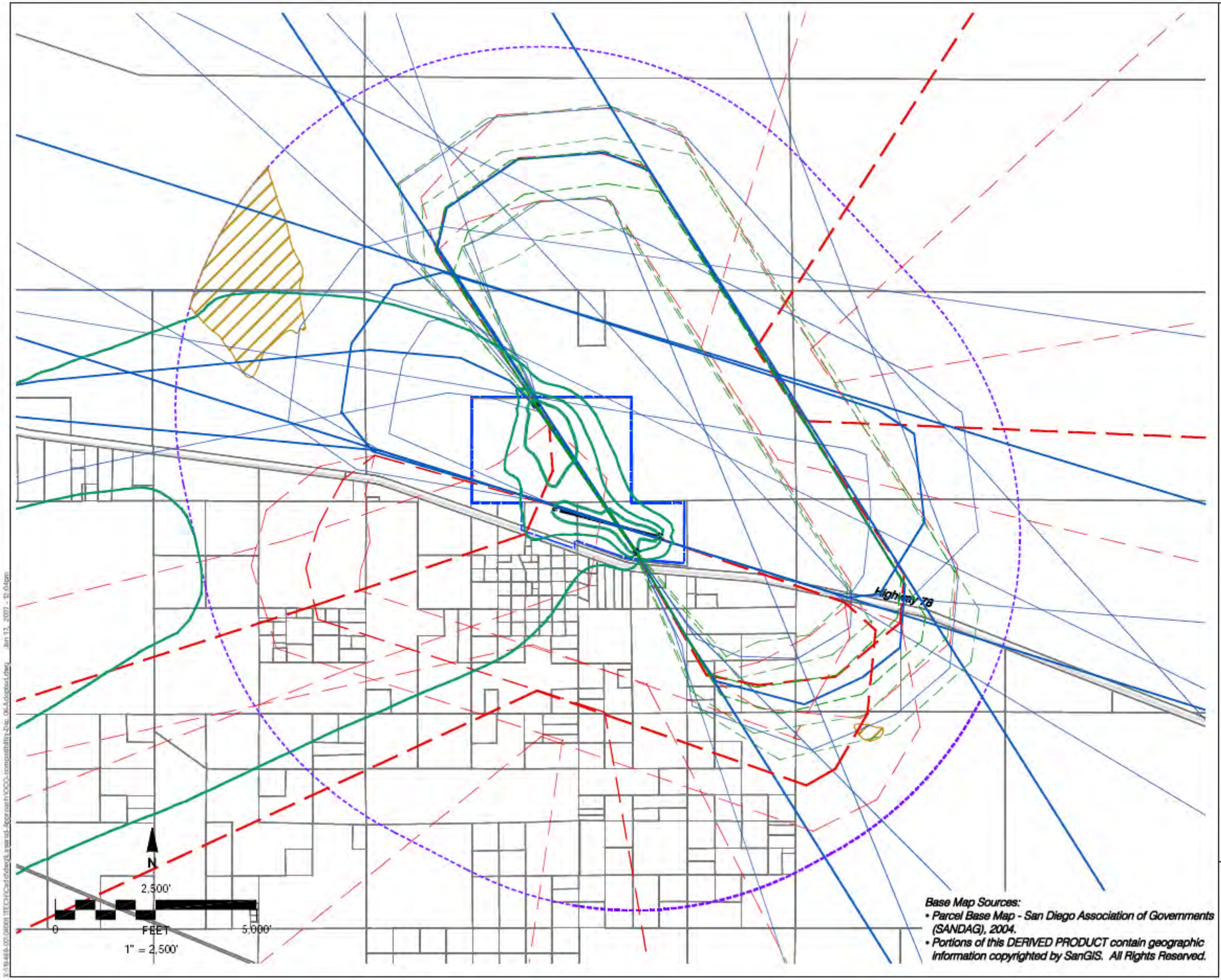
Notes
* Source: Harris Miller Miller & Hanson, Inc. (November 2004).

See Table OCO-1 for criteria applicable within each zone.

AIRPORT LAND USE COMMISSION
SAN DIEGO COUNTY

Ocotillo Airport
Land Use Compatibility Plan
(Adopted December 2006)

Compatibility Policy Map: Noise



Legend

Boundary Lines
- Airport Property Line
- Parcel Line

Modeled Flight Tracks
- Primary Tracks
  - Arrivals
  - Departures
  - Touch and Go
- Sub-Tracks
  - Arrivals
  - Departures
  - Touch and Go

Calculated Noise Contours*
- 60 dB CNEL
- 55 dB CNEL
- 50 dB CNEL

Future Average Annual Day (8 Operations)

Notes

* Source: Harris Miller Miller & Hanson, Inc. (November 2004).

Base Map Sources:
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AIRPORT LAND USE COMMISSION
SAN DIEGO COUNTY

Ocotillo Airport
Land Use Compatibility Plan
(Adopted December 2006)

Compatibility Data: Noise

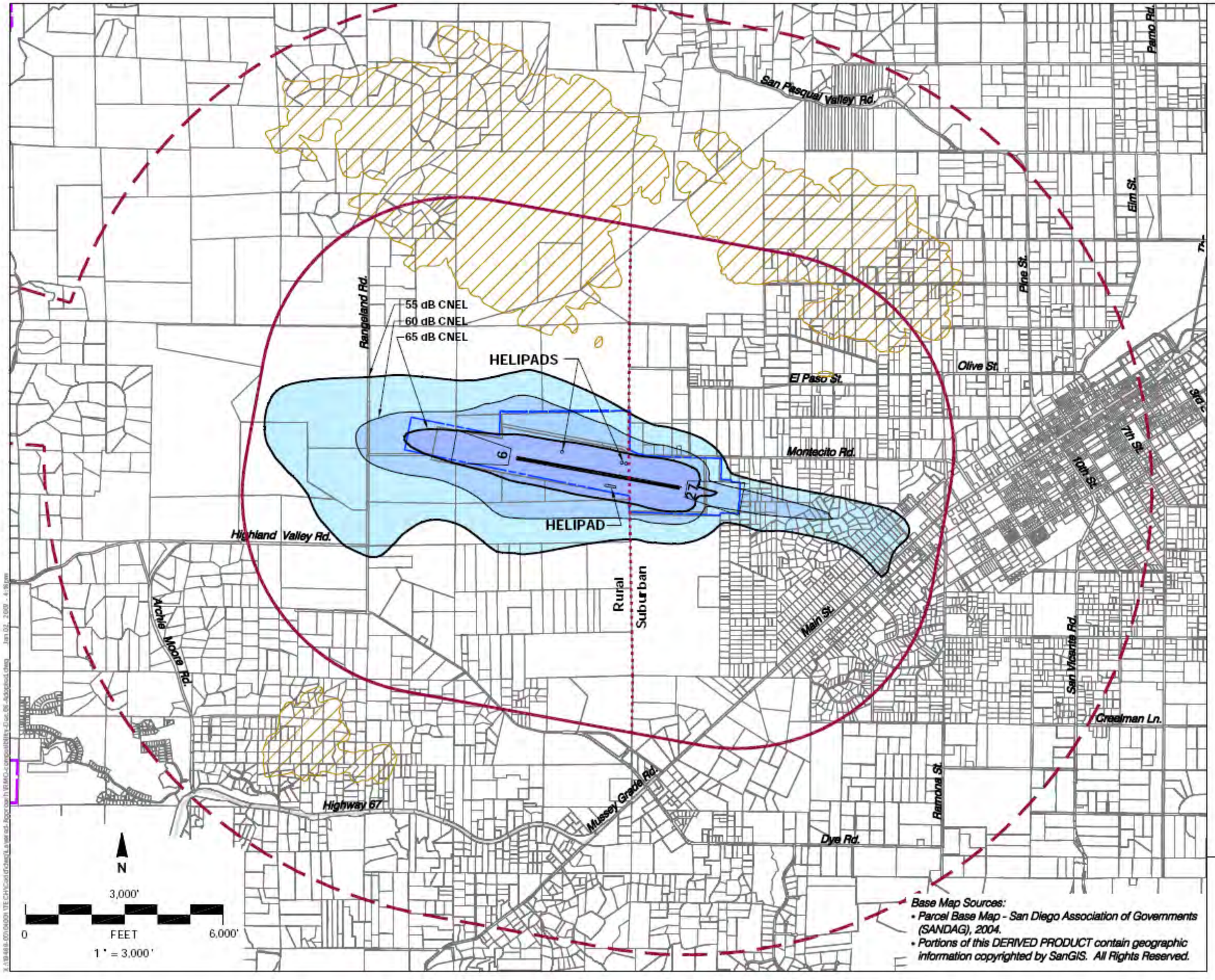
RAMONA AIRPORT POLICIES

Land Use Category	Exterior Noise Exposure (dB CNEL) 50–55	55–60	60–65	65–70	70–75	75-80
Agricultural, Recreational, and Animal-Related						
outdoor amphitheaters						
zoos; animal shelters; children-oriented neighborhood parks; playgrounds; interactive nature exhibits						
regional parks; athletic fields; golf courses; outdoor spectator sports; water recreation facilities; horse stables						
nature preserves; wildlife preserves; livestock breeding or farming						
agriculture (except residences and livestock); fishing						
Residential, Lodging, and Care						
residential (including single-family, multi-family, and mobile homes)*		East / West				
residential hotels; retirement homes hospitals; nursing homes; intermediate care facilities			45			
hotels; motels; other transient lodging			45	45		
Public						
schools; libraries			45			
auditoriums; concert halls; indoor arenas places of worship; cemeteries			45	45		
Commercial and Industrial						
office buildings; office areas of industrial facilities; medical clinics; clinical laboratories commercial – retail; shopping centers restaurants; movie theaters				50	50	
commercial – wholesale; research & development					50	
extractive industry; industrial; manufacturing; utilities; public rights-of-way						

Land Use	Acceptability	Interpretation/Comments
	Compatible	*Indoor Uses:* Standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL) *Outdoor Uses:* Activities associated with the land use may be carried out with essentially no interference from aircraft noise * The maximum acceptable noise exposure for new residential development in the vicinity of Ramona Airport is set at the suburban community standard of 60 dB CNEL for the eastern part of the airport influence area and at the rural standard of 55 dB CNEL for the western part of the airport influence area. See Policy RMO.1.3
45	*Conditional*	*Indoor Uses:* Building structure must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice *Outdoor Uses:* CNEL is acceptable for outdoor activities, although some noise interference may occur; caution should be exercised with regard to noise-sensitive uses
	Incompatible	*Indoor Uses:* Unacceptable noise interference if window are open; at exposures above 65 dB CNEL, extensive mitigation techniques required to make the indoor environment acceptable for performance of activities *Outdoor Uses:* Severe noise interference makes outdoor activities unacceptable

Noise Compatibility Criteria

Ramona Airport Land Use Compatibility Plan (Adopted December 2006)



Legend

Boundary Lines

- Airport Property Line
- Parcel Line

Noise Impact Zones*

- 55 - 60 dB CNEL
- 60 - 65 dB CNEL
- 65 + dB CNEL

Future Average Annual Day (540 Operations)

Airport Influence Area

- Review Area 1
- Review Area 2

Notes

* Source: Harris Miller Miller & Hanson, Inc. (November 2004).

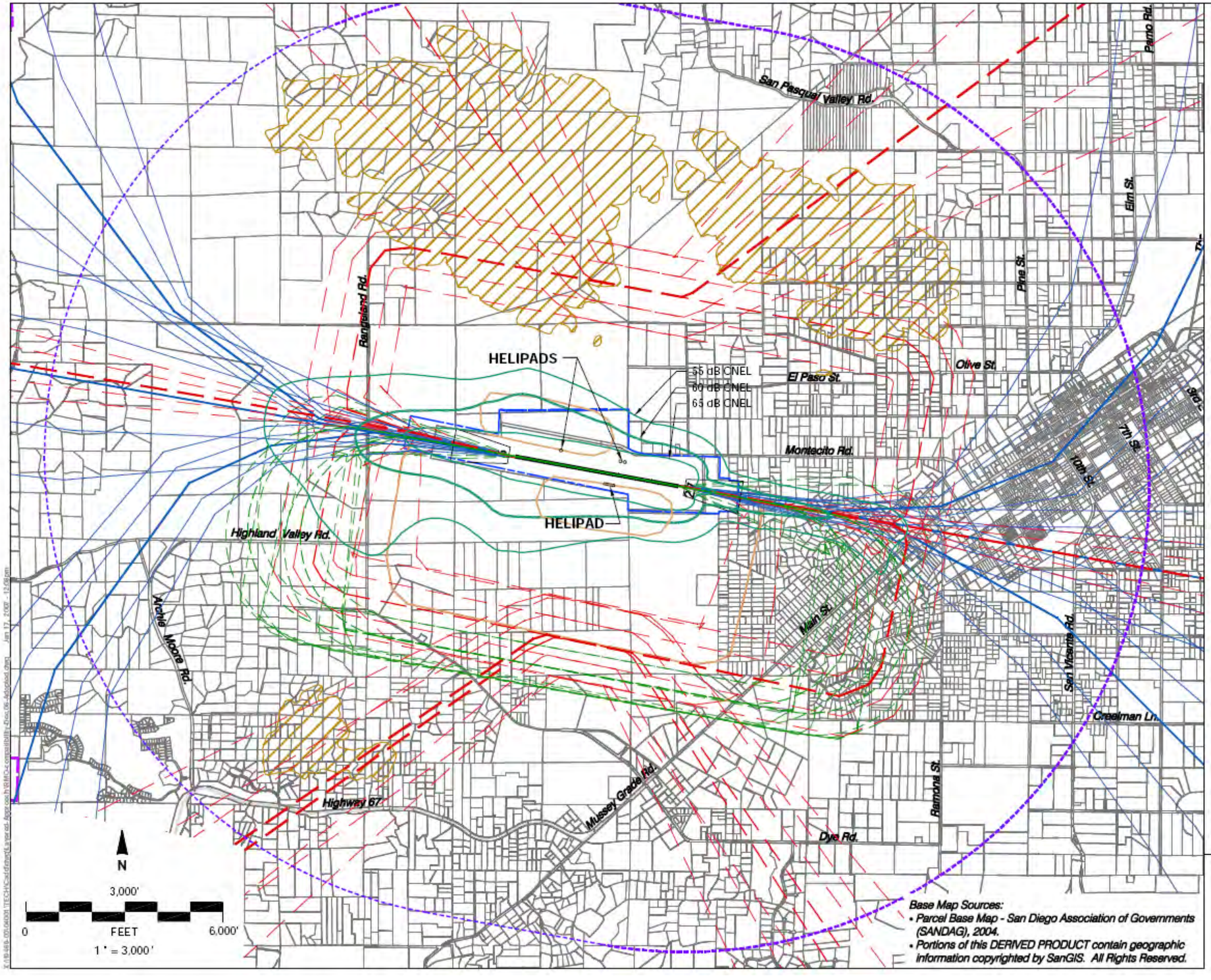
See Table RMO-1 for criteria applicable within each zone.

Suburban criteria apply to zones at the East end of the runway; rural criteria apply to the remainder of the Airport Influence Area.

AIRPORT LAND USE COMMISSION
SAN DIEGO COUNTY

Ramona Airport
Land Use Compatibility Plan
(Adopted December 2006)

Compatibility Policy Map: Noise



Legend

Boundary Lines
- Airport Property Line
- Parcel Line

Modeled Flight Tracks

Primary Tracks
- Arrivals
- Departures
- Touch and Go
- Helicopters

Sub-Tracks
- Arrivals
- Departures
- Touch and Go

Other Noise Compatibility Factors
- FAR Part 77 Conical Surface Limits
- Terrain Penetration of FAR Part 77 Surfaces

Noise Impact Zones*
- 55 dB CNEL
- 60 dB CNEL
- 65 dB CNEL

Future Average Annual Day (540 Operations)

Notes

* Source: Harris Miller Miller & Hanson, Inc. (November 2004).

AIRPORT LAND USE COMMISSION
SAN DIEGO COUNTY

Ramona Airport
Land Use Compatibility Plan
(Adopted December 2006)

Compatibility Data: Noise