FTIP ID# *(required)* **RIV151103**

TCWG Consideration Date: SEPTEMBER 22, 2026

Project Description *(clearly describe project)*

As listed in the 2025 FTIP and 2024–2050 RTP: In Western Riverside County, the City of Moreno Valley proposes to construct a new four-lane concrete slab bridge (City Project #802 0004) and street improvements on Indian Street over Perris Valley Storm Drain Lateral A from North/North to South/South of channel. Improvements include: new bridge; sidewalks/bike lanes; roadway approaches; channel improvements; utility relocations; and related work. The various components of the project are described in greater detail below.

Bridge Improvements

The proposed project would construct a new four-lane concrete slab bridge that spans the Perris Valley Storm Channel Lateral A at Indian Street. The bridge would be approximately 150 feet long and 79 feet wide. The bridge would consist of 3 spans of 50-feet long each supported on concrete piers within the channel and abutments at each end of the bridge. The bridge width can accommodate two 12-foot traffic lanes, an 8-foot shoulder that includes a bike lane, and a 6-foot 6-inch sidewalk with a one-foot barrier, all in each direction. This configuration conforms to the City of Moreno Valley's standard typical section for a Minor Arterial Bridge, MVSI-109B-0. The structure depth would be approximately 2 feet, and the bridge is anticipated to be supported on cast-in-drilled-hole (CIDH) pile extensions at the piers and abutments.

Channel Improvements

The project also entails modifications to the existing Perris Valley Channel Lateral A to minimize hydraulic impacts from the proposed project. The proposed channel improvements would modify a total of approximately 1,560 feet of the existing channel. The limits of channel improvements would be from approximately 1,160 feet downstream and approximately 300 feet upstream of the proposed Indian Street Bridge. Improvements include increasing the channel side slopes from 2:1 to 1.5:1 and lining the channel walls with concrete while keeping the channel soft-bottomed. Modifications to the side slopes would be made from the hinge point, or top of channel, so that the top width of the channel does not change but the bottom width of the channel increases. This configuration protects the existing channel maintenance roads and preserves the existing channel right-of-way.

Maintenance Access Improvements

The project also proposes to construct four maintenance road access points from Indian Street to the existing Riverside County Flood Control and Water Control District (RCFC&WCD) maintenance road along the north and south sides of the channel.

Exhibit 1 on the following page depicts the local project area and the extent of the improvements.

Type of Project *(use Table 1 on instruction sheet)*

New regionally significant street/Change to existing regionally significant street

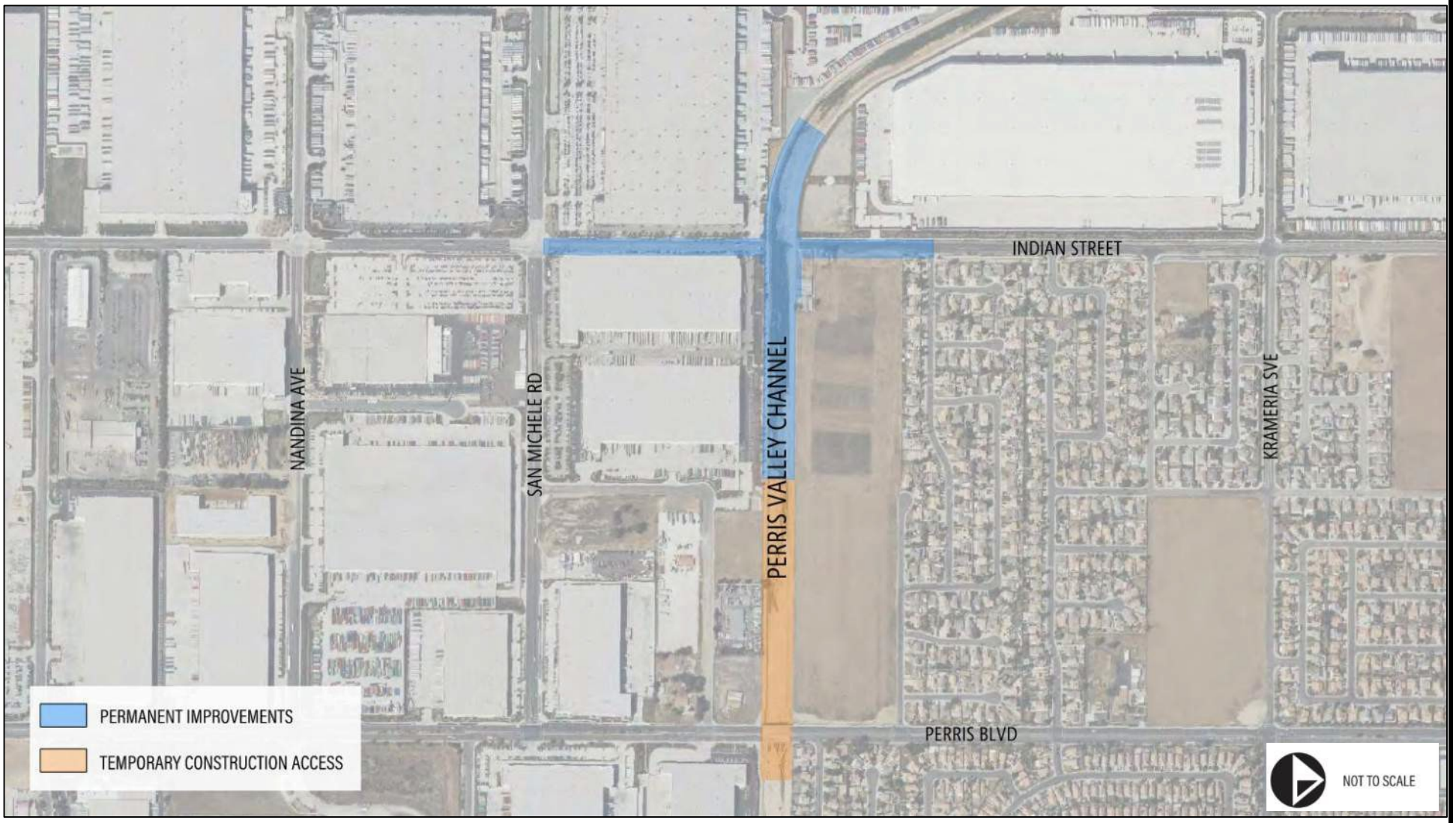
County	**Narrative Location/Route & Postmiles**
Riverside	From 150 feet south of Superior Avenue to south of Perris Valley Channel Lateral A. **Caltrans Projects – EA#** PE-5441 (083)

Lead Agency: City of Moreno Valley

Contact Person	**Phone#**	**Fax#**	**Email**
Manny Ruiz, P.E.	951/413-3243		mannyr@moval.org

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5** ☑ **PM10**

Exhibit 1: Local Project Area



Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*				
X Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: August 2026

NEPA Assignment – Project Type *(check appropriate box)*		
Exempt	**Section 326 – Categorical Exemption**	**X Section 327 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	ENG	ROW	CON
Start	2023	2025	2027	2028
End	2026	2027	2028	2030

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The purpose of the project is to improve mobility along Indian Street by providing direct access over the Perris Valley Storm Channel Lateral A in accordance with the City of Moreno Valley General Plan Safety Element and Circulation Element.

The project is needed because currently, vehicular, bicycle, and pedestrian connectivity—as well as emergency access—along Indian Street across the Perris Valley Storm Channel Lateral A is nonexistent as no crossing exists. Further, evacuation routes in the southeastern portion of the City are generally constrained and disconnected, putting residents at risk during an emergency. The project would advance Goal S-2 of the Safety Element and Goal C-2 of the Circulation Element by improving mobility for all modes of transportation and facilitating emergency access within the southeastern portion of the City.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Existing land uses on-site include transportation and flood control uses. According to the City of Moreno Valley General Plan, surrounding land uses of the project site included Business Park/Light Industrial (BP) and Residential (R5 – maximum of 5 dwelling units per acre). The land uses surrounding the project site generally comprise warehouses and other light industrial facilities.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Table 1 at the end of this form summarizes the Opening Year (2030) roadway segment AADT, truck AADT, truck percentage, and volume-to-capacity ratios for roadway segments throughout the project study area without and with implementation of the project.

As shown in **Table 1**, the maximum PCE-adjusted AADT in the project study area would be 35,609 vehicles per day along Perris Boulevard between Krameria Avenue & San Michele Road in the Opening Year of 2030, which is under the No Build Alternative scenario. Under the Build Alternative, implementation of the project would result in a decrease in the maximum study area AADT, and the maximum PCE-adjusted AADT along that segment would be 30,747 vehicles per day.

The maximum truck AADT in the project study area would be 3,241 trucks per day along Heacock Street between Nandina Avenue & Harley Knox Boulevard, which would occur under the Build Alternative scenario. Although the maximum truck percentage in the Opening Year of 2030 would be as high as 54.5% along this segment, implementation of the Build Alternative would not increase the truck percentage along any segment within the project study area in the Opening Year of 2030, indicating that it would not result in a disproportionate increase in diesel truck traffic throughout the project study area roadway network.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Table 2 at the end of this form summarizes the Design/Horizon Year (2050) roadway segment AADT, truck AADT, truck percentage, and volume-to-capacity ratios for roadway segments throughout the project study area without and with implementation of the project. As shown in **Table 2**, the maximum PCE-adjusted AADT in the project study area would be 50,845 vehicles per day along Perris Boulevard between Krameria Avenue & San Michele Road in the Design/Horizon Year of 2050 under the No Build Alternative, and the maximum PCE-adjusted AADT would be 50,609 vehicles per day along Heacock Street between Nandina Avenue and Harley Knox Boulevard under the Build Alternative scenario.

The maximum truck AADT within the project study area in the Design/Horizon Year (2050) would also occur along Heacock Street between Nandina Avenue & Harley Knox Boulevard, with 14,372 trucks per day under the No Build Alternative and 14,948 trucks per day under the Build Alternative scenario. Although the maximum truck percentage in the Design/Horizon Year of 2050 would be as high as 54.5% along this segment, implementation of the Build Alternative would not increase the truck percentage along any segment within the project study area. This fact indicates that implementation of the Build Alternative would not result in a disproportionate increase in diesel truck traffic throughout the project study area roadway network.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The Build Alternative would facilitate enhanced connectivity along Indian Street across the Perris Valley Channel Lateral A, creating a new thoroughfare for north-west traffic in the project study area. Although the project does not involve implementation of a new interchange or intersection, or modification to an existing interchange or intersection, the Build Alternative would shift local circulation patterns through the provision of a new north-south corridor across the Lateral A Channel. Accordingly, the Traffic Operations Analysis Report for the project included an assessment of intersection conditions in the project study area with and without implementation of the project.

Table 3 summarizes the operational conditions at the study area intersections in the Opening Year (2030) for the No Build Alternative and the Build Alternative. In general, the Build Alternative would not worsen LOS conditions at intersections throughout the project study area, and the only intersection that would experience a degradation in LOS in both the AM and PM peak hours would be at Indian Street and Krameria Avenue. The truck percentage at this intersection would remain below 3% during both the AM and PM peak hours in the Opening Year (2030), and thus the change in LOS would not be expected to meaningfully worsen local air quality. The only intersection that would experience a degradation from LOS C or better to LOS D or worse would be at Indian Street and San Michele Road in the AM Peak Hour; however, a converse improvement would occur at the same intersection during the PM Peak Hour going from LOS E to LOS D.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Table 4 summarizes the operational conditions at the study area intersections in the Design/Horizon Year (2050) for the No Build Alternative and the Build Alternative. In general, the Build Alternative would not worsen LOS conditions at intersections throughout the project study area, and in the Design/Horizon Year there would not be any study area intersections that would experience a degradation in LOS in both the AM and PM peak hours. There would be a roughly similar number of intersections that experience improvements in LOS conditions as those that would be degraded. The only intersection that would experience a degradation from LOS C or better to LOS D or worse would be at Indian Street and John F Kennedy Drive in the AM Peak hour; however, the truck percentage at this intersection would remain below 5% during both the AM and PM peak hours in the Design/Horizon Year (2050). Thus, the change in LOS would not be expected to meaningfully worsen local air quality.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

In the Design/Horizon Year of 2050, compared to the No Build Alternative, the Build Alternative would generally result in marginal to moderate increases in AADT along Indian Street resulting from the enhanced connectivity across the Perris Valley Storm Drain Later A providing a more efficient pathway of travel in the north-south direction. Reflexively, AADT along peripheral streets such as Perris Boulevard, Iris Avenue, Krameria Avenue, San Michele Road, and Nandina Avenue would decrease as a result of the redistributive effects of the project.

Comments/Explanation/Details *(attach additional sheets as necessary)*

Overall, the Build Alternative would reduce regional vehicle miles traveled (VMT) in the project area by enhancing local street connectivity in creating a new corridor crossing over the Lateral A Channel that does not currently exist.

Under 40 Code of Federal Regulations 93.123(b)—PM_{10} and $PM_{2.5}$ Hot Spots—the following criteria are used to determine the potential for a proposed project to qualify as a Project of Air Quality Concern:

(i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;

The project does not involve modifications to an existing segment of the state highway system or construction of a new state highway.

(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;

The project would not directly result in additional diesel vehicle traffic in the study area. Traffic volumes in the project area are relatively low, and all but one of the study area roadway segments would have truck AADT below 5,000 trucks per day in the Design/Horizon Year (2050). As shown in **Table 3** and **Table 4**, there would be only one instance of LOS degradation between the No-Build and Build Alternative at intersections with greater than 10% trucks in either the Opening Year (2030) or the Design/Horizon Year (2050), and this would occur at Indian Street and San Michele Road in the AM Peak Hour which is adjacent to the proposed bridge. That same intersection would experience an LOS improvement in the PM Peak Hour, which would balance out the worsening conditions in the AM Peak Hour. The increase in overall and truck volumes at this intersection is unique due to its proximity to the bridge, and the bridge would facilitate more efficient distribution of truck traffic throughout the project study area.

(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;

The project does not involve a new bus or rail terminal or transfer point; this criterion is not applicable.

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and,

The project does not involve the expansion of a bus or rail terminal or transfer point; this criterion is not applicable.

(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation

The project is not located in an area identified in the SCAQMD 2022 AQMP or the 2024 $PM_{2.5}$ Plan as a site of possible violation.

Table 1 – Opening Year (2030) Project Area Roadway Segment Operational Conditions

Segment	Opening Year (2030) No-Build Alternative						Opening Year (2030) Build Alternative					
	LOS Threshold	AADT (PCE)	V/C	Result	Truck ADT	Truck %	LOS Threshold	AADT (PCE)	V/C	Result	Truck ADT	Truck %
Indian St, b/w Iris Ave & Krameria Ave	D	6,404	0.57	Under	85	1.3%	D	10,474	0.93	Under	139	1.3%
Indian St, b/w Krameria Ave & Superior Ave	D	2,108	0.19	Under	27	1.3%	D	8,981	0.79	Under	115	1.3%
Indian St, b/w Superior Ave & Proposed Bridge	D	N/A	N/A	N/A	N/A	N/A	D	9,083	0.8	Under	117	1.3%
Proposed Bridge	--	N/A	N/A	N/A	N/A	N/A	D	9,083	0.8	Under	117	1.3%
Indian St, b/w Proposed Bridge & San Michele Rd	D	1,657	0.07	Under	21	1.3%	D	9,083	0.4	Under	117	1.3%
Indian St, b/w San Michele Rd & Nandina Ave	D	9,288	0.41	Under	1,331	18.1%	D	12,867	0.57	Under	1,844	18.1%
Indian St, b/w Nandina Ave & Harley Knox Blvd	D	14,701	1.3	Over	2,294	20.1%	D	16,390	1.45	Over	2,558	20.1%
Heacock St, b/w Iris Ave & San Michele Rd	D	18,381	0.82	Under	2,319	16.1%	D	16,028	0.71	Under	2,022	16.1%
Heacock St, b/w Nandina Ave & Harley Knox Blvd	D	10,585	0.94	Under	3,125	54.5%	D	10,972	0.97	Under	3,241	54.5%
Perris Blvd, b/w Iris Ave & Krameria Ave	C	31,302	0.7	Under	1,260	4.2%	C	30,253	0.67	Under	1,218	4.2%
Perris Blvd, b/w Krameria Ave & San Michele Rd	C	35,609	0.79	Under	1,597	4.7%	C	30,747	0.68	Under	1,378	4.7%
Iris Ave, b/w Heacock St & Indian St	D	12,934	0.38	Under	192	1.5%	D	12,860	0.38	Under	191	1.5%
Krameria Ave, b/w Indian St & Perris Blvd	D	5,448	0.48	Under	84	1.6%	D	5,745	0.51	Under	88	1.6%
San Michele Rd, b/w Heacock St & Indian St	D	7,625	0.34	Under	862	13.6%	D	6,639	0.3	Under	751	13.6%
San Michele Rd, b/w Indian St & Perris Blvd	D	5,507	0.49	Under	597	12.9%	D	2,722	0.24	Under	295	12.9%
Nandina Ave, b/w Heacock St & Indian St	D	8,557	0.76	Under	1,291	19.3%	D	6,434	0.57	Under	970	19.3%
Nandina Ave, b/w Indian St & Perris Blvd	D	3,906	0.35	Under	731	25.9%	D	3,611	0.32	Under	676	25.9%

Note: *Green highlight indicates immediate project area segments on either side of proposed bridge.*

Table 2 – Horizon Year (2050) Project Area Roadway Segment Operational Conditions

Segment	Horizon/Design Year (2050) No-Build Alternative						Horizon/Design Year (2050) Build Alternative					
	LOS Threshold	AADT (PCE)	V/C	Result	Truck ADT	Truck %	LOS Threshold	AADT (PCE)	V/C	Result	Truck ADT	Truck %
Indian St, b/w Iris Ave & Krameria Ave	D	9,681	0.43	Under	128	1.3%	D	13,828	0.61	Under	183	1.3%
Indian St, b/w Krameria Ave & Superior Ave	D	3,712	0.33	Under	48	1.3%	D	11,259	1.00	Under	145	1.3%
Indian St, b/w Superior Ave & Proposed Bridge	D	N/A	N/A	N/A	N/A	N/A	D	10,911	0.97	Under	141	1.3%
Proposed Bridge	--	N/A	N/A	N/A	N/A	N/A	D	10,911	0.97	Under	141	1.3%
Indian St, b/w Proposed Bridge & San Michele Rd	D	3,914	0.17	Under	51	1.3%	D	10,911	0.48	Under	141	1.3%
Indian St, b/w San Michele Rd & Nandina Ave	D	21,516	0.96	Under	3,083	18.1%	D	23,607	1.05	Over	3,383	18.1%
Indian St, b/w Nandina Ave & Harley Knox Blvd	D	17,662	0.78	Under	2,757	20.1%	D	20,809	0.92	Under	3,248	20.1%
Heacock St, b/w Iris Ave & San Michele Rd	D	35,716	1.59	Over	4,505	16.1%	D	33,465	1.49	Over	4,221	16.1%
Heacock St, b/w Nandina Ave & Harley Knox Blvd	D	48,659	2.16	Over	14,372	54.5%	D	50,609	2.25	Over	14,948	54.5%
Perris Blvd, b/w Iris Ave & Krameria Ave	C	38,508	0.86	Under	1,549	4.2%	C	38,564	0.86	Under	1552	4.2%
Perris Blvd, b/w Krameria Ave & San Michele Rd	C	50,845	1.13	Over	2,280	4.7%	C	45,315	1.01	Over	2032	4.7%
Iris Ave, b/w Heacock St & Indian St	D	20,556	0.61	Under	306	1.5%	D	19,691	0.58	Under	293	1.5%
Krameria Ave, b/w Indian St & Perris Blvd	D	7,226	0.64	Under	111	1.6%	D	7,107	0.63	Under	109	1.6%
San Michele Rd, b/w Heacock St & Indian St	D	12,999	0.58	Under	1,469	13.6%	D	9,564	0.43	Under	1,081	13.6%
San Michele Rd, b/w Indian St & Perris Blvd	D	8,749	0.77	Under	948	12.9%	D	3,412	0.3	Under	370	12.9%
Nandina Ave, b/w Heacock St & Indian St	D	7,791	0.69	Under	1,175	19.3%	D	6,630	0.59	Under	1,000	19.3%
Nandina Ave, b/w Indian St & Perris Blvd	D	1,113	0.1	Under	208	25.9%	D	1,064	0.09	Under	199	25.9%

Note: *Green highlight indicates immediate project area segments on either side of proposed bridge.*

Table 3 – Opening Year (2030) Project Study Area Intersection Operational Conditions

Location	Opening Year 2030 No Build Alternative DELAY – LOS – Truck %						Opening Year 2030 Build Alternative DELAY – LOS – Truck %					
	AM			PM			AM			PM		
Perris Blvd & Cactus Ave	43.8	D	4.0%	38.4	D	2.7%	44.5	D	4.1%	37.9	D	2.7%
Indian St & John F Kennedy Dr	22.2	C	1.3%	24.3	C	1.3%	22.3	C	1.3%	24.1	C	1.3%
Perris Blvd & John F Kennedy Dr	29.6	C	3.8%	33.8	C	2.4%	30.1	C	3.8%	33.4	C	2.4%
Kitching St & John F Kennedy Dr	21.9	C	1.7%	24	C	0.7%	22.6	C	1.7%	24.1	C	0.7%
Indian St & Gentian Ave	12.2	B	1.5%	11.3	B	0.6%	12.8	B	1.5%	11.9	B	0.5%
Perris Blvd & Gentian Ave	18.5	B	4.7%	19.6	B	3.0%	18.6	B	4.7%	19.6	B	3.0%
Lasselle St & Gentian Ave	21.4	C	1.3%	19.2	B	1.3%	21.5	C	1.3%	19.3	B	1.3%
Heacock St & Iris Ave	56.8	E	8.4%	13.9	B	4.7%	57.9	E	6.8%	13.8	B	4.3%
Indian St & Iris Ave	38.6	D	1.3%	20.6	C	0.3%	45.5	D	1.4%	21.9	C	0.2%
Perris Blvd & Iris Ave	52.1	D	3.7%	58.4	E	2.5%	51.5	D	3.7%	69.4	E	2.5%
Kitching St & Iris Ave	34.9	C	2.2%	36.3	D	1.8%	34.3	C	2.2%	36.5	D	1.8%
Lasselle St & Iris Ave	48.7	D	1.4%	53.1	D	1.4%	47.7	D	1.4%	52.1	D	1.4%
Indian St & Krameria Ave	13.8	B	1.6%	10.3	B	0.2%	44	E	2.6%	22	C	0.1%
Perris Blvd & Krameria Ave	43.4	D	4.0%	45	D	2.8%	37.1	D	3.8%	34.1	C	2.5%
Kitching St & Krameria Ave	43.2	D	1.8%	24.8	C	1.7%	46.3	D	1.8%	23.9	C	1.7%
Heacock St & San Michele Rd	22.3	C	12.6%	29.2	C	9.8%	20.2	C	12.9%	21.6	C	9.4%
Indian St & San Michele Rd	29.3	C	10.4%	65.8	E	6.0%	38.2	D	31.9%	37.2	D	7.6%
Perris Blvd & San Michele Rd	14.7	B	4.3%	20.1	C	3.7%	15.7	B	4.3%	21.2	C	3.7%
Heacock St & Nandina Ave	16.1	C	18.6%	33.3	D	10.9%	14.1	B	21.8%	48.3	E	11.6%
Indian St & Nandina Ave	18.4	B	14.0%	41.1	D	8.8%	18.8	B	17.3%	33	C	7.8%
Perris Blvd & Nandina Ave	14.2	B	4.4%	19.4	B	4.3%	14.4	B	4.4%	21.3	C	4.3%
I-215 SB Rmps & Harley Knox Blvd	27.8	C	19.2%	21.7	C	13.4%	27.3	C	19.0%	21.9	C	13.3%
I-215 NB Rmps & Harley Knox Blvd	19.1	B	19.9%	11.5	B	15.5%	19.1	B	20.0%	11.4	B	15.5%
Western Ave & Harley Knox Blvd	12	B	19.2%	12	B	14.6%	12	B	19.2%	11.9	B	14.7%
Patterson Ave & Harley Knox Blvd	5.3	A	18.9%	7.7	A	16.3%	5.2	A	19.2%	7.6	A	16.3%
Heacock St/Webster Ave & Harley Knox Blvd	14.3	B	16.2%	9.7	A	13.9%	15.2	B	16.1%	10.2	B	13.9%
Indian St & Harley Knox Blvd	52.9	D	14.6%	100.7	F	11.7%	52.7	D	15.2%	116.6	F	12.0%
Perris Blvd & Harley Knox Blvd	33.9	C	5.1%	33.4	C	3.5%	33	C	4.9%	45.7	D	3.5%
Webster Ave & Markham St	25	C	8.0%	21.1	C	4.0%	24.6	C	8.5%	21.9	C	3.5%
Indian St & Markham St	14.1	B	15.7%	13.3	B	14.9%	13.7	B	17.1%	14.8	B	15.4%
Perris Blvd & Markham St	12.2	B	4.4%	12.1	B	3.5%	12	B	4.4%	12.4	B	3.6%
I-215 SB & Ramona Expwy	22.4	C	6.0%	28.4	C	5.5%	23.2	C	5.8%	29.3	C	5.5%
I-215 NB Rmps & Ramona Expwy	21	C	4.4%	18	B	3.0%	21.2	C	4.4%	17.9	B	2.9%
Webster Ave & Ramona Expwy	32.8	C	4.9%	30.6	C	2.6%	40.6	D	5.0%	36.1	D	2.5%
Indian St & Ramona Expwy	16.5	B	6.4%	16.6	B	4.1%	17.2	B	7.0%	16.3	B	4.5%
Perris Blvd & Ramona Expwy	41.1	D	2.7%	40.1	D	1.8%	40.8	D	2.6%	39	D	1.8%
Indian St & Morgan St	17.2	B	16.3%	14.7	B	15.1%	17.4	B	16.3%	14.7	B	15.0%

Table 4 – Design/Horizon Year (2050) Project Study Area Intersection Operational Conditions

Location	Design/Horizon Year 2050 No Build Alternative DELAY – LOS – Truck %						Design/Horizon Year 2050 Build Alternative DELAY – LOS – Truck %					
	AM			PM			AM			PM		
Perris Blvd & Cactus Ave	80.5	F	4.0%	61.8	E	2.6%	81.4	F	4.0%	61.8	E	2.7%
Indian St & John F Kennedy Dr	34.3	C	4.5%	29.7	C	2.7%	35.5	D	2.4%	29.1	C	1.6%
Perris Blvd & John F Kennedy Dr	39.6	D	4.4%	36.1	D	3.0%	41.2	D	4.4%	36.7	D	2.8%
Kitching St & John F Kennedy Dr	28.7	C	1.8%	26.1	C	0.7%	28.8	C	1.8%	26.2	C	0.8%
Indian St & Gentian Ave	16.4	C	1.5%	15.1	C	0.5%	22.5	C	1.7%	16.2	C	0.6%
Perris Blvd & Gentian Ave	27.1	C	4.5%	35.7	D	3.6%	29.1	C	4.5%	36	D	3.2%
Lasselle St & Gentian Ave	22.1	C	1.2%	19.6	B	1.3%	22.3	C	1.3%	19.8	B	1.3%
Heacock St & Iris Ave	145.2	F	8.1%	24.3	C	4.6%	156.8	F	8.1%	26.3	C	4.5%
Indian St & Iris Ave	65.5	E	1.3%	23	C	0.2%	74.8	E	1.4%	28.8	C	0.3%
Perris Blvd & Iris Ave	61.2	E	3.5%	86.6	F	2.5%	65.5	E	3.4%	86.4	F	2.5%
Kitching St & Iris Ave	80	E	1.8%	114.3	F	1.8%	84.9	F	1.9%	108.3	F	1.8%
Lasselle St & Iris Ave	81.2	F	1.5%	90.8	F	1.4%	80.3	F	1.5%	89.1	F	1.4%
Indian St & Krameria Ave	23.3	C	1.7%	13.8	B	0.1%	26.5	C	2.1%	21.4	C	0.1%
Perris Blvd & Krameria Ave	121.4	F	4.0%	99.2	F	3.0%	110.9	F	3.8%	99.8	F	2.9%
Kitching St & Krameria Ave	91.6	F	1.8%	78.2	E	1.4%	104.3	F	1.8%	76.7	E	1.6%
Heacock St & San Michele Rd	98	F	12.6%	143.3	F	10.2%	71.8	E	14.1%	91.8	F	10.7%
Indian St & San Michele Rd	131	F	20.3%	156	F	2.7%	118.8	F	33.2%	107.6	F	5.0%
Perris Blvd & San Michele Rd	17.6	B	4.4%	44.5	D	4.5%	18.8	B	4.5%	49	D	3.9%
Heacock St & Nandina Ave	4.1	A	12.9%	4.6	A	7.3%	4	A	12.8%	6.8	A	9.1%
Indian St & Nandina Ave	26.1	C	14.9%	30.1	C	6.1%	34.3	C	17.1%	52.9	D	7.3%
Perris Blvd & Nandina Ave	46.9	D	4.6%	25.5	C	4.2%	34.9	C	4.5%	52.9	D	4.7%
I-215 SB Rmps & Harley Knox Blvd	38.7	D	16.8%	19.5	B	7.6%	36	D	16.8%	20.6	C	11.7%
I-215 NB Rmps & Harley Knox Blvd	43.9	D	21.0%	11.5	B	8.9%	39.1	D	21.2%	11.4	B	14.1%
Western Ave & Harley Knox Blvd	26.3	C	16.8%	12.5	B	9.5%	24.7	C	17.2%	11.8	B	14.1%
Patterson Ave & Harley Knox Blvd	7.6	A	16.1%	46.3	D	10.2%	7.6	A	16.3%	42.3	D	12.6%
Heacock St/Webster Ave & Harley Knox Blvd	254.3	F	5.8%	195	F	5.3%	250.4	F	5.5%	226.6	F	6.2%
Indian St & Harley Knox Blvd	151.9	F	10.6%	136.6	F	8.8%	155.6	F	10.3%	227.2	F	9.2%
Perris Blvd & Harley Knox Blvd	48.5	D	3.8%	64.6	E	3.1%	42.5	D	4.1%	89.9	F	2.9%
Webster Ave & Markham St	22.7	C	9.5%	17.2	B	2.7%	18.1	B	10.1%	15.4	B	3.1%
Indian St & Markham St	21.5	C	18.6%	15.8	B	9.5%	15.6	B	17.8%	17.1	B	21.7%
Perris Blvd & Markham St	16.5	B	5.0%	16.2	B	4.2%	16.8	B	4.8%	16.9	B	3.8%
I-215 SB & Ramona Expwy	38.5	D	5.1%	98.8	F	5.0%	42	D	5.0%	102.9	F	4.7%
I-215 NB Ramps & Ramona Expwy	71.7	E	3.8%	27.5	C	2.8%	76.8	E	3.8%	29.6	C	2.9%
Webster Ave & Ramona Expwy	307.7	F	5.2%	233.9	F	1.6%	324.1	F	5.3%	247.7	F	1.6%
Indian St & Ramona Expwy	17.7	B	7.3%	19.9	B	3.4%	19.9	B	5.3%	18.5	B	3.8%
Perris Blvd & Ramona Expwy	66.3	E	2.3%	47.3	D	1.8%	67.2	E	2.4%	46.7	D	1.8%
Indian St & Morgan St	18.4	B	20.4%	15.4	B	7.2%	18.8	B	18.2%	15.4	B	12.0%