

EXHIBIT A

SheppardMullin

Sheppard Mullin Richter & Hampton LLP
501 West Broadway, 19th Floor
San Diego, CA 92101-3598
619.338.6500 main
619.234.3815 main fax
www.sheppardmullin.com

619.338.6646 direct
jponder@sheppardmullin.com

July 18, 2013

File Number: 21TV-154612

VIA ELECTRONIC MAIL AND U.S. MAIL

Bill Fulton
Director of the Planning and Neighborhood
Restoration Department
City of San Diego
1222 1st Avenue
San Diego, CA 92101

E-mail: bfulton@sandiego.gov

Re: Otay Mesa Community Plan Update/Torrey Pines Bank

Dear Mr. Fulton:

My name is John Ponder. I am a partner in the law firm of Sheppard Mullin Richter & Hampton LLP (Sheppard Mullin) and a member of the Real Estate, Land Use, Natural Resources and Environmental Practice Group (Practice Group) in the San Diego office. Sheppard Mullin is a full-service law firm with over 600 attorneys in 14 offices. The Practice Group has approximately 87 attorneys with 10 attorneys in San Diego, including myself. We represent numerous residential, industrial and commercial real estate developers processing projects in the City of San Diego (City).

On behalf of Sheppard Mullin and myself, I would like to congratulate you on your recent appointment as Planning Director (Planning and Neighborhood Restoration Department). Clearly, Mayor Filner made a wise choice when you were selected. Our Practice Group looks forward to working with you in the future, and we are always available to provide input on planning issues in the City.

I am writing to you on behalf of our client, Western Alliance Bancorporation, owner of the La Media property (Property), a 51.1-acre undeveloped site located at the southeastern corner of Otay Mesa Road and La Media Road in the Otay Mesa Community Planning Area at 8420 Airway Road (APN 646-121-32000). Western Alliance Bancorporation is affiliated with San Diego's local financial institution, Torrey Pines Bank.

The current land use designation for the property is Specialized Commercial, and the current zoning designation is Otay Mesa Development District: Commercial Subdistrict. The Otay Mesa Community Plan Update (OMCPU) proposes to redesignate the land use to "Industrial-International Business and Trade" and "Business Park-Office Permitted." Torrey Pines has

SheppardMullin

Bill Fulton
July 18, 2013
Page 2

opposed this redesignation for the past three years. Below is some background information regarding the land use designation in the OMCPU.

On August 8, 2012, the City approved a Tentative Map Waiver (Map Waiver) and Site Development Permit (SDP) (Project No. 199429) to subdivide the Property into two separate legal lots. The Map Waiver and SDP were required because the Property was bisected by the creation of State Route 905 in 2006 by the State of California. The bisect caused the single parcel to have the appearance and potential function of two separate lots. However, in order to convey the Property as two separate lots and to investigate the potential for future development, a subdivision was required. The application for the Map Waiver and SDP were deemed complete on December 21, 2009.

The findings for the Map Waiver and SDP determined that the project was consistent with the policies, goals and objectives of the applicable land use plan. Specifically, the findings concluded that the Otay Mesa Community Plan designates the site for specialized commercial purposes and allows the creation of such lots consistent with the size and frontage allowed by the underlying zone.

The Conditions of Approval for the Map Waiver and SDP provided that no development activity shall occur until a new project-specific Site Development Permit (and any other required permits) has been obtained as required by the San Diego Municipal Code. As a result, Torrey Pines has assembled a development team and is preparing a project-specific application for an approximately 130,000 SF commercial development on the north parcel and approximately 252,000 SF commercial development on the south parcel (Project). The application is anticipated to be submitted on August 1, 2013.

In October 2010, the City issued a Notice of Preparation for the Draft Programmatic Environmental Impact Report for the OMCPU. A meeting was held on October 28, 2010 to discuss Torrey Pines' objection to the proposed land use designations. In attendance were City staff members Bill Anderson (Director of Planning), Theresa Millette (Senior Planner), Mary Wright (Deputy Director of the Planning Division), and Torrey Pines representatives Anne Marie Berg, Rob Hixson, and John Ponder. It is the recollection of Bill Anderson and myself that during that meeting, the City agreed that if Torrey Pines performed a traffic analysis that showed no impact on the OMCPU road classifications and that such analysis would not delay preparation of the OMCPU, the City would agree to retain a commercial land use designation for the Property. (See Exhibit A, Correspondence between John Ponder and Bill Anderson.)

Torrey Pines then sent a comment letter to the City on November 1, 2010, explaining its concerns regarding the proposed land use designations and requesting that the EIR's project description describe the Property with a commercial land use designation. (See Exhibit B, November 2010 Sheppard Mullin Letter to T. Millette.) The City did not amend the project description pursuant to Torrey Pines' request.

The benefits to the community of maintaining the current commercial designation have been recognized by the Otay Mesa Community Planning Group (Planning Group). On April 20, 2011, the Planning Group unanimously passed a motion to support the current commercial

SheppardMullin

Bill Fulton
July 18, 2013
Page 3

designation of the Property, and not the designations as proposed by the OMCPU, contingent on the landowner agreeing to address traffic issues.

On August 17, 2011, Torrey Pines sent the City a comment letter on the draft OMCPU, which designated the Property as International Business and Trade, rather than Commercial. (See Exhibit C, August 2011 Sheppard Mullin Letter to T. Millette.) In that letter, Torrey Pines explained the fiscal benefits of retaining the commercial designation, expressed concerns regarding spot zoning, and reminded the City that the Otay Mesa Planning Group supports a commercial designation. Torrey Pines also engaged a traffic consultant, Urban Systems Associates, Inc., to prepare traffic forecasts and analysis to address the City's concerns regarding traffic. (See Exhibit D, Urban Systems Traffic Reports.) Those reports showed no impact on the OMCPU road classifications from a commercial designation at the Property.

The City provided its response in a letter dated September 30, 2011. (See Exhibit E, DSD Letter to J. Ponder.) Also, Kelly Broughton left a voice message for me on November 3, 2011. (See Exhibit F, Broughton Message for J. Ponder.)

In those communications, the City expressed only three remaining concerns, which are:

1. Designating the Property as commercial would trigger an "overabundance" of commercial beyond the market analysis performed for the Update;
2. The potential for limited access along Otay Mesa Road and the northern half of La Media Road would affect the viability of commercial development; and
3. The potential for a conflict between truck routes near the Property and commercial vehicle trips.

On January 12, 2012, I corresponded with Bill Anderson about the October 28, 2010 meeting. In a phone call to me on January 12, 2012, Bill Anderson confirmed that it was his recollection that at the October 28, 2010 meeting the City agreed that if Torrey Pines performed a traffic analysis and it demonstrated that leaving the property as commercial would not result in the need for re-classification of any roadways in the OMCPU or delay the OMCPU, the City would leave the property designated as commercial in the next draft of the OMCPU.

Torrey Pines then worked diligently to schedule a meeting with Kelly Broughton. I attempted to schedule a meeting with Mr. Broughton to discuss this issue on four occasions in 2012 – January 15, February 6, March 5, and March 26. I received no response. (See Exhibit G, Emails to Broughton.) On May 22, 2013, Kelly Broughton confirmed in a conversation with me that Torrey Pines had met the traffic analysis conditions given by the City in the October 28, 2010 meeting for allowing the commercial designation and also stated that if an application for development of a commercial use was submitted and deemed complete prior to the adoption of the OMCPU, the City would have no alternative but to allow the commercial use to continue.

Attached is a memo which summarizes several technical, practical, and legal issues pertaining to the OMCPU redesignation of the Property which you may find of use in your consideration of

SheppardMullin

Bill Fulton
July 18, 2013
Page 4

the land use designation issues. (See Exhibit H, Memorandum.) Also attached is a timeline of events for the Torrey Pines property, which may also be helpful. (See Exhibit I, Timeline for Torrey Pines Project.)

As I believe you will discover from reviewing the attached documents, this is one of the most egregious issues I have been involved with the City. My client has spent countless hours and incurred significant expense to satisfy conditions imposed by DSD to allow the Property to retain the commercial land use designation. The failure of the City to abide by its representations has jeopardized the development and sale of the Property.

Please accept my apology for the length of this letter and volume of documents I am providing you. Unfortunately, this issue has festered for years and with the imminent publication of the OMCPU and Environmental Impact Report, it is imperative that the matter be timely addressed and resolved.

Thank you for your consideration of this issue. I would be happy to meet with you to discuss this issue or provide any additional information. I look forward to hearing from you.

Sincerely,



John E. Ponder
for SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

SMRH409556124.2

cc Tom Tomlinson, Theresa Millette, Anne Marie Berg, Mark Rowson, Ted Shaw

Enclosures:

- Exhibit A, Correspondence between John Ponder and Bill Anderson
- Exhibit B, November 2010 Sheppard Mullin Letter to T. Millette
- Exhibit C, August 2011 Sheppard Mullin Letter to T. Millette
- Exhibit D, Urban Systems Traffic Reports
- Exhibit E, DSD Letter to J. Ponder
- Exhibit F, Broughton Message for J. Ponder
- Exhibit G, Emails to Broughton
- Exhibit H, Memorandum
- Exhibit I, Timeline for Torrey Pines Project

EXHIBIT A

Suzy Thayer

From: John Ponder
Sent: Tuesday, July 09, 2013 4:07 PM
To: Suzy Thayer
Subject: FW: Torrey Pines Bank/Former Integral Property

Bill Anderson email or correspondence

From: John Ponder
Sent: Thursday, January 12, 2012 1:43 PM
To: William Anderson (william.anderson3@aecom.com)
Subject: Torrey Pines Bank/Former Integral Property

Bill,

I hope you are well and enjoying working back in the private sector. AECOM is a great firm and we are working with them on solar projects in Imperial Valley.

You may recall that the OMCPU proposed changing the Torrey Pines property from a land use designation of commercial to industrial. Torrey Pines has objected to the proposed change and as a result, a meeting was held at the City on 10/28/10 to address Torrey Pines objection. You, Kelly, Theresa, Mary and traffic staff all attended the meeting. Anne Marie Berg, Rob Hixson and myself attended on behalf of Torrey Pines. After much discussion, it is our recollection that it was agreed that Torrey Pines should immediately perform a traffic analysis to demonstrate that leaving the property as commercial would not result in the need for re-classification of any roadways in the OCMPU. If the traffic analysis could demonstrate this to the satisfaction of the City, the next draft update of the plan would leave the property designated for commercial use. Kelly added another condition that the reversion to commercial could not delay the OMCPU. The City then suggested and we agreed to retain Sam Kab of Urban Systems to perform the analysis because he was familiar with the OMCPU traffic analysis and could perform the analysis in a timely manner.

After several submittals of the traffic analysis, Kelly was convinced that leaving the use as commercial would not result in re-classifications of roadways in the OMCPU and in fact, because of street A bisecting the project, would reduce community traffic impacts. When he communicated this finding to staff, he was informed that staff still had issues with leaving the land use designation as commercial. I reminded Kelly of our understanding from the 10/28/10 meeting and he said he would honor that understanding if you would confirm that it was also your understanding as a result of the meeting.

I apologize for placing this burden on you but it is very important to Torrey Pines. I am at a loss to understand staff's hesitancy because we have satisfied the conditions for leaving the property as commercial. If this was not the understanding, why would we have retained Sam Kab and spent thousands of dollars for the traffic analysis?

I thought it was best to provide you with the brief summary above before calling you to give you time to reflect on the meeting. I would like to discuss this with you either tomorrow or Monday as we are anxious to resolve the issue. Thank you for taking the time to consider this request.

Again, I apologize for dragging you back into City business.

John

John E. Ponder, Esq.
Sheppard Mullin Richter & Hampton LLP
619-338-6646 Direct

619-234-3815 Fax
jponder@sheppardmullin.com

Confidential and Privileged: Attorney-Client Privilege and Attorney Work Product Doctrine Asserted

EXHIBIT B



501 West Broadway | 19th Floor | San Diego, CA 92101-3598
619-338-6500 office | 619-234-3815 fax | www.sheppardmullin.com

John E. Ponder
Writer's Direct Line: 619-338-6646
jponder@sheppardmullin.com

November 1, 2010

Our File Number: 15BK-151316

VIA E-MAIL AND U.S. MAIL

Myra Herrmann
Senior Environmental Planner
City of San Diego Development Services
Department
1222 First Avenue, MS #501
San Diego, CA 92101

Theresa Millette
Senior Planner
City of San Diego Planning and Community
Investment Department
202 C Street, MS 5A,
San Diego, CA 92101

Re: Notice of Preparation for the Draft Programmatic Environmental Impact Report for the Otay Mesa Community Plan Update (Project No. 30330)

Dear Ms. Herrman and Millette:

On behalf of our client, Western Alliance Bancorporation, owner of the La Media property ("La Media"), an approximately 51.1-acre undeveloped site located at the southeastern corner of Otay Mesa Road and La Media Road in the Otay Mesa Community Planning Area at 8420 Airway Road (APN 646-121-3200), we appreciate the opportunity to provide input on the scope and content of the proposed Program Environmental Impact Report ("PEIR") for the Otay Mesa Community Plan Update (Project No. 30330) ("OMCPU" or "Project"). Western Alliance Bancorporation is affiliated with San Diego's local financial institution, Torrey Pines Bank. The Notice of Preparation ("NOP") announces that the City of San Diego will be the lead agency for preparation of a PEIR in connection with major revisions to the land use designations for what allegedly has developed among the City staff as a "consensus scenario" for the OMCPU.

The PEIR is intended to satisfy the requirements of the California Environmental Quality Act ("CEQA"). CEQA Guidelines § 15083 encourages the lead agency through the scoping process to consult directly with any person or organization it believes will be concerned with the environmental effects of a project because "many public agencies have found that early consultation solves many potential problems that would arise in more serious forms later in the review process." (14 Cal. Code Regs. § 15083.) In addition, "Scoping has been helpful to agencies identifying the range of actions, alternatives, mitigation measures, and significant effects to be analyzed in depth in an EIR and in eliminating from detailed study issues found not to be important. Scoping has been found to be an effective way to bring together and resolve

concerns of ...the proponent of the action, and other interested persons including those who might not be in accord on environmental grounds." (14 Cal. Code Regs. 15083(a),(b).)

Our foremost goal is to ensure that Otay Mesa grows into a comprehensively planned community with a high quality of life. To that end, we have been monitoring the Project closely for years and in the spirit of avoiding potential problems that can arise later in the review process, we submit this letter offering constructive comments that could be used to improve the PEIR.

I. General Comments

A. Project Description

Our primary concern is that the OMCPU project description should describe the La Media property with a commercial land use designation for public policy, fiscal, and fairness and legal reasons.

From a fairness and legal perspective, the La Media project has been in the City's regulatory pipeline for nearly a year with investor funds and City staff working towards the requirements for a project approval under the assumption that commercial use would predominate the project site. The site has been designated for commercial use in the Otay Mesa Community Plan since at least 1981. Both the 3B and 4B scenarios depicted on the City's website in April 2009 proposed to retain commercial use on the northern portion of the property, with either Village Community or International Business and Trade ("IBT") uses on the southern portion of the property. Yet, the NOP's "consensus scenario" project description now eliminates all commercial and Village Community and proposes IBT for the entire property. The City deemed the La Media project complete on December 21, 2009. For fairness and legal reasons, after the project application is deemed complete, the City typically does not change the development rules, regulation and policies for projects, including land use designations, in the regulatory pipeline unless it would place residents in a condition dangerous to their health or safety. The Government Code allows the City to apply new rules when, at the time of the application, the City (1) initiated proceedings for a development rule change by way of ordinance, resolution, or motion; and (2) published notice in accordance with Government Code § 65090 notice procedures that contains *a description sufficient to notify the public of the nature of the proposed change in the applicable general or specific plans, or zoning or subdivision ordinances.* Gov't Code § 66474.2(b)). In this case, while the fact of a pending OMCPU has generally been known to developers in Otay Mesa, it cannot be said that developers had any notice that the nature of the OMCPU's description of the La Media property would be to eliminate all commercial uses that had existed since the 1981 Otay Mesa Community Plan and remained the predominate use in the April 2009 3B and 4B scenarios. Whether on legal or simply fairness grounds, we urge the City to adopt a project description that restores the La Media project's commercial land use designation.

There are also policy reasons to correct the project description. Per our previous discussions with the City, we are aware of the City's concerns regarding traffic conditions on Otay Mesa Road. However, retaining the La Media site as commercial will not change the proposed OMCPU's level of service on Otay Mesa Road and would not appear to trigger significant delays. The site will have access from Otay Mesa Road and Caltrans has conditionally approved access from La Media Road. Therefore, the site is convenient for shoppers and supports transit development.

From a fiscal perspective, the benefits to the City of restoring the La Media project's commercial designation are supported by the City's past studies. The adopted community plan proposes 457 acres of commercial, but the consensus scenario only proposes 320 acres of commercial. The *Fiscal Impact Analysis of Otay Mesa Community Plan Update* (ERA 2007) analyzed the net fiscal impacts of three OMCPU scenarios. Scenario 1, with 512 acres of commercial, netted the highest annual returns for the City with \$19.1 million. Scenario 2, with 400 acres of commercial, netted \$17.5 million annually. As ERA explains, "Scenario 1's anticipated sales tax, property tax, and transient occupancy tax receipts help to generate the highest revenues of all the scenarios." (ERA at p. 7) "With the greatest proportion of residential and office development, Scenario 2 generates the most property taxes at buildout, but also the highest expenditures. Though the greatest number of new residents is anticipated in Scenario 2, this alternative has *substantially lower retail space than the other scenarios and produces less sales tax.*" (ERA at p. 7.) In other words, if the City had increased adopted commercial acres from 457 to 512, the City would net higher annual revenues. The loss of sales taxes from reducing the commercial acres from 457 to 400 acres reduces the City's net revenues by \$1.6 million. Yet the consensus scenario proposes to do more fiscal harm to the City by further reducing commercial acres to 320. Therefore, restoring the commercial use to the La Media project would appear to be wise fiscal policy for the City, particularly where the project would not cause significant new delays on Otay Mesa Road or La Media beyond which is currently anticipated under the existing Otay Mesa Community Plan or the proposed OMCPU consensus scenario.

B. Alternatives Analysis – Avoiding Leapfrog Patterns Along I-905 Corridor

The alternatives analysis must fulfill CEQA's mandate to examine a "reasonable range" of alternatives aimed at avoiding or reducing the significant impacts of the proposed project.¹ Please ensure that the PEIR does not improperly constrain the range of alternatives by eliminating options that would provide substantial reductions in the impacts of the Project or better achieve a consensus for landuse designations within the Otay Mesa Community Planning Area. For example, the PEIR should consider alternatives that would provide better locations for

¹ 14 Cal. Code Regs. § 15126.6.

the OMCPU's commercial land use designations, which would substantially lessen the Project's impacts.²

Even if the City is intent on reducing commercial acres in Otay Mesa, the distribution of commercial acres does not reflect the community input the City sought. The consensus 3B scenario upzones industrial property to add commercial acres farther to east rather than retaining commercial acres, such as the La Media project ideally located at the 905 / LaMedia interchange. With the supporting residential base for Otay Mesa's commercial uses in the western part of Otay Mesa, moving commercial farther to the industrialized eastern part of Otay Mesa seems a misallocation of land uses, especially when the industrialize eastern part of Otay Mesa are already scheduled to be served by the commercial core at the port of entry.

This shifting of commercial to the east is also antithetical to the NOP's stated project feature to designate a corridor of Business Park industrial uses along SR-905. Under the consensus 3B scenario, this is achieved for most of the SR-905 until La Media road, where the scenario shifts to a leapfrog of industrial and commercial use pattern that leaves the La Media project an island of industrial within the linear corridor surrounded by commercial on either side, instead of a true commercial core. This island land use designation is typically discouraged as a form of spot zoning.

As such, if the City does not change the project description to include the La Media property with a commercial designation, we respectfully submit that a reasonable range of alternatives for the PEIR must include a "non-leapfrog alternative" identical to the proposed consensus 3B scenario with the La Media project retaining its commercial designation.

C. Alternatives Analysis – No Project Alternative Fails to Disclose Impacts.

The City correctly notes that the No Project Alternative is required by CEQA. It often serves to aid the decision-maker in understanding the environmental impacts of not moving forward with the project and what impacts may occur if development proceeds under exiting plans (ie. The 1981 Otay Mesa Community Plan).

The No Project Alternative would analyze a continuation of existing conditions including the La Media property as a commercial land use. However, in order to comply with CEQA's goal of providing information to decision-makers and the public concerning the potential environmental effects of proposed activities (14 Cal. Code Regs. 15002(a)(2)-(3)), the continued commercial use of La Media property must be analyzed in conjunction with the other

² Pub. Res. Code § 21001(g); see also *See Laurel Heights Improvement Ass'n v Regents of Univ. of Cal.* (1988) 47 Cal.3d 376, 403 (noting that EIR, which stated that no feasible alternative sites were available for relocation of university facilities other than site it owned, did not assess possibility of expanding or remodeling other facilities or possibility of purchasing or leasing other facilities).

proposed uses depicted in the consensus scenario. Failure to do so will not fairly disclose the potential effects and benefits of continuing the commercial use on the site.

D. The PEIR Must Fully Address Cumulative Impacts of the Project

The PEIR must analyze both the Project's direct and cumulative impacts.³ Failing to do so would constitute a form of "piecemealing" which would violate CEQA.⁴ "Under CEQA, the agency must consider the cumulative environmental effects of its action before a project gains irreversible momentum."⁵ The cumulative impacts analysis should also consider the impacts of past projects.⁶

E. The PEIR Should Fully Analyze the Project's Indirect and Displacement Impacts

CEQA requires lead agencies to consider indirect impacts from a project.⁷ "Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects."⁸ An indirect environmental impact is a change in the physical environment that is not immediately related to the project but that is caused indirectly by the project, occurs later in time, or is farther removed in distance than direct effects.⁹ Additionally, CEQA requires analysis of whether a lead agency's action results in the displacement of development to other areas.¹⁰

F. The PEIR Should Not Improperly Defer Analysis of Environmental Impacts

Moreover, to satisfy the informational requirements of CEQA,¹¹ the PEIR must analyze all reasonably foreseeable impacts.¹² Failing to analyze reasonable foreseeable impacts

³ 14 Cal. Code Regs. §§ 15126.2(a), 15130.

⁴ See *Orinda Ass'n v. Bd. of Supervisors* (1986) 182 Cal.App.3d 1145, 1171; see also *Las Virgenes Homeowners Federation, Inc. v. County of Los Angeles* (1986) 177 Cal.App.3d 300, 306.

⁵ *City of Antioch v. City Counsel* (1986) 187 Cal.App.3d 1325, 1333.

⁶ See *Environmental Protection & Information Center v. California Dept. of Forestry and Fire Protection* (2008) 44 Cal.4th 459, 523.

⁷ *Stanislaus Audubon Soc'y, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144 (EIR required for golf course project because adverse impacts would result indirectly from later residential development that might be attracted to area by development of golf course).

⁸ 14 Cal Code Regs § 15126.2(a).

⁹ 14 Cal Code Regs §§15064(d)(2), 15358(a)(2).

¹⁰ *Muzzy Ranch Co. v. Solano County Airport Land Use Comm'n* (2007) 41 Cal.4th 372, 383.

¹¹ It is noteworthy that when the informational requirements of CEQA are not complied with, an agency fails to proceed in a "manner required by law," and has therefore abused its discretion. (Pub. Resources Code, § 21168.5; see also *County of Amador v. El Dorado County Water Agency* (1999) 76 Cal.App.4th 1428.)

eviscerates one of CEQA's prime purposes, to have, "at the earliest feasible time, project sponsors . . . incorporate environmental considerations into project conceptualization, design, and planning."¹³

Moreover, analysis of indirect and displacement impacts should not be deferred. If the PEIR does not consider the potentially significant impacts induced by, or indirectly caused by, approval of the Project, the PEIR would impermissibly segment the whole of the project.¹⁴

G. Land Use

The PEIR's land use analysis should also consider the "transformation" impacts caused by the Project.¹⁵ This analysis must address the direct, indirect, and cumulative impacts caused by adding commercial to areas currently designated industrial. Because the Project would eliminate the current industrial designation on certain parcels, the General Plan requires an analysis of whether the property could still feasibly support industrial uses.¹⁶ There are potentially significant land use and other environmental impacts resulting from the Project's transformational aspects that should be evaluated in the PEIR.

Please address all impacts of the Project on the General Plan including addressing section EP-L-2, which states: "Prepare a Community and Economic Benefit Assessment (CEBA) process focusing on economic and fiscal impact information for significant community plan amendments involving land use or intensity revisions. A determination of whether a CEBA is required for community plan amendments will be made when the community plan is initiated."¹⁷ The Project is a significant land use and intensity revision as defined in the General Plan, requiring preparation of a CEBA. The City's preparation of a CEBA in 2007 analyzed different scenarios that the proposed consensus 3B scenario. As discussed above, the consensus 3B scenario appears to dramatically depart from the commercial acreage levels in the 2007 CEBA that would maximize net annual revenues for the City. As such, a revised CEBA based on the consensus 3B scenario and a reasonable range of alternatives that includes an increase in commercial acres would seem to be in order, if not required by the General Plan.

¹² 14 Cal. Code Regs. § 15064(d); see also *City of Antioch, supra*, 187 Cal.App.3d 1325.

¹³ 14 Cal. Code Regs. § 15004(b)(1).

¹⁴ See *Laurel Heights Improvement Assoc. v. Regents of the Univ. of California* (1988) 47 Cal.3d 376, 391 fn. 2.

¹⁵ 14 Cal. Code Regs. § 15355(b); see also *Environmental Protection Center v. Johnson* (1985) 170 Cal.App.3d 604, 624-25.

¹⁶ General Plan, at p. EP-8 to EP-9.

¹⁷ *Id.* at p. EP-36.

Additionally, the Land Use section of the NOP fails to mention whether the PEIR will analyze conformity with California's landmark planning law, SB 375.¹⁸ It requires that SANDAG prepare a "Sustainable Communities Strategy," which must encourage development that reduces GHG emissions. Please ensure that the PEIR fully analyzes the Project's consistency with the Sustainable Communities Strategy and fully complies with SB 375.

II. Request for Special Notice and Copy of NOP

In order to facilitate a prompt exchange of information as the OMCPU moves forward, please accept this letter as my written request for Special Notice of any actions related to the OMCPU including, but not limited to, all decisions, meetings, hearings, and/or workshops concerning the Project, and the distribution of any other documents prepared in accordance with CEQA for the Project which are available for public review and comment. Although the City did not elect to provide a copy of its initial study with the NOP, in the event an initial study was prepared, I respectfully request a copy. If necessary, please accept this letter as a Public Records Act request for the initial study. Copies of documents and Special Notice can be provided to the following address:

John E. Ponder, Esq.
Sheppard, Mullin, Richter & Hampton LLP
501 West Broadway, Suite 1900
San Diego, CA 92101
Tel: 619.338.6500
Fax: 619.234.3815
E-mail: jponder@sheppardmullin.com

With a copy to:

Ann Marie Berg
Senior Vice President, Director of Corporate Facilities
Western Alliance Bancorporation
2700 West Sahara Avenue
Las Vegas, NV 89102
aberg@torreypinesbank.com
(702) 856-7219

¹⁸ NOP at p. 6-7.

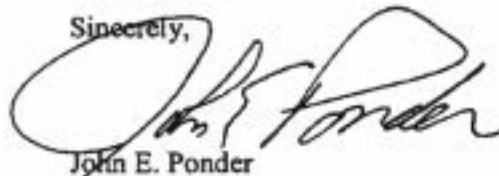
SHEPPARD MULLIN RICHTER & HAMPTON LLP
Myra Herrmann
Theresa Millette
November 1, 2010
Page 8

III. Conclusion

Thank you for the opportunity to comment on the NOP. We respectfully request that you review each of these concerns in the PEIR and ensure that the Project's impacts do not degrade Otay Mesa's high quality of life and distinctive community character. Western Alliance Bancorporation plans to stay involved throughout the Project's planning process to ensure the impacts to the community are thoroughly analyzed and the concerns discussed in this letter are addressed.

On behalf of Western Alliance Bancorporation, we look forward to discussing these issues with you further. Please do not hesitate to contact us if you require information regarding the nature and scope of our comments.

Sincerely,



John E. Ponder

for SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

W02-WEST:8JWF1403036970.4

cc: Elizabeth Maland, City Clerk, City of San Diego
William Anderson, Director, Department of City Planning and Community Investment
Mary Wright, Deputy Director, Department of City Planning and Community Investment
Anne Marie Berg, Senior Vice President, Western Alliance Bancorporation

EXHIBIT C



501 West Broadway | 19th Floor | San Diego, CA 92101-3598
619-338-6500 office | 619-234-3815 fax | www.sheppardmullin.com

John E. Ponder
Writer's Direct Line: 619-338-6646
jponder@sheppardmullin.com

August 17, 2011

Our File Number: 15BK-151316

VIA E-MAIL AND U.S. MAIL

Theresa Millette
Senior Planner
City of San Diego Planning and Community
Investment Department
202 C Street, MS 5A
San Diego, CA 92101

Re: Draft Otay Mesa Community Plan Update

Dear Ms. Millette:

On behalf of our client, Western Alliance Bancorporation, owner of the La Media property ("La Media Property"), an approximately 51.1-acre undeveloped site located at the southeastern corner of Otay Mesa Road and La Media Road in the Otay Mesa Community Planning Area at 8420 Airway Road (APN 646-121-3200), we appreciate the opportunity to provide input on the draft Otay Mesa Community Plan Update ("Update"). Western Alliance Bancorporation is affiliated with San Diego's local financial institution, Torrey Pines Bank. In the spirit of ensuring that Otay Mesa grows into a comprehensively planned community with a high quality of life, we submit the following comments on the Update.

The La Media project has an application pending with the City of San Diego for a tentative map waiver (Project No. 199429) to subdivide its 51.1-acre lot into two separate legal lots. The application does not proposed any grading or development at this time. The La Media project has been in the City's regulatory pipeline for almost two years with City staff working towards the requirements for a project approval with future commercial development as currently allowed under the approved Otay Mesa Community Plan, last amended July 19, 2005. The current land use designation on the La Media Property is Specialized Commercial and the current zoning designation is Otay Mesa Development District: Commercial Subdistrict. The City deemed the La Media project complete on December 21, 2009. For fairness and legal reasons, after the project application is deemed complete, the City typically does not change the development rules, regulation and policies for projects, including land use designations, in the

regulatory pipeline unless it would place residents in a condition dangerous to their health or safety.¹

The Update proposes to redesignate the land mostly to "Industrial – International Business and Trade," and a smaller portion to "Business Park – Office Permitted."² While the fact of a pending Otay Mesa Community Plan Update has generally been known to developers in Otay Mesa, it was not known that the City would eliminate the commercial and retail uses that had existed since the 1981 Otay Mesa Community Plan and remained the predominant use in the draft scenarios in 2006, 2007, 2008, and the April 2009 3B and 4B scenarios. On legal and fairness grounds, we urge the City to restore the La Media Property's Commercial land use designation.

A. Fiscal Benefits From Retaining Commercial Designation

From a fiscal perspective, retaining the Commercial designation benefits the fiscal health of the City, as shown by past City studies. The *Fiscal Impact Analysis of Otay Mesa Community Plan Update* analyzed the net fiscal impacts of three Update scenarios. Scenario 1, analyses the current amount of 512 acres of commercial, and netted the highest annual returns for the City with \$19.1 million. As the report explained, "Scenario 1's anticipated sales tax, property tax, and transient occupancy tax receipts help to generate the highest revenues of all the scenarios."³ Scenario 2, with 400 acres of commercial, netted \$17.5 million annually. "With the greatest proportion of residential and office development, Scenario 2 generates the most property taxes at buildout, but also the highest expenditures. Though the greatest number of new residents is anticipated in Scenario 2, this alternative has *substantially lower retail space than the other scenarios and produces less sales tax.*"⁴ Scenario 3, which is essentially the Update, proposes to reduce the fiscal benefits to the City by reducing Commercial acres to 320.

Retaining the existing Commercial use would also help provide revenue for much needed public infrastructure through increased Facilities Benefits Assessment fees. Therefore, restoring the Commercial use to the La Media Property would be fiscally sound for the City.

¹ The Government Code allows the City to apply new rules when, at the time of the application, the City (1) initiated proceedings for a development rule change by way of ordinance, resolution, or motion; and (2) published notice in accordance with Government Code § 65090 notice procedures that contains a description sufficient to notify the public of the nature of the proposed change in the applicable general or specific plans, or zoning or subdivision ordinances. Gov't Code § 66474.2(b).

² Otay Mesa Community Plan, April 2011 Public Draft ("Update"), Figure 2-1, 2-5, and 2-6 (Exh. A).

³ *Fiscal Impact Analysis of Otay Mesa Community Plan Update* (ERA 2007) at p. 7.

⁴ *Id.*

B. Spot Zoning

The designation of the Property as Business Park, rather than the Commercial designation of both properties to the East and West, may also constitute illegal spot-zoning. Spot zoning refers to instances when "a small parcel is restricted and given less rights than the surrounding property."⁵ California courts have long established the principle that "by a zoning ordinance a city cannot unfairly discriminate against a particular parcel of land."⁶ The Update essentially creates an island of a more restrictive land use designation among other less restrictive uses. If the City were to retain the current Commercial land use designation, the Property would be harmonious with the surrounding Commercial-designated parcels.

C. Planning Group Support of Project

The benefits to the community of maintaining the current Commercial designation have been recognized by the Otay Mesa Planning Group ("Planning Group"). In February, 2010, the Planning Group unanimously supported a tentative map waiver and Site Development Permit for the La Media project. The support for commercial development at the La Media Property was voiced again by the Planning Group at the April 20, 2011 meeting. At that meeting, the Planning Group unanimously passed a motion to support the current Commercial designation of the La Media Property, and not the designations as proposed by the Update, contingent on the landowner agreeing to address traffic issues.

D. Conclusion

Western Alliance Bancorporation has participated and commented throughout the Update process, including submitting a detailed comment letter on the Update's Notice of Preparation objecting to the change from the Commercial designation. We have done our best to respond to staff's requests for more information and address staff's concerns. We note that other local agencies such as the San Diego County Regional Airport Authority and the San Diego Association of Governments have drafted their planning documents under the assumption that the La Media Property would be developed as Commercial.

We therefore respectfully request that the City retain the current Commercial land use designation on all of the La Media Property. Thank you for the opportunity to comment on the Update. We look forward to discussing these issues with you further. Please do not hesitate

⁵ *Wilkins v. City of San Bernardino* (1946) 29 C.2d 332, 340.

⁶ *Reynolds v. Barrett* (1938) 12 C.2d 244, 251.

SHEPPARD MULLIN RICHTER & HAMPTON LLP

Theresa Millette
August 17, 2011
Page 4

to contact us if you require information regarding the nature and scope of our comments.

Sincerely,

A handwritten signature in black ink, appearing to read "John E. Ponder", written over a diagonal line that extends from the bottom left towards the center.

John E. Ponder

for SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

W02-WEST 8MSH1\403830691.4

cc: Elizabeth Maland, City Clerk, City of San Diego
Kelly Broughton, Director, Development Services Department
Mary Wright, Deputy Director, Department of City Planning and Community Investment
Ann Marie Berg, Senior Vice President, Western Alliance Bancorporation
Kathryn Conniff, Real Estate Consultants
Rob Hixson, Vice President, CB Richard Ellis

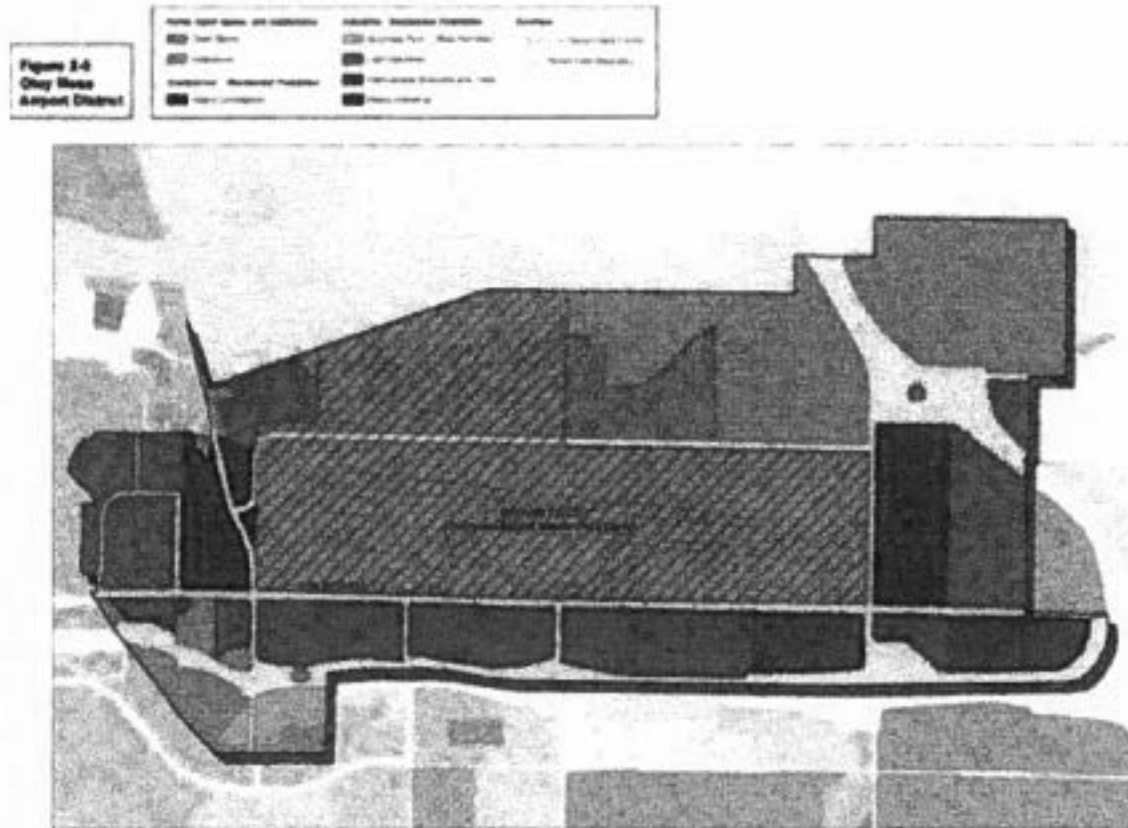
EXHIBIT A

Land Use Element

Airport District

The Airport District is generally bounded by SR-905 to the south, Spring Canyon and Denney Canyon to the west, the City/Chula Vista boundary to the north, and the City/County boundary to the east. The northern Open Space portion, with protected sensitive resources and habitat areas, includes steep canyons that drop to the Otay River Valley Regional. The district includes Brown Field Airport and industrial land uses surrounding the airfield. Brown Field is a general aviation

airport which serves as a catalyst for economic development in Otay Mesa, with emphasis on corporate aircraft, Customs and Border Patrol operations and international trade logistics support. Due to airport operations, the eastern and western areas adjacent to the airport are suited for low occupancy uses including but not limited to, warehousing, distribution, auto salvaging, and truck yards for cross-border goods movement.



Land Use Element

Central District

The Central District is generally bounded by Spring Canyon to the west, Siempre Viva Road, Britannia Boulevard, and Airway Road to the south, and the SR-905 to the east and north. The Spring Canyon system is home to many protected sensitive biological resources and habitat areas. The district includes Airway Road which is the spine of the community and is Otay Mesa's primary transit corridor. The District extends from Heritage Road to Harvest Road and is in between the Airport

District and the industrial South District. The Central District includes the Central Village, the Grand Park & Education Complex, and employment opportunities that are further defined in the Urban Design Element. The Central District envisions a village center at the western end of the mesa with employment, educational, and recreation opportunities sited along the transit corridor.

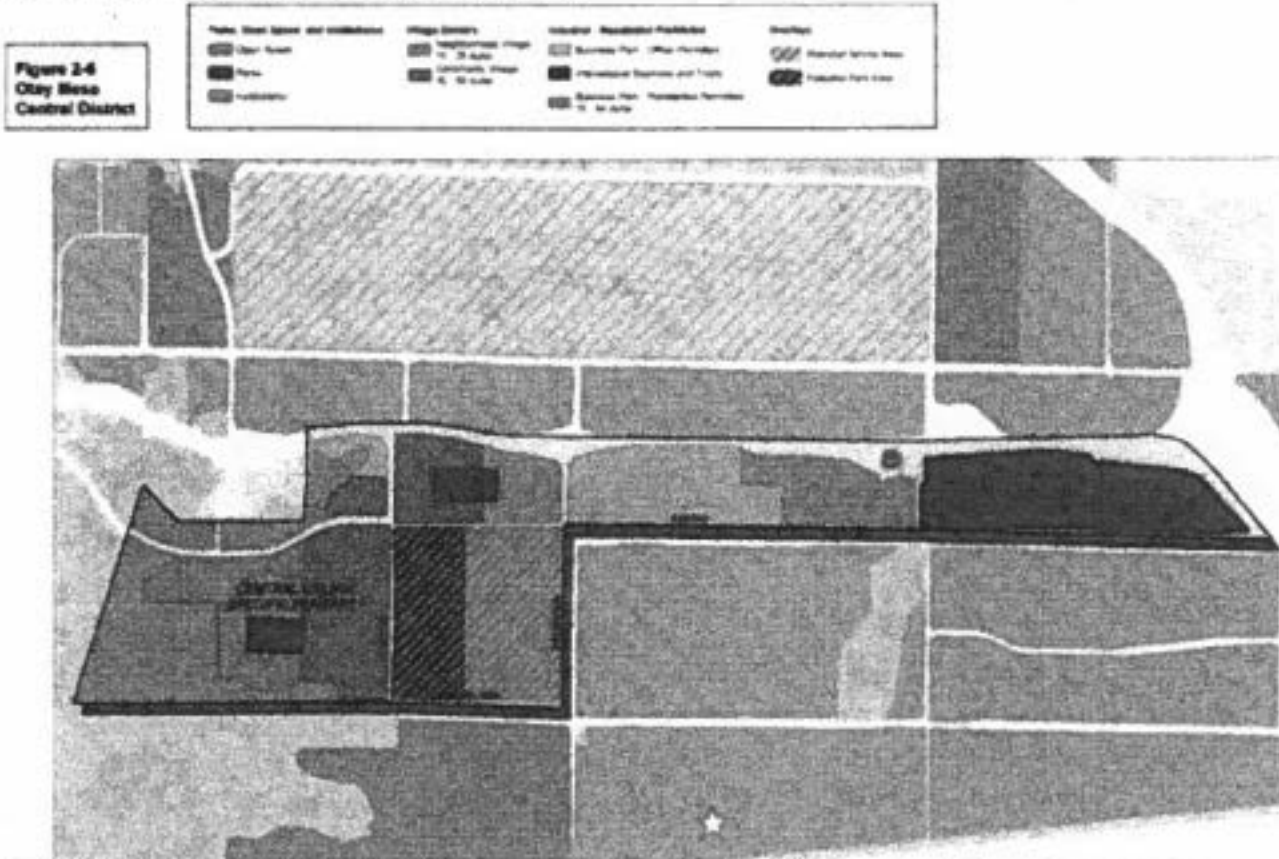



EXHIBIT D



E-MEMO

ATTN: Kelly Broughton, Director of Development
Services Division – City of San Diego
E-Mail: ▼
kbroughton@sandiego.gov

FROM: Sam P. Kab, II  *TOTAL PAGES (Including Cover):* 3+Attachments

DATE: September 26, 2011 *TIME:* 12:15:42 *JOB NUMBER:* 001011
PM

SUBJECT: Torrey Pines Bank Commercial Land Use Proposal for Otay Mesa
Community Plan Update (PTS# 199429, IO #24000510)

Confidential Communications

This transmittal is intended for the recipient named above. Unless otherwise expressly indicated, this entire communication is confidential and privileged information. If you are not the intended recipient, do not disclose, copy, distribute or use this information. If you received this transmission in error, please notify us immediately by telephone, at our expense and destroy the information.

Provided below are responses to the Transportation Development August 17, 2011 comments (**Attachment 1**) regarding the Torrey Pines Bank comparison of forecasts dated May 23, 2011 (**Attachment 2**).

General:

1. The comment relates to the fact that the Torrey Pines Bank community commercial land use for the north parcel added approximately 12,500 ADT to the TAZ output compared to the IBT uses, but the ADT volumes on Otay Mesa Road east of La Media Road did not increase proportionally, but decreased slightly. Were trips diverted from Otay Mesa Road to other roadways? A review of all 121 roadway segments evaluated in the Otay Mesa Community Plan Update traffic study indicates there was no substantial increase to other segments that would account for the 12,500 ADT increase from the north parcel traffic analysis zone.

The traffic model adjusted trip type match-ups within the community rather than draw entirely new trips from outside the community. Since there is a large amount of industrial type uses in the base forecast, adding commercial trips would provide additional "work-to-other" trip match-ups from the industrial-business park base, such as trips going to lunch, errands, business supply purchases, as well as "home-

to-shop" trip type match-ups. Adding the additional commercial uses provides a more balanced mixed-use community.

2. The comment requests additional analysis of roadway segments, intersections, and freeway segments where the proposed land use would result in 50 or more new peak-hour directional trips from the site, and ramp meters where 20 or more peak hour trips are added.

An additional report, also included in **Attachment 2**, dated August 17, 2011, was submitted that compares all of the 121 roadway segments and all of the 17 freeway segments that were evaluated in the Draft Otay Mesa Community Plan Update traffic study (dated July 29, 2011).

In this comparison, all 121 segment volumes for the two forecasts are shown, volumes to capacity ratios are tabulated and the change v/c ratios are also shown. This additional study concluded that changes to roadway segment volumes are relatively minor and no changes to conclusions regarding roadway classifications would be needed when comparing the Torrey Pines Bank forecast to the Buildout 3B Without La Media Road forecast. The same conclusion can be made when comparing freeway segment peak hour volumes.

Minor increases in average daily traffic volumes would result in minor peak hour volumes increases at major intersections, but mitigation at intersections currently recommended is typically the maximum that would be considered, so that additional mitigation would not be needed.

Ramp meter queues calculated in the Draft Otay Mesa Community Plan Update traffic study are typically very lengthy and unrealistic so that a recalculation with a few more approach vehicles would not be meaningful.

3. The comment requests a comparative analysis between the two forecasts of intersections, freeway segments, and ramp meter delay to determine if the Bank forecast would cause significant impacts.

The Draft Community Plan Update Scenario 3B traffic study has identified significant impacts to intersections, freeway segments and ramp meter delays. The additional August 17th report compared

roadway and freeway segments and concluded that no changes to conclusions should be needed. The comparisons show that the two forecasts have similar results with only minor increases in volumes so that the significant impacts would be substantially the same.

The comment also requests a comparative queue analysis on La Media Road between Otay Mesa Road and Airway Road, and on Airway Road between La Media Road and "A" Street (the project intersection on Airway Road). The current queue analysis for La Media Road in the Update traffic study predicts lengthy, unrealistic queues. No realistic conclusion regarding mitigation could be made by a comparative queue analysis.

4. The proposed Street "A" would be incorporated into the Otay Mesa Community Plan Update appendix as an alternate roadway and intersection configuration, and would not need a separate Community Plan Amendment.
5. The segment of Airway Road east of Britannia Boulevard can be reclassified to six lanes if needed. However, the LOS "D" to "E" segment threshold is at 35,000 ADT, while the 35,800 ADT forecast for this segment is only 2.3% over that threshold, so that a reclassification may not be needed if additional lanes at the Airway Road / Britannia boulevard intersection are provided.
6. This comment relates to access along La Media Road and Otay Mesa Road intermediate driveways, which the City has the discretion to allow. The Torrey Pines Bank forecasts were prepared without assuming intermediate driveways.
7. The Torrey Pines Bank forecast assumed one signalized access on Otay Mesa Road at Avenida Costa Azul, which was also included in the base 3B forecast.

Please consider these responses during staff review of the previously submitted August 17, 2011 roadway and freeway segment comparison report.

Cc: Ann Marie Berg
John Ponder
Kathryn Conniff
Steve Horine
Rob Hixon

Attachment 1

Transportation Development August 17, 2011 Comments

Attachment 1

Transportation Development August 17, 2011 Comments

Lisa Diaz

From: Huffman, Victoria [VHuffman@sandiego.gov]
Sent: Wednesday, August 17, 2011 5:46 PM
To: sam@urbansystems.net; Lisa Diaz
Cc: Andy; Broughton, Kelly; Gonsalves, Ann; Millette, Theresa; Sokolowski, Michelle; Gardiner, Maureen
Subject: Torrey Pines Bank (aka La Media Map Waiver, PTS#199429)
Attachments: Torrey Pines Bank Comments to 052311 Analysis.pdf; Specific Comments Attachment 1.pdf; Specific Comments Attachment 2.pdf

Hi Sam,

Please refer to the attached three (3) documents for our comments to your May 23, 2011 memorandum regarding the Otay Mesa Community Plan Update/Torrey Pines Bank Forecasts.

Thanks,
Victoria

Victoria Huffman, T.E.
Associate Traffic Engineer
City of San Diego
Development Services Department
1222 First Avenue, MS 501
San Diego, CA 92101-4155
Phone: (619) 446-5396
Fax: (619) 446-5499

8/18/2011

**CITY OF SAN DIEGO
M E M O R A N D U M**

DATE: August 17, 2011

TO: Sam P. Kab, Urban Systems Associates, Inc.

FROM: Victoria Huffman, Transportation Development

SUBJECT: *Torrey Pines Bank Commercial Land Use Proposal for Otay Mesa Community Plan Update (PTS#199429, IO#24000510)*

We have reviewed Urban Systems Associates' memorandum dated May 23, 2011 regarding the Otay Mesa Community Plan Update/Torrey Pines Bank Forecasts, and we have the following comments:

General:

1. The memo should discuss the overall shift in traffic patterns in this area that appears to have occurred between the original traffic forecasts and the recent forecast prepared for this memo. For example, in the buildout forecast for the new land use, the roadway segment of Otay Mesa Road just east of La Media Road shows an increase of 3,200 ADT, but 14,000 new ADT are loading to this segment from the North Parcel. This indicates that non-project through traffic is being diverted from this roadway segment.
2. In order to adequately evaluate the impacts of the proposed higher intensity land use on the Torrey Pines Bank site, the study area should analyze roadway segments, intersections, and freeway segments where the proposed new land use would result in 50 or more new peak-hour directional trips from the site, and it should include metered freeway on-ramp analysis where the proposed new land use would result in 20 or more peak-hour trips from the project site onto metered freeway on-ramps. (All freeway on-ramps should be assumed to be metered in the midterm and buildout scenarios.)
3. Provide a comparative analysis of the level of service (LOS) of intersections and freeway segments, as well as ramp meter delay, between the current land use for the vacant site and the proposed community commercial land use to determine whether the proposed commercial land use would result in any significant traffic impacts that would not occur under the land use assumed in Community Plan Update Scenario 3B. This analysis should also include queuing analysis along La Media Road between Otay Mesa Road and Airway Road and along Airway Road between La Media Road and Street "A". Queuing in excess of available storage that would degrade intersection operations should be called out as a significant impact.
4. The proposed commercial land use would require a Community Plan Amendment to add a new 2 lane collector or 4 lane collector street since proposed Street "A" is not a circulation

element roadway in the adopted community plan circulation element or the April 2011 draft circulation element for Scenario 3B.

5. Airway Road between Britannia Boulevard and La Media Road is classified as a 4 lane major street in both the adopted community plan circulation element and the April 2011 draft circulation element for Scenario 3B for Otay Mesa and would operate at an acceptable LOS with the assumed Scenario 3B land uses. With the proposed commercial land use, this segment is forecast to carry 35,800 ADT. With this amount of traffic, this portion of Airway Road is forecast to operate at an unacceptable level of service and should be re-classified as a 6 lane major roadway.

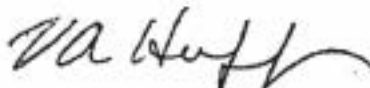
6. The analysis should assume no project access points (driveways) along La Media Road or Otay Mesa Road (except the proposed signalized access opposite the I-905/La Media EB off-ramp) since both La Media Road and Otay Mesa Road are classified as six lane primary arterials in the proposed circulation element for Scenario 3B of the Otay Mesa Community Plan Update.

7. Traffic signals should be spaced no closer than $\frac{1}{4}$ mile apart on primary arterials and should provide appropriately spaced access for future envisioned development. If a new signalized access were proposed to be constructed along Otay Mesa Road, it should likely be located at Avenida Costa Azul. Traffic signal warrants should also be provided for any proposed new signalized access.

Specific:

1. Refer to the attached pages from memorandum for specific comments.

Feel free to contact me at 619-446-5396 or via email at vhuffman@sandiego.gov if you have any questions.



Victoria Huffman, RTE
Associate Traffic Engineer

Attachment

cc: Kelly Broughton, Director, Development Services Department
Ann French Gonsalves, Senior Traffic Engineer
Michelle Sokolowski, Development Project Manager
Theresa Millette, Senior Planner
Maureen Gardiner, Associate Traffic Engineer



E-MEMO

ATTN: Kelly Broughton – City of San Diego

E-Mail: ▼

kbroughton@sandiego.gov

FROM: Sam P. Kab, II

TOTAL PAGES: 6+Attachments

DATE: May 23, 2011

TIME: 1:49:15 PM

JOB NUMBER: 001011

SUBJECT: Otay Mesa Community Plan Update / Torrey Pines Bank Forecasts

Confidential Communications

This transmittal is intended for the recipient named above. Unless otherwise expressly indicated, this entire communication is confidential and privileged information. If you are not the intended recipient, do not disclose, copy, distribute or use this information. If you received this transmission in error, please notify us immediately by telephone, at our expense and destroy the information.

The Torrey Pines Bank, with your authorization, has prepared a comparison of ^{their} ~~the~~ preferred land use for their property east of La Media Road and to the north and south of SR-905. to _____ ?

Urban Systems Associates has evaluated the Otay Mesa Community Plan Update traffic forecasts of the 3B Without La Media Road Scenario with the bank property assumed as the Community Commercial uses currently allowed under the approved Community Plan rather than International Business and Trade (IBT) uses being proposed by City Planning for this scenario. Both the Mid-Term and Buildout forecasts were evaluated.

The City Transportation Engineering section was provided with the Bank's ^{preferred} ~~current~~ land use and access assumptions and the appropriate forecasts were re-run at the Bank's expense. The Bank's ^{preferred} ~~current~~ land use assumptions are described in Attachment I, the forecast re-run request previously provided on April 5, 2011.

The results of the forecast re-runs were provided by City Transportation Engineering, and evaluated by Urban Systems Associates. Following are summaries of the comparison between the base City forecasts with IBT assumed, and the Bank's preferred Community Commercial land use and access:

MID-TERM AVERAGE DAILY TRAFFIC VOLUMES

Attachment 2 shows a comparison of average daily traffic volumes of the major roadways adjacent to the Bank's property: La Media Road, Otay Mesa Road, and Airway Road.

→ provide comparison graphic showing ADT at LOS for all appropriate roadways for the two alternatives

La Media Road – The volumes increase by 1.7% north of Otay Mesa Road, and by 10.8% between Otay Mesa Road and the SR-905 Westbound Ramp intersection. However, even with these increases the segment levels of service (LOS) are acceptable, remaining at LOS "A" north of Otay Mesa Road and LOS "B" south of Otay Mesa Road.

The segment volume between the SR-905 Eastbound Ramp intersection, the project access, and Airway Road decreases by 22.3% and remains at an acceptable LOS "C".

South of Airway Road the segment volume also decreases, by 7.8%, and remains at LOS "C".

Otay Mesa Road – The segment west of La Media Road increases in volume by 13.1%, and is at LOS "B".

The segment between La Media Road and the Project North Parcel Access increases by 8.7%, and remains at an acceptable LOS "C".

The segment between the Project North Parcel Access and Piper Ranch Road decreases by 3.8%, and remains at LOS "C".

The segment between Piper Ranch Road and the SR-905 Southbound Ramp intersection decreases by 7.3%, and remains at LOS "C".

Airway Road – The segment west of La Media Road increases in volume by less than one percent, and remains at LOS "A".

The segment volume between La Media Road and the Project South Parcel Access decreases by 24.5%, and improves to LOS "A".

Buildout Segment Volume Summary

Attachment 5 summarizes the Buildout roadway segment comparison.

The increases to Buildout volumes on La Media Road, Otay Mesa Road, and Airway Road adjacent to the project are minor and occur on four of the eleven segments evaluated. None of the segments with ADT increases cause a change in LOS and are at an acceptable level of service. Seven of the eleven segments would decrease in volume. There are two substantial segment volume decreases due to diversion of traffic through the project roadway at the SR-905 Eastbound off-ramp. The segment volume reduction on La Media Road between the Eastbound Off-Ramp and Airway Road reduces the volume through the La Media Road / Airway Road intersection. The segment volume reduction on Airway Road east of La Media Road also reduces the volumes through the intersection. This is an important result of adding a through street at the SR-905 Eastbound Off-Ramp, extending to Airway Road, which would be beneficial to the interchange circulation and enhance access to the central area and the Airway Road east-west corridor.

Other Interchanges

A review of volume changes at other SR-905 interchanges west of the Bank's property indicates minor increases in volumes of less than 2.0% at the Caliente Avenue and Heritage Road interchange north approaches. The Britannia Boulevard south approach increases by only 2.4%.

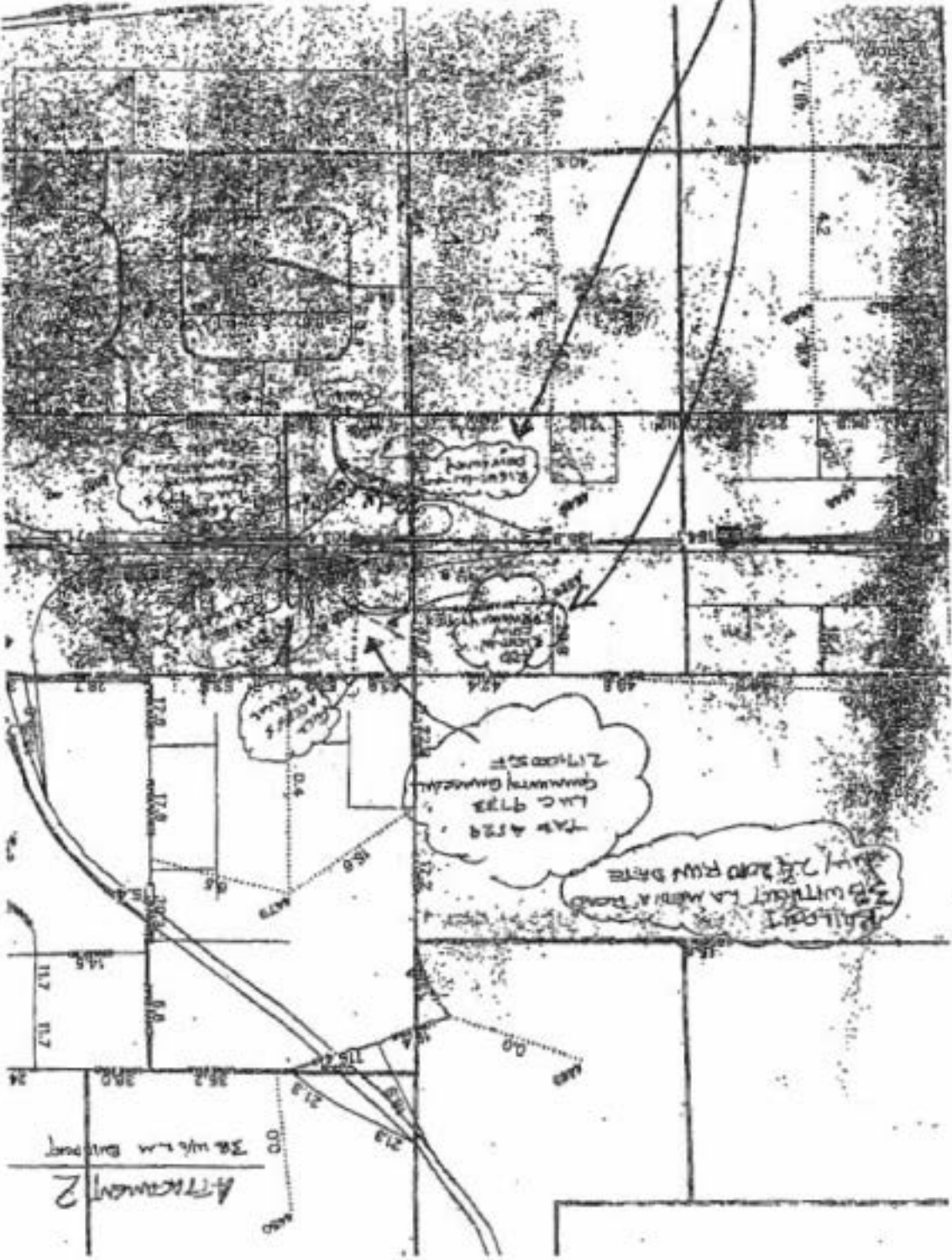
What about to the east?

Conclusions

The increase in traffic volumes on adjacent roadway segments, as a result of the project forecasts with the currently approved commercial uses, can be accommodated without the need for roadway reclassification and would operate at acceptable levels of service.

Changes in volumes at other SR-905 interchanges to the west are slight, so that additional mitigation should not be needed.

As drawn on map allowed



ATTACHMENT 2
30' WIDE LA. WITH A ROAD

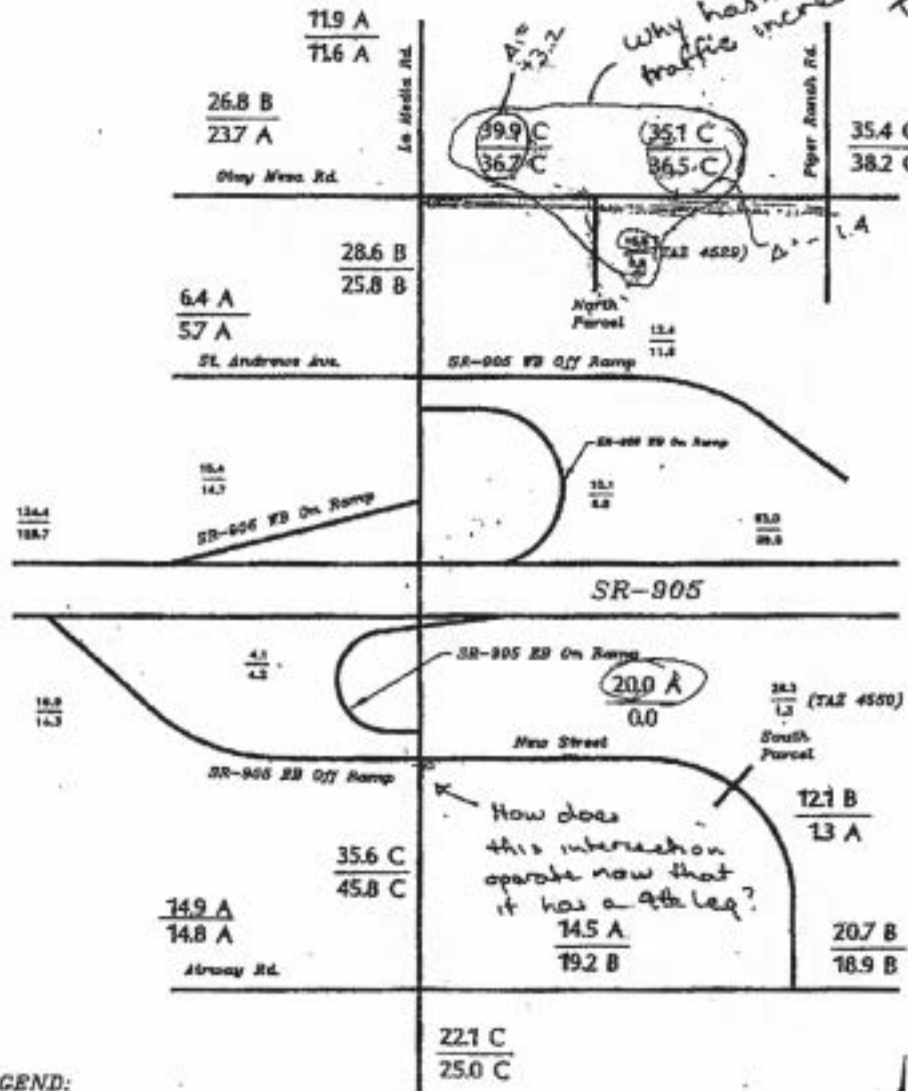
30' WIDE LA. WITH A ROAD
2 1/2' 200' R/W DATE

TAX 429
LAC 973
COMMUNITY GROUND
27,000 SF

ROAD 1000 FT

ATTACHMENT 2
30' WIDE LA. WITH A ROAD

ATTACHMENT 2
Mid-Term ADT & LOS Comparison

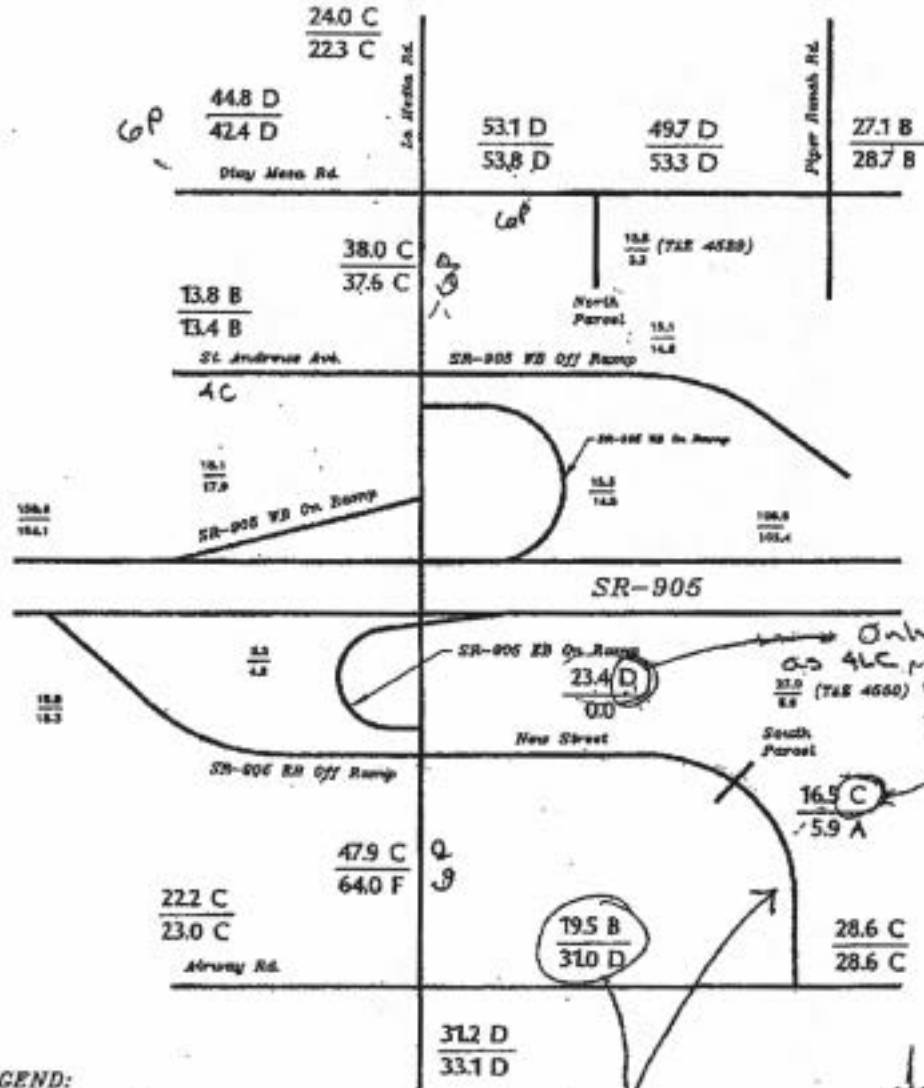


LEGEND:

- XXX A Re-Run ADT/LOS Mid-Term With Project
- XXX A Base ADT/LOS Mid-Term Base (Without Project)



ATTACHMENT 4
Buildout ADT & LOS Comparison



Only if built
as 4L, not 2L.C
as USAFI
requested
to be
coded
in
the
model

Traffic is
diverted
onto street
"A".

LEGEND:

- XXX A Re-Run ADT/LOS Buildout With Project
- XXX A Base ADT/LOS Buildout Base (Without Project)

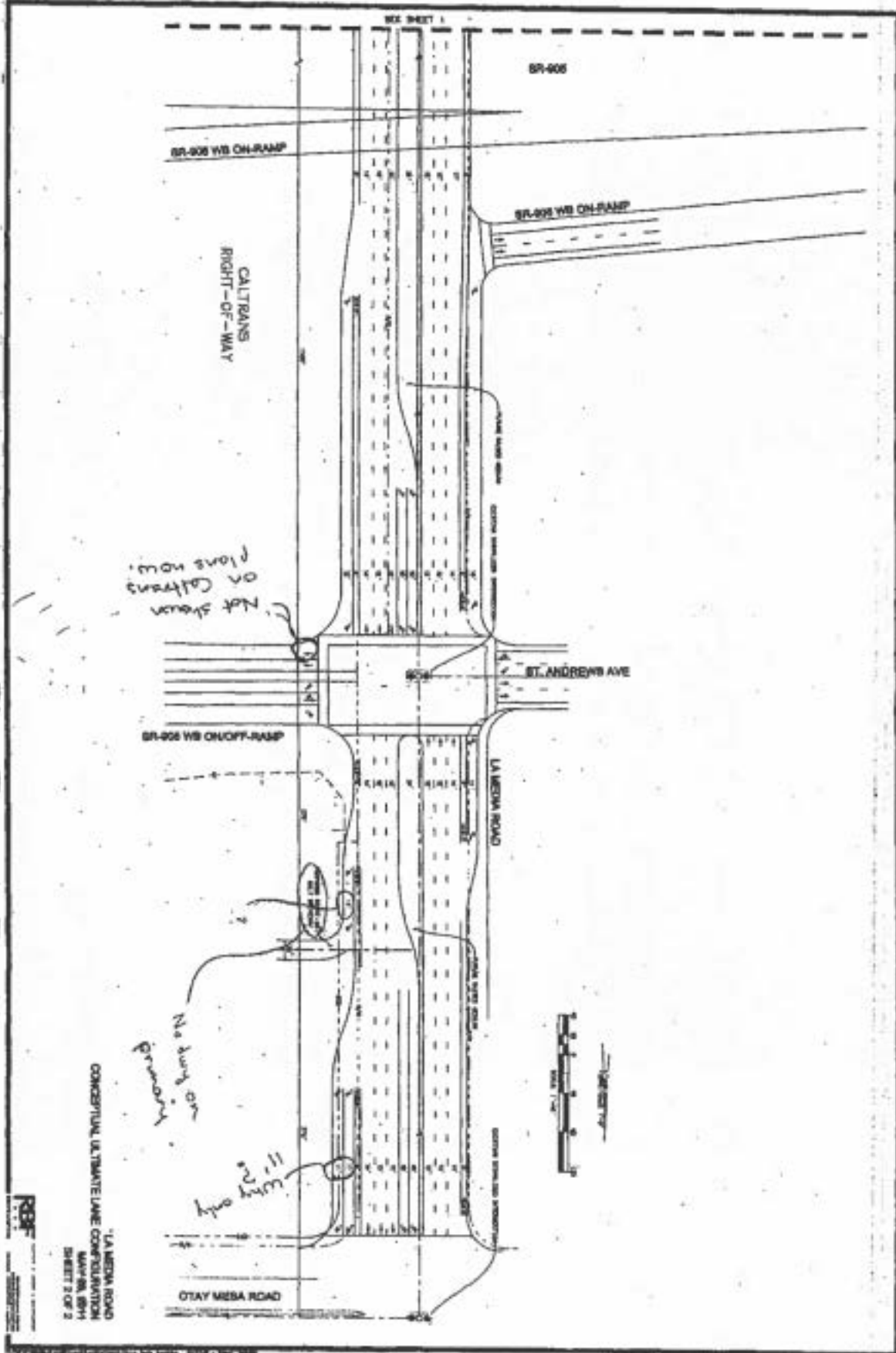
D 001011-052311-Attachment Cover Sheets-KellyBroughton-L.doc

Attachment 5
Buildout ADT Comparison

Buildout	*Base	LOS	*Buildout With Project	LOS	% Change
La Media Road					
North of Obay Mesa Rd.	22.3	C	24.0	C	+7.6%
Otay Mesa Rd. to SR-905 WB Ramp	37.6	C	38.0	C	+1.1%
SR-905 EB Ramp to Airway Rd.	64.0	F	47.9	C	-25.2%
Airway Rd. to Siempre Viva Rd.	33.1	D	31.2	D	-5.7%
Otay Mesa Road					
West of La Media Rd.	42.4	D	44.6	D	+5.7%
La Media Rd. to Project North Parcel Access	53.6	D	53.1	D	-1.3%
Project North Parcel Access to Piper Ranch Rd	53.3	D	49.7	D	-6.8%
Piper Ranch Rd. to SR-125 SB Ramp	28.7	B	27.1	B	-5.8%
Airway Road					
West of La Media Rd.	23.0	C	22.2	C	-3.5%
La Media Rd. to Project South Parcel Access	31.0	D	19.5	B	-37.1%
Project South Parcel Access to Harvest Rd.	28.6	C	28.6	C	0.0%
SR-905 Westbound Off Ramp at La Media Rd.	14.8	-	15.1	-	+2.0%
SR-905 Eastbound Off Ramp at La Media Rd.	18.3	-	18.8	-	+2.7%

*ADT in thousands.

Area declines do to trip diversion?



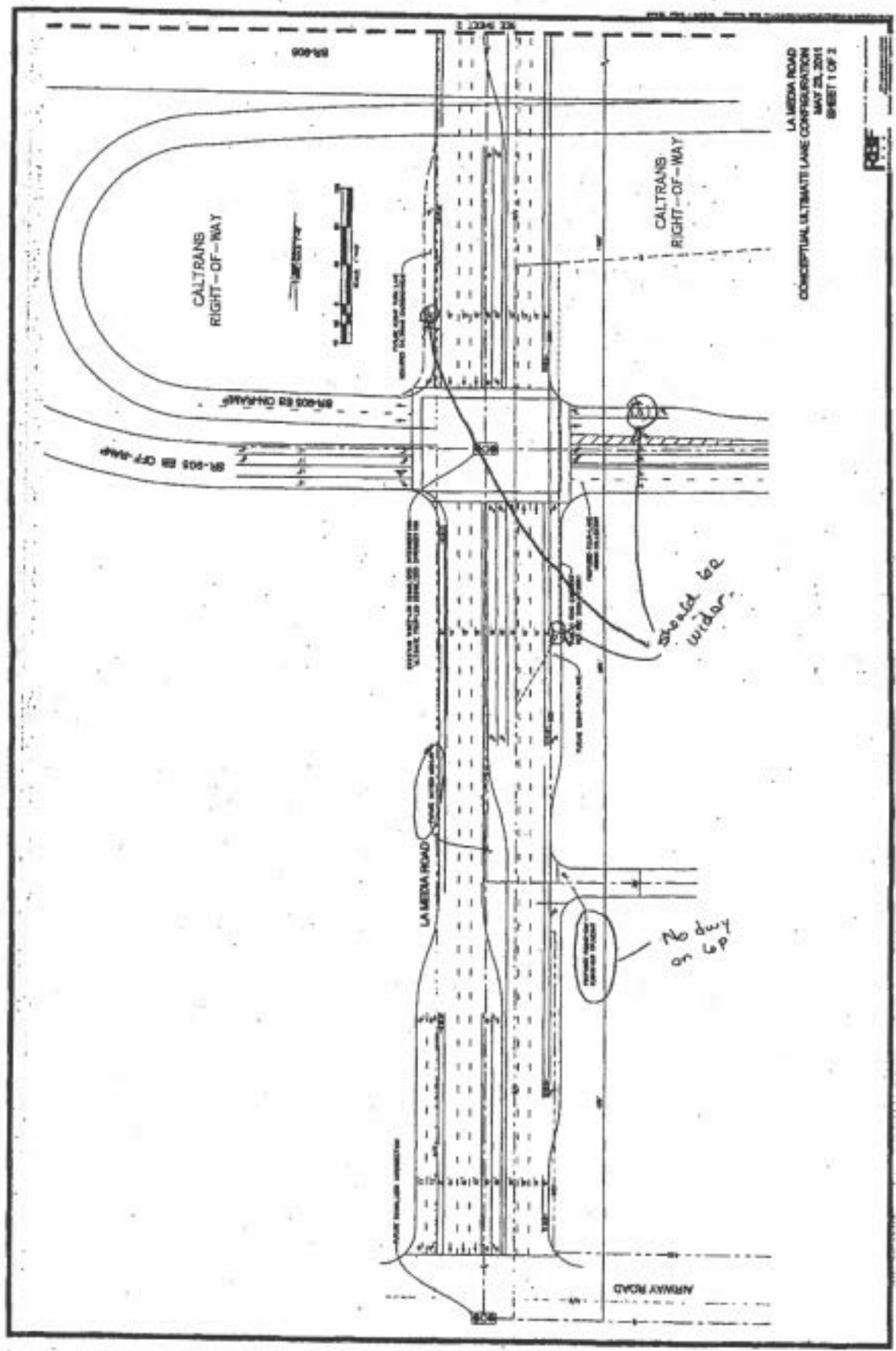
Not shown
 on Caltrans
 plans now.

No bus or
 primary

bus only

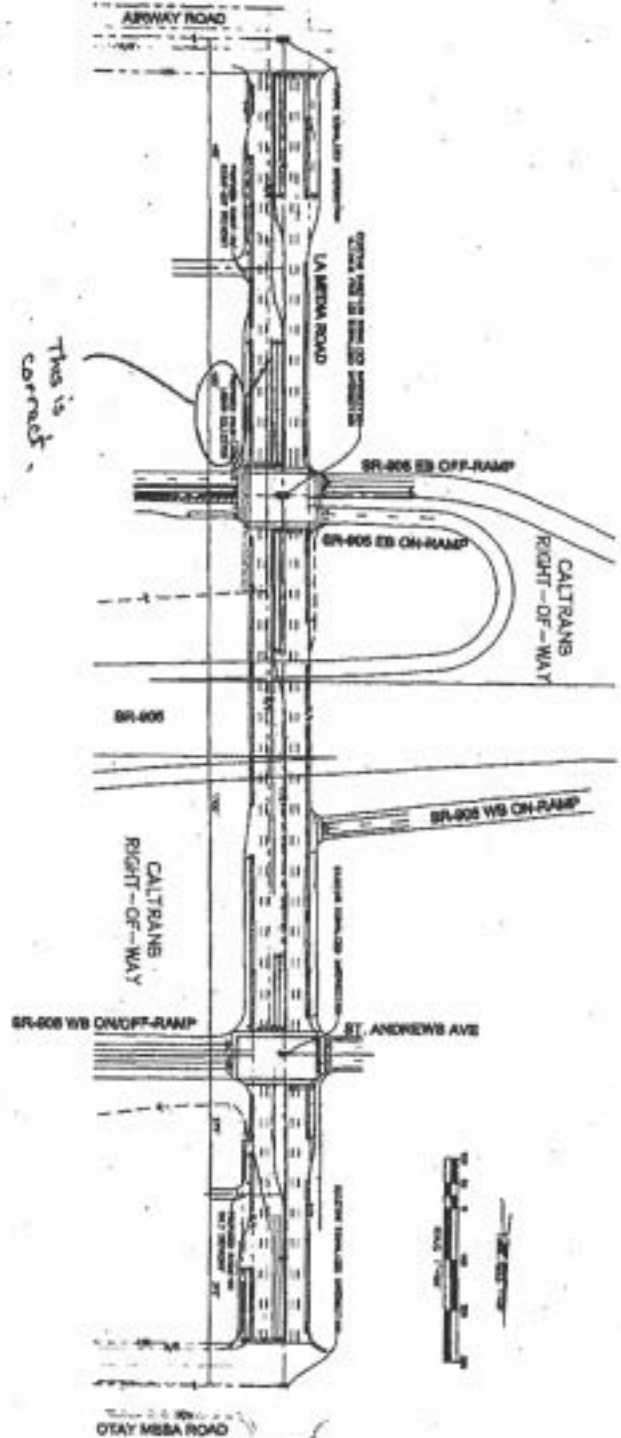
LA MESA ROAD
 CONCESSIONAL ULTIMATE LAKE CONSULTATION
 MAP # 01 894
 SHEET 2 OF 2

P&H



LA MEDIA ROAD
 CONCEPTUAL ULTIMATE LANE CONFIGURATION
 MAY 23, 2011
 SHEET 1 OF 2





LA BREA ROAD
 CONCEPTUAL ULTIMATE LANE CONFIGURATION
 MAY 23, 2011



Attachment 2

Additional Comparison of Forecasts Report August 17, 2011



E-MEMO

ATTN: Kelly Broughton, Director Development Services
Division – City of San Diego

E-Mail: ▼
kbroughton@sandiego.gov

FROM: Sam P. Kab, II *Sam Kab*

TOTAL PAGES (Including Cover): 11+33 Page of Attachments

DATE: August 17, 2011

TIME: 10:35:40 AM

JOB NUMBER: 001011

SUBJECT: Otay Mesa Community Plan Update / Torrey Pines Bank Forecasts

Confidential Communications

This transmittal is intended for the recipient named above. Unless otherwise expressly indicated, this entire communication is confidential and privileged information. If you are not the intended recipient, do not disclose, copy, distribute or use this information. If you received this transmission in error, please notify us immediately by telephone, at our expense and destroy the information.

Our previous May 23, 2011 report on the Torrey Pines Bank forecasts with Community Commercial uses and access assumptions for their property east of La Media Road was focused on the freeway and roadway segments surrounding the SR-905 / La Media Road interchange (a PDF copy is provided for reference).

That report showed a comparison of segment ADT and levels of service, for the Mid-Term and Buildout 3B Without La Media Road scenarios, with the Bank property proposed with IBT uses by City Planning and used in the base forecast, and also with the currently allowed Community Commercial under the approved Community Plan for this property.

The previous focused report concluded that the average daily traffic volumes on roadway segments adjacent to the Bank property, as a result of the Bank forecast with the currently approved commercial uses, can be accommodated without the need for roadway reclassifications and the eleven evaluated segments of Otay Mesa Road, La Media Road, and Airway Road would operate at acceptable levels of service. Also as a result of the Bank forecast, seven of the eleven segments would decrease in volume.

The attached additional roadway and freeway segment comparison tables expand the study area to include all of the 121 segments evaluated at Buildout in the Draft Otay Mesa Community Plan Update Traffic Study.

This additional evaluation shows the increase in average daily traffic volumes and the increase in volume to capacity ratios for each segment. The questions of "were trips redistributed adversely" and "are other community-wide segment volumes increased to such an extent that the roadway classifications of the base forecast would change", can be answered with these evaluations.

PROJECT TRIP GENERATION COMPARISON

The Bank property average daily traffic was estimated by using a floor area ratio of 0.30, consistent with other commercial parcel assumptions used in the Buildout 3B forecast. The Bank property net acreages were refined to accommodate the project roadway and street improvements along its frontage, as shown in the table below:

	Acres	FAR	Sq. Ft. (1)	Trip Rate (2)	ADT
TAZ 4529 (North Parcel)	16.6	0.30	217,000	70 / KSF	15,190
TAZ 4550 (South Parcel)	29.2	0.30	382,000	70 / KSF	26,740
Total					41,930 ADT

(1) Acres x FAR x 43,560 S.F. / AC. = Estimated Project Size in S.F.

(2) Community Shopping Center, Driveway Vehicle Trip Rate, Per City of San Diego Trip Generation Manual, Table 1.

A comparison of the trip generation used in each forecast is shown in the table below:

	IBT	Community Commercial
TAZ 4529 (North Parcel)	3,771 (395.5 KSF)	15,190 (217 KSF)
TAZ 4550 (South Parcel)	6,294 (667 KSF)	26,740 (382 KSF)
Total	10,065 ADT	41,930 ADT

The difference in trip generation between the two forecasts is approximately 31,865 ADT. The Community Commercial uses attracted retail trips from throughout the Otay Mesa Community Plan area and, as demonstrated in the following tables, the additional trips were not heavily concentrated in any area of the community.

TABLE 1 – ROADWAY SEGMENT AVERAGE DAILY TRAFFIC (ADT)

Table 1 includes all surface roadway segments that are evaluated in the OMCPU draft traffic study. Shown are segment volumes, volume to capacity ratios, levels of service, and the change in volume to capacity ratio. Also shown, in the last column, is a Yes (Y) or No (N) indicating if the segment volume to capacity ratio changed by more than a reasonable increase of 2.0% for those segments at level of service "E" or "F".

Of the 53 segments evaluated on major east-west and north-south roadways (Otay Mesa Road, Airway Road, Siempre Viva Road, Caliente Avenue, Heritage Road / Otay Valley Road, Britannia Boulevard, and La Media Road) only six at level of service "E" or "F" exceed the change in v/c ratio by more than 2.0%, and then only by 2.5% to 3.3%. The segments are the following:

- Otay Mesa Road (Heritage Road to Cactus Road) (76,500 ADT to 78,000 ADT)
- Airway Road (Caliente Avenue to Heritage Road) (38,000 ADT to 39,000 ADT)
- Airway Road (Britannia Boulevard to La Media Road) (35,000 ADT to 36,000 ADT)
- Siempre Viva Road (Otay Center Drive to SR -905) (60,000 ADT to 61,500 ADT)
- Britannia Boulevard (SR-905 to Airway Road) (63,000 ADT to 64,500 ADT)
- Britannia Boulevard (Airway Road to Siempre Viva Road) (44,500 ADT to 46,000 ADT)

These increases to v/c ratios on these six segments would not change conclusions regarding classifications for these segments.

Five of the major east-west and north-south roadways show decreases in v/c ratios.

Only ten other segments of the remaining 68 segments are at level of service "E" or "F" and exceed the reasonable v/c increase of 2.0%, but most are considered minor interior roadways and would not change recommended classifications of these segments.

- Cactus Road (Airway Road to Siempre Viva Road) (40,500 ADT to 42,000 ADT)
- Dennerly Road (Black Coral Lane to East End) (16,500 ADT to 17,000 ADT)
- Avenida de las Vistas (Vista Santo Domingo to Dennerly Road) (19,500 ADT to 20,000 ADT)

- Del Sol Boulevard (Surf Crest Drive to Riviera Pointe) (23,000 ADT to 23,500 ADT)
- Del Sol Boulevard (Riviera Pointe to Dennery Road) (23,000 ADT to 23,500 ADT)
- Old Otay Mesa Road (Crescent Bay Drive to Beyer Boulevard) (16,000 ADT to 16,500 ADT)
- Sanyo Avenue (Otay Mesa Road to Airway Road) (24,500 ADT to 26,000 ADT)
- Camino Maquiladora (Heritage Road to Pacific Rim Court) (9,500 ADT to 10,000 ADT)
- Progressive Avenue (Corporate Center Drive to Innovative Drive) (11,500 ADT to 12,000 ADT)
- Exposition Way / Vista Santo Domingo (Avenida de las Vistas to Corporate Center Drive) (12,500 ADT to 13,000 ADT)

Eight of these ten segments are two lane Collectors that primarily serve adjacent development and have volume increases of only 500 ADT. Cactus Road and Sanyo Avenue have 1,500 ADT increases, but act as internal circulation roadways, not major connections to outside the Community Plan area.

It can be concluded after a review of the segment volumes in Table 1 that the volume increases in project trip generation have not been concentrated at the entrance / exit roadways into and out of the Otay Mesa Community Plan area, and the overall conclusions regarding roadway classifications and levels of service would not change with the preferred Torrey Pines Bank land use assumption, currently allowed under the approved Community Plan.

Our previous report also shows a decrease in volume on La Media Road between SR-905 and Airway Road, as a result of adding a project roadway at the SR-905 eastbound off-ramp, extending to Airway Road. This decrease in volume would enhance the entry gateway to the central part of the community.

TABLE 2 – FREEWAY SEGMENT V/C AND LEVELS OF SERVICE

This table evaluates all freeway segments included in the OMCPU Draft Traffic Study.

Of the 17 freeway segments evaluated with the Community Commercial use, only two segments at level of service "E" or "F" exceeds a reasonable 2.0% change in volume to capacity ratio, and then only by 2.2% and 3.4%:

- SR-905 (Heritage Road to Britannia Boulevard) (173,000 ADT to 176,000 ADT)
- SR-905 (Britannia Boulevard to La Media Road) (154,000 ADT to 158,500 ADT)

None of the minor freeway segment volume increases would change the levels of service nor freeway segment conclusions.

The major freeway segments of I-805 decrease by 500 ADT between Main Street and Palm Avenue and decrease by 1,000 ADT between Palm Avenue and SR-905.

West of I-805, the SR-905 volume increases by 1,000 ADT.

South of SR-905, I-805 increases by only 1,000 ADT, but remains at level of service "C".

The segment of SR-905 between I-805 and Caliente Avenue increases by only 2,000 ADT.

The I-5 / I-805 and SR-905 border crossing volumes remain the same.

State Route 125 north of Lone Star Road increases by 3,500 ADT, but remains at level of service "D".

It can be concluded after a review of the freeway segment volumes in Table 2 that the volume increases in project trip generation have not been concentrated at the entrance and exit freeways or border crossings leading to the Otay Mesa Community Plan area.

ATTACHMENTS

Attachment 1 is the Buildout 3B Without La Media Road ADT volume figure used in the Draft OMCPU traffic study, with adjustments previously agreed upon. These volumes are included in **Tables 1 and 2 (with IBT column)**.

Attachment 2 is the Torrey Pines Bank Buildout forecast, with adjustments agreed upon. These volumes were rounded to the nearest 500 ADT and included in **Tables 1 and 2 (with Community Commercial column)**.

Attachment 3 is the previous focused May 23, 2011, report for reference.

CONCLUSION

With the Torrey Pines Bank's preferred Community Commercial land use and access compared to IBT uses, only 16 out of a total of 121 roadway segments are both at a level of service "E" or "F" and would have an increase in volume to capacity ratio greater than a reasonable 2.0%. Six of the segments are on major east-west and north-south roadways and have an increase in v/c from 2.5% to 3.3%. These minor increases would not result in changes to recommended roadway classifications.

The remaining 10 segments of the 16 are considered minor interior roadways and v/c increases would not result in changes to recommended roadway classifications.

Of the 17 freeway segments evaluated, only two segments at level of service "E" or "F" would exceed the reasonable 2.0% increase in volume to capacity ratio, and then by only 2.2% and 3.4%.

Reviewing all 121 roadway segments for the Buildout 3B Without La Media Road scenario, with the Torrey Pines Bank property proposed with IBT uses, 30 segments would be at level of service "E" or "F". With the Bank property at the currently allowed Community Commercial uses, 31 segments would be a level of service "E" or "F". Changes in ADT and peak hour volumes would be minor, so that roadway segment reclassifications or additional intersection mitigation should not be needed.

It can be concluded after a review of Otay Mesa Community-wide roadway and freeway segments that the volume increases in Torrey Pines Bank property trip generation have not been concentrated at the entrance / exit roadways and freeway connections into and out of the community. The overall conclusions regarding roadway classifications and levels of service would not change with the Torrey Pines Bank property assumed as Community Commercial uses.

Cc: Anne Marie Berg
John Ponder
Kathryn Conniff
Steve Horine

TABLE 1
Comparison of IBT VS. Community Commercial
Buildout Scenario 3B Without La Media Rd.
Average Daily Traffic & Level of Service

Street	Segment	(1) Class	LOS E ADT (2)	With IBT			With Community Commercial				(6) E, F +2%
				(3) Segment ADT	V/C	LOS	(4) Segment ADT	V/C	Δ V/C	LOS	
Otay Mesa Road	Street A to Calles Ave.	6-PA	60,000	36,000	0.43	D	36,000	0.43	0.00	B	N
	Calles Ave. to Corporate Center Dr	6-PA	60,000	73,500	1.208	F	73,500	1.225	0.017	F	N
	Corporate Center Dr. to Innovative Dr.	6-PA	60,000	51,500	0.86	D	52,500	0.88	0.02	D	N
	Innovative Dr. to Heritage Rd.	6-PA	60,000	46,500	0.78	C	47,500	0.79	0.01	C	N
	Heritage Rd. to Canon Rd.	6-PA	60,000	76,500	1.275	F	78,000	1.300	0.025	F	Y*
	Canon Rd. to Britannia Blvd.	6-PA	60,000	44,000	0.73	C	45,000	0.75	0.02	C	N
	Britannia Blvd. to Alta Ct.	6-PA	60,000	50,500	0.84	D	52,000	0.87	0.03	D	N
	Alta Ct. to La Media Rd.	6-PA	60,000	43,500	0.71	C	45,000	0.75	0.04	C	N
	La Media Rd. to Piper Ranch Rd.	6-PA	60,000	54,000	0.90	D	53,000	0.89	-0.01	D	N
	Piper Ranch Rd. to SR-125	6-PA	60,000	28,500	0.48	B	27,000	0.45	-0.03	B	N
	SR-125 to Harvest Rd.	6-PA	60,000	36,000	0.60	C	37,000	0.62	0.02	C	N
	Harvest Rd. to Sanyo Ave.	6-PA	60,000	33,000	0.55	B	32,500	0.54	0.01	B	N
Sanyo Ave. to Swico Fossil Dr.	6-PA	60,000	7,500	0.13	A	8,000	0.13	0.00	A	N	
Alway Road	Old Otay Mesa Rd. to Calles Ave.	4-CL	30,000	10,500	0.35	A	11,000	0.37	0.02	B	N
	Calles Ave. to Heritage Rd.	4-M	40,000	38,000	0.950	E	39,000	0.970	0.020	E	Y*
	Heritage Rd. to Canon Rd.	6-PA	60,000	60,500	1.008	F	61,000	1.017	0.009	F	N
	Canon Rd. to Britannia Blvd.	6-M	30,000	44,500	1.483	D	44,500	1.483	0.000	D	N
	Britannia Blvd. to La Media Rd.	4-M	40,000	35,000	0.875	D	36,000	0.900	0.025	E	Y*
	La Media Rd. to Harvest Rd.	4-M	40,000	34,000	0.85	D	34,000	0.85	0.00	D	N
	Harvest Rd. to Sanyo Ave.	4-M	40,000	26,500	0.66	C	29,000	0.73	0.07	C	N
	Sanyo Ave. to Paseo de las Americas	4-M	40,000	10,000	0.25	A	10,500	0.26	0.01	A	N
	Paseo de las Americas to Michael Fendley Dr.	4-M	40,000	9,500	0.24	A	12,500	0.31	0.07	A	N
	Michael Fendley Dr. to Swico Fossil Dr.	4-M	40,000	12,000	0.30	A	12,500	0.31	0.01	A	N
Swico Fossil Dr. to Sanyo Ave. Rd.*	4-M	40,000	12,500	0.31	A	13,500	0.34	0.03	A	N	
Sanyo Ave Road	Calles Ave. to West Tomkins	2-CL	15,000	18,000	0.67	C	18,000	0.67	0.00	C	N
	Calles Rd. to Britannia Blvd.	6-PA	60,000	37,000	0.62	C	38,000	0.63	0.01	C	N
	Britannia Blvd. to La Media Rd.	6-PA	60,000	43,500	0.73	C	43,500	0.73	0.00	C	N
	La Media Rd. to Harvest Rd.	6-PA	60,000	40,500	0.68	C	41,500	0.69	0.01	C	N
	Harvest Rd. to Otay Center Dr.	6-PA	60,000	34,000	0.57	B	34,500	0.58	0.01	B	N
	Otay Center Dr. to SR-905	6-PA	60,000	60,000	1.000	B	61,500	1.025	0.025	F	Y*
	SR-905 to Paseo de las Americas	6-PA	60,000	63,000	1.050	F	63,500	1.043	-0.008	F	N
	Paseo de las Americas to Michael Fendley Dr.	6-PA	60,000	23,000	0.38	A	23,500	0.39	0.01	A	N
	Michael Fendley Dr. to Swico Fossil Dr.	6-PA	60,000	21,000	0.35	A	21,500	0.35	0.00	A	N
	Swico Fossil Dr. to SR-11*	4-M	40,000	17,500	0.44	B	21,000	0.53	0.09	B	N

*Segment in County of San Diego
(1) = Community Plan Classification recommendation.
(2) = Source: City of San Diego Traffic Impact Study Manual, Table 2.
(3) = Source: Buildout 3B without La Media Road (7-29-10 Forecast Data).
(4) = Source: Torrey Pines Bank 3B Buildout (4-27-11 Forecast Data).
V/C = Volume to Capacity Ratio
LOS = Level of Service
(6) E, F +2% = Yes (Y*) or No (N), V/C increase over 2% and/or LOS E or F.

TABLE 1 (Continued)
Comparison of IBT VS. Community Commercial
Buildout Scenario 3B Without La Media Rd.
Average Daily Traffic & Level of Service

Street	Segment	(1) Class	LOS E ADT (2)	With IBT			With Community Commercial				(8) E, F +2%
				(3) Segment ADT	V/C	LOS	(4) Segment ADT	V/C	V/VIC	LOS	
Fair Ave.	Kearney Dr. to I-805 I-805 to Denzary Rd.	6-PA	40,000	28,500	0.48	D	28,500	0.48	0.90	B	N
		7-PA	68,000	59,500	0.62	D	60,000	0.92	0.90	D	N
Ocean View Hills Parkway	Denzary Rd. to Del Sol Blvd. Del Sol Blvd. to Street "A" Street "A" to Olay Mesa Rd.	4-M	40,000	22,000	0.35	C	22,000	0.35	0.00	C	N
		6-M	30,000	35,000	0.70	C	38,500	0.77	0.07	C	N
		6-M	30,000	33,500	0.42	D	33,500	0.42	0.00	D	N
Collette Avenue	Olay Mesa Rd. to SR-905 SR-905 to Airway Rd. Airway Rd. to Beyer Blvd. Beyer Blvd. to Simpson Vics Rd.	6-PA	60,000	30,000	0.62	C	39,000	0.65	0.02	C	N
		6-PA	60,000	32,000	0.75	B	32,500	0.54	0.01	B	N
		6-M	30,000	46,000	0.920	E	46,500	0.930	0.010	E	N
		4-M	40,000	41,000	1.025	F	41,000	1.035	0.000	F	N
Beyer Boulevard	Alajuela Dr. to Old Olay Mesa Rd. Old Olay Mesa Rd. to Collette Ave.	4-CL	30,000	32,500	1.083	F	33,000	1.100	0.017	F	N
		4-M	40,000	31,000	0.78	D	31,500	0.79	0.01	D	N
Heritage Road/ Olay Valley Road	Mile St. to Avenida De Las Vistas** Avenida De Las Vistas to Deane St. Deane St. to Olay Mesa Rd. Olay Mesa Rd. to SR-905 SR-905 to Airway Rd.	6-PA	60,000	89,000	1.383	F	84,000	1.400	0.017	F	N
		6-PA	60,000	75,500	1.258	F	76,500	1.275	0.017	F	N
		6-PA	60,000	48,000	0.80	C	48,500	0.81	0.01	C	N
		6-PA	60,000	35,500	0.59	A	34,000	0.40	0.01	A	N
		6-PA	60,000	30,000	0.50	B	30,500	0.50	0.01	B	N
Carter Road	Olay Mesa Rd. to Airway Rd. Airway Rd. to Simpson Vics Rd. Simpson Vics Rd. to South End	4-M	40,000	40,500	1.013	F	40,500	1.013	0.000	E	N
		4-M	40,000	40,500	1.013	F	42,000	1.050	0.037	F	N
		4-CL	30,000	11,000	0.37	B	11,000	0.37	0.00	B	N
Britannia Boulevard	Olay Mesa Rd. to SR-905 SR-905 to Airway Rd. Airway Rd. to Simpson Vics Rd. Simpson Vics Rd. to South End	6-PA	60,000	17,500	0.29	A	18,500	0.31	0.02	A	N
		6-PA	60,000	62,000	1.033	F	64,500	1.075	0.043	F	N
		5-M	45,000	44,500	0.989	E	46,000	1.022	0.033	F	N
		4-CL	30,000	23,000	0.77	D	23,000	0.73	0.00	D	N
La Media Road	Beth Rd. to Lone Star Rd.** Lone Star Rd. to Aviator Rd. Aviator Rd. to Olay Mesa Rd. Olay Mesa Rd. to SR-905 SR-905 to Airway Rd. Airway Rd. to Simpson Vics Rd.	6-PA	60,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		4-M	40,000	19,500	0.49	B	21,500	0.54	0.05	C	N
		4-M	40,000	22,500	0.56	C	24,000	0.60	0.04	C	N
		6-PA	60,000	37,500	0.62	C	38,000	0.63	0.00	C	N
		6-PA	60,000	64,000	1.067	F	48,000	0.800	-0.267	C	N
Warner Road	South of Olay Mesa Rd. Airway Rd. to Olay Center Dr. Olay Center Dr. to Simpson Vics Rd.	3-CL	15,000	8,500	0.57	C	8,500	0.57	0.00	C	N
		4-CL	30,000	16,000	0.53	C	16,500	0.55	0.02	C	N
		4-CL	30,000	10,000	0.33	A	10,500	0.35	0.02	A	N

*Segment in County of San Diego
(1) = Community Plan Classification recommendation.
(2) = Source: City of San Diego Traffic Impact Study Manual, Table 2.
(3) = Source: Buildout 3B without La Media Road (7-26-10 Forecast Data).
(4) = Source: Tomey Prime Bank 3B Buildout (4-27-11 Forecast Data).
V/C = Volume to Capacity Ratio
LOS = Level of Service
(8) E, F +2% = Yes (Y) or No (N). v/c increase over 2% and at LOS E or F

TABLE 1 (Continued)
Comparison of IBT VS. Community Commercial
Buildout Scenario 3B Without La Media Rd.
Average Daily Traffic & Level of Service

Street	Segment	(1) Class	LOS E ADT (2)	With IBT			With Community Commercial				(8) E, F +2%
				(3) Segment ADT	V/C	LOS	(4) Segment ADT	V/C	V V/C	LOS	
Erling Forest Drive	SR-16 to Airway Rd.*	4-M	40,000	15,500	0.39	D	16,500	0.41	0.02	B	N
	Airway Rd. to Sempere-Viva Rd.	4-CL	30,000	8,000	0.27	A	8,000	0.27	0.00	A	N
	Sempere Viva Rd. to Via de la Amistad	4-CL	30,000	10,500	0.35	B	10,500	0.33	-0.02	A	N
Lone Star Road	La Media Rd. to SR-125	4-M	40,000	19,500	0.49	B	21,500	0.54	0.05	C	N
	SR-125 to Piper Ranch Rd.	6-PA	60,000	35,000	0.58	B	36,000	0.60	0.02	C	N
	Piper Ranch Rd. to City / County Boundary	6-PA	60,000	26,000	0.40	C	26,000	0.50	0.00	C	N
Avalero Road	Heritage Rd. to La Media Rd.	4-CL	30,000	23,000	0.77	D	24,000	0.80	0.03	D	N
Denavoy Road	Palin Ave. to Del Sol Blvd.	4-M	40,000	28,000	0.70	C	28,000	0.70	0.00	C	N
	Palin Ave. to Ragans Ln.	4-M	40,000	19,500	0.49	B	20,000	0.50	0.01	B	N
	Ragans Ln. to Red Coral Ln.	4-CL	30,000	12,500	0.42	B	13,500	0.45	0.00	B	N
	Red Coral Ln. to Black Coral Ln.	3-CL	15,000	12,500	0.83	D	12,500	0.83	0.00	D	N
	Black Coral Ln. to East End	2-CN	10,000	16,500	1.65	F	17,000	1.70	0.05	F	Y*
Avenida De Las Vistas	Heritage Rd. to Vista Santa Donato	3-C	8,000	7,000	0.875	E	7,000	0.875	0.00	E	N
	Vista Santa Donato to Denavoy Rd.	3-C	8,000	19,500	2.438	F	20,000	2.500	0.062	F	Y*
Del Sol Boulevard	Ocean View Hills Pkwy. to Surf Crest Dr.	4-CL	30,000	19,500	0.65	C	20,000	0.69	0.02	C	N
	Surf Crest Dr. to Riviera Pointe	3-CN	10,000	23,000	2.300	F	23,500	2.350	0.050	F	Y*
	Riviera Pointe to Denavoy Rd.	3-CL	15,000	23,000	1.533	F	23,500	1.567	0.034	F	Y*
	Denavoy Rd. to 1485	4-CL	30,000	16,000	0.53	C	16,000	0.53	0.00	C	N
Street A	Ocean View Hills Pkwy. to Quay Miss Rd.	4-M	40,000	13,500	0.34	A	13,500	0.34	0.00	A	N
	Old Quay Miss Rd. to Airway Rd.	4-CL	30,000	12,000	0.40	D	22,500	0.75	0.02	D	N
	Airway Rd. to Chicanos Bay Dr. Chicanos Bay Dr. to Boyer Blvd.	4-CL 2-C	30,000 8,000	14,500 16,000	0.48 2.000	C F	15,000 16,500	0.50 2.063	0.02 0.063	C F	N Y*
Corporate Center Drive	Camino Mesquiburn to Quay Miss Rd.	4-C	15,000	12,500	0.80	B	13,100	0.80	0.00	B	N
	Quay Miss Rd. to Progressive Ave.	4-CL	30,000	19,500	0.65	C	19,500	0.65	0.00	C	N
	Progressive Ave. to Innovative Dr.	2-C	8,000	8,000	1.000	E	8,000	1.000	0.000	E	N
Greenwilde Drive	Quay Miss Rd. to Corporate Center Dr.	4-CL	30,000	15,000	0.50	C	15,000	0.52	0.02	C	N
Piper Ranch Road	Quay Miss Rd. to Lone Star Rd.	4-CL	30,000	20,500	0.68	D	18,000	0.60	-0.08	C	N
	Quay Miss Rd. to South End (3)	4-M	40,000	29,000	0.73	C	29,000	0.73	0.00	C	N

*Segment in County of San Diego
(1) = Community Plan Classification recommendation.
(2) = Source: City of San Diego Traffic Impact Study Manual Table 2.
(3) = Source: Buildout 3B without La Media Road (7-25-10 Forecast Date).
(4) = Source: Toney Pines Bank 3B Buildout (4-27-11 Forecast Date).
(5) = Piper Ranch Road adjusted with St. Andrews Avenue connector to Avenida Costa Azul.
V/C = Volume to Capacity Ratio
LOS = Level of Service
(8) E, F +2% = Yes (Y*) or No (N), Vc increase over 2% and at LOS E or F.

TABLE 1 (Continued)

Comparison of IBT VS. Community Commercial

Buildout Scenario 3B Without La Media Rd.

Average Daily Traffic & Level of Service

Street	Segment	(1) Class	LOS E ADT (2)	With IBT			With Community Commercial				(6) E, F +2%
				(3) Segment ADT	V/C	LOS	(4) Segment ADT	V/C	V V/C	LOS	
Barry Avenue	Day Mesa Rd. to Alway Rd.	4-CL	30,000	34,500	0.817	D	35,000	0.807	0.890	B	Y*
Heider's Herb Drive	Alway Rd. to Paseo de las Americas	3-CL	15,000	12,000	0.80	D	12,500	0.83	0.63	D	N
Paseo de las Americas	Alway Rd. to Simpson Vics Rd.	4-CL	30,000	16,500	0.55	C	17,000	0.57	0.68	C	N
	Simpson Vics Rd. to Marcel Dr.	4-CL	30,000	15,000	0.50	C	15,000	0.50	0.60	C	N
Marcel Drive	Paseo de las Americas to Barry Pease Dr.	3-CL	15,000	8,000	0.53	C	8,000	0.53	0.59	C	N
Day Center Drive	Harvest Rd. to Simpson Vics Rd.	4-CL	30,000	15,500	0.52	C	16,000	0.53	0.61	C	N
Michael Faraday Drive	Alway Rd. to Simpson Vics Rd.	3-CL	15,000	6,300	0.43	B	7,000	0.47	0.64	C	N
	Simpson Vics Rd. to Harvest Dr.	3-CL	15,000	8,000	0.53	C	8,000	0.53	0.68	C	N
St. Andrew Avenue	Day Mesa Center Rd. to La Media Rd.	4-CL	30,000	13,500	0.45	B	14,000	0.47	0.62	B	N
	Avenida Costa Azul to Piper Ranch Rd.	4-CL	30,000	18,000	0.60	C	18,500	0.62	0.80	C	N
Galles Boulevard	Day Mesa Rd. to St. Andrew Ave.	4-C	15,000	12,500	0.83	D	13,000	0.81	0.68	D	N
Carmel Magistrates	West End to Corporate Center Dr.	3-CL	15,000	4,000	0.27	A	4,000	0.27	0.28	A	N
	Corporate Center Dr. to Heritage Rd.	3-CL	15,000	7,300	0.50	C	7,300	0.50	0.68	C	N
	Heritage Rd. to Pacific Kn Cr.	3-C	8,000	9,300	1.188	F	10,000	1.300	0.060	F	Y*
	Pacific Kn Cr. to Carver Rd.	3-C	8,000	7,300	0.913	E	7,500	0.938	0.000	E	N
	Carver Rd. to San Blvd	3-C	8,000	10,300	1.313	F	10,500	1.313	0.000	F	N
Pacific Rim Court	Day Mesa Rd. to Carmel Magistrates	3-C	8,000	4,500	0.50	A	4,500	0.50	0.58	A	N
Progressive Avenue	Corporate Center Dr. to Innovative Dr.	3-C	8,000	11,500	1.438	F	12,000	1.500	0.062	F	Y*
Day Mesa Center Road	Day Mesa Rd. to St. Andrew Ave.	4-CL	30,000	24,000	0.80	D	24,000	0.80	0.80	D	N
Deane Street	Innovative Dr. to Heritage Rd.	4-CL	30,000	30,000	1.000	E	30,000	1.000	0.017	F	N
Avenida Costa Azul	Day Mesa Rd. to St. Andrew Ave.	4-CL	30,000	15,000	0.50	C	22,000	0.73	0.23	D	N
Estrella Street	Alway Rd. to Olympic St.	4-C	15,000	4,300	0.40	B	5,000	0.40	0.80	B	N
Olympic Street	Beneficio St. to Corvina St.	4-C	15,000	6,000	0.40	B	6,000	0.40	0.80	B	N
Corvina Street	Alway Rd. to Olympic St.	4-C	15,000	6,000	0.40	B	6,000	0.40	0.80	B	N
Epiphany Way/ View Stone Drivings	Avenida De Las Vistas to Corporate Center Dr.	3-C	8,000	12,500	1.563	F	13,000	1.625	0.062	F	Y*
Continental Street	South of Day Mesa Rd.	3-C	8,000	4,300	0.54	C	4,500	0.56	0.60	C	N
	North of Alway Rd.	3-CL	15,000	12,000	0.80	D	11,500	0.77	0.63	D	M

*Segment in County of San Diego
 (1) = Community Plan Classification recommendation.
 (2) = Source: City of San Diego Traffic Impact Study Manual, Table 2.
 (3) = Source: Buildout 3B without La Media Road (7-28-10 Forecast Data)
 (4) = Source: Toney Pines Bank 3B Buildout (4-27-11 Forecast Data).
 V/C = Volume to Capacity Ratio
 LOS = Level of Service
 8-PA = 8-lane Primary Arterial
 8-M = 8-lane Major Arterial
 5-M = 5-lane Major Arterial (2SS / 2ND)
 4-P = 4-lane Primary Arterial
 4-M = 4-lane Major Arterial
 4-CL = 4-lane Collector (with continuous left turn lane)
 4-C = 4-lane Collector (without continuous left turn lane)
 3-CL = 3-lane Collector (with continuous left turn lane)
 3-CH = 3-lane Collector (no fronting property)
 3-C = 3-lane Collector (without continuous left turn lane)
 (6) E, F +2% = Yes (Y) or No (N), via increase over 2% and at LOS E or F.

TABLE 2
Comparison of IBT VS. Community Commercial
Scenario 3B Without La Media Road
Freeway Segment Levels of Service

Street	Segment	Lanes (1-Way)	Cap.	With IBT				With Community Commercial				Change in V/C	
				ADT (1)	(6) Peak Volume	V/C	LOS (2)	ADT (5)	(6) Peak Volume	V/C	LOS (2)		
SR-905	Pleasant Blvd. to SR-905 (3)	2+ALDK	4,500	128,500	6,853	1.054	F0	128,500	6,907	1.063	F0	0.009	
	SR-905 to Caliente Ave. (4)	3+CL	8,500	201,500	11,813	1.282	F2	223,500	11,920	1.294	F2	0.012	
	Caliente Ave. to Heritage Rd.	3	7,000	196,000	10,453	1.483	F3	198,000	10,560	1.498	F3	0.015	
	Heritage Rd. to Britanna Blvd.	3	7,000	173,000	9,327	1.309	F1	176,000	9,387	1.331	F1	0.022*	
	Britanna Blvd. to La Media Rd.	3	7,000	154,000	8,213	1.165	F0	158,500	8,453	1.199	F0	0.034*	
	La Media Rd. to SR-125	3	7,000	103,500	5,520	0.78	C	106,500	5,680	0.81	C	0.01	
SR-125	SR-125 to Sierpe Vwa Rd.	3	7,000	99,000	5,280	0.75	C	100,000	5,333	0.76	C	0.01	
	Sierpe Vwa Rd. to Border	3	7,000	64,500	3,440	0.49	B	64,500	3,440	0.49	B	0.00	
	SR-905	Main St. to Palm Ave.	4+ALDK	11,200	248,000	13,227	1.181	F0	247,500	13,300	1.179	F0	-0.002
		Palm Ave. to SR-905	4+ALDK	11,200	222,000	11,940	1.057	F0	221,000	11,787	1.052	F0	-0.005
SR-905 to I-5	SR-905 to I-5	4	9,400	132,000	6,501	0.69	C	133,000	6,560	0.70	C	0.01	
	I-5 to Border	6	14,100	135,500	7,237	0.51	B	135,500	7,237	0.51	B	0.00	
SR-125	Beck Rd. to Lone Star Rd.	4(Tot)	9,400	152,500	8,293	0.88	D	159,000	8,480	0.90	D	0.02	
	Lone Star Rd. to SR-905	4(Tot)	9,400	115,500	6,160	0.66	C	118,000	6,203	0.67	C	0.01	
SR-11	SR-905 to Burke Farm Dr.	2	4,700	47,000	1,307	0.33	B	48,000	1,360	0.34	B	0.01	
	Burke Farm Dr. to Sierpe Vwa Rd.	2	4,700	34,500	1,307	0.38	A	34,500	1,307	0.38	A	0.00	
	Sierpe Vwa Rd. to Border	2	4,700	39,500	2,107	0.45	B	39,500	2,107	0.45	B	0.00	

Legend

Cap = Capacity of Segment
Mainline Cap. @ 2,350 VPHPL
Auxiliary Lane Cap. @ 1,600 VPHPL
HOV Lane Cap. @ 1,600 VPHPL
Climbing Lane Cap. @ 1,600 VPHPL

ADT = Average Daily Traffic
V/C = Volume to Capacity Ratio
LOS = Level of Service

Notes:

- (1) Buildout Forecast Volume, Average Daily Traffic Volume (7-20-10 Run Date, Series 11)
- (2) Caltrans District 11 LOS Estimation Procedures, See Table 3-3
- (3) + 2 Mainlanes + Auxiliary Lane
- (4) EB: 3 Mainlanes+Climbing Lane
- (5) Torrey Pines Bank 3B Buildout (4-27-11)
- (6) Peak Hour Conversion Constant = $\frac{K \times D}{HT}$

K = 8% (Peak Hour %)
D = 60% (Directional Split)
HT = 0.90 (Heavy Vehicle Factor)
* = Change in V/C greater than 0.02 at LOS E or F.

Attachment 1

Draft OMCPU Figure 7-1, July 29, 2011

Scenario 3B Without La Media Road Average Daily Traffic

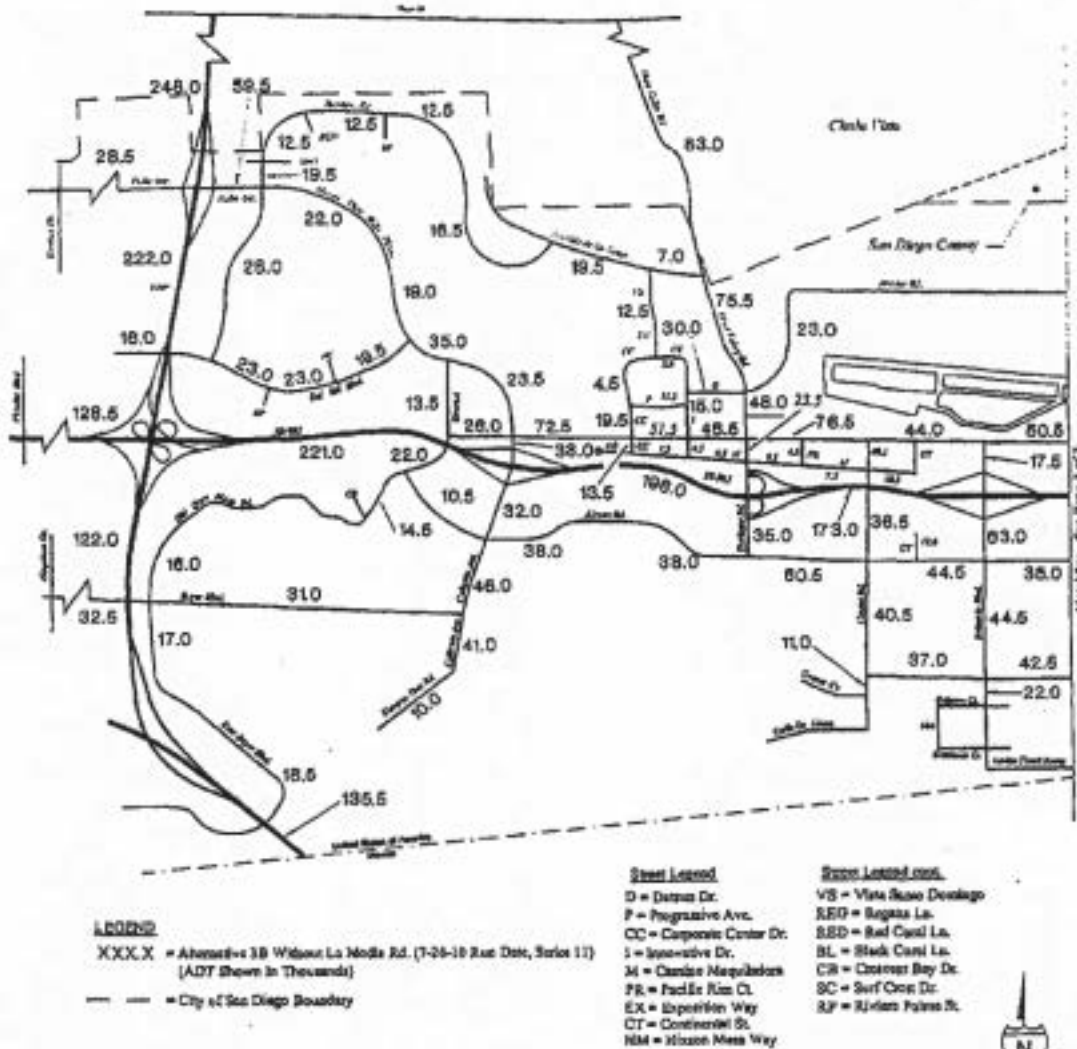


FIGURE 7-1
 Scenario 3B Without La Media Road Average Daily Traffic



FIGURE 7-1
 Scenario 3B Without La Media Road Average Daily Traffic

Attachment 2

**Torrey Pines Bank 3B Bulldout ADT Plot
(With Readable Excerpts)**



2/B

Torrey Pines Bank 3B Buildou

SANDAG SR 11

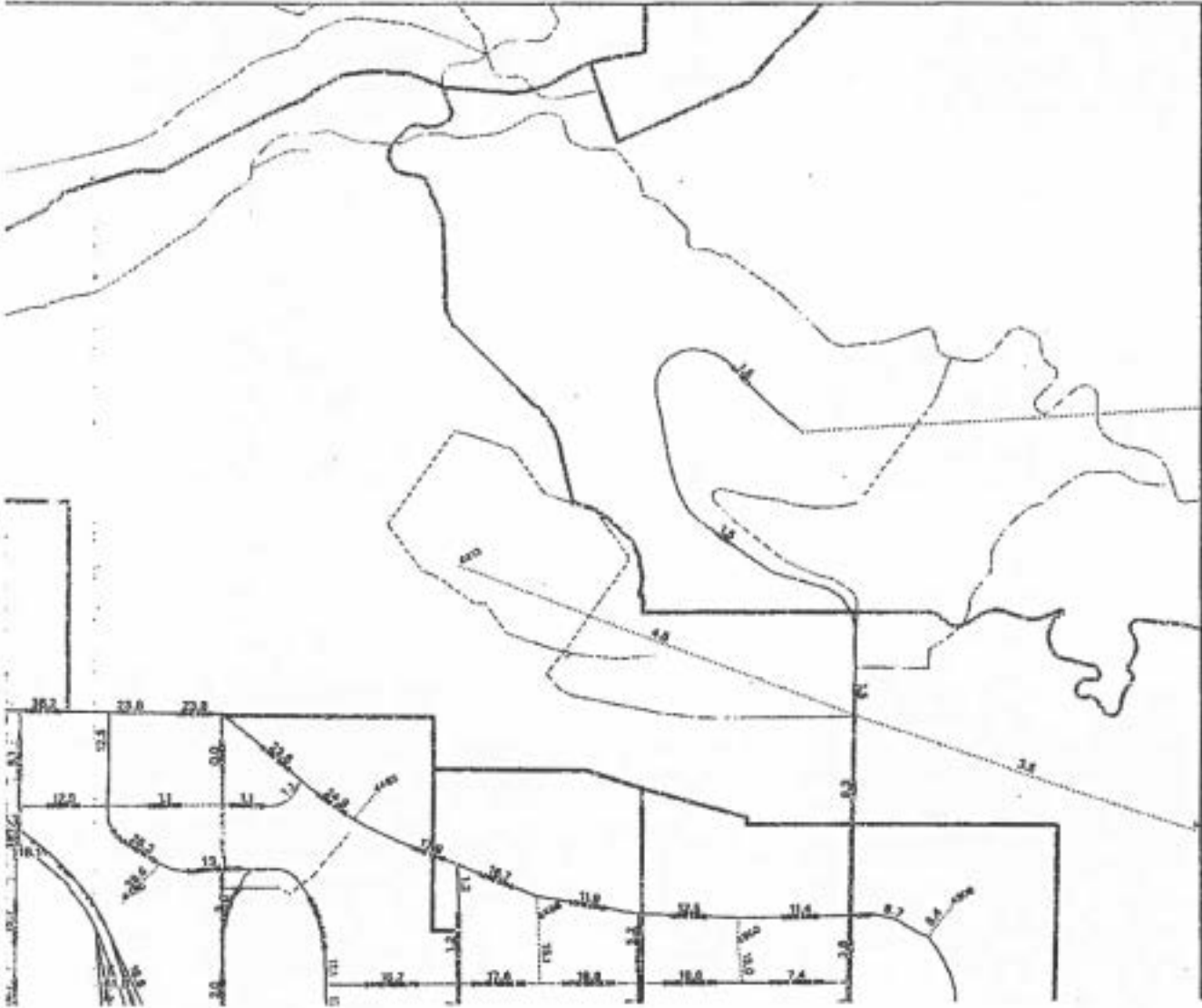
Regional: 2030s UJ & St. Network
 Day Mean: 28 Buildout UJ & St. Network
 TAZ 4520: 217 ESP Community Commercial
 TAZ 4950: 382 ESP Community Commercial

Legend

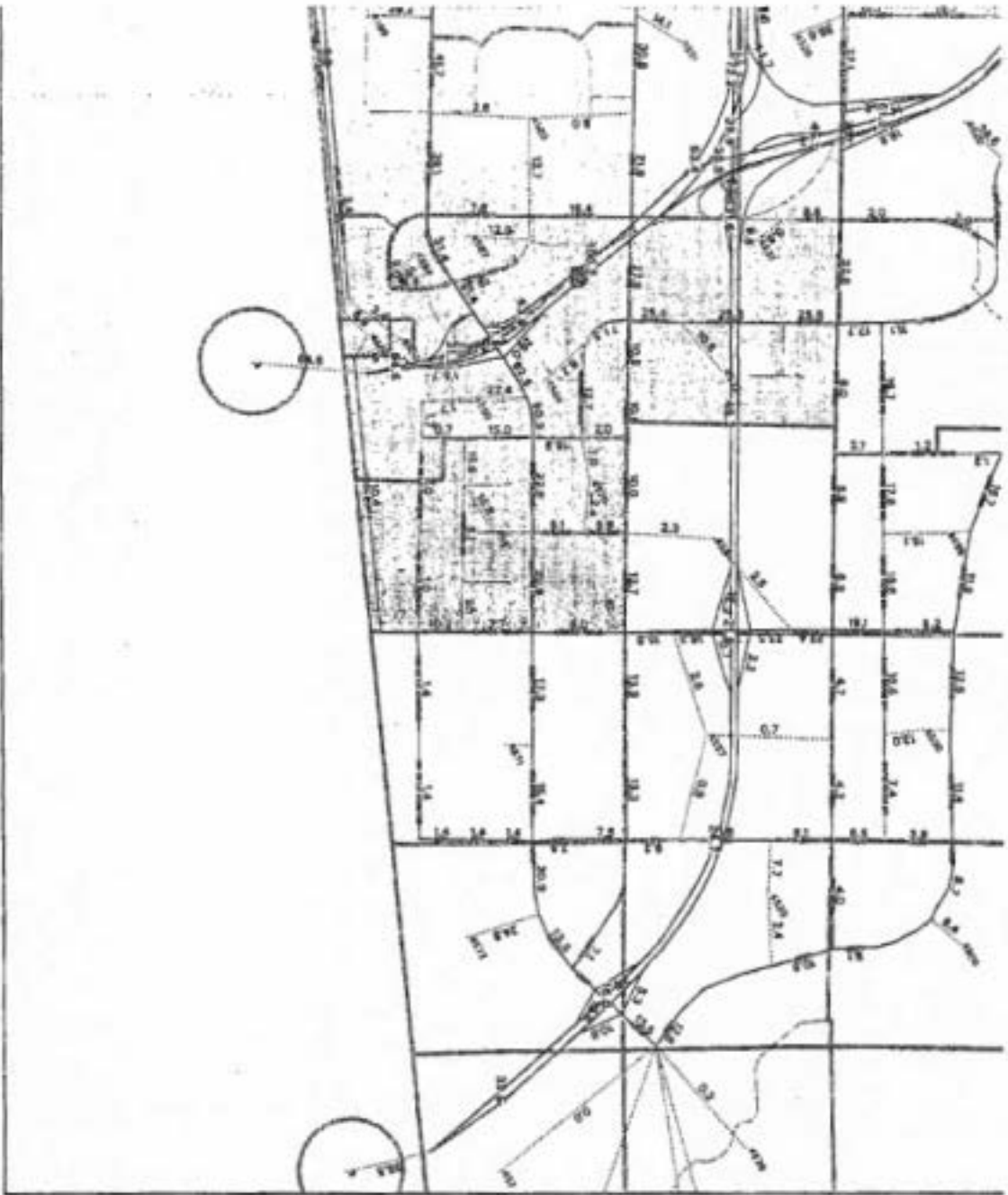
- ~ Freeway
- ~ Freeway
- ~ Major
- ~ Collector
- ~ Local Collector
- ~ Rural Collector
- ~ Rural Light Collector
- ~ Local
- ~ Ramp

Unadjusted Volumes (1000s)

Freeway Unadjusted Volumes (1000s)



@/w

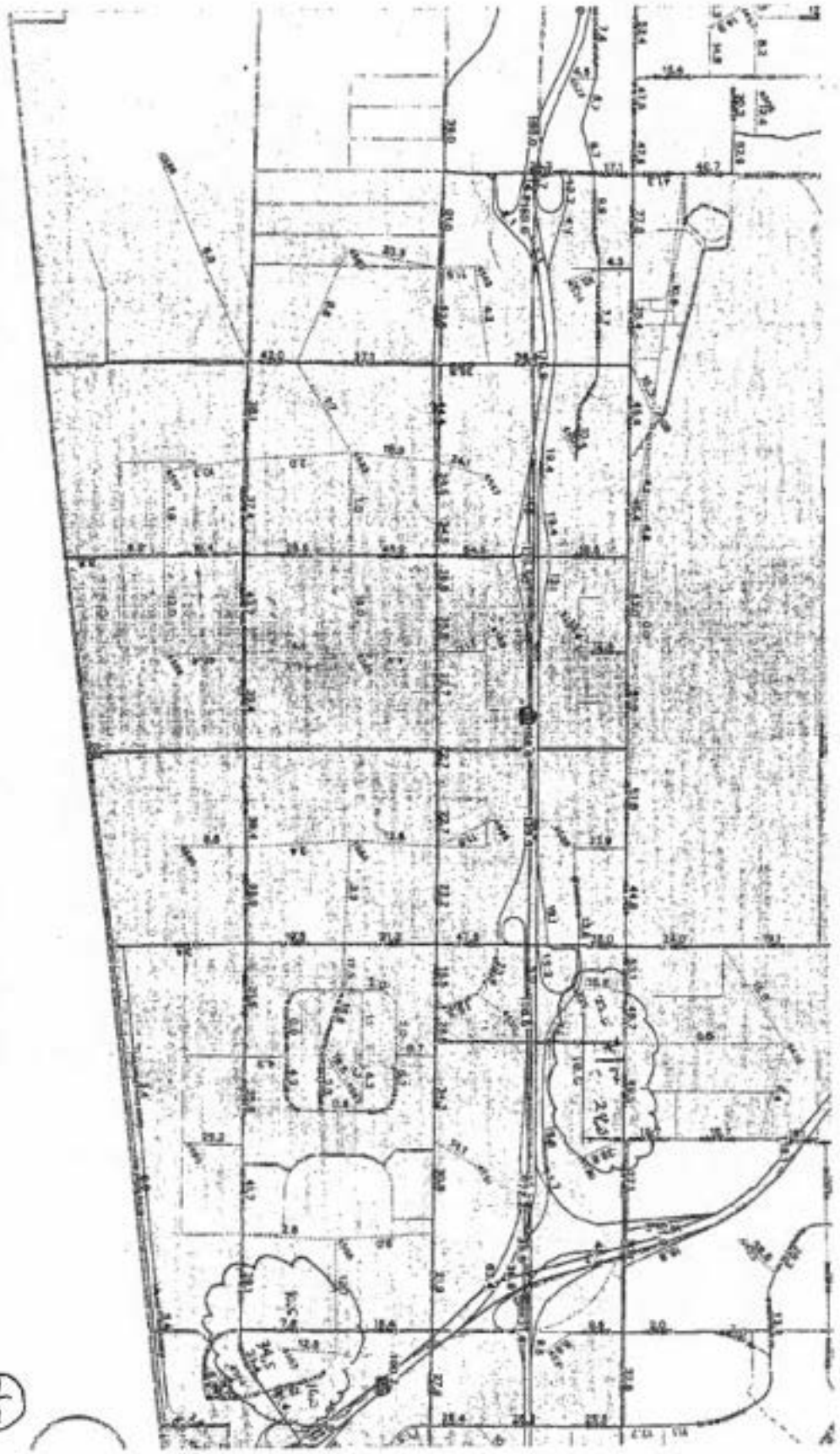


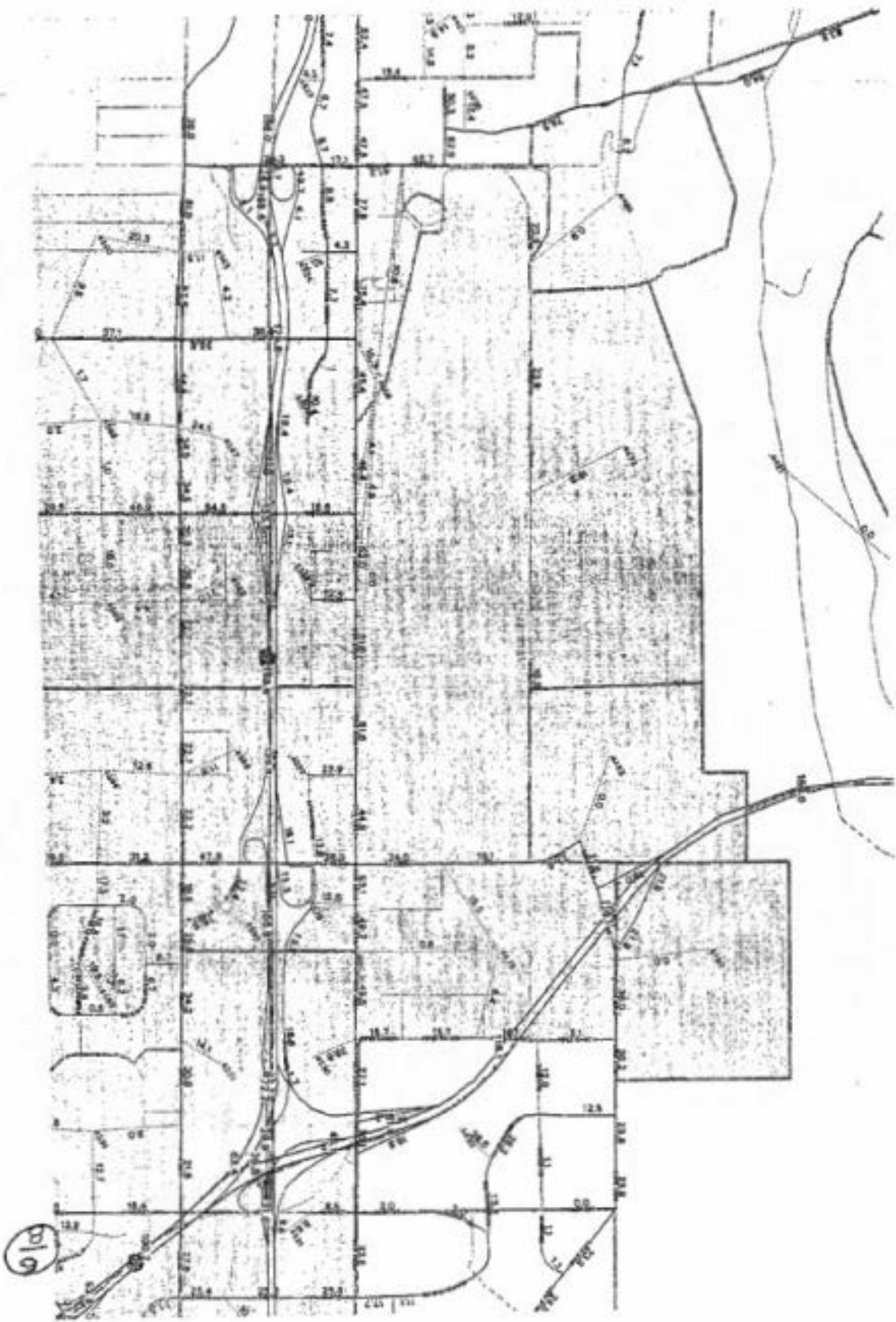
(617)

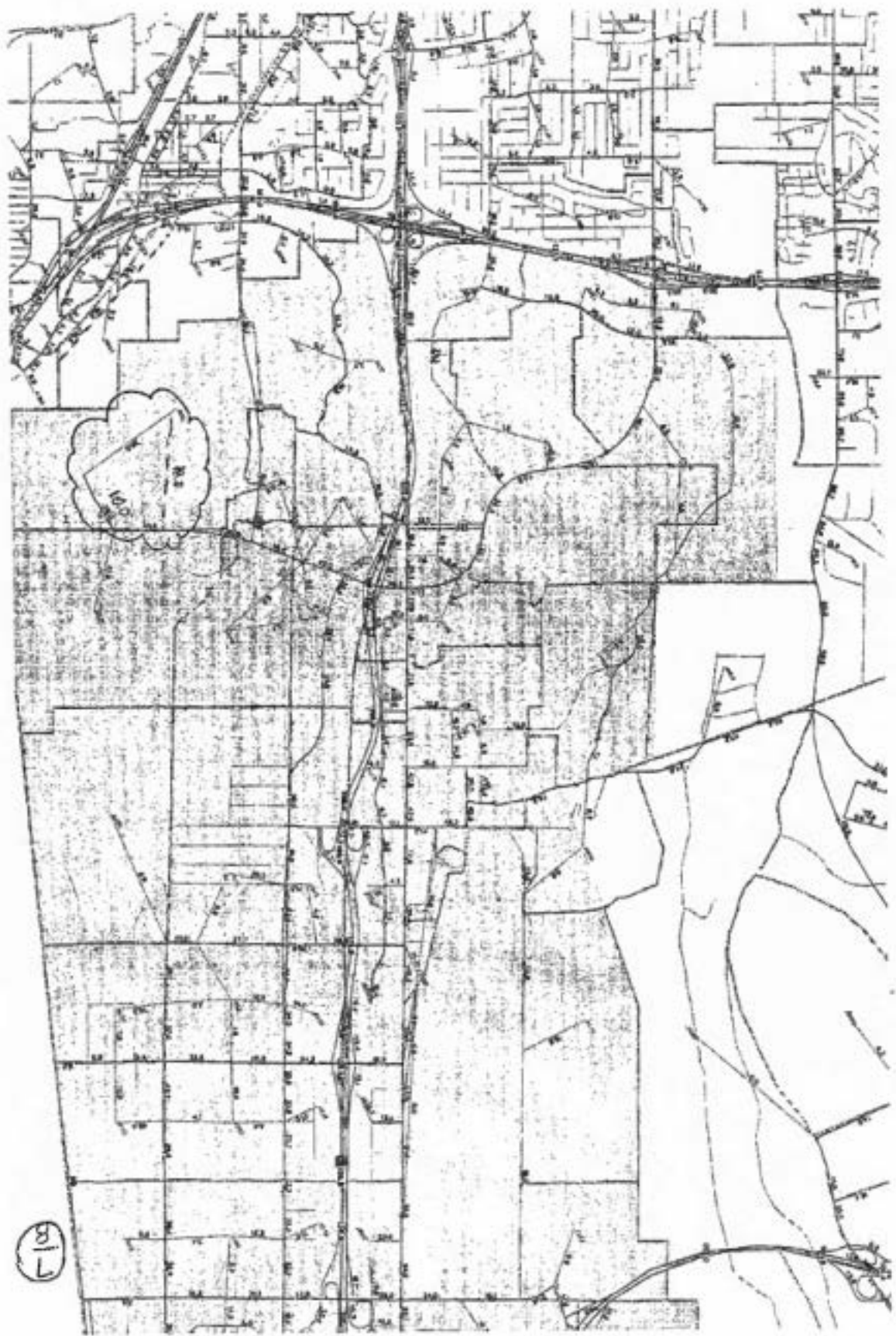
N



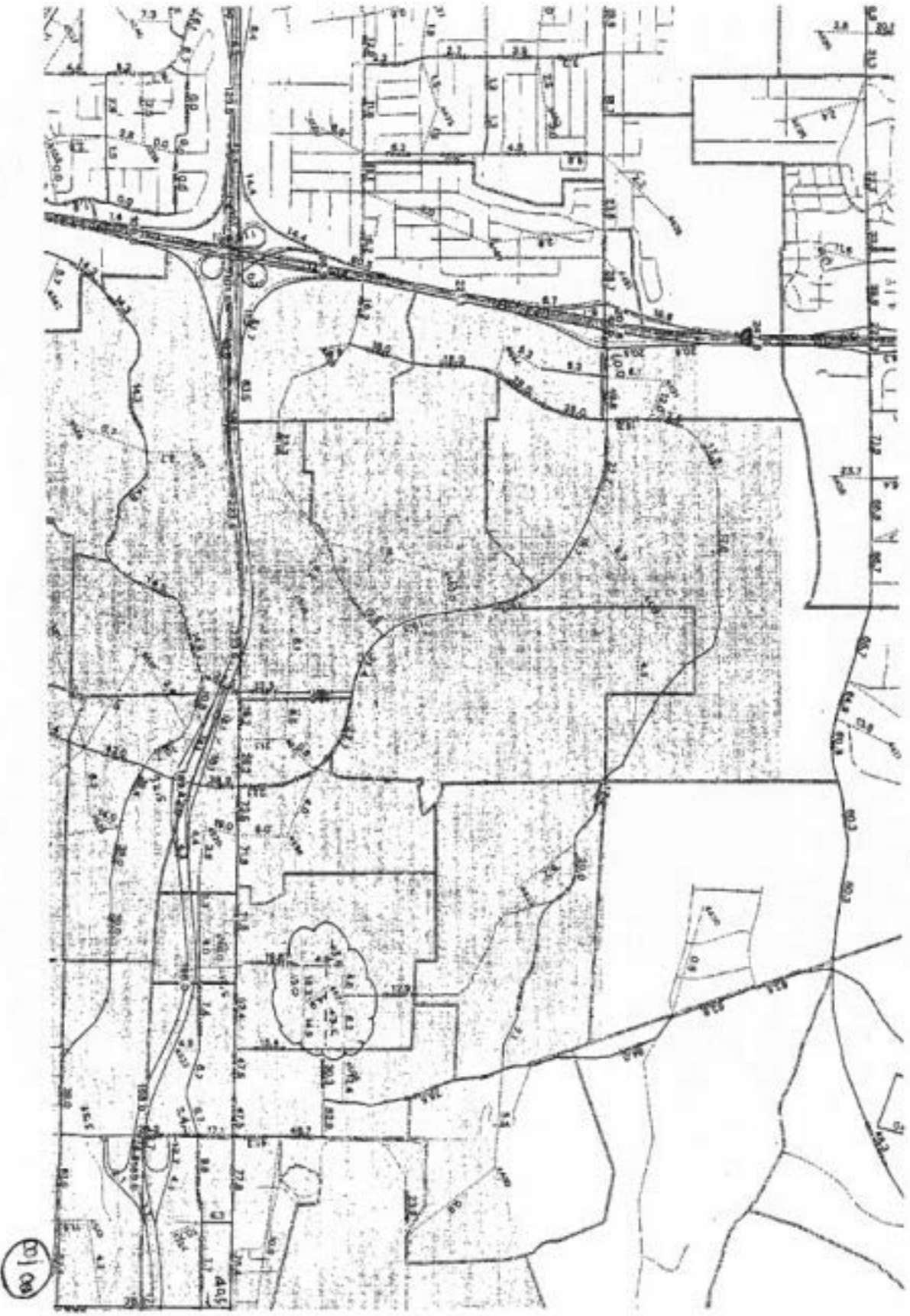
10/07







8/7



001 00

Attachment 3

Previously Submitted May 23, 2011 Report

Otay Mesa Community Plan Update / Torrey Pines Bank Forecasts



E-MEMO

ATTN: Kelly Broughton - City of San Diego
E-Mail: ▼
kbroughton@sandiego.gov

FROM: Sam P. Kab, II *Sam Kab*
TOTAL PAGES: 6+Attachments

DATE: May 23, 2011
TIME: 1:49:15 PM
JOB NUMBER: 001011

SUBJECT: Otay Mesa Community Plan Update / Torrey Pines Bank
Forecasts

Confidential Communications

This transmittal is intended for the recipient named above. Unless otherwise expressly indicated, this entire communication is confidential and privileged information. If you are not the intended recipient, do not disclose, copy, distribute or use this information. If you received this transmission in error, please notify us immediately by telephone, at our expense and destroy the information.

The Torrey Pines Bank, with your authorization, has prepared a comparison of the preferred land use for their property east of La Media Road and to the north and south of SR-905.

Urban Systems Associates has evaluated the Otay Mesa Community Plan Update traffic forecasts of the 3B Without La Media Road Scenario with the bank property assumed as the Community Commercial uses currently allowed under the approved Community Plan rather than International Business and Trade (IBT) uses being proposed by City Planning for this scenario. Both the Mid-Term and Buildout forecasts were evaluated.

The City Transportation Engineering section was provided with the Bank's current land use and access assumptions and the appropriate forecasts were re-run at the Bank's expense. The Bank's current land use assumptions are described in Attachment 1, the forecast re-run request previously provided on April 5, 2011.

The results of the forecast re-runs were provided by City Transportation Engineering, and evaluated by Urban Systems Associates. Following are summaries of the comparison between the base City forecasts with IBT assumed, and the Bank's preferred Community Commercial land use and access:

MID-TERM AVERAGE DAILY TRAFFIC VOLUMES

Attachment 2 shows a comparison of average daily traffic volumes of the major roadways adjacent to the Bank's property: La Media Road, Otay Mesa Road, and Airway Road.

La Media Road – The volumes increase by 1.7% north of Otay Mesa Road, and by 10.8% between Otay Mesa Road and the SR-905 Westbound Ramp intersection. However, even with these increases the segment levels of service (LOS) are acceptable, remaining at LOS "A" north of Otay Mesa Road and LOS "B" south of Otay Mesa Road.

The segment volume between the SR-905 Eastbound Ramp intersection, the project access, and Airway Road decreases by 22.3% and remains at an acceptable LOS "C".

South of Airway Road the segment volume also decreases, by 7.8%, and remains at LOS "C".

Otay Mesa Road – The segment west of La Media Road increases in volume by 13.1%, and is at LOS "B".

The segment between La Media Road and the Project North Parcel Access increases by 8.7%, and remains at an acceptable LOS "C".

The segment between the Project North Parcel Access and Piper Ranch Road decreases by 3.8%, and remains at LOS "C".

The segment between Piper Ranch Road and the SR-905 Southbound Ramp intersection decreases by 7.3%, and remains at LOS "C".

Airway Road – The segment west of La Media Road increases in volume by less than one percent, and remains at LOS "A".

The segment volume between La Media Road and the Project South Parcel Access decreases by 24.5%, and improves to LOS "A".

The segment volume between the Project South Parcel Access and Harvest Road increases by 9.5%, and remains at LOS "B".

SR-905 EB and WB Off-Ramps

The westbound and eastbound SR-905 off-ramps to La Media Road increase in volume by 6.9% and 4.8%, respectively, and these volumes are lower than expected at Buildout.

Mid-Term Segment Volume Summary

Attachment 3 summarizes the Mid-term roadway segment comparison.

There are increases in average daily traffic volumes on some adjacent roadways, but all increases result in acceptable levels of service. An important decrease in volume of 22.3% occurs on La Media Road between SR-905 and Airway Road, which will decrease the expected congestion and delay at the La Media Road / Airway Road intersection, an important gateway into the central community and Airway Road, the main east-west corridor of the central area.

BUILDOUT AVERAGE DAILY TRAFFIC VOLUMES

Buildout average daily traffic volume comparisons are provided in Attachment 4, and are summarized below.

La Media Road – The volumes increase by 7.6% north of Otay Mesa Road, and 1.1% south of Otay Mesa Road, but both segments remain at LOS "C".

The segment volume between the SR-905 Eastbound Ramp intersection and Airway Road decreases by 25.2% and improves to LOS "C". The base forecast volume is 64,000 ADT at LOS "F", and decreases to 47,900 ADT at LOS "C" with the project access added. This decrease is due to the diversion of some traffic through the project roadway and is beneficial to the interchange circulation pattern. This reduced segment volume also reduces traffic at the La Media Road / Airway Road intersection, which will reduce delay at this location, and reduces traffic on Airway Road, the main east-west corridor of the central area.

The volume decreases south of Airway Road by 5.7% and the LOS remains at "D".

Otay Mesa Road – The segment volume west of La Media Road increases by 5.7% and the LOS remains at "D".

The segment between La Media Road and the Project North Parcel Access decreases by 1.3% and the LOS remains at "D".

The segment between the Project North Parcel Access and Piper Ranch Road decreases by 6.8% and remains at LOS "D".

The segment between Piper Ranch Road and the SR-125 Southbound Ramp intersection decreases by 5.6% and remains at LOS "B".

Airway Road – The segment west of La Media Road decreases in volume by 3.5% and the segment LOS remains at LOS "C".

The segment volume between La Media Road and the Project South Parcel Access decreases by 37.1% and the LOS changes from "D" to "B".

The segment volume between the Project South Parcel Access and Harvest Road increases by less than one percent, and the LOS is "C".

SR-905 EB and WB Off-Ramps

The Westbound and Eastbound off-ramps to La Media Road increase in volume by 2.0% and 2.7%, respectively, and the volumes are within an expected range for a high volume interchange, when compared to Caltrans' buildout volumes at other locations such as the I-5 corridor.

Buildout Segment Volume Summary

Attachment 5 summarizes the Buildout roadway segment comparison.

The increases to Buildout volumes on La Media Road, Otay Mesa Road, and Airway Road adjacent to the project are minor and occur on four of the eleven segments evaluated. None of the segments with ADT increases cause a change in LOS and are at an acceptable level of service. Seven of the eleven segments would decrease in volume. There are two substantial segment volume decreases due to diversion of traffic through the project roadway at the SR-905 Eastbound off-ramp. The segment volume reduction on La Media Road between the Eastbound Off-Ramp and Airway Road reduces the volume through the La Media Road / Airway Road intersection. The segment volume reduction on Airway Road east of La Media Road also reduces the volumes through the intersection. This is an important result of adding a through street at the SR-905 Eastbound Off-Ramp, extending to Airway Road, which would be beneficial to the interchange circulation and enhance access to the central area and the Airway Road east-west corridor.

Other Interchanges

A review of volume changes at other SR-905 interchanges west of the Bank's property indicates minor increases in volumes of less than 2.0% at the Caliente Avenue and Heritage Road interchange north approaches. The Britannia Boulevard south approach increases by only 2.4%.

Conclusions

The increase in traffic volumes on adjacent roadway segments, as a result of the project forecasts with the currently approved commercial uses, can be accommodated without the need for roadway reclassification and would operate at acceptable levels of service.

Changes in volumes at other SR-905 interchanges to the west are slight, so that additional mitigation should not be needed.

As a result of adding a through street at the SR-905 Eastbound Off-Ramp an important decrease in volume occurs on La Media Road between SR-905 and Airway Road. This segment would positively affect the level of service from LOS "F" to an acceptable LOS "C". Reduced traffic at the La Media Road / Airway Road intersection would enhance access to Airway Road, an important gateway into the central community and to the main east-west corridor of the central area.

Other Attachments

Attachment 6 includes Mid-Term forecast plot excerpts with and without the land use changes.

Attachment 7 includes Buildout 3B Without La Media Road forecast plot excerpts with and without the land use changes.

Attachment 1

Forecast Re-Run Request Memo to Kelly Broughton

Dated April 5, 2011



E-MEMO

ATTN: Kelly Broughton, Director, DSD - City of San Diego
E-Mail: ▾
kbroughton@sandiego.gov

FROM: Sam P. Kab, II *Sam Kab* TOTAL PAGES (including 2+2
Cover): Attachments

DATE: April 5, 2011 TIME: 1:57:28 PM JOB NUMBER: 001011

SUBJECT: Torrey Pines Bank Property in Otay Mesa (APN #646-121-32)

Confidential Communications

This transmission is intended for the recipient named above. Unless otherwise expressly indicated, this entire communication is confidential and privileged information. If you are not the intended recipient, do not disclose, copy, distribute or use this information. If you received this transmission in error, please notify us immediately by telephone, at our expense and destroy this information.

As you may recall, you have had discussions with John Ponder (Sheppard Mullin) and Arne Marie Berg, (Western Alliance Bancorporation) on December 10, 2010, and again with John Ponder April 5, 2011, regarding the Torrey Pines Bank property on La Media Road in Otay Mesa. The Torrey Pines Bank has requested consideration of a project access on La Media Road opposite the SR-905 eastbound off-ramp. Also, within the 3B Without La Media Road land use file, they are requesting a change from IBT to Community Commercial, for both of their parcels east of La Media Road, to the north and south of the SR-905 right of way.

The bank requests a re-run of the Otay Mesa Community Plan Update forecasts for the Midterm and Buildout using the traffic models already prepared for the update analysis. These re-runs and any analysis would be provided at the bank's expense.

Provided below are descriptions of the changes to each forecast that need to be made in order to represent the bank's land use and access assumptions:

1. Year 2025 Midterm Forecast (November 8, 2010 Run Date):

- A. TAZ 4529: LUC 9733 Community Commercial 217,000 Square Feet.
- B. TAZ 4529: Add Right-In Only Centroid Connector to La Media Road.
- C. TAZ 4550: LUC 9733 Community Commercial 382,000 Square Feet.

- D. TAZ 4550: Add two lane collector extending from the SR-905 eastbound off-ramp to Airway Road. Add right-in-out-only driveway extending west to La Media Road. (See attached plot excerpt Attachment 1).
- E. A select zone plot will be needed for TAZ 4529 and 4550.

2. Buildout 3B Without La Media Road (July 26, 2010 Run Date):

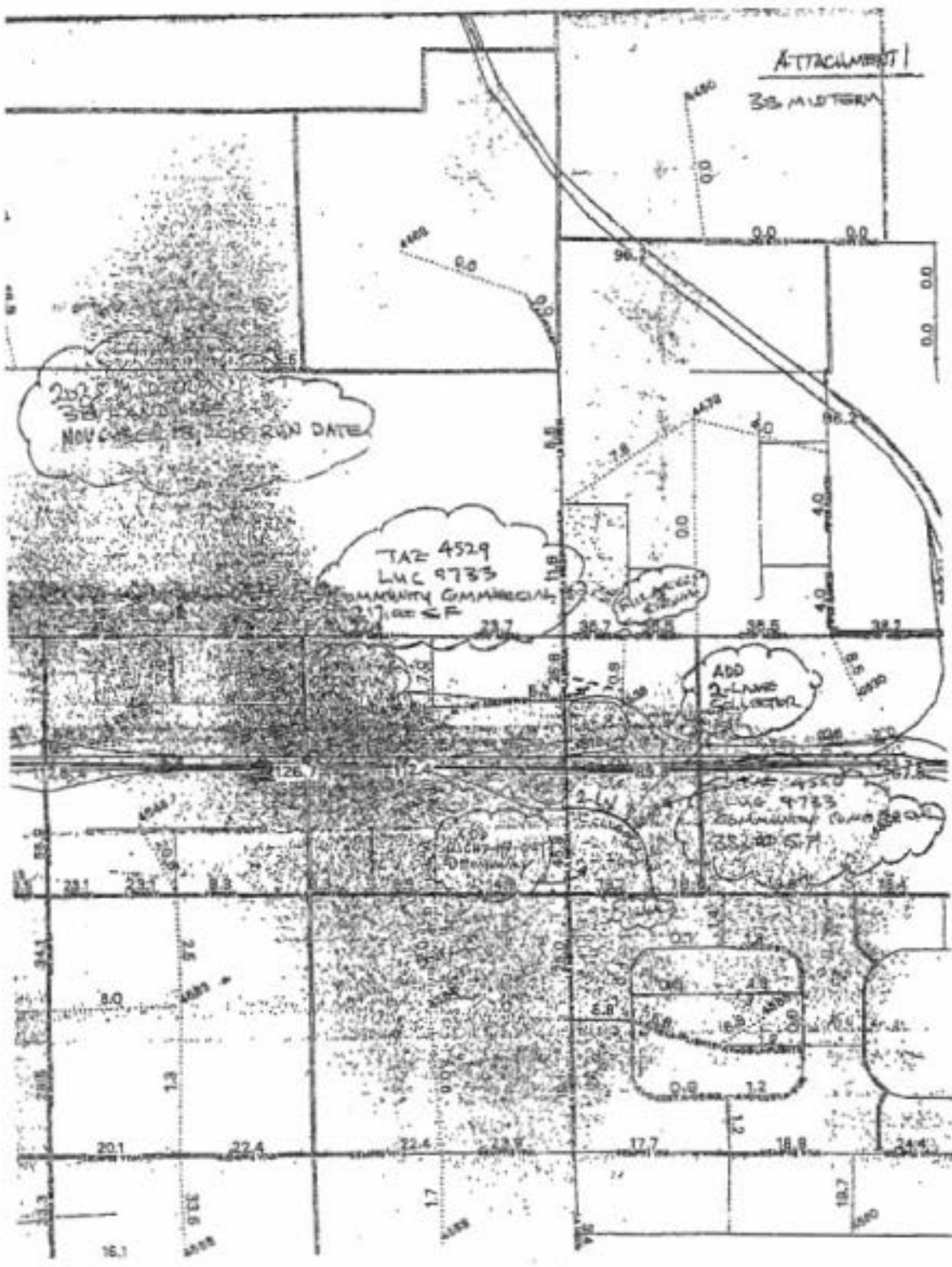
A, B, C, D,E: Use the same adjustments to the land use and roadway network as the Midterm Forecast (#1 above) (See attached plot excerpt Attachment 2).

Please forward to Linda Marabian in Transportation Engineering, and they can contact Urban Systems Associates for coordination of the forecast re-runs and any additional information, if needed.

Cc: John Ponder
Kathryn Conniff

ATTACHMENT 1

33' M/L/T/RTM



NOV 4 2008 12:15:30 PM RUN DATE

TAX 4529
LUC 9783
COMMUNITY COMMERCIAL
37' @ 5-F

FULL ACCESS
EASEMENT

ADD
2-LANE
COLLECTOR

TAX 4529
LUC 9783
COMMUNITY COMMERCIAL
37' @ 5-F



ATTACHMENT 2

36 1/2" L.A. DUCT



RAILROAD
33' W/THOUT LA MEDIA ROAD
JULY 26 2010 RUN DATE

TAX 4529
L.A.C. 9733
COMMUNITY GROWTH
217100 S.F.

FULL
ACCESS
& EGRESS

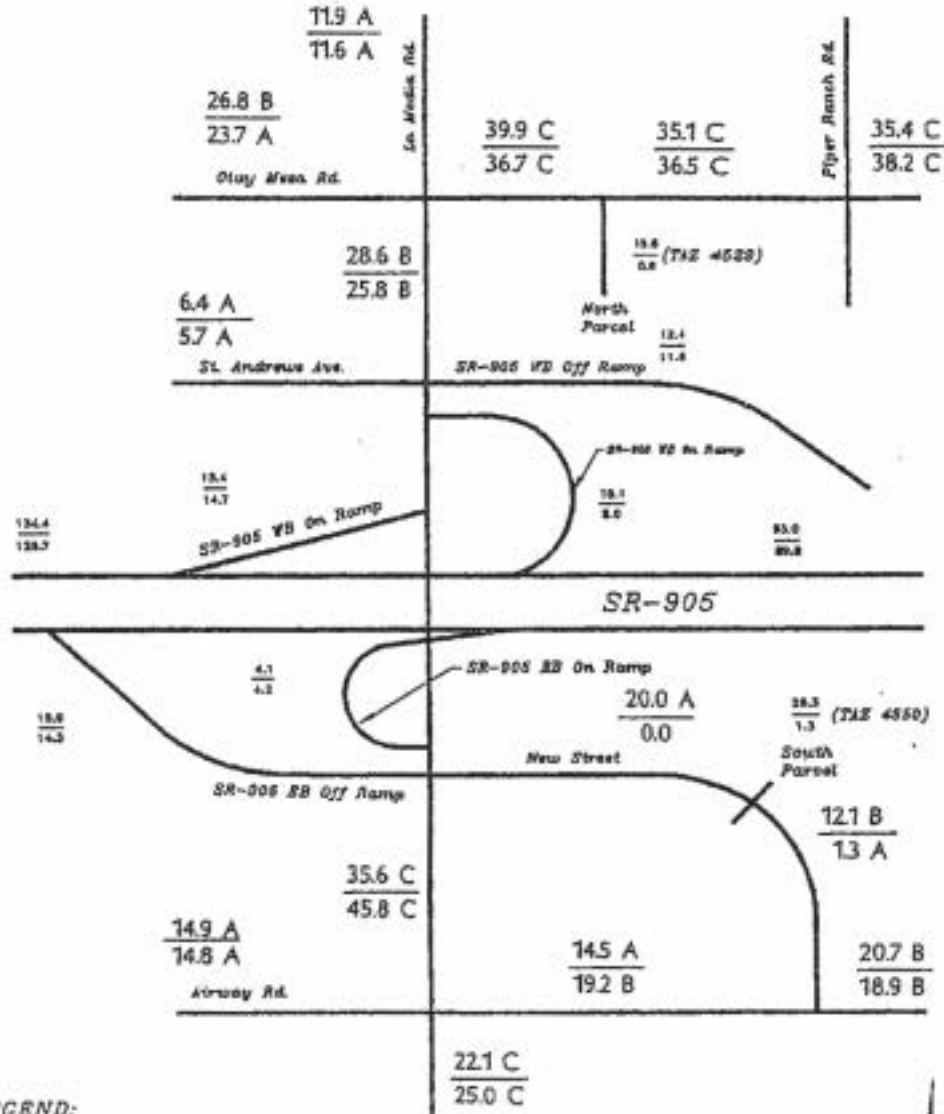
RICKSON
PROPERTY

A 60' x 120'
L.A.C. 1733
COMMUNITY GROWTH
217100 S.F.

RICKSON
PROPERTY

SWERD

ATTACHMENT 2
Mid-Term ADT & LOS Comparison



LEGEND:

- XXX A = Re-Run ADT/LOS Mid-Term With Project
- XXX A = Base ADT/LOS Mid-Term Base (Without Project)

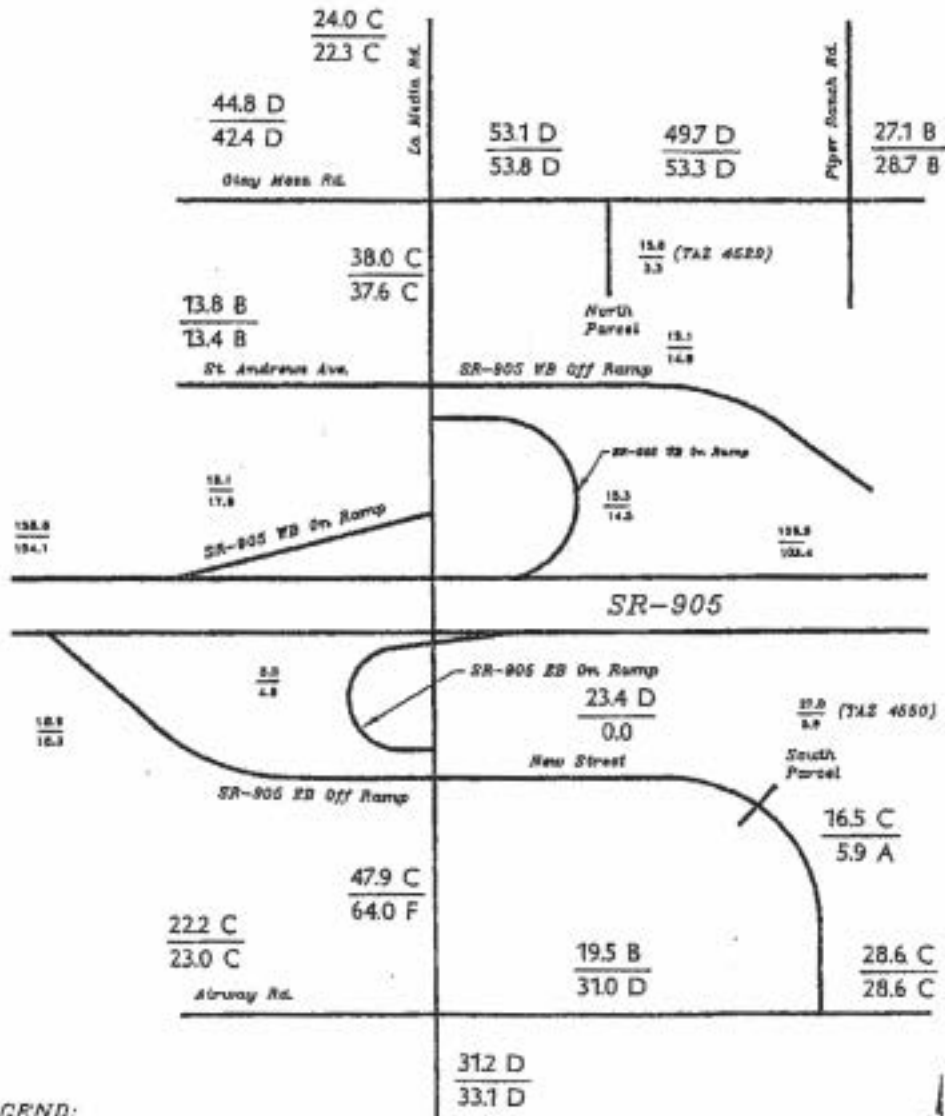


Attachment 3 Mid-Term ADT Comparison

Mid-Term	*Mid-Term Base	LOS	*Mid-Term With Project	LOS	% Change
<u>La Media Road</u>					
North of Otay Mesa Rd.	11.6	A	11.9	A	+1.7%
Otay Mesa Rd. to SR-905 WB Ramp	25.8	B	28.8	B	+10.8%
SR-905 EB Ramp to Airway Rd.	45.8	C	35.6	C	-22.3%
Airway Rd. to Siempre Viva Rd.	25.0	C	22.1	C	-7.8%
<u>Otay Mesa Road</u>					
West of La Media Rd.	23.7	A	26.8	B	+13.1%
La Media Rd. to Project North Parcel Access	36.7	C	39.9	C	+8.7%
Project North Parcel Access to Piper Ranch Rd.	36.5	C	35.1	C	-3.8%
Piper Ranch Rd. to SR-125 SB Ramp	38.2	C	35.4	C	-7.3%
<u>Airway Road</u>					
West of La Media Rd.	14.8	A	14.9	A	+0.01%
La Media Rd. to Project South Parcel Access	19.2	B	14.5	A	-24.5%
Project South Parcel Access to Harvest Rd.	18.9	B	20.7	B	+9.8%
SR-905 Westbound Off Ramp at La Media Rd.	11.6	-	12.4	-	+6.9%
SR-905 Eastbound Off Ramp at La Media Rd.	14.7	-	15.4	-	+4.8%

*ADT in thousands

ATTACHMENT 4 Buildout ADT & LOS Comparison



LEGEND:

- XXX A = Re-Run ADT/LOS Buildout With Project
- XXX A = Base ADT/LOS Buildout Base (Without Project)

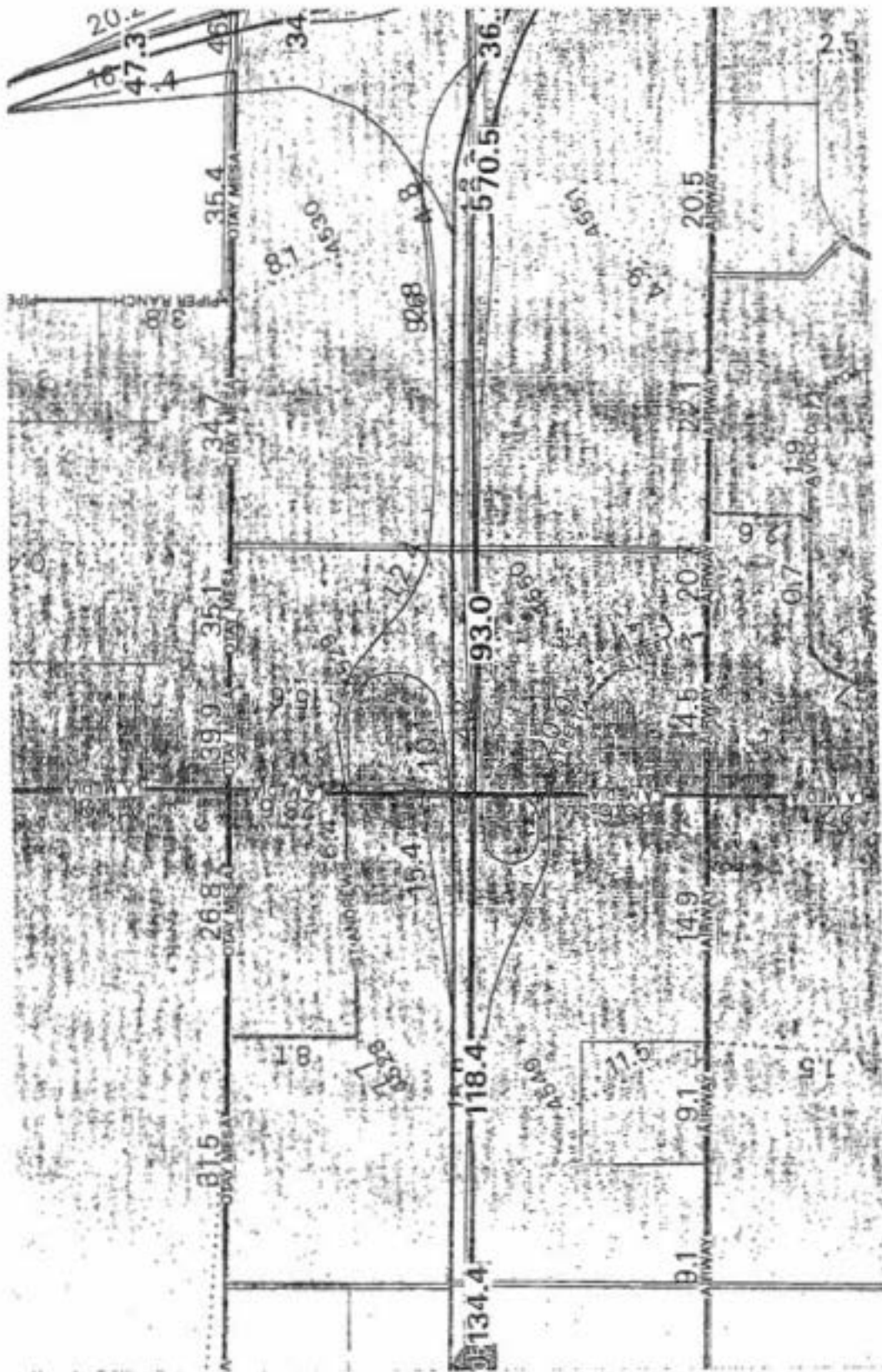


Attachment 5
Buildout ADT Comparison

Buildout	*Base	LOS	*Buildout With Project	LOS	% Change
<u>La Media Road</u>					
North of Olay Mesa Rd.	22.3	C	24.0	C	+7.6%
Olay Mesa Rd. to SR-905 WB Ramp	37.6	C	38.0	C	+1.1%
SR-905 EB Ramp to Airway Rd.	64.0	F	47.9	C	-25.2%
Airway Rd. to Siempre Viva Rd.	33.1	D	31.2	D	-5.7%
<u>Olay Mesa Road</u>					
West of La Media Rd.	42.4	D	44.8	D	+5.7%
La Media Rd. to Project North Parcel Access	53.8	D	53.1	D	-1.3%
Project North Parcel Access to Piper Ranch Rd.	53.3	D	49.7	D	-6.8%
Piper Ranch Rd. to SR-125 SB Ramp	28.7	B	27.1	B	-5.8%
<u>Airway Road</u>					
West of La Media Rd.	23.0	C	22.2	C	-3.5%
La Media Rd. to Project South Parcel Access	31.0	D	19.5	B	-37.1%
Project South Parcel Access to Harvest Rd.	28.6	C	28.6	C	0.0%
SR-905 Westbound Off Ramp at La Media Rd.	14.8	-	15.1	-	+2.0%
SR-905 Eastbound Off Ramp at La Media Rd.	18.3	-	18.8	-	+2.7%

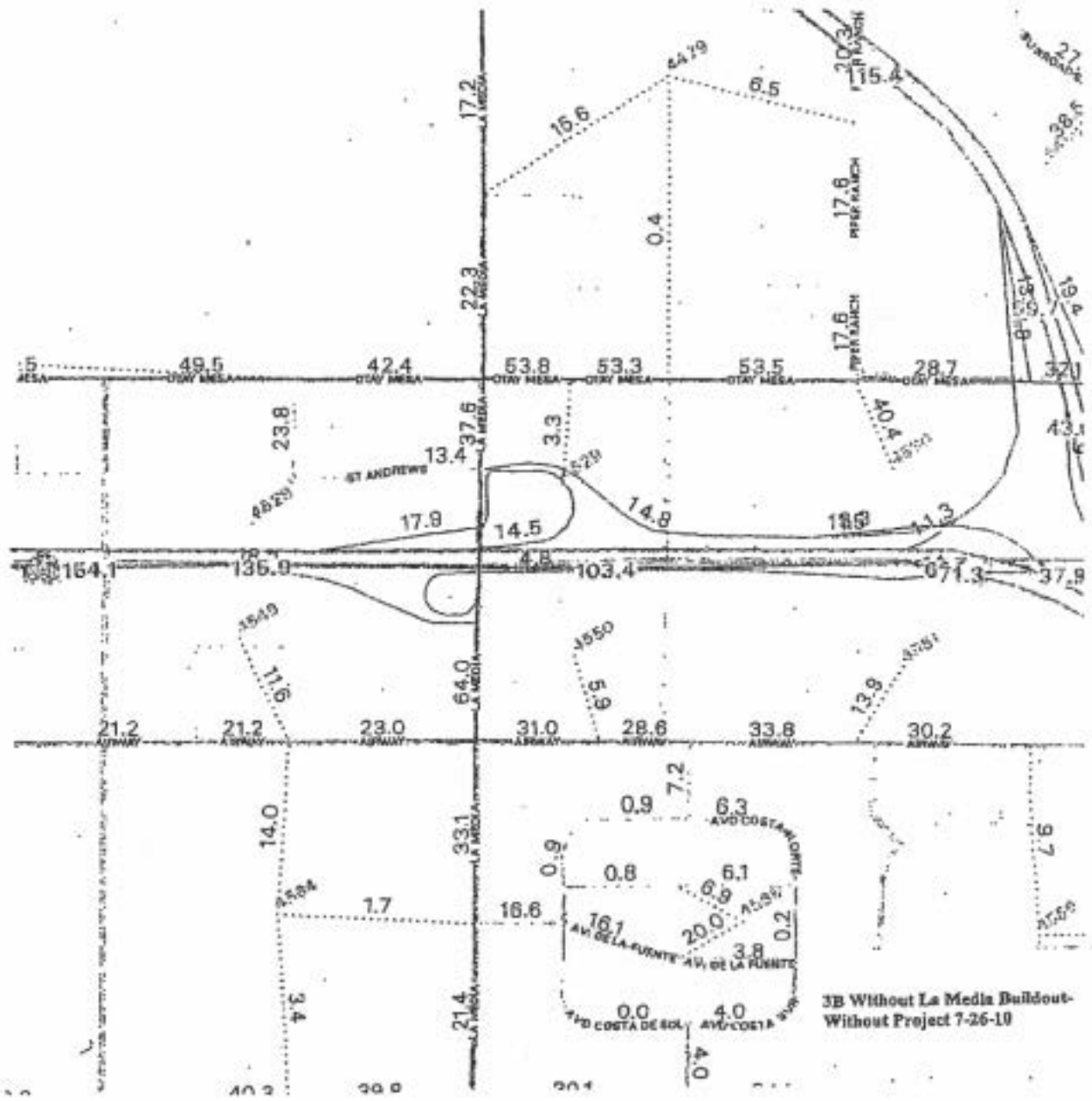
*ADT in thousands.

Attachment 6
Mid-Term Forecast Plots

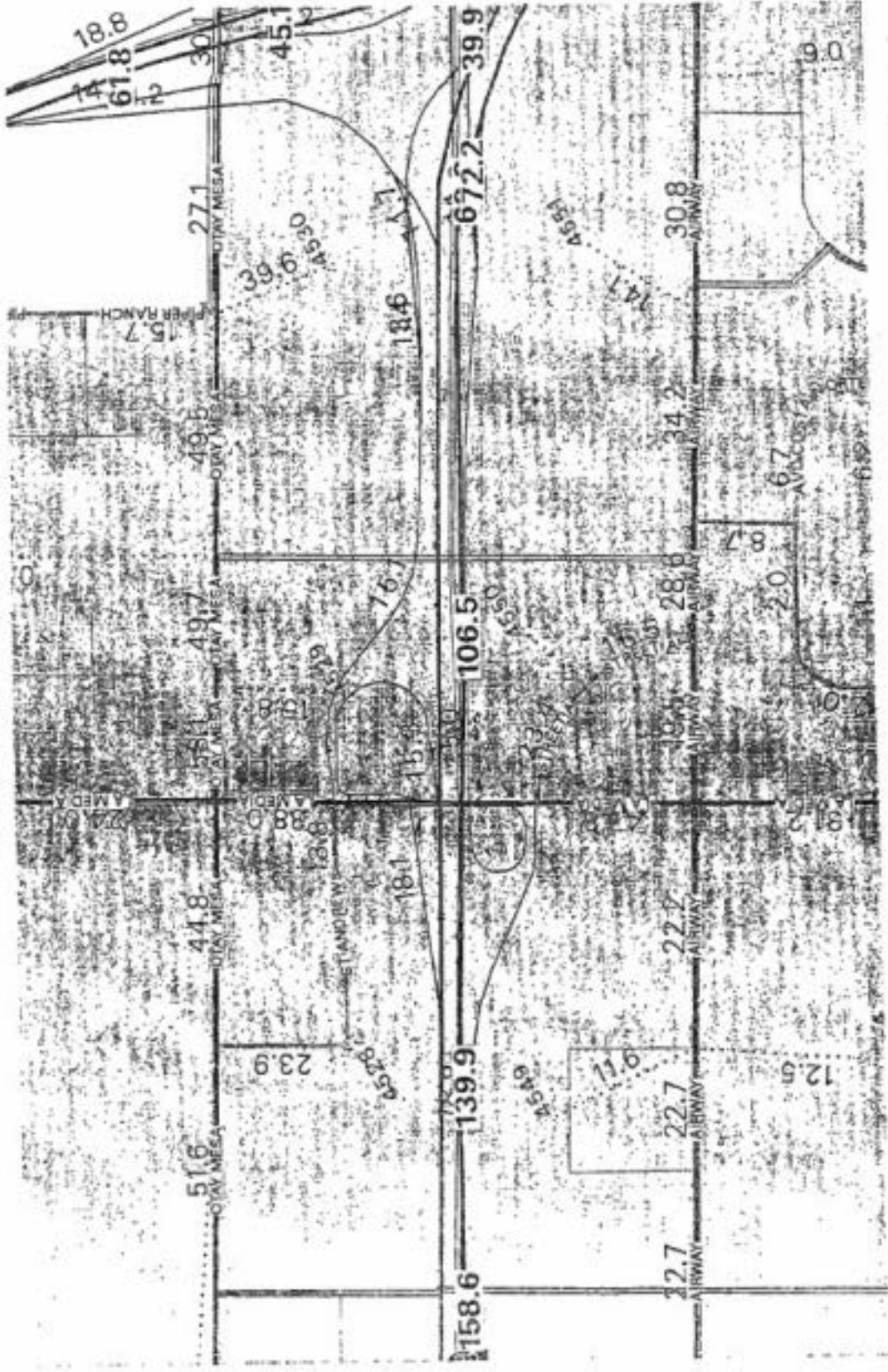


Attachment 7

Buildout Forecast Plots



3B Without La Media Buildout
Without Project 7-26-10



3B Without La Media Bullfoot-
With Project 4-27-11

EXHIBIT E



THE CITY OF SAN DIEGO

September 30, 2011

Mr. John Ponder,
Sheppard, Mullin, Richter, & Hampton, LLP
501 West Broadway, 19th Floor
San Diego, CA 92101-3598

Dear Mr. Ponder:

This letter is in response to your August 17th letter on behalf of your client, Western Alliance Bancorporation, that provided input on the draft Otay Mesa Community Plan Update. Western Alliance Bancorporation's property is located at the southeast corner of the intersection of La Media Road and Otay Mesa Road, and extends south on La Media to the intersection of La Media and Airway Roads. The City appreciates Western Alliance's commitment to the Otay Mesa area and the update process, and provides the following responses to your comments.

In reviewing your comments, your concerns include the fiscal benefits from retaining commercial designation, spot zoning, and the planning group support. Within the draft update, the Western Alliance property currently has a draft land use designation of International Business & Trade (IBT). Throughout the update process, there have been multiple designations analyzed on this property, including residential and commercial uses. The Planning Division has been advised that access along Otay Mesa Road and the northern half of the La Media Road may not be allowed driveway access due to proximity to the freeway and the classifications of the streets which would affect the viability of commercial development. Additionally, based on the update's market analysis, the draft land uses for Scenario 3B include adequate commercial capacity for build-out of the community. Because of the access issues that could be detrimental to commercial use, and based on the market analysis, the IBT designation would provide for a wide range of industrial uses with access from Avenida Costa Azul on the north portion of the property and Airway Road for the southern portion of the property.

With regard to your concern of isolated zoning in the northern portion of the property, the issue for a commercial use is access. Without driveway access for commercial uses, the success of commercial uses may be at a disadvantage from the other commercial designated properties. The IBT designation allows for a wide range of industrial uses, which would allow a variety of viable uses on the site.



Development Services • Planning Division

1222 First Avenue, MS 413 • San Diego, CA 92101-4106

Tel (619) 235-5200 • Fax (619) 236-6478

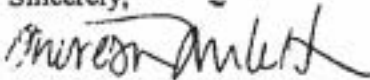
Page 2
John Ponder
September 30, 2011

With regard to the planning group support, you are correct in that the group voted unanimously to retain the existing property rights and commercial designation at the April 2011 meeting. They also requested that the applicant return when the traffic issues have been resolved to determine if there is still an issue with the commercial designation. In reviewing the minutes, the motion did not include changing the update maps or land uses, as it appears the group would like to see resolution of the traffic issues prior to asking for a land use designation change. Of course, the applicant has the right to continue the tentative map waiver process with the existing zoning and designation.

Thank you for your continued interest in the update, as your input is valuable for the City to plan Otay Mesa comprehensively with neighborhoods that provide a high quality of life for people to live, work, and recreate.

Please feel free to contact me and let me know if there are further concerns or comments. The City looks forward to continuing the update process with your public participation.

Sincerely,



Theresa Millette, AICP
Senior Planner

TM

cc: Elizabeth Maland, City Clerk, City of San Diego
Kelly Broughton, Director, Development Services Department
Mary Wright, Deputy Director, Development Services Department, Planning Division

EXHIBIT F

**VOICE MAIL MESSAGE
FROM
KELLY BROUGHTON
re Torrey Pines Bank**

Hey John, it's Kelly Broughton calling – returning your email about Torrey Pines Bank.

City staff has taken a position, and I will support it for right now, that there is some other reasons why maintaining that property as international business trade zoning is more appropriate than commercial. One being that there is an overabundance of commercial beyond the market study that we had done for the area -- so that would push it over. And then the second is, they believe there is a strong potential for conflict between truck routes and that property having commercial trips on it. And just so you know, this is in the context of Ann firmly disagreeing with my position that this won't impact the traffic analysis for the community plan, even though I've got another traffic engineer who's reviewed it that disagrees with her. Nonetheless, my position is that we're going to leave it the designation that it's on the General Plan, but I'm not going to fall on my sword about it if Council wants to covert it back or leave it commercial.

So anyway, just wanted to let you know that. Again, staff also disagrees with my position on the actual map waiver project, but I've told them that decision and we are not going to request the access relinquishment and that we'll deal with the traffic analysis when an actual project comes in on it – just like we would any place else where there is subsequent discretionary action.

Sorry for the long-winded message. Hope you are having a great day. I'm off for a few days, so I will talk with you, if you need to, on Thursday or after that.

Thanks. Bye, bye.

EXHIBIT G

Suzy Thayer

From: John Ponder
Sent: Tuesday, July 09, 2013 12:18 PM
To: John Ponder
Subject: FW: Torrey Pines Bank/OMCPU

From: John Ponder
Sent: Sunday, January 15, 2012 1:33 PM
To: Broughton, Kelly
Cc: Anne Marie Berg; 'LDSI Mail'; Rob Hixson
Subject: Torrey Pines Bank/OMCPU

Kelly,

I sent an email and spoke with Bill Anderson regarding his recollection of the agreement the parties reached at the meeting on 10/28/10. Bill prefaced his comments with the statement that he was speaking as an individual and not on behalf of the City. The substance of my email was as follows:

"You may recall that the OMCPU proposed changing the Torrey Pines property from a land use designation of commercial to industrial. Torrey Pines has objected to the proposed change and as a result, a meeting was held at the City on 10/28/10 to address Torrey Pines objection. You, Kelly, Theresa, Mary and traffic staff all attended the meeting. Anne Marie Berg, Rob Hixson and myself attended on behalf of Torrey Pines. After much discussion, it is our recollection that it was agreed that Torrey Pines should immediately perform a traffic analysis to demonstrate that leaving the property as commercial would not result in the need for re-classification of any roadways in the OCMPU. If the traffic analysis could demonstrate this to the satisfaction of the City, the next draft update of the plan would leave the property designated for commercial use. Kelly added another condition that the reversion to commercial could not delay the OMCPU. The City then suggested and we agreed to retain Sam Kab of Urban Systems to perform the analysis because he was familiar with the OMCPU traffic analysis and could perform the analysis in a timely manner."

Bill confirmed that the above accurately reflects the agreement at the meeting. Bill also suggested that perhaps a heavy commercial land use designation for the site may be appropriate to satisfy any concerns for maintaining a land use that would allow some industrial use. Should I send you a letter setting forth all the reasons for maintaining the property as a commercial use in the OMCPU or will the above combined with all other prior correspondence, memos and reports suffice to document the reasons to leave the commercial designation?

Should you need to confirm my conversation with Bill, he can be reached (619) 233-1454, william.anderson3@aecom.com.

Have a great MLK holiday.

John

John Ponder
619.338.6646 | direct
619.515.4120 | direct fax
JPonder@sheppardmullin.com | Bio

MullinSheppard

Sheppard Mullin Richter & Hampton LLP
501 West Broadway, 19th Floor
San Diego, CA 92101-3598
619.338.6500 | main
www.sheppardmullin.com

Suzy Thayer

From: John Ponder
Sent: Tuesday, July 09, 2013 12:18 PM
To: John Ponder
Subject: FW: Torrey Pines Bank/OMCPU

From: John Ponder
Sent: Monday, February 06, 2012 2:35 PM
To: 'Broughton, Kelly'
Cc: 'Anne Marie Berg'; 'LDSI Mail'; 'Rob Hixson'
Subject: RE: Torrey Pines Bank/OMCPU

Kelly,

When you get a chance, would you please confirm that the City will honor the agreement previously reached with Bill Anderson to leave the Torrey Pines site with a commercial land use designation in the OMCPU as a result of the applicant demonstrating by an approved traffic analysis that the site as commercial would not result in re-classification of any roadways in the OMCPU. Thank you for your anticipated cooperation.

John

From: John Ponder
Sent: Sunday, January 15, 2012 1:33 PM
To: Broughton, Kelly
Cc: Anne Marie Berg; 'LDSI Mail'; Rob Hixson
Subject: Torrey Pines Bank/OMCPU

Kelly,

I sent an email and spoke with Bill Anderson regarding his recollection of the agreement the parties reached at the meeting on 10/28/10. Bill prefaced his comments with the statement that he was speaking as an individual and not on behalf of the City. The substance of my email was as follows:

"You may recall that the OMCPU proposed changing the Torrey Pines property from a land use designation of commercial to industrial. Torrey Pines has objected to the proposed change and as a result, a meeting was held at the City on 10/28/10 to address Torrey Pines objection. You, Kelly, Theresa, Mary and traffic staff all attended the meeting. Anne Marie Berg, Rob Hixson and myself attended on behalf of Torrey Pines. After much discussion, it is our recollection that it was agreed that Torrey Pines should immediately perform a traffic analysis to demonstrate that leaving the property as commercial would not result in the need for re-classification of any roadways in the OCMPU. If the traffic analysis could demonstrate this to the satisfaction of the City, the next draft update of the plan would leave the property designated for commercial use. Kelly added another condition that the reversion to commercial could not delay the OMCPU. The City then suggested and we agreed to retain Sam Kab of Urban Systems to perform the analysis because he was familiar with the OMCPU traffic analysis and could perform the analysis in a timely manner."

Bill confirmed that the above accurately reflects the agreement at the meeting. Bill also suggested that perhaps a heavy commercial land use designation for the site may be appropriate to satisfy any concerns for maintaining a land use that would allow some industrial use. Should I send you a letter setting forth all the reasons for maintaining the property as a commercial use in the OMCPU or will the above combined with all other prior correspondence, memos and reports suffice to document the reasons to leave the commercial designation?

Should you need to confirm my conversation with Bill, he can be reached (619) 233-1454,
william.anderson3@aecom.com.

Have a great MLK holiday.

John

John Ponder
619.338.6646 | direct
619.515.4120 | direct fax
JPonder@sheppardmullin.com | Bio

MullinSheppard

Sheppard Mullin Richter & Hampton LLP
501 West Broadway, 19th Floor
San Diego, CA 92101-3598
619.338.6500 | main
www.sheppardmullin.com

Suzy Thayer

From: John Ponder
Sent: Tuesday, July 09, 2013 12:18 PM
To: John Ponder
Subject: FW: Torrey Pines Bank/OMCPU

From: John Ponder
Sent: Monday, March 05, 2012 12:19 PM
To: 'Broughton, Kelly'
Cc: 'Anne Marie Berg'; 'LDSI Mail'; 'Rob Hixson'; 'Frick, Michelle'; Suzy Thayer
Subject: RE: Torrey Pines Bank/OMCPU

Kelly,

I haven't received a response to the email below. I am assuming you have not had an opportunity to discuss the issue with staff. We would like to schedule a meeting with you to discuss retaining the commercial land use designation for the site. Please provide a couple of dates when you would be available to meet. Thank you.

John

From: John Ponder
Sent: Monday, February 06, 2012 2:35 PM
To: 'Broughton, Kelly'
Cc: 'Anne Marie Berg'; 'LDSI Mail'; 'Rob Hixson'
Subject: RE: Torrey Pines Bank/OMCPU

Kelly,

When you get a chance, would you please confirm that the City will honor the agreement previously reached with Bill Anderson to leave the Torrey Pines site with a commercial land use designation in the OMCPU as a result of the applicant demonstrating by an approved traffic analysis that the site as commercial would not result in re-classification of any roadways in the OMCPU. Thank you for your anticipated cooperation.

John

From: John Ponder
Sent: Sunday, January 15, 2012 1:33 PM
To: Broughton, Kelly
Cc: Anne Marie Berg; 'LDSI Mail'; Rob Hixson
Subject: Torrey Pines Bank/OMCPU

Kelly,

I sent an email and spoke with Bill Anderson regarding his recollection of the agreement the parties reached at the meeting on 10/28/10. Bill prefaced his comments with the statement that he was speaking as an individual and not on behalf of the City. The substance of my email was as follows:

"You may recall that the OMCPU proposed changing the Torrey Pines property from a land use designation of commercial to industrial. Torrey Pines has objected to the proposed change and as a result, a meeting was held at the City on 10/28/10 to address Torrey Pines objection. You, Kelly, Theresa, Mary and traffic staff all attended the meeting. Anne Marie Berg, Rob Hixson and myself attended on behalf of Torrey Pines. After much discussion, it is our recollection that it

was agreed that Torrey Pines should immediately perform a traffic analysis to demonstrate that leaving the property as commercial would not result in the need for re-classification of any roadways in the OCMPU. If the traffic analysis could demonstrate this to the satisfaction of the City, the next draft update of the plan would leave the property designated for commercial use. Kelly added another condition that the reversion to commercial could not delay the OMCPU. The City then suggested and we agreed to retain Sam Kab of Urban Systems to perform the analysis because he was familiar with the OMCPU traffic analysis and could perform the analysis in a timely manner."

Bill confirmed that the above accurately reflects the agreement at the meeting. Bill also suggested that perhaps a heavy commercial land use designation for the site may be appropriate to satisfy any concerns for maintaining a land use that would allow some industrial use. Should I send you a letter setting forth all the reasons for maintaining the property as a commercial use in the OMCPU or will the above combined with all other prior correspondence, memos and reports suffice to document the reasons to leave the commercial designation?

Should you need to confirm my conversation with Bill, he can be reached (619) 233-1454, william.anderson3@aec.com.

Have a great MLK holiday.

John

John Ponder
619.338.6646 | direct
619.515.4120 | direct fax
JPonder@sheppardmullin.com | Bio

MullinSheppard

Sheppard Mullin Richter & Hampton LLP
501 West Broadway, 19th Floor
San Diego, CA 92101-3598
619.338.6500 | main
www.sheppardmullin.com

Suzy Thayer

From: John Ponder
Sent: Tuesday, July 09, 2013 12:17 PM
To: John Ponder
Subject: FW: Torrey Pines Bank/OMCPU

From: John Ponder
Sent: Monday, March 26, 2012 9:17 AM
To: 'Broughton, Kelly'
Cc: 'Anne Marie Berg'; 'LDSI Mail'; 'Rob Hixson'; 'Frick, Michelle'; Suzy Thayer
Subject: RE: Torrey Pines Bank/OMCPU

Kelly,

I haven't received a response to this email. I have asked my assistant, Suzy Thayer to contact Michelle and schedule a meeting. Please let me know if you would like to discuss before the meeting. Thanks.

John

John Ponder
619.338.6646 | direct
619.515.4120 | direct fax
JPonder@sheppardmullin.com | Bio

MullinSheppard

Sheppard Mullin Richter & Hampton LLP
501 West Broadway, 19th Floor
San Diego, CA 92101-3598
619.338.6500 | main
www.sheppardmullin.com

From: John Ponder
Sent: Monday, March 05, 2012 12:19 PM
To: 'Broughton, Kelly'
Cc: 'Anne Marie Berg'; 'LDSI Mail'; 'Rob Hixson'; 'Frick, Michelle'; Suzy Thayer
Subject: RE: Torrey Pines Bank/OMCPU

Kelly,

I haven't received a response to the email below. I am assuming you have not had an opportunity to discuss the issue with staff. We would like to schedule a meeting with you to discuss retaining the commercial land use designation for the site. Please provide a couple of dates when you would be available to meet. Thank you.

John

From: John Ponder
Sent: Monday, February 06, 2012 2:35 PM
To: 'Broughton, Kelly'
Cc: 'Anne Marie Berg'; 'LDSI Mail'; 'Rob Hixson'
Subject: RE: Torrey Pines Bank/OMCPU

Kelly,

When you get a chance, would you please confirm that the City will honor the agreement previously reached with Bill Anderson to leave the Torrey Pines site with a commercial land use designation in the OMCPU as a result of the applicant demonstrating by an approved traffic analysis that the site as commercial would not result in re-classification of any roadways in the OMCPU. Thank you for your anticipated cooperation.

John

From: John Ponder
Sent: Sunday, January 15, 2012 1:33 PM
To: Broughton, Kelly
Cc: Anne Marie Berg; 'LDSI Mail'; Rob Hixson
Subject: Torrey Pines Bank/OMCPU

Kelly,

I sent an email and spoke with Bill Anderson regarding his recollection of the agreement the parties reached at the meeting on 10/28/10. Bill prefaced his comments with the statement that he was speaking as an individual and not on behalf of the City. The substance of my email was as follows:

"You may recall that the OMCPU proposed changing the Torrey Pines property from a land use designation of commercial to industrial. Torrey Pines has objected to the proposed change and as a result, a meeting was held at the City on 10/28/10 to address Torrey Pines objection. You, Kelly, Theresa, Mary and traffic staff all attended the meeting. Anne Marie Berg, Rob Hixson and myself attended on behalf of Torrey Pines. After much discussion, it is our recollection that it was agreed that Torrey Pines should immediately perform a traffic analysis to demonstrate that leaving the property as commercial would not result in the need for re-classification of any roadways in the OCMPU. If the traffic analysis could demonstrate this to the satisfaction of the City, the next draft update of the plan would leave the property designated for commercial use. Kelly added another condition that the reversion to commercial could not delay the OMCPU. The City then suggested and we agreed to retain Sam Kab of Urban Systems to perform the analysis because he was familiar with the OMCPU traffic analysis and could perform the analysis in a timely manner."

Bill confirmed that the above accurately reflects the agreement at the meeting. Bill also suggested that perhaps a heavy commercial land use designation for the site may be appropriate to satisfy any concerns for maintaining a land use that would allow some industrial use. Should I send you a letter setting forth all the reasons for maintaining the property as a commercial use in the OMCPU or will the above combined with all other prior correspondence, memos and reports suffice to document the reasons to leave the commercial designation?

Should you need to confirm my conversation with Bill, he can be reached (619) 233-1454, wiliam.anderson3@aecom.com.

Have a great MLK holiday.

John

John Ponder
619.338.6646 | direct
619.515.4120 | direct fax
JPonder@sheppardmullin.com | Bio

MullinSheppard
Sheppard Mullin Richter & Hampton LLP
501 West Broadway, 19th Floor
San Diego, CA 92101-3598
619.338.6500 | main
www.sheppardmullin.com

EXHIBIT H

MEMORANDUM

To: William Fulton
Planning Director
City of San Diego

Date: July 18, 2013

cc: Anne Marie Berg, Senior Vice President, Western Alliance Bancorporation

From: John E. Ponder, Esq. File Number: 21TV-154612

Re: Land Use Designation of Western Alliance Bancorporation's "La Media" Property

This memorandum provides a summary of several technical, practical, and legal issues associated with the property of my client, Western Alliance Bancorporation. Torrey Pines Bank, a local community bank, is an affiliate of Western Alliance Bancorporation ("Torrey Pines"). This property is located at 8420 Airway Road at the corner of Otay Mesa Road and La Media in the Otay Mesa Community Planning Area ("Property"). The City is proposing to change the land use designation of the Property from commercial to industrial in the draft Otay Mesa Community Plan Update ("OMCPU").

We dispute the City's assumption that keeping the commercial designation would result in an overabundance of commercial in the Otay Mesa Area. We also are confident that all of the City's traffic issues have been fully addressed.

In addition, we have several legal concerns regarding the City's actions. The City is imposing a more restrictive designation, surrounded by less restrictive designations, on the Property after Torrey Pines has expended substantial amounts of time and money in reliance on the existing designation. The justification for such an action cannot be arbitrary, irrational, or discriminatory.

We also believe that practical considerations favor retaining the current commercial designation. For example, a commercial designation at the Property is supported by the Otay Mesa Community Planning Group, would be more fiscally beneficial to the city, and is consistent with other land use plans.

These issues have been summarized for you below.

A. City's Reasons for Changing Commercial Designation to Industrial

1. Keeping the Existing Commercial Designation Will Not Trigger an Overabundance of Commercial in Otay Mesa

First, we question the assumption that retaining an existing use could possibly "trigger" an overabundance of that use. We do not believe that keeping the status quo on the Property could be responsible for a potential overabundance of commercial. Rather, it would be the conversion of other land uses to commercial uses, which is precisely what is proposed in the draft OMCPU.

We also disagree that there is an overabundance of commercial uses. The consensus 3B scenario upzones industrial property to add commercial acres farther to east rather than retaining commercial acres, such as the Property ideally located at the 905 / La Media interchange. With the supporting residential base for Otay Mesa's commercial uses in the western part of Otay Mesa, moving commercial farther to the industrialized eastern part of Otay Mesa seems a misallocation of land uses, especially when the industrialized eastern part of Otay Mesa are already scheduled to be served by the commercial core at the port of entry. In addition, the OMCPU outlines an absence of commercial uses in the Central District, although there are residential, business park, recreational, educational, and institutional uses proposed. We believe that these uses would be complemented by nearby commercial uses, and nothing in the OMCPU states that there is too much commercial in this area.

This shifting of commercial to the east is also antithetical to the OMCPU's stated project goal to designate a corridor of Business Park industrial uses along SR-905. Under the consensus 3B scenario, this is achieved for most of the SR-905 until La Media road, where the scenario shifts to a leapfrog of industrial and commercial use pattern that leaves the La Media project an island of industrial within the linear corridor surrounded by commercial on either side, instead of a true commercial core. This island land use designation is typically discouraged as a form of spot zoning.

The City has cited the market study performed for the OMCPU as the basis for the determination that retaining the existing commercial designation for the Property would result in an overabundance of commercial. We note that that study, completed in 2005, is now dated and flawed. But it nonetheless reached the conclusion that additional retail was needed in Otay Mesa. It states that there is a need for 32.5 acres of retail land for the community and 5.7 acres for the border crossing area. Currently several large retailers including Wal-Mart, Target and Food 4 Less are in the market looking for retail property, which would equate to approximately 80 acres of retail. So to the extent the market has changed since 2005, there is actually much more demand for retail and commercial uses than there was previously. If the City believes that the assumptions made seven years ago in 2005 are still true, we believe that it should perform another study to confirm those assumptions. We believe that an updated market study will reveal that there is an overabundance of industrial land in Otay Mesa, not commercial land.

2. Limited Access Would Not Affect the Viability of the Project

As a threshold issue, we question whether the City, rather than commercial real estate developers, has the best expertise to determine what circumstances render commercial development projects not viable. Our client has closely examined the facts regarding access to the property and is confident that even if access were limited on Otay Mesa Road, it would not

affect the viability of the project. The site would still have some access from Otay Mesa Road and Caltrans has conditionally approved access from La Media Road. Retaining the site as commercial will not change the proposed OMCPU's level of service on Otay Mesa Road and would not appear to trigger significant delays. Therefore, the site is convenient for shoppers.

The location of the Property next to the freeway and Otay Mesa Road is a factor that supports commercial use. Per the OMCPU Economic Prosperity Element, Section 5.2, "commercial uses are generally located along transportation corridors." The Property is consistent with this policy because it is situated along three major transportation corridors. Consistent with this policy of the OMCPU, the City should not interpret the location of the Property as a reason to anticipate limited access and the risk that the project will not be viable, but should view it as being consistent with being located next to transportation corridors.

In addition, the commercial demands of the employment communities in Otay Mesa will be better served, and better complemented in terms of vehicle trips, with a commercial designation at the Property. A commercial use would primarily draw trips from the Otay Mesa community, which would reduce trips from outside the area.

3. There Would Be No Conflict Between Truck Trips and Commercial Vehicle Trips

We acknowledge that there is currently significant truck traffic in Otay Mesa, but we believe that an industrial use on the Property, with its corresponding increase in truck trips, would exacerbate the truck traffic problem, while a commercial use would reduce it. We also request that the City take a long-term planning view in regards to this issue, because the truck traffic issue will be substantially resolved after the completion of the improvements on La Media Road and the truck routing plans for the Otay Mesa Port of Entry. We also note that this truck traffic issue is not unique to the Property. The other properties proposed for commercial uses also have this issue, so we do not see the rationality in justifying the designation of the Property as industrial on the basis of truck traffic.

Moreover, retaining the commercial designation will not have an impact on the traffic analysis performed for the OMCPU. Based on a traffic analysis performed by Urban Systems, we have demonstrated that the traffic volumes based on a commercial use can be accommodated without the need for roadway reclassifications and that the roads will operate at acceptable levels of service. The purchase of the SR-125 toll road by SANDAG from a private operator will also reduce traffic impacts on Otay Mesa, including truck trips.

B. Legal Considerations

1. Project Has Relied On Current Designation

On August 8, 2012, the City approved a Tentative Map Waiver ("Map Waiver") and Site Development Permit (SDP) (Project No. 199429) to subdivide the Property into two separate legal lots. The Map Waiver and SDP were required because the Property was bisected by the creation of State Route 905 in 2006 by the State of California. The bisect caused the single parcel to have the appearance of and the potential function of two separate lots. However, in order to convey the Property as two separate lots and to investigate the potential for future development, a subdivision was required. The application for the Map Waiver and SDP were deemed complete by the City on December 21, 2009.

The findings for the Map Waiver and SDP determined that the Project was consistent with the policies, goals and objectives of the applicable land use plan. Specifically, the findings concluded that the Otay Mesa Community Plan designates the site for specialized commercial purposes and allows the creation of such lots consistent with the size and frontage allowed by the underlying zone.

The Conditions of Approval for the Map Waiver and SDP provided that no development activity shall occur until a new project-specific Site Development Permit (and any other required permits) has been obtained as required by the San Diego Municipal Code. As a result, Torrey Pines has assembled a development team and is preparing a project-specific application for an approximate 130,000 SF commercial development on the north parcel and approximate 252,000 SF commercial development on the south parcel. The application is anticipated to be submitted on August 1, 2013.

For fairness and legal reasons, after the project application is deemed complete, the City typically does not change the development rules, regulation and policies for projects, including land use designations, in the regulatory pipeline unless it would place residents in a condition dangerous to their health or safety. The Government Code allows the City to apply new rules when, at the time of the application, the City (1) initiated proceedings for a development rule change by way of ordinance, resolution, or motion; and (2) published notice in accordance with Government Code § 65090 notice procedures that contains a *description sufficient to notify the public of the nature of the proposed change in the applicable general or specific plans, or zoning or subdivision ordinances.* Gov't Code § 66474.2(b).

In this case, while the fact of a pending OMCPU has generally been known to developers in Otay Mesa, our client had not until last year had any notice that the nature of the OMCPU's description of the Property would be to eliminate all commercial uses that had existed since the 1981 Otay Mesa Community Plan and remained the predominate use in the April 2009 3B and 4B scenarios. If the City imposes an industrial designation on the Property, with its consequential effects on our client's current land use application, our client will have relied on the existing commercial designation to its detriment. We implore you to consider the legal consequences of such detrimental reliance before proceeding with the industrial designation.

2. Imposing an Industrial Designation Violates Equal Protection Laws

The designation of the Property as industrial, rather than the commercial designation proposed for both properties to the East and West, may also violate equal protection laws, akin to spot-zoning. Spot zoning refers to instances when "a small parcel is restricted and given less rights than the surrounding property."¹ California courts have long established the principle that "by a zoning ordinance a city cannot unfairly discriminate against a particular parcel of land."²

The OMCPU essentially creates an island of a more restrictive land use designation among other less restrictive uses. If the City were to approve the OMCPU as currently proposed, it would be arbitrary, capricious, and irrational discrimination as applied to the Property because it would make the Property an island in an ocean of less restrictive designations. There are no unique facts calling for the Property to remain an island of more

¹ *Wilkins v. City of San Bernardino* (1946) 29 C.2d 332, 340.

² *Reynolds v. Barrett* (1938) 12 C.2d 244, 251.

restrictive industrial, and it is noteworthy that the constraints of the Property are similar to surrounding areas which are proposed for commercial designations. If the City were to retain the current commercial land use designation, the Property would be harmonious with the surrounding commercial-designated parcels.

3. Industrial Designation Is An Inverse Condemnation

Redesignating the Property as industrial would constitute a compensable regulatory taking, consistent with a recent holding by the California Court of Appeal.³ Several factors favor a finding of taking. First, there is a dramatic economic difference between the value the Property as industrial versus commercial, especially in light of the money spent in the City's development review process under the assumption that the current designation of commercial would apply. In addition, the industrial designation wholly undermines the investment-backed expectations of our client because when it acquired the Property it was designated as commercial. Moreover, as explained elsewhere in this letter, the character of the City's action in redesignating the property would be an irrational discrimination. There is also evidence that the Property is being singled out for unequal treatment, and the best use of the land is consistent with the commercial designations of the surrounding properties.

C. Practical Considerations

1. City Should Respect Planning Group Support of Project as Commercial

The benefits to the community of maintaining the current commercial designation have been recognized by the Olay Mesa Planning Group ("Planning Group"). In February, 2010, the Planning Group unanimously supported a Tentative Map Waiver and Site Development Permit for the La Media project. The support for commercial development at the Property was voiced again by the Planning Group at the April 20, 2011 meeting. At that meeting, the Planning Group unanimously passed a motion to support the current commercial designation of the Property, and not the designations as proposed by the OMCPU, contingent on the landowner agreeing to address traffic issues.

2. Commercial Designation is Fiscally Beneficial to City

From a fiscal perspective, retaining the commercial designation benefits the fiscal health of the City, as shown by past City studies. The *Fiscal Impact Analysis of Olay Mesa Community Plan Update* analyzed the net fiscal impacts of three OMCPU scenarios. Scenario 1, analyses the current amount of 512 acres of commercial, and netted the highest annual returns for the City with \$19.1 million. As the report explained, "Scenario 1's anticipated sales tax, property tax, and transient occupancy tax receipts help to generate the highest revenues of all the scenarios."⁴ Scenario 2, with 400 acres of commercial, netted \$17.5 million annually. "With the greatest proportion of residential and office development, Scenario 2 generates the most property taxes at buildout, but also the highest expenditures. Though the greatest number of new residents is anticipated in Scenario 2, this alternative has *substantially lower retail space*

³ *Avenida San Juan Partnership v. City of San Clemente*, No. G043479, consol. with G043534 (Cal. Ct. App. 4th Dist., December 14, 2011.)

⁴ *Fiscal Impact Analysis of Olay Mesa Community Plan Update* (ERA 2007) at p. 7.

than the other scenarios and produces less sales tax.⁵ Scenario 3, which is essentially the OMCPU, proposes to reduce the fiscal benefits to the City by reducing commercial acres to 320.

Retaining the existing commercial use would also help provide revenue for much needed public infrastructure through increased Facilities Benefits Assessment fees. Therefore, restoring the commercial use to the Property would be fiscally sound for the City.

3. Commercial Designation is Consistent with Other Land Use Plans

We note that other local agencies such as the San Diego County Regional Airport Authority and the San Diego Association of Governments have drafted their planning documents under the assumption that the La Media Property would be developed as commercial.

D. Conclusion

We request that the City retain the current commercial land use designation on all of the Property. If you have any additional concerns regarding a commercial designation, we would be happy to address those concerns. Thank you for the time you have spent considering the designation for the Property. We look forward to discussing these issues with you further.

⁵ *Id.*

EXHIBIT I

TIMELINE FOR TORREY PINES PROJECT

Date	Event
1981	City approves Otay Mesa Community Plan which identifies a land use designation for Torrey Pines Bank property as Specialized Commercial and a zoning designation of Otay Mesa Development District: Commercial Subdistrict.
2001-2004	Integral Communities acquires property and processes development application.
7/19/2005	City approves most recent amendment of Otay Mesa Community Plan.
9/21/2005	City releases Real Estate Market Analysis for Otay Mesa Community Plan Update ("OMCPU") prepared by Economics Research Associates.
2006-2009	City depicts commercial use on property in OMCPU draft scenarios 3, 3B, 4B, and other scenarios.
2006	SR 905 bifurcates property. Integral provides right-of-way to Caltrans. Caltrans provides conditional approval of access along La Media.
12/15/2006	City releases Addendum to Real Estate Market Analysis for OMCPU prepared by Economics Research Associates.
2009	Torrey Pines Bank acquires property.
11/4/2009	Theresa Millette, Senior Planner at City, sends email to Brice Bossler, consultant for Torrey Pines, indicating City could consider a Heavy Commercial land use designation for the property depending upon what traffic impacts would occur.
11/18/2009	OMCPU 3B draft showed commercial land use on property.
12/21/2009	City deems Torrey Pines map waiver application complete. No comments in assessment letters regarding proposed change of land use to industrial.
10/1/2010	City publishes Notice of Preparation of the OMCPU draft environmental impact report ("EIR"). City proposes to redesignate the land use on the property from commercial to "Industrial – International Business and Trade" and "Business Park – Office Permitted."
10/28/2010	A meeting was held to discuss Torrey Pines' objection to the proposed OMCPU land use designations. In attendance were City staff members Bill Anderson (Director of Planning), Theresa Millette (Senior Planner), Mary Wright (Deputy Director of the Planning Division), and Torrey Pines representatives Anne Marie Berg, Rob Hixson, and John Ponder. It is the recollection of Bill Anderson and John Ponder that during that meeting, the City agreed that if Torrey Pines performed a traffic analysis that showed no impact on the Update's road classifications and that such analysis would not delay preparation of the Update, the City would agree to retain a commercial land use designation for the Property.

10/28/2010	Torrey Pines retains Urban Systems to prepare traffic analysis.
11/1/2010	Sheppard Mullin on behalf of Torrey Pines submits comment letter on the NOP objecting to change in land use and requesting that the EIR's project description describe the Property with a commercial land use designation.
11/04/2010	Urban Systems provides scope of work to perform traffic analysis.
11/18/2010	Brice Bossler, consultant for Torrey Pines Bank has a conversation with Theresa Millette who indicates she would have no problem recommending land use designation be changed back to commercial in the OMCPU depending on results of the traffic analysis.
4/6/2011	OMCPU Public Draft issued for comments.
4/20/2011	Otay Mesa Community Planning Group supports retaining commercial designation for site.
5/23/2011	Urban Systems Associates submits first traffic analysis to City: "Otay Mesa Community Plan Update/Torrey Pines Bank Forecasts."
5/24/2011	Torrey Pines representatives meet with Kelly Broughton and staff to review Urban Systems Associates' traffic analysis and to discuss conceptual street improvement plan provided by RBF Consulting.
8/17/2011	Urban Systems Associates submits revised traffic analysis to City: "Otay Mesa Community Plan Update/Torrey Pines Bank Forecasts," dated August 5, 2011. The analysis was revised to expand the study area to include all 121 segments evaluated at buildout of the OMCPU.
8/17/2011	Sheppard Mullin, on behalf of Torrey Pines, sent the City a comment letter on the draft OMCPU objecting to the proposed change in land use, explaining the fiscal benefits of retaining the commercial designation, expressing concerns regarding spot zoning, and reminding the City that the Otay Mesa Planning Group supports a commercial designation.
9/27/2011	Kelly Broughton accepts findings of traffic analysis of no change in roadway classifications.
9/30/2011	City sends letter response to Sheppard Mullin's August 17 letter, stating that designating the Torrey Pines property as commercial would trigger an overabundance of commercial beyond the market analysis performed for the OMCPU and that commercial is not viable because of the potential for limited access along Otay Mesa Road and the northern half of La Media Road.
11/3/2011	Kelly Broughton leaves voicemail message for John Ponder stating that the City is going to keep the commercial designation, and expressing concern that designating the Torrey Pines property as commercial would trigger an "overabundance" of commercial beyond the market analysis performed for the OMCPU and that there is a strong potential for a conflict between truck routes near the Torrey Pines property and commercial vehicle trips.

11/9/11	Kelly Broughton confirms to John Ponder that, if an application for commercial use was filed and deemed complete, the OMCPU would have to designate the Property as commercial use.
11/10/2011	Torrey Pines representatives attend first meeting with Councilmember Alvarez to discuss retaining commercial land use designation on Torrey Pines property.
12/12/2011	John Ponder attends meeting with Kelly Broughton who says he will honor agreement from October 28, 2010 meeting if Bill Anderson confirms that his recollection of the meeting is the same as John Ponder's.
1/12/2012	John Ponder and Bill Anderson correspond via e-mail and phone, and Bill Anderson confirms that the City agreed that if Torrey Pines performed a traffic analysis and it demonstrated that leaving the property as commercial would not result in the need for re-classification of any roadways in the Update or delay the Update, the City would leave the property designated as commercial in the next draft of the Update.
1/15/2012	John Ponder sends email to Kelly Broughton notifying him of Bill Anderson's confirmation of his recollection of the October 28, 2010 meeting, and requesting a meeting to discuss the City leaving the Torrey Pines property as commercial in the OMCPU.
2/06/2012	John Ponder sends follow-up email to Kelly Broughton, but receives no response.
3/05/2012	John Ponder sends follow-up email to Kelly Broughton, but receives no response.
3/26/2012	John Ponder sends follow-up email to Kelly Broughton, but receives no response.
4/04/2012	Torrey Pines representatives meet with Councilmember Alvarez for a second time.
4/10/2012	John Ponder sends follow-up email to Kelly Broughton, but receives no response.
5/16/12	Torrey Pines representative meets with David Graham in Mayor's office
5/17/12	Kelly Broughton tells Mark Rowson, consultant for Torrey Pines, that, if a development permit application was submitted and deemed complete, he would be compelled to change the land use designation in the OMCPU to commercial.
8/8/12	Map Waiver and Site Development Permit for commercial use was approved for the Property.

3/11/13	City publishes Notice of Preparation of a Draft Environmental Impact Report for Sunroad Otay Plaza (Project No: 268422). The Notice discloses that the project will be seeking an amendment to the Otay Mesa Community Plan to change the existing land use designation from Industrial to Regional Commercial. The Sunroad Otay Plaza is adjacent to the Torrey Pines Property and abuts Otay Mesa Road.
5/22/13	Kelly Broughton confirms in a conversation with John Ponder that, if an application for development of a commercial use was submitted and deemed complete prior to the adoption of the OMCPU, the City would have no alternative but to allow the commercial use to continue. Mr. Broughton further confirmed that the traffic analysis in the OMCPU "works for the site either designated as "industrial or commercial."

EXHIBIT B

MEMORANDUM**ATTORNEY-CLIENT PRIVILEGE AND ATTORNEY WORK PRODUCT DOCTRINE****To:** Myra Herrmann
Theresa Millette
Cathy Winterrowd**Date:** October 25, 2013**Cc:** Anne-Marie Berg, Western Alliance Bancorporation**From:** John Ponder, Esq.**File Number:** 21TV-154612**Re:** Comments on Otay Mesa Community Plan Update Draft Program EIR

We have reviewed the Draft Program Environmental Impact Report ("PEIR") for the Otay Mesa Community Plan Update ("Project") released for public comment on September 10, 2013 and offer the comments herein. This memorandum provides detailed comments on or questions raised by each individual section of the PEIR. I am available to discuss the specific issues raised below with the City to clarify the meaning of or legal basis for our comments or draft new language for the PEIR.

Page or Figure No.	Section/Heading	Comments
S-5	Summary of Project Alternatives	The PEIR improperly states that it "considered but rejected the No Project Alternative, the Reduced Biological Impacts Alternative, and the Reduced Density Alternative." This statement reflects an improper delegation of authority to staff and usurpation of the right of the City Council as the final decision-maker to consider a range of reasonable alternatives and determine whether to select or reject the alternatives. The above statement is an admission that the alternatives do not comprise a reasonable range because none of the alternatives are feasible and would substantially reduce a significant impact.
S-6	S.5.2.2/Reduced Biological Impacts Alternatives	This alternative is the environmentally superior alternative pursuant to CEQA Guidelines section 15126.6 (e)(2). The Reduced Biological Impacts Alternative provides fewer dwelling units as compared to the CPU but still meets the goals and objectives of the General Plan and SANDAG Regional Comprehensive Plan. The lesser intensity of residential use and

ATTORNEY-CLIENT PRIVILEGE AND ATTORNEY WORK PRODUCT DOCTRINE

Page or Figure No.	Section/Heading	Comments
		<p>the fewer number of commercial developments allowed for in this alternative minimally reduces impacts related to traffic congestion. Impacts to visual resources, hydrology/water quality, and energy conservation are also less when compared to the CPU. Because this alternative would increase the amount of open space in close proximity to development, the risk from wildfire would be slightly greater, but would still be mitigated through strict compliance with the Landscape Standards and Brush Management Regulations contained in the LDC. This alternative generally meets all the project objectives but would not accommodate future population growth to the same extent as the CPU.</p> <p>In addition, the PEIR should include an Economically Feasible Alternative, which would analyze a CPU that presents economically feasible land uses for all landowners. For example, if the City applied policies of park and recreation joint use and equivalencies for the Chang property, the underlying land use would be developable and economically feasible.</p>
3-1 to 3-3	Purpose and Need	<p>The PEIR's project description is flawed because it does not have a stable temporal scope. On page 3-1, the PEIR states that the CPU is "intended to define new strategies for the way Otay Mesa would develop and function over the next 20-50 years." On page 3-3, the PEIR states that the CPU addresses "present and future trends through 2030." Neither of these descriptions accurately encompass the Project's temporal scope as stated in the CPU itself. The CPU states that there is a "15 to 20-year planning period addressed by this plan." (CPU, at I-3.) The public and decision-makers have no way of knowing the true scope of the project, and whether the environmental analysis accurately reflects that scope. By the very language of the PEIR and CPU, the scope of the project could end anywhere from 2028 to 2063.</p>
3-3	Relationship to General Plan	<p>It is unclear whether the PEIR bases its analysis on the current General Plan. Only the General Plan adopted in 2008 is referenced, despite the fact that there have been three significant amendments since then, in 2010 (Land Use and Community Planning Element; Public Facilities, Services, & Safety Element; Recreation Element; and Glossary), 2012 (Conservation Element), and 2013. The City of San Diego adopted a General Plan Amendment on March 4, 2013 when it approved the General Plan Housing Element 2013-2020.</p> <p>The current proposed GPA for the CPU and the Housing Element GPA recently completed should have been considered comprehensively rather than in two separate, smaller pieces. This</p>

ATTORNEY-CLIENT PRIVILEGE AND ATTORNEY WORK PRODUCT DOCTRINE

Page or Figure No.	Section/Heading	Comments
		<p>inappropriate project segmentation serves to diminish the true impacts of the Project, especially regarding housing impacts. (See e.g. <i>City of Santee v. County of San Diego</i> (1989) 214 Cal.App.3d 1438.)</p> <p>In addition, since community plans are components of the General Plan, the City should comprehensively analyze all reasonably foreseeable community plan amendments. The City is concurrently processing or has recently approved many General Plan Amendments through community plan updates: San Ysidro, Barrio Logan, Uptown, North Park, and Golden Hill, among others. San Ysidro is especially noteworthy because it is immediately adjacent to Otay Mesa. Dividing the GPAs into multiple CEQA actions is improper segmentation of a project under CEQA and serves to diminish and mask the true impacts of the overall City project of amending the General Plan. The CPU's cumulative impact analysis should address the impacts of the other GPA.</p>
3-53	Table 3-6: Summary of Project Design Considerations	<p>The PEIR should revise the following sentence with regard to landform alteration/visual quality: "Future projects would be required to adhere to the CPU land use and development design guidelines." The words "to adhere to" should be replaced with "to be consistent with" or "to be compatible with" because strict adherence to every design guideline is not required and is not the purpose of the guidelines. Guidelines are not binding. The statement is factually inaccurate because there is no legal requirement for future projects to "adhere" to the design guidelines. Because it is factually inaccurate, the PEIR cannot take credit for avoiding or reducing environmental impacts due to it. The same comment applies to the other guidelines mentioned in the same table.</p> <p>The listing of "project design considerations" that future projects will be required to implement is improper deferral of mitigation under CEQA. The City cannot defer its obligation to formulate and adopt mitigation until a more specific development plan is proposed. (<i>Citizens for Quality Growth v. City of Mount Shasta</i> (1988) 198 Cal.App.3d 433.) The list in this table evidences that the formulation of precise mitigation measures is feasible at this time, but the City is simply deciding to defer their formulation and adoption by calling them "project design considerations." Even if the mitigation measures are general, as are the "project design considerations" listed, the City must devise and approve them along with the certification of this PEIR. (<i>Sundstrom v. County of Mendocino</i> (1988) 202 Cal.App.3d 296.)</p>

ATTORNEY-CLIENT PRIVILEGE AND ATTORNEY WORK PRODUCT DOCTRINE

Page or Figure No.	Section/Heading	Comments
5.1-1	Table 5.1-1	The percentages listed for the land use distribution total 102%. This is a significant error considering that the total Commercial uses are listed as 1.85%.
5.1-7	Table 5.1-2	The PEIR should add most recent CARB Scoping Plan for statewide reductions of GHG necessary to achieve AB 32 GHG targets.
5.1-9	Table 5.1-3	The PEIR should evaluate CPU for consistency with General Plan goals and policies. LU-A and LU-B contain policies applicable to community plans, including but not limited to LU-A.1(c) , LU-A.5, LU-A.7, LU-A.8, LU-B.1, LU-B.2, Table LU-4, LU-F.
5.1-9	Table 5.1-3	<p>LU-G policies are focused on consistency with ALUCP. The City identifies the Tijuana Airport as part of the existing condition/surrounding land uses. PEIR should analyze the CPU's consistency with operation of this airport and what cumulative impact build-out of the CPU will have on the environment with noise, traffic and hazards created by this existing airport facility.</p> <p>See also figures 5.1-4, 5.1-5 and 5/1-6 comparing noise and safety zones for Brownfield, but not the Tijuana Airport.</p>
5.1-35	Vernal pool lawsuit	<p>The City identified the CPU itself, not just projects within it as a vernal pool project subject to the injunction issued by Judge Brewster in October 2006. As part of the Planning Agreement with the USFWS for processing vernal pool projects during the City-USFWS' new vernal pool HCP, the City made its own discretionary projects subject to the Planning Agreement. The CPU is a City-initiated discretionary project subject to CEQA. Therefore, the EIR must demonstrate the CPU's compliance with the Planning Agreement and make the findings required in Subsection C of the Planning Agreement, which include the following:</p> <ul style="list-style-type: none"> • The Project is consistent with the preliminary Vernal Pool Preserve Areas; • Provides management and monitoring consistent with the draft Vernal Pool Management Plan; • Provides funding in perpetuity for management and monitoring; • Consistent with the proposed ESL/wetlands amendments; and • Requires MSCP conservation/covenant of easement over any preserved on-site or off-site vernal pools/habitat.

ATTORNEY-CLIENT PRIVILEGE AND ATTORNEY WORK PRODUCT DOCTRINE

Page or Figure No.	Section/Heading	Comments
5.1-41	Public Facilities Element	<p>The PEIR must analyze how police, fire and EMT can reach all parts of the CPU area within the response times identified in the General Plan. City reports on fire service note the difficulty of meeting such standards and recommends changing the response times standards, but the General Plan still uses the "old" response times. If the City Fire Department is going to use the response times recommended in the report to the City, then a General Plan Amendment is required. (See Policy LU-C.1(c).)</p>
5.1-41	Recreational Element	<p>The CPU is not consistent with the General Plan Recreation Goal to "[i]ncrease the amount and quality of recreation facilities and infrastructure through the promotion of alternative methods where development of typical facilities and infrastructure may be limited by land constraints." (General Plan, RE-6.)</p> <p>In contrast, the CPU assumes that every property within the CPU area will not have constraints that would make it impractical to provide population-based parks at the General Plan's 2.8 acres per 1,000 residents. This false assumption leads the CPU to include no flexibility at all for the provision of park equivalent facilities on future projects. CPU Policy 7.1-3 states "Provide usable acreage park land required to meet General Plan population-based park standards, <i>without the use of park equivalencies, and for the sole use as parks</i>, independent of any shared joint use at Ocean View Hills Elementary School. The City would be required to conduct a site-specific analysis of all the constraints that could possibly interfere with the development of 2.8 net acres of useable park area before it could rule out all future need for use of General Plan permitted park equivalency measures. As discussed throughout the EIR and CPU, the Otay Mesa Community is engaging in the difficult task of collocating residential and industrial uses. The full array of collocation tools, including the ability to move parks and residential facilities farther away from industrial uses through the allowed use of park equivalency measures and efficient joint use of school/neighborhood parks. The appropriateness of using park equivalency measures is a right the City Council gave itself in the General Plan when evaluating a site-specific development project that may be constrained in any one of many ways. Page RE-11 of the General Plan describes this flexibility as necessary. The specific Recreation Element General Plan policies requires it. Accordingly, a community plan update with a policy that removes this discretion for all projects within the community plan area is inconsistency with the General Plan.</p> <p>We note that the PFFP for the Center City area also does not contain any park equivalency standards and downtown San Diego</p>

ATTORNEY-CLIENT PRIVILEGE AND ATTORNEY WORK PRODUCT DOCTRINE

Page or Figure No.	Section/Heading	Comments
		<p>is clearly a constrained community. There appears to be a bias against park equivalencies required by the General Plan in planning documents put forth to the City Council for approval regardless of whether a community plan area is known to be constrained or may have parcels within it that are constrained.</p> <p>This is an appropriate time for the City to establish park equivalency standards and include them in the CPU and Center City PFFP.</p>
5.1-42	Noise Element	<p>The CPU is not consistent with the City's Noise Element because it admits that it cannot guarantee the buildout of the Community Plan will avoid significant and unavoidable impacts to existing developed areas. Therefore, including CPU policy 9.2-2 requiring that projects "demonstrate that required noise levels for individual development projects within Otay Mesa are considered compatible with the General Plan Noise Land Use Compatibility Guidelines" would seem to set the stage for future claims that individual projects are not in conformance with the Community Plan noise policies. The City Council can determine whether or not the CPU is overall consistent with the General Plan, but the purpose of the EIR is to identify where there are inconsistencies so the City Council and the public are aware the inconsistency exists.</p>
Figure 5.2-1	Photo Location Map	<p>The PEIR's visual impact analysis identified in this figure does not show sufficient viewpoints of the impacts of buildout of the CPU on either existing or planned trails identified in the CPU trail map located on page RE-9. The General Plan's Urban Design Element Policy UD-A.3.i. states: "Ensure that the visibility of new development from natural features and open space areas is minimized to preserve the landforms and ridgelines that provide a national backdrop to the open space systems. For example, development should not be visible from canyon trail at the point the trail located nearest to proposed development. Lines-of-sight from trails or the open space system could be used to determine compliance with this policy." Likewise, the PEIR states that views of the CPU area are limited from existing trails within the Otay Valley Regional Park. This does not address what the line of sight would look like from these trails at their nearest point to the CPU area's development. Accordingly, under the analysis method supported by the General Plan, there is insufficient evidence to support the PEIR's conclusion that there would not be a significant impact to the visual quality of views from public viewing areas. At a minimum the PEIR should identify the impact as potentially significant at Section 5.2.3 and include a mitigation measure requiring future development to perform an analysis of the impact</p>

ATTORNEY-CLIENT PRIVILEGE AND ATTORNEY WORK PRODUCT DOCTRINE

Page or Figure No.	Section/Heading	Comments
		of project on the nearest point to the trail system and establish a performance standard such projects would be required to meet in order to mitigate such future visual impacts to below a level of significance.
5.2-17	Proposed Designated Public Views	While the analysis of views of the open space areas, particularly the existing designated resources at OVRP is encouraging, the City's significance threshold is based on the view blockage from designated open spaces areas and parks. (See Section 5.2.2.)
5.3-19	5.3.4.1.a Construction Emissions	The PEIR identifies that it cannot predict the exact number and timing of future development projects. If three large projects are in construction at the same time, then it would appear that the threshold would be exceeded for ROG and NOx. Please analyze the feasibility of a mitigation measure whereby the City tracks the number of large projects under construction at the same time to avoid exceeding the construction thresholds.
5.3-20	Construction Emissions	CEQA prohibits the analysis of hypothetical projects. In addition, no parameters are given to define a large project.
5.3-23	AQ-1	CEQA requires mitigation measures to be feasible and to reduce significant impact even if they cannot be reduced to below a level of significance. Here, AQ-1 identifies a menu of Best Available Control Measures without analyzing whether or not they are feasible and without stating what numerical daily emissions standard (performance standard) the City is required to achieve to provide such partial mitigation.
5.3-24	AQ-2	<p>CEQA requires mitigation measures to be enforceable and feasible and to reduce significant impacts even if they cannot be reduced to below a level of significance. Here, AQ-2, simply identifies that a future project will have to analyze all reasonable mitigation measures and identifies buffers as a potentially feasible mitigation measure. The City should analyze and provide a matrix of the buffer distance needed to achieve a certain level of air quality emission reduction.</p> <p>As discussed earlier, the fact that a particular project may be required to implement large buffers to achieve feasible reductions in significant air quality impacts is a reason why the City cannot assume that all land in Otay Mesa is unconstrained. Accordingly, the City cannot remove the flexibility needed to meet park standards through park equivalency features.</p>

ATTORNEY-CLIENT PRIVILEGE AND ATTORNEY WORK PRODUCT DOCTRINE

Page or Figure No.	Section/Heading	Comments
		<p>CEQA requires mitigation measures to be enforceable and when the details of mitigation are deferred into the future, the lead agency is required to identify a performance standard and an explanation of the evidence to support that implementation of common mitigation measures options will be effective in achieving the performance standard. Here, the mitigation measure requires an applicant that cannot meet the 10 per 1,000,000 toxic air contaminant threshold to submit a risk reduction audit and plan to the APCD that demonstrates how the facility would reduce health risks to less than significant levels within 5 years of the date of the plan. Assuming the plan would need to achieve the 10 per 1,000,000 performance standard, the PEIR is inadequate because it does not give the public or the City decision-makers any evidence to support what types of mitigation measures could be included in such an audit/plan and why those measures would be effective in achieving the performance standard. Accordingly, without additional analysis, AQ-3 is the type of deferred mitigation that violates CEQA.</p>
5.4-45	5.4.4.1/Impacts	<p>Impacts to unique, rare, endangered, sensitive or fully protected species of plants or animals would occur with the implementation of the CPU. These impacts are significant and unavoidable. Despite the severity of these impacts, the PEIR does not provide feasible mitigation measures or options in violation of CEQA to even partially mitigate the impacts.</p>
5.4-46	5.4.4.1(a)/ Impacts to Sensitive Plants	<p>Implementation of the CPU has the potential to impact 17 sensitive plant species known to occur within the CPU footprint. Despite this knowledge and the admittance that this is a significant impact at the program-level, the PEIR states that evaluation and mitigation will occur at the project-level. The impacts and corresponding mitigation should have been evaluated at the program-level and not deferred to subsequent projects because the program level is the opportunity to address cumulative impacts to these species.</p> <p>Use of the tiering procedure, as is being accomplished here, does not permit the lead agency to defer an analysis of reasonably foreseeable significant environmental impacts to a later stage of review to avoid addressing those impacts in a first-tier EIR. (CEQA Guidelines § 15152(b).) While tiering allows the lead agency to defer analysis of some of the details of later phases of long-term projects until they come up for approval, CEQA's information disclosure requirements are not satisfied by simply asserting that information will be provided in the future. (<i>Santa Clarita Org. for Planning the Env't v. County of L.A.</i> (2003) 106 Cal.App.4th 715,</p>

ATTORNEY-CLIENT PRIVILEGE AND ATTORNEY WORK PRODUCT DOCTRINE

Page or Figure No.	Section/Heading	Comments
		<p>723.)</p> <p>A significant environmental impact is ripe for evaluation in a first-tier EIR when it is a reasonably foreseeable consequence of the action proposed for approval and the agency has "sufficient reliable data to permit preparation of a meaningful and accurate report on the impact." (<i>L.A. Unified Sch. Dist. V. City of Los Angeles</i> (1997) 58 Cal.App.4th 1019, 1028.). The impacts and corresponding mitigation should have been evaluated at the program-level and not deferred to subsequent projects because the program level is the opportunity to address cumulative impacts to these species.</p>
5.4-48	5.4.4.1(b)/Impacts to Sensitive Wildlife	<p>Implementation of the CPU has the potential to impact 28 sensitive wildlife species known to occur within the CPU area. Despite this knowledge and the admittance that this is a significant impact at the program-level, the PEIR states that evaluation and mitigation will occur at the project-level. The impacts and corresponding mitigation should have been evaluated at the program-level and not deferred to subsequent projects because the program level is the opportunity to address cumulative impacts to these species.</p> <p>Use of the tiering procedure does not permit the lead agency to defer an analysis of reasonably foreseeable significant environmental impacts to a later stage of review to avoid addressing those impacts in a first-tier EIR. (CEQA Guidelines § 15152(b).) While tiering allows the lead agency to defer analysis of some of the details of later phases of long-term projects until they come up for approval, CEQA's information disclosure requirements are not satisfied by simply asserting that information will be provided in the future. (<i>Santa Clarita Org. for Planning the Env't v. County of L.A.</i> (2003) 106 Cal.App.4th 715, 723.)</p> <p>A significant environmental impact is ripe for evaluation in a first-tier EIR when it is a reasonably foreseeable consequence of the action proposed for approval and the agency has "sufficient reliable data to permit preparation of a meaningful and accurate report on the impact." (<i>L.A. Unified Sch. Dist. V. City of Los Angeles</i> (1997) 58 Cal.App.4th 1019, 1028.). The impacts and corresponding mitigation should have been evaluated at the program-level and not deferred to subsequent projects because the program level is the opportunity to address cumulative impacts to these species.</p>
5.4-57	5.4.4.3/Mitigation Framework	<p>The PEIR inappropriately defers mitigation measures for impacts to sensitive plants and wildlife to subsequent projects. The PEIR states "Adherence to the recommendations below is anticipated to minimize impacts to sensitive biological resources." This mitigation is impermissibly deferred, as it does not set performance criteria or</p>

ATTORNEY-CLIENT PRIVILEGE AND ATTORNEY WORK PRODUCT DOCTRINE

Page or Figure No.	Section/Heading	Comments
		demonstrate how the impact can be mitigated. Instead, the PEIR merely puts off the analysis for a later date. It also does not explain what evidence supports the statement that these measures could achieve a performance standard.
5.4-64	5.4.6/Sensitive Habitat	Impacts to Tier I, II, IIIA and IIIB habitats would be significant. These sensitive habitats include: maritime succulent scrub, native grassland, Diegan coastal scrub, southern mixed chaparral, non-native grassland, riparian scrub, vernal pools, and basins with fairy shrimp. The mitigation is impermissibly deferred, as it does not set performance criteria or demonstrate how the impact can be mitigated. Instead, the PEIR merely puts off the analysis for a later date.
5.4-66	5.4.7/MSCP	Implementation of the CPU would introduce land uses adjacent to the MHPA. This is a potentially significant impact at the program-level. However, the PEIR states the mitigation measures will be mitigated at a project-level. The CPU identifies permissible land uses adjacent to the MHPA; therefore, the PEIR impermissibly defers mitigation as there are reasonably foreseeable consequences of the action proposed for approval and the agency has "sufficient reliable data to permit preparation of a meaningful and accurate report on the impact." Additionally, the PEIR does not set performance criteria or demonstrate how the impact can be mitigated. Instead, the PEIR merely puts off the analysis for a later date.
5.4-70	5.4.9/Wetland Impacts	<p>Approximately 1,266 vernal pools (12.34 acres) are located within the CPU area. Of this total, 522 are basins with fairy shrimp (12.24 acres). Implementation of the CPU has the potential to impact up to 2.95 acres of vernal pools and .07 acres of basins with fairy shrimp. Impacts to vernal pools would require deviation from the City's ESL Regulations.</p> <p>The PEIR identifies the location of such basins; therefore, the agency has "sufficient reliable data to permit preparation of a meaningful and accurate report on the impact." However, the PEIR defers this analysis for subsequent project. Additionally, the PEIR does not set performance criteria or demonstrate how the impact can be mitigated. Instead, the PEIR merely puts off the analysis for a later date.</p>
5.4-71	5.4.9.3/ Mitigation Framework	The EIR improperly concludes that project compliance with ESL guidelines will mitigate biological impacts to below a level of significance. The 1997 Implementing Agreement with the USFWS for the MSCP program contemplated that the City would identify a

ATTORNEY-CLIENT PRIVILEGE AND ATTORNEY WORK PRODUCT DOCTRINE

Page or Figure No.	Section/Heading	Comments
		<p>regional funding source for maintenance of open space lands dedicated to the City. The Implementing Agreement and federal "no surprises" policy prohibits the City from seeking the maintenance funds from the affected landowners because the landowners are already giving up 75% of their development rights on their property within the MSCP and donating it to the City. If the MSCP and ESL's assumption that it will be effective in mitigating biological impacts is predicated on the City obtaining the necessary funds to main the biological values on the dedicated land within the MSCP, then there is a significant and unmitigated biological impact from build-out of the CPU with no corresponding Statement of Overriding Considerations that the impact is acceptable and it is infeasible for the City to raise the maintenance funds from the public or obtain them from landowners who are protected against further exactions by the Implementing Agreement and federal "no surprises" policy.</p>
5.4-75	5.4.9.4/ Significance after Mitigation	<p>The PEIR states it cannot guarantee that all future project-level impacts would be avoided or mitigated to below a level of significance. Because the extent of future development is unknown at this time, the degree of impact and applicability, feasibility and success of these measures cannot be accurately predicted for each specific project at this time. Therefore, direct and/or indirect impacts to wetlands, jurisdictional resources vernal pools and vernal pool species are considered significant and unavoidable at the program-level. However, the PEIR identifies a substantial amount of information that would permit a more comprehensive analysis. The PEIR should not defer analysis or mitigation of these potential impacts.</p>
5.4-76	5.4.10/Noise Generation	<p>There is a potential for temporary noise impacts to wildlife from construction and permanent noise impacts from the introduction of noise generating land uses adjacent to the MHPA. Temporary/or permanent noise impacts to wildlife would be significant. The mitigation is impermissibly deferred, as it does not set performance criteria or demonstrate how the impact can be mitigated. Instead, the PEIR merely puts off the analysis for a later date.</p>
5.5-28	5.5.3.4/ Significance after Mitigation	<p>There are 262 recorded historic and prehistoric sites/structures recorded within the CPU area boundaries. 126 known sites that remain within the CPU area have not been impacted by development. Due to the number and density of prehistoric and historic cultural resources in the CPU area, the loss of these resources would be considered a significant impact at the program level.</p>

ATTORNEY-CLIENT PRIVILEGE AND ATTORNEY WORK PRODUCT DOCTRINE

Page or Figure No.	Section/Heading	Comments
		<p>The PEIR acknowledges that the location of these sites can be determined; therefore, there are reasonably foreseeable consequences of the action proposed for approval and the agency has "sufficient reliable data to permit preparation of a meaningful and accurate report on the impact." The PEIR impermissibly defers analysis and mitigation as the mitigation should have been evaluated at the program-level and not at the project-level as done in the PEIR.</p> <p>The City must also comply with all tribal consultation requirements and the PEIR should discuss that consultation. SB 18 (Chapter 905, Statutes of 2004) requires cities and counties to contact, and consult with California Native American tribes prior to amending or adopting any general plan or specific plan, or designating land as open space.</p>
5.6-7	Table 5.6-1	<p>The PEIR omits analysis of properties of environmental concern located in Mexico. The PEIR "should evaluate any potentially significant impacts of locating development in other areas susceptible to hazardous conditions" including conditions emanating from Mexico. (CEQA Guidelines § 15126.2(a).) The PEIR omits analysis of aircraft hazards from Rodriguez Airport, which is immediately adjacent to the project boundary and highly likely to make adjacent development in the CPU susceptible to hazardous conditions.</p>
5.6-17 to 5.6-19	Wildfire Hazards	<p>There is no analysis of potential impacts of the Project on wildfire, such as whether the Project will increase the likelihood of starting a wildfire by bringing additional people into the area – sparks from backyard barbecues, cigarettes, portable fireplaces, etc.</p>
5.6-17 to 5.6-19	Health Hazards	<p>There is no analysis of the impact of the Project, by bringing additional land uses and corresponding health hazard, on the environment. Instead, the PEIR only analyzes impacts of the existing environment on the Project. The purpose of an EIR is to evaluate the impacts of the project on the environment rather than the impacts of the environment on the project. (<i>Ballona Wetlands Land Trust v. City of L.A.</i> (2011) 201 Cal.App.4th 455, 474.)</p>
5.7-23 to 5.7-24	Runoff – Significance After Mitigation	<p>The PEIR inappropriately concludes that there are no significant drainage impacts based on a statement that future projects will be required to comply with applicable regulation at that time. A determination that regulatory compliance will be sufficient to prevent significant adverse impacts must be based on a <u>project-specific</u> analysis of potential impacts and the effect of regulatory compliance, not programmatic analysis as is the case here.</p>

ATTORNEY-CLIENT PRIVILEGE AND ATTORNEY WORK PRODUCT DOCTRINE

Page or Figure No.	Section/Heading	Comments
		<p><i>(Californians for Alternatives to Toxics v. Dept. of Food & Agric. (2005) 136 Cal.App.4th 1.)</i> This comment applies to all PEIR determinations of less than significant impacts based on presumed regulatory compliance for future projects.</p>
5.8-11	5.8.1.2/Geologic Hazards	<p>Subsurface exploration and laboratory testing would be necessary as future development extends into those areas or any other areas where deep alluvial deposits are encountered. However, the PEIR identifies where these deposits occur. Therefore, the PEIR impermissibly defers evaluation of this impact as there are reasonably foreseeable consequences of the action proposed for approval and the agency has "sufficient reliable data to permit preparation of a meaningful and accurate report on the impact." The mitigation should have been evaluated at the program-level and not at the project-level as done in the PEIR.</p>
5.8-16	5.8.3.1/Impacts	<p>Portions of the CPU area are underlain by undocumented fill, colluvium/topsoil and alluvium. These soils are typically loose, dry, and contain rubble, and are unsuitable for support of settlement structures. The CPU should avoid development in these areas.</p> <p>Moreover, the PEIR identifies where these deposits occur. Therefore, the PEIR impermissibly defers analysis and evaluation of this impact as there are reasonably foreseeable consequences of the action proposed for approval and the agency has "sufficient reliable data to permit preparation of a meaningful and accurate report on the impact." The mitigation should have been evaluated at the program-level and not at the project-level as done in the PEIR.</p>
5.8-17	5.8.4.2/Significance of Impacts	<p>Based on the steep nature of many of the hillsides and the generally poorly consolidated nature of the sedimentary materials and soils found throughout the CPU area, erosion would represent a potentially significant impact, particularly in conjunction with some portions of the San Diego Formation and in drainages and stream valleys. The CPU should avoid development on these areas or identify what mitigation (with performance standards) is required to allow development.</p> <p>Moreover, the PEIR identifies where the soil erosion has potential to occur. Therefore, the PEIR impermissibly defers evaluation of this impact as there are reasonably foreseeable consequences of the action proposed for approval and the agency has "sufficient reliable data to permit preparation of a meaningful and accurate report on the impact." The mitigation should have been evaluated at the program-level and not at the project-level as done in the</p>

ATTORNEY-CLIENT PRIVILEGE AND ATTORNEY WORK PRODUCT DOCTRINE

Page or Figure No.	Section/Heading	Comments
		PEIR.
5.10-1	Noise	The EIR improperly restricts its analysis to impacts only from land uses within the CPU footprint, and excludes analysis of uses outside the CPU planning area that could create significant impacts.
5.10-16	5.10.3.2/ Significance of Impacts	Exterior and potentially interior traffic noise impacts are anticipated at the majority of the locations adjacent to I-805, SR-905, SR-125, Otay Mesa Road, and Airway Road; therefore, impacts related to new residences would be significant. There are areas within the CPU area where project traffic noise would potentially cause interior noise levels in existing residences to exceed applicable standards. This is a potentially significant impact of the CPU. These impacts will be significant and unavoidable. The CPU should avoid development in these areas or identify what mitigation (with performance standards) is required to allow development.
5.10-21	5.10.4.2/ Significance of Impacts	<p>The CPU has the potential to site noise-sensitive uses (i.e., residential) adjacent to noise-generating commercial and industrial uses. The juxtaposition of these land uses would result in potentially significant noise impacts at this program-level analysis.</p> <p>The program-level impacts related to noise from stationary sources will be significant and unavoidable. The CPU should avoid development in these areas or identify what mitigation (with performance standards) is required to allow development.</p>
5.10-24	5.10.6/ Construction Noise	The EIR fails to identify construction noise from one phase of development to another, instead stating that noise impacts will be determined and mitigated on a project-by-project basis.
5.10-25	5.10.6/ Construction Noise	Future development associated with implementing the CPU has the potential to exceed applicable construction thresholds at residential properties adjacent to construction sites. Additionally, there is the potential for construction noise to Bell's vireo, coastal California gnatcatcher, raptors, and other sensitive species, if they are breeding or nesting in adjacent MHPA lands. These impacts are significant at the project level. These impacts will be significant and unavoidable. The CPU should avoid development in these areas or identify what mitigation (with performance standards) is required to allow development.
5.12-22	5.12.3/Capacity	A total of 24 roadway segments under the Horizon Year Plus CPU condition would be expected to operate at unacceptable LOS. Therefore, the CPU would have a significant impacts all of these

ATTORNEY-CLIENT PRIVILEGE AND ATTORNEY WORK PRODUCT DOCTRINE

Page or Figure No.	Section/Heading	Comments
		<p>24 roadway segment locations. This impact is significant and unavoidable.</p> <p>The PEIR identifies the failing roadway segments, but impermissibly defers evaluation and mitigation of this impact as there are reasonably foreseeable consequences of the action proposed for approval and the agency has "sufficient reliable data to permit preparation of a meaningful and accurate report on the impact." The mitigation should have been evaluated at the program-level and not at the project-level as done in the PEIR.</p> <p>The CPU violates General Plan Policy ME-C.4 (Improve operations and maintenance on City streets and sidewalks) and ME-C.8 (Implement Traffic Impact Study Guidelines that address site and community specific issues).</p>
5.12-30	5.12.3/Capacity	<p>A total of 49 intersections would be expected to operate at unacceptable levels under the Horizon Year Plus CPU condition. Therefore, the CPU would have a significant impact to all 49 of these intersections. This impact is significant and unavoidable.</p> <p>The PEIR identifies the failing intersections, but impermissibly defers evaluation and mitigation of this impact as there are reasonably foreseeable consequences of the action proposed for approval and the agency has "sufficient reliable data to permit preparation of a meaningful and accurate report on the impact." The mitigation should have been evaluated at the program-level and not at the project-level as done in the PEIR.</p> <p>The CPU violates General Plan Policy ME-C.4 (Improve operations and maintenance on City streets and sidewalks) and ME-C.8 (Implement Traffic Impact Study Guidelines that address site and community specific issues).</p>
5.12-30	5.12.3/Capacity	<p>Five SR-905 freeway ramps would be expected to experience freeway delays with downstream freeway operations and unacceptable levels in the Horizon Year Plus CPU condition. This impact is significant and unavoidable.</p> <p>The PEIR identifies the failing freeway ramps, but impermissibly defers evaluation and mitigation of this impact as there are reasonably foreseeable consequences of the action proposed for approval and the agency has "sufficient reliable data to permit preparation of a meaningful and accurate report on the impact." The mitigation should have been evaluated at the program-level</p>

ATTORNEY-CLIENT PRIVILEGE AND ATTORNEY WORK PRODUCT DOCTRINE

Page or Figure No.	Section/Heading	Comments
		<p>and not at the project-level as done in the PEIR.</p> <p>The CPU violates General Plan Policy ME-C.4 (Improve operations and maintenance on City streets and sidewalks) and ME-C.8 (Implement Traffic Impact Study Guidelines that address site and community specific issues).</p>
5.13-9	Parks and Recreation	<p>The PEIR's analysis of Public Services impacts is inadequate with respect to parks and recreation. The CPU is inconsistent with the Recreation Element of the General Plan because the update precludes the City Council from considering park equivalencies when they review individual projects. Contrary to the clear statements in the General Plan Recreation Element where the City Council stated flexibility to use park equivalencies is needed where a property is constrained and that a Community Plan Update is an appropriate place for the City to establish its Park Equivalency Standards, the CPU dismisses the entire park equivalency process on the theory that the entire community plan area is not constrained land. There is no explanation why Otay Mesa is not and never could be constrained land. A developable parcel in Otay Mesa could be constrained for many reasons – biology, noise, preservation of prime industrial lands and the need to design projects sensitive to these lands using collocation technique are all significant sources of constrains that could make it difficult for a parcel to meet both park acreage requirements and minimum density requirements without the use of flexible tools such as park equivalencies. Now is the perfect time for the City Planning Department to create the park equivalency standards because the Planning Department is also bringing the Centre City PFFP to City Council without any park equivalency standards. Clearly downtown San Diego has constrained parcels that will need the benefit of park equivalency standards.</p>
5.13-21	Fire Protection	<p>The PEIR also improperly analyzes fire services impacts. General Plan Policy PF –D.1 establishes four emergency response times for fire. The first one is that the City respond to 90 percent of priority one emergencies within four minutes adding an additional minute for turnout (5 minute standard). However, on November 15, 2011, the City Council adopted Resolution R-307139 adopting longer response times (7.5 minutes) recommended in the Citygate Report as the framework for implementing the City's fire service protection. (See, http://dockets.sandiego.gov/sirepub/pubmtgframe.aspx?meetid=1246&doctype=Agenda) To the extent the Citygate Report's longer response times are good policy, procedurally the City has never adopted a General Plan amendment to make the response times</p>

ATTORNEY-CLIENT PRIVILEGE AND ATTORNEY WORK PRODUCT DOCTRINE

Page or Figure No.	Section/Heading	Comments
		<p>longer. The public facilities section identifies the 5 minute standard, states that the current response times in the community plan are 8 minutes for priority one calls, and states that an additional fire station is needed to maintain fire protection service levels.</p> <p>The PEIR is deficient because the public and decision-makers are unclear what fire protection level the CPU provides for. Will the new fire station make it possible to meet the five minute standard for all properties within the community plan area? Will it just maintain the current 8 minute level of service? Will it meet the Citygate Report response time standards adopted by the City Council in 2011, but never adopted through a General Plan amendment? The CPU is not consistent with the General Plan because there is no evidence it will meet the General Plan's published response time policy for fire.</p> <p>Furthermore, the PEIR identifies that a new fire station is needed and the funding is provided for in the PFFP, but it will be subject to future environmental review because the future location is unknown. Under these circumstances, the correct CEQA conclusion is not that the environmental impacts are below a level of significance. If the City is going to defer the environmental impact analysis of the fire station to the future when a site is known, then CEQA requires the City to establish performance standards the fire station must meet. What size must the fire station be? Must it be located in a place where it can meet the General Plan response times for the entire community? Do those response times account for delays from failing road segments intersections identified in the PEIR? If so, what are the boundaries of the area within the community plan it would have to be constructed in to meet the required response time standard? What is the noise level generated by a fire station and what buffers would it be required to have to keep from generating a significant noise impact on surrounding land uses? If the PEIR cannot analyze the future fire station with adequate performance standards to assure its impacts are below a level of significance, then it should be identified as a significant and unmitigated impact.</p>
5.13-21 to 5.13-22	Public Services	<p>The PFFP plans for the construction of a co-located fire and police station, and bases its conclusion of less than significant impacts on the construction of that station. That conclusion is without substantial evidence because according to the PFFP, "FUNDING FOR ACQUISITION, DESIGN AND CONSTRUCTION ARE ANTICIPATED IN FY 2044 AND FY 2045." The Project Description is unstable, as discussed above, but 2044 and 2055 is</p>

ATTORNEY-CLIENT PRIVILEGE AND ATTORNEY WORK PRODUCT DOCTRINE

Page or Figure No.	Section/Heading	Comments
		beyond the majority of the various planning periods cited in the PEIR and CPU. Therefore, the station cannot be used to mitigate impacts from the project during the planning period. In other words, buildout of the project will be complete before adequate fire and police services are provided. There are several other infrastructure improvements listed in the PFFP, used to mitigate impacts, that will only be completed after buildout of the CPU.
5.17-11	5.17.3.1/Impacts	Build-out of the CPU would eliminate all agricultural activity that occurs within the CPU area. It is anticipated that agricultural operations on the 306 acres of active farmland would continue to be viable in the near-term under the holding zone designation, but are considered to be permanently converted under the long term build-out of the CPU. This includes 180 acres designated as "Farmland of Statewide Importance" and 28 acres of "Unique Farmland" to non-agricultural uses. This will result in a significant cumulative impact. The PEIR should analyze the feasibility of mitigation options such as agricultural conservation easements elsewhere.
Table 5.18-6 and p. 5.18-17	Estimated GHG Emissions and BAU reductions	This section should be updated to reflect new caselaw from the 9 th Circuit affirming the constitutionality of the LCFS. There is no need to identify what the BAU reduction would be without LCFS anymore because the legal uncertainty has been removed.
5.18-11	Significance Determination Thresholds	The PEIR's GHG analysis needs to address GHG impacts beyond 2020 for a community plan with a planning horizon of up to 2053, depending on which of the various project descriptions is accurate.
5.18-11	Significance Determination Thresholds	The city's significance threshold of 28.3% below Business as Usual (BAU) is based on CAPCOA's expert opinion from 2008 Report entitled "CEQA & Climate Change". That report identified the BAU approach as a potential significance threshold for analyzing GHG impacts and looked to the then existing 2008 CARB Scoping Plan as its source for selecting 28.3% BAU as the correct BAU percentage. Under CEQA, expert opinion must be based upon facts. Here, the 2008 Scoping Plan is no longer credible evidence that can be relied upon to support an expert opinion because a court found that CARB's 2008 Scoping Plan was not adopted in accordance with CEQA. In the course of addressing the court's concerns, CARB updated the Scoping Plan. After making adjustments for state and federal laws providing GHG mitigation and a reduced GHG forecast caused by the economic downturn, the new and legal Scoping Plan found that 16% reductions below BAU are needed statewide for the state to meet the 2020 target

ATTORNEY-CLIENT PRIVILEGE AND ATTORNEY WORK PRODUCT DOCTRINE

Page or Figure No.	Section/Heading	Comments
		emissions reduction standard required by AB 32. Accordingly, if the City is going to rely on the BAU approach and expert opinion about reductions necessary to achieve the 2020 target, then those expert opinions must be based on the current and only legally adopted Scoping Plan.
5.18-25	5.18.4.3 Mitigation Framework	<p>There is a significant 16.9% gap between the 11.4% BAU reduction and the City's current 28.3% BAU threshold of significance. Mitigation measure GHG-2 requires future projects to select from certain GHG reduction measures it states are feasible to close this significant gap and achieve the city's performance standard. However, in order to avoid improper deferred mitigation, CEQA requires the EIR to provide evidence that the menu of mitigation measures is capable of achieving the performance standard. Here, certain product types like residential have repeatedly demonstrated over the years that it can achieve the GHG threshold through implementation of energy efficiency measures and reliance of state and federal programs like CAFÉ, Pavley, and LCFS. However, there is reason to believe that industrial warehouse projects cannot achieve this standard no matter how energy efficient they are because truck trips to these facilities do not benefit from many of the same GHG-reducing transportation programs that residential car traffic does benefit from.</p> <p>Accordingly, the City's findings should explain why it is infeasible to mitigate this warehouse type of land use rather than spread false hope that energy efficiency measures, water conservation, and limiting solid waste disposal can feasibly close the gap. The City's alternative analysis should identify an alternative that reduces more industrial uses in favor of more commercial and residential as a feasible means of reducing the GHG emissions from build-out of the CPU. Alternatively, the City's Statement of Overriding Considerations should specifically discuss why these warehouse uses and their unmitigable GHG impacts are acceptable so warehouse project-level EIRs can tier off of that conclusion.</p>
6-15	6.3.10/Noise	The CPU would contribute to a cumulatively considerable noise impact.
6-17	6.3.12/Traffic/Circulation	The CPU will contribution to traffic/circulation impacts would be cumulatively considerable.
10-4	Alternatives Considered	The PEIR's alternative analysis is inadequate because it contains an overly narrow range of alternatives that reduces significant impacts and cursorily rejects environmentally superior alternatives

ATTORNEY-CLIENT PRIVILEGE AND ATTORNEY WORK PRODUCT DOCTRINE

Page or Figure No.	Section/Heading	Comments
		<p>that meet most of the basic project objectives without providing substantial evidence of infeasibility.</p> <p>The PEIR fails to describe the City's rationale for selecting the alternatives that are discussed, as required by CEQA Guidelines Section 15126.6(c). Merely stating that the alternatives were selected to comply with CEQA, as the PEIR does, is not sufficient detail to inform the City Council and the public why these, and no other, alternatives were analyzed. It is particularly important to explain why only 2 alternatives were analyzed, other than the no project alternative.</p>
		<p>The PEIR failed to describe the City's rationale for not including several alternatives that would meet most Project Objectives and reduce significant impacts. Courts have deemed an EIR's analysis of alternatives defective when an alternative that would reduce significant impacts and achieve most of the basic project objectives is excluded from the analysis and the EIR fails to include a reasonable explanation of the decision to exclude that alternative. The PEIR should have included Reduced Residential Density and Reduced Industrial/Increased Commercial alternatives. The PEIR's failure to do so renders the alternatives analysis defective under CEQA.</p>
10-6	No Project Alternative	<p>CEQA contains a "substantive mandate" that agencies refrain from approving a project with significant environmental effects if "there are feasible alternatives or mitigation measures" that can substantially lessen or avoid those effects. (<i>Mountain Lion Found. v. Fish & Game Comm.</i> (1997) 16 Cal.4th 105, 1343; Pub. Res. Code § 21002.)</p> <p>It "requires public agencies to deny approval of a project with significant adverse effects when feasible alternatives... can substantially lessen such effects." (<i>Sierra Club v. Gilroy</i> (1990) 222 Cal.App.3d 30, 41.)</p> <p>An EIR may not provide such a cursory rejection of an environmentally superior alternative without supporting analysis. In violation of this mandate, the City has determined that the No Project is the environmentally superior alternative, but has not provided substantial evidence that this alternative is infeasible or impractical.</p>

EXHIBIT C

TIMELINE FOR TORREY PINES PROJECT

Date	Event
1981	City approves Otay Mesa Community Plan which identifies a land use designation for Torrey Pines Bank property as Specialized Commercial and a zoning designation of Otay Mesa Development District: Commercial Subdistrict.
2001-2004	Integral Communities acquires property and processes development application.
7/19/2005	City approves most recent amendment of Otay Mesa Community Plan.
9/21/2005	City releases Real Estate Market Analysis for Otay Mesa Community Plan Update ("OMCPU") prepared by Economics Research Associates.
2006-2009	City depicts commercial use on property in OMCPU draft scenarios 3, 3B, 4B, and other scenarios.
2006	SR 905 bifurcates property. Integral provides right-of-way to Caltrans. Caltrans provides conditional approval of access along La Media.
12/15/2006	City releases Addendum to Real Estate Market Analysis for OMCPU prepared by Economics Research Associates.
2009	Torrey Pines Bank acquires property.
11/4/2009	Theresa Millette, Senior Planner at City, sends email to Brice Bossler, consultant for Torrey Pines, indicating City could consider a Heavy Commercial land use designation for the property depending upon what traffic impacts would occur.
11/18/2009	OMCPU 3B draft showed commercial land use on property.
12/21/2009	City deems Torrey Pines map waiver application complete. No comments in assessment letters regarding proposed change of land use to industrial.
10/1/2010	City publishes Notice of Preparation of the OMCPU draft environmental impact report ("EIR"). City proposes to redesignate the land use on the property from commercial to "Industrial – International Business and Trade" and "Business Park – Office Permitted."
10/28/2010	A meeting was held to discuss Torrey Pines' objection to the proposed OMCPU land use designations. In attendance were City staff members Bill Anderson (Director of Planning), Theresa Millette (Senior Planner), Mary Wright (Deputy Director of the Planning Division), and Torrey Pines representatives Anne Marie Berg, Rob Hixson, and John Ponder. It is the recollection of Bill Anderson and John Ponder that during that meeting, the City agreed that if Torrey Pines performed a traffic analysis that showed no impact on the Update's road classifications and that such analysis would not delay preparation of the Update, the City would agree to retain a commercial land use designation for the Property.

10/28/2010	Torrey Pines retains Urban Systems to prepare traffic analysis.
11/1/2010	Sheppard Mullin on behalf of Torrey Pines submits comment letter on the NOP objecting to change in land use and requesting that the EIR's project description describe the Property with a commercial land use designation.
11/04/2010	Urban Systems provides scope of work to perform traffic analysis.
11/18/2010	Brice Bossler, consultant for Torrey Pines Bank has a conversation with Theresa Millette who indicates she would have no problem recommending land use designation be changed back to commercial in the OMCPU depending on results of the traffic analysis.
4/6/2011	OMCPU Public Draft issued for comments.
4/20/2011	Otay Mesa Community Planning Group supports retaining commercial designation for site.
5/23/2011	Urban Systems Associates submits first traffic analysis to City: "Otay Mesa Community Plan Update/Torrey Pines Bank Forecasts."
5/24/2011	Torrey Pines representatives meet with Kelly Broughton and staff to review Urban Systems Associates' traffic analysis and to discuss conceptual street improvement plan provided by RBF Consulting.
8/17/2011	Urban Systems Associates submits revised traffic analysis to City: "Otay Mesa Community Plan Update/Torrey Pines Bank Forecasts," dated August 5, 2011. The analysis was revised to expand the study area to include all 121 segments evaluated at buildout of the OMCPU.
8/17/2011	Sheppard Mullin, on behalf of Torrey Pines, sent the City a comment letter on the draft OMCPU objecting to the proposed change in land use, explaining the fiscal benefits of retaining the commercial designation, expressing concerns regarding spot zoning, and reminding the City that the Otay Mesa Planning Group supports a commercial designation.
9/27/2011	Kelly Broughton accepts findings of traffic analysis of no change in roadway classifications.
9/30/2011	City sends letter response to Sheppard Mullin's August 17 letter, stating that designating the Torrey Pines property as commercial would trigger an overabundance of commercial beyond the market analysis performed for the OMCPU and that commercial is not viable because of the potential for limited access along Otay Mesa Road and the northern half of La Media Road.
11/3/2011	Kelly Broughton leaves voicemail message for John Ponder stating that the City is going to keep the commercial designation, and expressing concern that designating the Torrey Pines property as commercial would trigger an "overabundance" of commercial beyond the market analysis performed for the OMCPU and that there is a strong potential for a conflict between truck routes near the Torrey Pines property and commercial vehicle trips.

11/9/2011	Kelly Broughton confirms to John Ponder that, if an application for commercial use was filed and deemed complete, the OMCPU would have to designate the Property as commercial use.
11/10/2011	Torrey Pines representatives attend first meeting with Councilmember Alvarez to discuss retaining commercial land use designation on Torrey Pines property.
12/12/2011	John Ponder attends meeting with Kelly Broughton who says he will honor agreement from October 28, 2010 meeting if Bill Anderson confirms that his recollection of the meeting is the same as John Ponder's.
1/12/2012	John Ponder and Bill Anderson correspond via e-mail and phone, and Bill Anderson confirms that the City agreed that if Torrey Pines performed a traffic analysis and it demonstrated that leaving the property as commercial would not result in the need for re-classification of any roadways in the Update or delay the Update, the City would leave the property designated as commercial in the next draft of the Update.
1/15/2012	John Ponder sends email to Kelly Broughton notifying him of Bill Anderson's confirmation of his recollection of the October 28, 2010 meeting, and requesting a meeting to discuss the City leaving the Torrey Pines property as commercial in the OMCPU.
2/06/2012	John Ponder sends follow-up email to Kelly Broughton, but receives no response.
3/05/2012	John Ponder sends follow-up email to Kelly Broughton, but receives no response.
3/26/2012	John Ponder sends follow-up email to Kelly Broughton, but receives no response.
4/04/2012	Torrey Pines representatives meet with Councilmember Alvarez for a second time.
4/10/2012	John Ponder sends follow-up email to Kelly Broughton, but receives no response.
5/16/2012	Torrey Pines representative meets with David Graham in Mayor's office
5/17/2012	Kelly Broughton tells Mark Rowson, consultant for Torrey Pines, that, if a development permit application was submitted and deemed complete, he would be compelled to change the land use designation in the OMCPU to commercial.
8/8/2012	Map Waiver and Site Development Permit for commercial use was approved for the Property.

3/11/2013	City publishes Notice of Preparation of a Draft Environmental Impact Report for Sunroad Otay Plaza (Project No: 268422). The Notice discloses that the project will be seeking an amendment to the Otay Mesa Community Plan to change the existing land use designation from Industrial to Regional Commercial. The Sunroad Otay Plaza is adjacent to the Torrey Pines Property and abuts Otay Mesa Road.
5/22/2013	Kelly Broughton confirms in a conversation with John Ponder that, if an application for development of a commercial use was submitted and deemed complete prior to the adoption of the OMCPU, the City would have no alternative but to allow the commercial use to continue. Mr. Broughton further confirmed that the traffic analysis in the OMCPU "works for the site either designated as "industrial or commercial."
7/18/2013	John Ponder sends letter to Bill Fulton thoroughly outlining background of request for the property to remain designated as commercial, discusses agreement with City to allow property to remain commercial and provides substantial background materials.
7/31/2013	Otay Mesa Community Planning Group votes unanimously to support leaving the property land use designation as commercial in the Update. Theresa Millette comments at the meeting that the City cannot change the designation of the Property to industrial after its development application is deemed complete.
8/01/2013	Bank submits application to City for a commercial development on both the north and south parcels.
8/06/2013	Torrey Pines representatives meets with Councilmember Alvarez staff to discuss Update.
8/12/2013	Bank representatives meet with Bill Fulton, Theresa Millette and Tom Tomlinson to discuss background of project and request that property remain designated as commercial.
8/23/2013	City informs Torrey Pines that their application for commercial development on the site has been deemed complete.
8/23/2013	Bill Fulton emails John Ponder to inform him that an internal meeting has been scheduled to address the issue.
9/04/2013	John Ponder emails Bill Fulton and informs him that the City has deemed the application for commercial development on both parcels complete.
10/1/2013	John Ponder sends email to Bill Fulton requesting a response from the City promised at the 8/12/13 meeting with City staff. John Ponder also informs Mr. Fulton that this issue has now remained unresolved for three years.
10/19/2013	John Ponder emails Bill Anderson inquiring whether Bill Fulton has been in contact with him to confirm that the City agreed that if Torrey Pines performed a traffic analysis and demonstrated that leaving the property as commercial would not result in the need for reclassification of any roadways in the update or delay the update, the City would leave the property designated as commercial in the next draft of the update.
10/21/2013	Bill Fulton, Director of Planning & Neighborhood Compliance, corresponds with John Ponder and states that after "due consideration" the City can support a Heavy Commercial or Community Commercial for the northern parcel and IBT designation for the southern parcel.
10/25/2013	Bank submits comments on the draft Update and PEIR.

EXHIBIT D



THE CITY OF SAN DIEGO

December 21, 2009

Heather Adams
H A A
2194 Carmel Valley Road
Del Mar, CA 92014

Dear Ms. Adams:

Subject: La Media Otay Map Waiver – Project Number 199429

The above application has recently been reviewed for completeness against the Land Development Manual - Project Submittal Requirements, was found to be complete, and has been distributed for review. The project information you provided will be further reviewed by staff for accuracy and adequacy during the review process. In approximately 35 days you should receive a project assessment letter from your Development Project Manager. This letter will identify City staff project design issues and changes necessary for project compliance with the Land Development Code that you are required to make. **The Project Manager assigned to your project is Michelle Sokolowski.**

Enclosed are *Posted Notice of Application* and *Verification of Posting Public Notice* forms. The *Posted Notice of Application* is required to be posted along the property line visible from the street, within five business days of receipt. You must also complete the *Verification of Posting Public Notice* form which states that you or your representative have placed the *Posted Notice of Application* on the property within the appropriate time frame. This form must be returned to the Project Manager within five business days of posting the required notice.

It is recommended that you contact **Rob Hixson, Chair of the Otay Mesa Planning Group at (619) 696-8350** to make arrangements to present your project for review at their next available meeting. This group is officially recognized by the City Council as a representative of the community, and as an advisor to the City in actions that would affect the community. We also notify the community planning group of your pending request and send them copies of your project plans and documents.

Page 2
December 21, 2009
Heather Adams

If you have any questions regarding this project or about the Notice of Application requirements, please contact **Michelle Sokolowski** at (619) 446-5278 or via email at MSokolowski@sandiego.gov.

Sincerely,

Anne Marie Burdette
Project Management Assistant
Development Services

Enclosures: *Posted Notice of Application (3)*
Verification of Posting

cc: Project File No. 433046

revised 08/17/09 amb

TO HAX ON

- NOTICE MAILED X 12/29/09 ; HAX RECEIVED : TBD
- DATE OF POSTED NOTICE, 1/4/10
- REC RECEIVED 1/5/10
- REC POST NOTICE, 1/7/10

EXHIBIT E



THE CITY OF SAN DIEGO

August 23, 2013

Ted Shaw
Altantis Group
2488 Historic Decatur Road #200
San Diego, CA 92106

Dear Mr. Shaw:

Subject: La Media Retail VTM, SDP, CUP
PROJECT TYPE – Vacation Right of Way; Planned Development Permit; Conditional Use Permit
PROJECT NUMBER: 334235

The above application has recently been reviewed for completeness against the Land Development Manual - Project Submittal Requirements, was found to be complete, and has been distributed for review. The project information you provided will be further reviewed by staff for accuracy and adequacy during the review process. In approximately, 35 days, you should receive a project assessment letter from your Development Project Manager. This letter will identify City staff project design issues and changes necessary for project compliance with the Land Development Code that you are required to make. **The Project Manager assigned to your project is Patrick Hooper.**

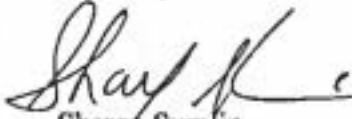
Enclosed are *Posted Notice of Application* and *Verification of Posting Public Notice* forms. The *Posted Notice of Application* is required to be posted along the property line visible from the street, within five business days of receipt. You must also complete the *Verification of Posting Public Notice* form which states that you or your representative have placed the *Posted Notice of Application* on the property within the appropriate time frame. This form must be returned to the Project Manager within five business days of posting the required notice.

You may contact Rob Hixson, Chair of the Otay Mesa Neighborhoods Community Planning Group at (619) 696-8350 to make arrangements to present your project for review at their next available meeting. This group is officially recognized by the City Council as a representative of the community, and as an advisor to the City in actions that would affect the community. We also notify the community planning group of your pending request and send them copies of your project plans and documents.

Page 2
Ted Shaw
August 23, 2013

If you have any questions regarding this project or about the Notice of Application requirements, please contact Michelle Sokolowski at (619) 557-7992/ PHOOPER@sandiego.gov

Sincerely,



Sharon Sumlin
Project Management Assistant
Development Services

Enclosures: *Posted Notice of Application (2)*
Verification of Posting

cc: Project Number. 334235

EXHIBIT F

RESOLUTION NO. HO-6548
DATE OF FINAL PASSAGE: AUGUST 8, 2012

A RESOLUTION OF THE HEARING OFFICER
ADOPTING THE FINDINGS AND APPROVING MAP
WAIVER NO. 706062 FOR LA MEDIA MAP WAIVER –
PROJECT NO. 199429

WHEREAS, WESTERN ALLIANCE BANCORPORATION, A NEVADA CORPORATION, Subdivider, and RBF CONSULTING, ENGINEER, submitted an application with the City of San Diego for Map Waiver No. 706062, to waive the requirement for a Tentative Parcel Map for the creation of two parcels. The project site is located on the east side of La Media Road, between Otay Mesa Road and Airway Road, in the Commercial Subdistrict of the Otay Mesa Development District, within the Otay Mesa Community Plan area. The project site is legally described as: a portion of the NW $\frac{1}{4}$ and the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 35, T18S, R1W; Assessor's Parcel No. 646-121-32; and

WHEREAS, the Map proposes the subdivision of a 51.12-acre site into two parcels; and

WHEREAS, on February 1, 2010, the City of San Diego, as Lead Agency, through the Development Services Department, made and issued an Environmental Determination that the project is exempt from the California Environmental Quality Act (CEQA) (Public Resources Code section 21000 *et. seq.*) under CEQA Guidelines Section 15315, minor land divisions (no development proposed with this action); and

there was no appeal of the Environmental Determination filed within the time period provided by San Diego Municipal Code section 112.0520; and

WHEREAS, a preliminary soils and geological reconnaissance report are waived by the City Engineer pursuant to Subdivision Map Act section 66491(a) and San Diego Municipal Code sections 144.0220(a) and 144.0220(b); and

WHEREAS, on August 8, 2012, the Hearing Officer of the City of San Diego considered Map Waiver No. 706062, and pursuant to sections 125.0122 (map waiver) and 125.0440 (tentative map), of the San Diego Municipal Code and Subdivision Map Act section 66428, received for its consideration written and oral presentations, evidence having been submitted, and testimony having been heard from all interested parties at the public hearing, and the Hearing Officer having fully considered the matter and being fully advised concerning the same; NOW THEREFORE,

BE IT RESOLVED by the Hearing Officer of the City of San Diego, that it adopts the following findings with respect to Map Waiver No. 706062:

1. The proposed subdivision and its design or improvement are consistent with the policies, goals, and objectives of the applicable land use plan (San Diego Municipal Code § 125.0440(a) and Subdivision Map Act §§ 66473.5, 66474(a), and 66474(b)).

The project shall only include a map waiver to waive the requirements of a Tentative Parcel Map to create two parcels, with no other development or improvement activity permitted or proposed with this action. The Otay Mesa Community Plan designates the site for specialized commercial purposes, and allows the creation of such lots consistent with the size and frontage allowed by the underlying zone. This proposed subdivision conforms with the zone's commercial lot dimension requirements for newly-created lots. Any future improvements or uses of the site would conform with applicable regulations. The proposed subdivision is consistent with the recommended commercial lot sizes

prescribed in the Otay Mesa Community Plan. Therefore, the proposed subdivision and its design would be consistent with the policies, goals, and objectives of the applicable land use plan.

2. The proposed subdivision complies with the applicable zoning and development regulations of the Land Development Code, including any allowable deviations pursuant to the Land Development Code (San Diego Municipal Code § 125.0440(b)).

The project shall only include a map waiver to waive the requirements of a Tentative Parcel Map to create two parcels, with no other development or improvement activity permitted or proposed with this action. In accordance with SDMC Section 1517.0202, a Site Development Permit for the Otay Mesa Development District is required for any project for which a tentative map has not been approved subsequent to March 14, 1985. Through no fault of the applicant, this site was bisected by the creation of State Route 905 in 2006 by the State of California. This bisect caused the single parcel to have the appearance of and the potential function of two separate lots. However, in order to convey the property as two separate lots and to investigate the potential for future development, a subdivision is required. No deviations are being requested or granted through this Site Development Permit process. The proposed project is purely a mapping action; no other development activity shall occur, and no such permits shall be issued, until a new and project-specific Site Development Permit (and any other required permits) has been obtained as required by the San Diego Municipal Code. Therefore, the proposed subdivision will comply with the applicable zoning and development regulations of the Land Development Code.

3. The site is physically suitable for the type and density of development (San Diego Municipal Code § 125.0440(c) and Subdivision Map Act §§ 66474(c) and 66474(d)).

The proposed project is purely a mapping action; no other development activity shall occur, and no such permits shall be issued, until a new and project-specific Site Development Permit (and any other required permits) has been obtained as required by the San Diego Municipal Code. The proposed commercial subdivision would be consistent with the recommended commercial land use of the Otay Mesa Community Plan and would comply with the applicable regulations of the underlying Commercial Subdistrict zone for lot creation.

4. The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat (San Diego Municipal Code § 125.0440(d) and Subdivision Map Act § 66474(e)).

The proposed project is purely a mapping action; no other development activity shall occur, and no such permits shall be issued, until a new and project-specific Site

Development Permit (and any other required permits) has been obtained as required by the San Diego Municipal Code. The proposed commercial subdivision would be consistent with the recommended commercial land use of the Otay Mesa Community Plan and would comply with the applicable regulations of the underlying Commercial Subdistrict zone for lot creation. Because no physical development, improvements, clearing, grubbing or other such activity is proposed or permitted with this action, substantial environmental damage to fish, wildlife or their habitat would occur as a result of the subdivision.

5. The design of the subdivision or the type of improvements will not be detrimental to the public health, safety, and welfare (San Diego Municipal Code § 125.0440(e) and Subdivision Map Act § 66474(f)).

The project shall only include a map waiver to waive the requirements of a Tentative Parcel Map to create two parcels, with no other development or improvement activity permitted or proposed with this action. The proposed project is purely a mapping action; no other development activity shall occur, and no such permits shall be issued, until a new and project-specific Site Development Permit (and any other required permits) has been obtained as required by the San Diego Municipal Code. All future development and improvements shall be reviewed according to applicable regulations to ensure such activity will not be detrimental to the public health, safety and welfare.

6. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision (San Diego Municipal Code § 125.0440(f) and Subdivision Map Act § 66474(g)).

The project is a map waiver to waive the requirements of a Tentative Parcel Map to create two parcels, with no other development or improvement activity permitted or proposed with this action. The parcel was bisected by the creation of State Route 905 in 2006 by the State of California. This bisect caused the single parcel to have the appearance of and the potential function of two separate lots. However, in order to convey the property as two separate lots and to investigate the potential for future development, a subdivision is required. As required for all properties fronting State Routes and Interstates, the abutter's rights of access have been relinquished along the State Route frontage. The remainder of the frontages will be evaluated for access purposes when a new and project-specific Site Development Permit is processed as required for future development and as required by the San Diego Municipal Code. Other easements (slopes, drainage, public utilities, public street) exist within the subdivision and are not proposed to be modified with this action. Therefore the design of the subdivision will not conflict with these easements.

7. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities (San Diego Municipal Code § 125.0440(g) and Subdivision Map Act § 66473.1).

The proposed subdivision has been designed to comply with all applicable regulations including the California State Map Act and the City of San Diego Land Development Code. The proposed project is purely a mapping action; no other development activity shall occur, and no such permits shall be issued, until a new and project-specific Site Development Permit (and any other required permits) has been obtained as required by the San Diego Municipal Code. All future development and improvements shall be reviewed according to applicable regulations to ensure such activity conforms with requirements for passive or natural heating and cooling opportunities as required by law.

8. The decision maker has considered the effects of the proposed subdivision on the housing needs of the region and that those needs are balanced against the needs for public services and the available fiscal and environmental resources (San Diego Municipal Code § 125.0440(h) and Subdivision Map Act § 66412.3).

The property on which the proposed subdivision is located is designated and zoned for commercial use only and would not permit residential development. The proposed project is purely a mapping action; no other development activity shall occur, and no such permits shall be issued, until a new and project-specific Site Development Permit (and any other required permits) has been obtained as required by the San Diego Municipal Code. Therefore, the proposed subdivision will not have an effect on the housing needs of the region, nor on the associated needs for public services and the available fiscal and environmental resources for housing purposes.

9. The proposed subdivision of land complies with requirements of the Subdivision Map Act and the Land Development Code as to area, improvement and design, floodwater drainage control, appropriate improved public roads, sanitary disposal facilities, water supply availability, environmental protection, and other requirements of the Subdivision Map Act or the Land Development Code enacted pursuant thereto (San Diego Municipal Code § 125.0123 and Subdivision Map Act § 66428(b)).

The proposed subdivision would comply with all of the applicable requirements of the Subdivision Map Act and the Land Development Code. The proposed project is purely a mapping action; no other development activity shall occur, and no such permits shall be issued, until a new and project-specific Site Development Permit (and any other required permits) has been obtained as required by the San Diego Municipal Code. The property will be evaluated for conformance with relevant development regulations, floodwater drainage control, public roads, sanitary disposal facilities, water supply availability, environmental protection and other applicable regulations when applications for these future permits are submitted.

That said Findings are supported by the minutes, maps, and exhibits, all of which are herein incorporated by reference.

BE IT FURTHER RESOLVED, that based on the Findings hereinbefore adopted by the Hearing Officer, Map Waiver No. 706062 is hereby granted to WESTERN ALLIANCE BANCORPORATION, subject to the attached conditions which are made a part of this resolution by this reference.

By 
MICHELLE SOKOLOWSKI
Development Project Manager
Development Services Department

ATTACHMENT: Map Waiver Conditions
Internal Order No. 24000510

HEARING OFFICER
CONDITIONS FOR MAP WAIVER NO. 706062
LA MEDIA MAP WAIVER - PROJECT NO. 199429
ADOPTED BY RESOLUTION NO. HO-6548 ON AUGUST 8, 2012

GENERAL

1. This Map Waiver will expire August 22, 2015.
2. Compliance with all of the following conditions shall be completed and/or assured, to the satisfaction of the City Engineer, prior to the recordation of the Parcel Map unless otherwise noted.
3. Prior to the recordation of the Parcel Map, taxes must be paid on this property pursuant to Subdivision Map Act section 66492. To satisfy this condition, a tax certificate stating that there are no unpaid lien conditions against the subdivision must be recorded in the Office of the San Diego County Recorder.
4. The Parcel Map shall conform to the provisions of Site Development Permit No. 997210.
5. The Subdivider shall defend, indemnify, and hold the City (including its agents, officers, and employees [together, "Indemnified Parties"]) harmless from any claim, action, or proceeding, against the City and/or any Indemnified Parties to attack, set aside, void, or annul City's approval of this project, which action is brought within the time period provided for in Government Code section 66499.37. City shall promptly notify Subdivider of any claim, action, or proceeding and shall cooperate fully in the defense. If City fails to promptly notify the Subdivider of any claim, action, or proceeding, or if the City fails to cooperate fully in the defense, Subdivider shall not thereafter be responsible to defend, indemnify, or hold City and/or any Indemnified Parties harmless. City may participate in the defense of any claim, action, or proceeding if City bears its own attorney's fees and costs, City defends the action in good faith, and Subdivider is not be required to pay or perform any settlement unless such settlement is approved by the Subdivider.

ENGINEERING

6. Undergrounding of utilities shall be addressed at a future date, when development is proposed for the property, as part of the future Site Development Permit process.
7. The Subdivider shall comply with the "General Conditions for Tentative Subdivision Maps," filed in the Office of the City Clerk under Document

Project No. 199429
MW No. 706062
August 8, 2012

Page 1 of 3

ORIGINAL

No. 767688 on May 7, 1980. Only those exceptions to the General Conditions which are shown on the Map Waiver and covered in these special conditions will be authorized. All public improvements and incidental facilities shall be designed in accordance with criteria established in the Street Design Manual, filed with the City Clerk as Document No. RR-297376.

8. The Owner/Permittee shall grant the City Irrevocable Offers to Dedicate (IOD) along street frontages as indicated on Exhibit A, dated August 8, 2012, to the satisfaction of the City Engineer.

MAPPING

9. "Basis of Bearings" means the source of uniform orientation of all measured bearings shown on the map. Unless otherwise approved, this source shall be the California Coordinate System, Zone 6, North American Datum of 1983 (NAD 83).
10. "California Coordinate System" means the coordinate system as defined in Section 8801 through 8819 of the California Public Resources Code. The specified zone for San Diego County is "Zone 6," and the official datum is the "North American Datum of 1983."
11. Every Parcel Map shall:
 - a. Use the California Coordinate System for its "Basis of Bearing" and express all measured and calculated bearing values in terms of said system. The angle of grid divergence from a true median (theta or mapping angle) and the north point of said map shall appear on each sheet thereof. Establishment of said Basis of Bearings may be by use of existing Horizontal Control stations or astronomic observations.
 - b. Show two measured ties from the boundary of the map to existing Horizontal Control stations having California Coordinate values of Third Order accuracy or better. These tie lines to the existing control shall be shown in relation to the California Coordinate System (i.e., grid bearings and grid distances). All other distances shown on the map are to be shown as ground distances. A combined factor for conversion of grid-to-ground distances shall be shown on the map.

INFORMATION:

- The approval of this Map Waiver by the Hearing Officer of the City of San Diego does not authorize the Subdivider to violate any Federal, State, or City laws, ordinances, regulations, or policies including but not limited

to, the Federal Endangered Species Act of 1973 and any amendments thereto (16 U.S.C. § 1531 *et seq.*).

- If the Subdivider makes any request for new water and sewer facilities (including services, fire hydrants, and laterals), the Subdivider shall design and construct such facilities in accordance with established criteria in the most current editions of the City of San Diego water and sewer design guides and City regulations, standards and practices pertaining thereto. Off-site improvements may be required to provide adequate and acceptable levels of service and will be determined at final engineering.
- Subsequent applications related to this Map Waiver will be subject to fees and charges based on the rate and calculation method in effect at the time of payment.
- Any party on whom fees, dedications, reservations, or other exactions have been imposed as conditions of approval of the Map Waiver, may protest the imposition within 90 days of the approval of this Map Waiver by filing a written protest with the San Diego City Clerk pursuant to Government Code Sections 66020 and/or 66021.
- Where in the course of development of private property, public facilities are damaged or removed, the Subdivider shall at no cost to the City, obtain the required permits for work in the public right-of-way, and repair or replace the public facility to the satisfaction of the City Engineer (San Diego Municipal Code § 142.0607).
- No development activity other than the creation of two parcels authorized by Site Development Permit No. 997210, shall occur, and no such permits shall be issued, until a Site Development Permit, and any other required permits, have been obtained as required by the San Diego Municipal Code. Such development activity includes, but is not limited to, grading, clearing, grubbing, construction, etc.

Internal Order No. 24000510

Project No. 199429
MW No. 706062
August 8, 2012

Page 3 of 3

ORIGINAL

EXHIBIT G



THE CITY OF SAN DIEGO

October 21, 2013

Mr. John Ponder, Esq.
Sheppard Mullin Richter & Hampton LLP
501 West Broadway, 19th Floor
San Diego, CA 92101-3598

Dear Mr. Ponder,

Thank you very much for taking the time to meet with our staff and providing us with the detailed information on the property in Otay Mesa owned by Torrey Pines Bank. I am sorry it took us so long to get back to you after I promised a quick response.

As you know, the property in question, located at La Media Road and Otay Mesa Road, is currently designated International Business and Trade in the draft Otay Mesa Community Plan Update. Your request to maintain the commercial use called for in the 1981 community plan would require the draft community plan to place some type of commercial land use designation on your property.

After due consideration, we can support:

1. A Heavy Commercial or Community Commercial designation for the northern piece of the property; and
2. The IBT designation on the southern piece of the property.

A commercial land use designation on the northern property is justified, as it would create a string of commercial uses along Otay Mesa Road. However, the decision on whether it should be Heavy or Community Commercial would depend on your proposed project. The Heavy Commercial designation has a different intent than the Community Commercial designation. The Heavy Commercial designation is intended to allow both industrial and commercial uses and would be implemented through the IL-3-1 industrial zone. The Community Commercial designation is commercial/retail in nature and would be implemented through one of the CC zones.



Development Services • Planning Division

1222 First Avenue, MS 413 • San Diego, CA 92101-4106

Tel (619) 235-5200 • Fax (619) 236-6478

Page 2

Mr. John Ponder, Esq.

October 21, 2013

As we have discussed, our concerns with allowing commercial uses on both properties include concerns about access and the safety of mixing increased truck traffic with commercial vehicle traffic. On the northern portion of the property, we believe access would be appropriate only from the public Avenida Costa Azul on the shared eastern property line, or potentially a right-in/right-out only access on Otay Mesa Road, depending on placement and traffic volumes and having the fourth lane. We cannot allow access on La Media, where the frontage is less. On the southern parcel, our view is that the IBT designation must be retained, as there are no commercial uses on the south side of the freeway in the eastern portion of Otay Mesa. The access should be from Airway Road due to safety and increased truck and traffic numbers.

Thanks again for your patience. Please feel free to contact Theresa Millette or Nancy Bragado if you have any additional questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Fulton", written in a cursive style.

Bill Fulton, Director
Planning & Neighborhood Restoration

EXHIBIT H

Suzy Thayer

Subject: FW: flawed study

From: Hixson, Rob @ San Diego DT [<mailto:Rob.Hixson@cbre.com>]

Sent: Wednesday, December 21, 2011 1:54 PM

To: John Ponder; 'Anne Marie Berg'; 'LDSI Mail'

Subject: flawed study

The study says there is a need for 32.5 acres of retail land back in 2005 for the community and 5.7 acres from the Mexican's crossing. Currently WalMart, Target and Food 4 Less are in the market looking, this is over 80 acres of users looking now. The City is relying on a Study that is 7 years old. The market has changed. Very few of the Mexican shoppers will use the Toll Road, prefer the I-5 corridor with no cost.

Old and dated study. Many other flaws.

Rob Hixson | Senior Vice President | Lic. 00944946
CB Richard Ellis | Industrial Properties | Lic. 00409987
350 Tenth Avenue, Suite 800 | San Diego, CA 92101
T 619 696 8350 | F 619 232 2462 | C 619 954 9520
Rob.Hixson@cbre.com | www.cbre.com

Please consider the environment before printing this email.

This email may contain information that is confidential or attorney-client privileged and may constitute inside information. The contents of this email are intended only for the recipient(s) listed above. If you are not the intended recipient, you are directed not to read, disclose, distribute or otherwise use this transmission. If you have received this email in error, please notify the sender immediately and delete the transmission. Delivery of this message is not intended to waive any applicable privileges.

From: John Ponder [<mailto:JPonder@sheppardmullin.com>]

Sent: Wednesday, December 21, 2011 12:48 PM

To: 'Anne Marie Berg'; 'LDSI Mail'; Hixson, Rob @ San Diego DT

Subject: FW:

Attached is the market study prepared by ERA, Bill Andersons old firm. I have not reviewed the study.

John

From: Broughton, Kelly [<mailto:KBroughton@sandiego.gov>]

Sent: Wednesday, December 21, 2011 12:24 PM

To: John Ponder

Subject: FW:

Fyi

K

-----Original Message-----

From: Millette, Theresa [TMillette@sandiego.gov]

Received: Wednesday, 21 Dec 2011, 12:22pm

To: Broughton, Kelly [KBroughton@sandiego.gov]

Kelly –

Here you go.

Theresa

"Correspondents should assume that all communication to or from this address is recorded and may be reviewed by third parties."

Circular 230 Notice: In accordance with Treasury Regulations we notify you that any tax advice given herein (or in any attachments) is not intended or written to be used, and cannot be used by any taxpayer, for the purpose of (i) avoiding tax penalties or (ii) promoting, marketing or recommending to another party any transaction or matter addressed herein (or in any attachments).

Attention: This message is sent by a law firm and may contain information that is privileged or confidential. If you received this transmission in error, please notify the sender by reply e-mail and delete the message and any attachments.

APPENDIX A
EXISTING CONDITIONS

- 1. Traffic Volume Counts**
- 2. Levels of Service Worksheets**

Field Data Services of Arizona, Inc.
 (602) 318 8745

Volumes for: Wednesday, December 16, 2009

City: San Diego

Project #: 09-5169-012

Location: Olaj Mesa Rd. (SR-965) bwn. Ocean View Hills Hwy. & I-805

AM Period	NP	SB	EB	WB	PM Period	NP	SB	EB	WB			
07:00			102	73	12:00			514	445			
07:15			61	60	12:15			532	432			
07:30			100	76	12:30			576	398			
07:45			60	351	89	290	649	580	2754	449	1323	4087
08:00			50	69	13:00			522	495			
08:15			53	65	13:15			570	470			
08:30			60	77	13:30			526	554			
08:45			86	249	46	257	536	551	2789	532	2052	4391
09:00			107	44	14:00			574	512			
09:15			128	55	14:15			512	578			
09:30			80	66	14:30			532	573			
09:45			91	418	69	234	652	574	2295	524	2387	4685
10:00			69	77	15:00			567	576			
10:15			77	75	15:15			610	610			
10:30			90	78	15:30			505	623			
10:45			62	295	81	321	619	554	2345	512	2457	4876
11:00			83	104	16:00			553	719			
11:15			125	157	16:15			622	670			
11:30			123	154	16:30			525	725			
11:45			158	529	143	560	1089	538	2235	577	2514	5052
12:00			312	206	17:00			446	745			
12:15			407	189	17:15			475	732			
12:30			789	193	17:30			434	571			
12:45			321	1139	238	826	2265	421	1776	957	2506	4282
13:00			122	293	18:00			418	465			
13:15			168	278	18:15			400	464			
13:30			347	280	18:30			297	466			
13:45			529	2011	328	1175	3220	408	1621	344	1574	3245
14:00			548	314	19:00			405	286			
14:15			713	334	19:15			356	324			
14:30			787	371	19:30			374	270			
14:45			575	2653	351	1370	4923	363	1498	293	1173	2673
15:00			603	335	20:00			327	236			
15:15			746	435	20:15			338	276			
15:30			779	417	20:30			343	270			
15:45			537	2266	475	1562	4150	314	1107	232	902	2729
16:00			563	411	21:00			346	203			
16:15			356	349	21:15			305	304			
16:30			527	354	21:30			371	361			
16:45			580	2051	363	1487	3578	261	1220	160	688	1908
17:00			945	375	22:00			262	163			
17:15			504	304	22:15			256	168			
17:30			379	465	22:30			232	93			
17:45			197	2024	474	1595	3722	172	921	305	534	1558
18:00			345	442	23:00			146	93			
18:15			323	440	23:15			157	127			
18:30			508	551	23:30			170	171			
18:45			518	7128	551	1986	4112	101	539	71	115	474

Total Vol.			16711	1576	28595			26007	19409	39211		
								Daily Totals				
								NP	SB	EB	WB	Combined
										37121	11185	58306
										PM		
Split %			59.3%	41.2%	41.9%					51.1%	48.9%	58.1%
Peak Hour			07:45	11:45	07:30					14:45	13:26	16:00
Volume			3714	1997	4176					2351	2630	5062
P.H.F.			0.05	0.09	0.90					0.05	0.07	0.98

Field Data Services of Arizona, Inc
(520) 516-6746

Variances for Thursday, December 17, 2009

City: San Diego

Project #: 09-5155-011

Location: Otay Mesa Est. (SR 905) down Corporate Center Dr. & Ocean View Hills Pkwy.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
06:00			70	94	12:00			430	571			
06:15			72	73	12:15			450	593			
06:30			61	95	12:30			447	530			
06:45			54	157	79	341	539	432	1259	155	1099	3859
07:00			53	81	12:45			541	523			
07:15			57	75	13:15			494	573			
07:30			55	54	13:30			471	577			
07:45			62	227	57	269	512	467	1963	643	2326	4289
08:00			81	91	14:00			457	634			
08:15			90	47	14:15			476	623			
08:30			79	66	14:30			462	691			
08:45			46	303	74	335	563	434	1924	641	2535	4413
09:00			54	68	14:45			458	566			
09:15			65	83	15:15			512	726			
09:30			71	81	15:30			498	706			
09:45			55	291	106	336	565	537	1995	728	2726	4751
10:00			71	135	15:45			531	783			
10:15			119	187	16:15			512	721			
10:30			154	197	16:30			466	786			
10:45			106	390	190	705	1199	912	1931	790	3077	5809
11:00			248	226	17:00			479	808			
11:15			337	214	17:15			766	667			
11:30			330	258	17:30			364	649			
11:45			305	1270	207	663	1103	321	1429	518	2543	3971
12:00			356	247	18:00			350	426			
12:15			406	322	18:15			375	920			
12:30			565	242	18:30			329	415			
12:45			413	1871	237	925	2798	415	1369	445	1770	3019
13:00			652	230	19:00			302	862			
13:15			712	267	19:15			291	406			
13:30			746	312	19:30			259	319			
13:45			631	1723	319	1171	3694	223	1973	810	1415	2409
14:00			561	301	20:00			225	278			
14:15			164	306	20:15			242	246			
14:30			565	342	20:30			233	193			
14:45			553	2281	325	1774	3555	273	524	151	668	1792
15:00			456	382	21:00			237	183			
15:15			478	442	21:15			194	159			
15:30			432	415	21:30			226	155			
15:45			410	1756	404	1646	2442	195	1139	176	675	1514
16:00			477	478	22:00			151	148			
16:15			414	483	22:15			148	135			
16:30			395	456	22:30			153	97			
16:45			430	1664	464	1583	2597	130	630	134	514	1144
17:00			443	521	23:00			116	108			
17:15			424	573	23:15			122	175			
17:30			437	563	23:30			100	105			
17:45			413	1685	628	2215	2504	76	416	112	500	916

Total Vol.		1472	1797	2667				1649	2135	3784
								Daily Totals		
								ER	WB	Combined
								30869	33012	63881
Split %		AM						PM		
		55.0%	44.3%	41.0%				41.0%	56.6%	58.2%
Peak Hour		09:45	11:30	13:45				15:15	16:00	15:45
Volume		2527	2237	3992				2943	3077	5043
P.M.F.		0.3%	0.54	0.96				0.37	0.37	0.86

A

Field Data Services of Arizona, Inc
(520) 316 5745

Volume for: Thursday, December 17, 2009

City: San Diego

Project #: 09-5169-010

Location: Clay Mesa Rd. (SA-905) btwn. Heritage Rd. & Corporate Center Dr.

AM Period	ND	SD	SB	WB	PM Period	ND	SD	CB	WB			
07:30			74	86	17:00			427	500			
08:00			77	67	17:15			476	426			
08:30			65	72	17:30			490	431			
08:45			55	271	68	288	356	417	1700	968	1625	3525
09:00			56	66	17:45			511	430			
09:15			57	50	18:00			474	398			
09:30			50	42	18:15			457	475			
09:45			55	230	38	196	434	431	1972	561	1864	3736
10:00			85	44	18:30			436	524			
10:15			100	91	18:45			474	557			
10:30			84	52	19:00			472	600			
10:45			44	314	66	204	257	425	1806	571	2247	4053
11:00			61	71	19:15			495	516			
11:15			68	67	19:30			512	555			
11:30			75	75	19:45			442	639			
11:45			57	261	102	315	276	519	1918	570	1300	4218
12:00			66	131	19:00			509	686			
12:15			125	140	19:15			497	578			
12:30			157	131	19:30			457	655			
12:45			154	502	185	588	1090	462	1921	625	2541	9165
13:00			258	143	19:45			400	689			
13:15			351	177	20:00			383	679			
13:30			346	186	20:15			386	510			
13:45			312	1261	222	723	1904	321	1407	499	2337	3824
14:00			357	747	19:00			356	433			
14:15			490	274	19:15			375	357			
14:30			539	230	19:30			317	339			
14:45			481	1785	113	1069	2845	312	1571	340	1769	2840
15:00			512	267	19:45			304	296			
15:15			659	277	20:00			256	773			
15:30			665	306	20:15			249	297			
15:45			540	2420	294	1159	3379	232	1038	270	1136	7217
16:00			547	255	20:30			216	297			
16:15			517	307	20:45			250	251			
16:30			516	343	21:00			176	210			
16:45			476	2073	274	1226	4401	232	926	224	552	1916
17:00			487	336	21:00			239	292			
17:15			463	415	21:15			190	194			
17:30			456	366	21:30			231	195			
17:45			437	1842	322	1470	3317	202	362	215	825	1666
18:00			461	376	21:45			217	183			
18:15			375	418	22:00			159	157			
18:30			288	328	22:15			166	199			
18:45			314	1575	335	1567	3147	135	679	149	648	1377
19:00			444	474	22:30			127	76			
19:15			405	487	22:45			126	117			
19:30			385	498	23:00			106	162			
19:45			255	1626	522	1391	3670	79	438	306	406	891

Total Vol.		19381	8505	24964				11061	18571	34635	
								Daily Totals			
								ND	SD	WB	Combined
									30242	29357	59599
Split %									AM	PM	
									36.4%	51.0%	58.1%
Peak Hour									17:45	16:30	15:45
Volume									2430	2007	3629
P.H.F.									0.8	0.96	0.96

Flats Data Services of Arizona, Inc.
(602) 316-6746

Volumes for: Tuesday, December 15, 2009

City: San Diego

Project #: 09 5269 009

Location: Otay Mesa Rd. (SR-905) bwn. Cactus Rd. & Heritage Rd.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			56	32	12:00			347	456
00:15			49	30	12:15			335	405
00:30			43	33	12:30			321	430
00:45			42	190	12:45			372	1435
01:00			41	24	13:00			397	390
01:15			44	28	13:15			364	432
01:30			31	21	13:30			362	439
01:45			53	162	13:45			410	1554
02:00			87	42	14:00			396	434
02:15			111	54	14:15			428	450
02:30			76	29	14:30			352	428
02:45			68	227	14:45			379	1345
03:00			67	42	15:00			423	442
03:15			63	34	15:15			441	463
03:30			61	58	15:30			452	465
03:45			55	241	15:45			422	1718
04:00			87	65	16:00			457	577
04:15			82	63	16:15			401	374
04:30			111	85	16:30			412	582
04:45			141	416	16:45			406	1666
05:00			229	154	17:00			414	574
05:15			335	154	17:15			386	585
05:30			329	173	17:30			330	596
05:45			299	1173	17:45			271	1401
06:00			322	309	18:00			263	530
06:15			394	210	18:15			303	526
06:30			521	277	18:30			240	423
06:45			445	1662	18:45			411	1321
07:00			509	313	19:00			193	321
07:15			529	319	19:15			190	255
07:30			667	322	19:30			101	244
07:45			531	2380	19:45			191	734
08:00			559	325	20:00			179	185
08:15			477	338	20:15			127	166
08:30			455	324	20:30			153	165
08:45			493	1586	20:45			175	601
09:00			436	355	21:00			195	141
09:15			347	396	21:15			155	142
09:30			343	305	21:30			135	141
09:45			317	1500	21:45			128	611
10:00			340	374	22:00			125	111
10:15			337	277	22:15			134	104
10:30			343	385	22:30			114	108
10:45			312	1344	22:45			126	175
11:00			354	390	23:00			101	85
11:15			360	423	23:15			92	96
11:30			337	440	23:30			89	54
11:45			350	1413	23:45			57	342

Total Vol: 12040 9867 22735 13193 16474 29657

Split %	AM		Daily Totals			
	NB	SB	EB	WB	Combined	
	36.0%	41.4%	75391	26341	52372	
	43.4%		41.3%	55.5%	56.6%	
Peak Hour	07:00	11:00	07:15	15:15	16:40	16:00
Volume	7186	1067	3687	1747	2101	3493
P.H.F.	0.29	0.15	0.49	0.07	0.14	0.08

Field Data Services of Arizona, Inc
 15201 276-8746

6

Volumes for Tuesday, December 15, 2009

City: San Diego

Project #: 09-5169-028

Location: Otay Mesa Rd. (SR-905) btwn. Britanira Blvd. & Cactus Rd.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
06:00			52	72	12:00			338	418			
06:15			40	71	12:15			370	377			
06:30			37	72	12:30			381	330			
06:45			39	76	74	252	468	397	1481	484	2543	4024
07:00			42	54	12:45			414	353			
07:15			41	52	13:00			363	410			
07:30			28	41	13:15			434	427			
07:45			54	115	21	110	345	399	1590	488	1682	3277
08:00			81	34	14:00			415	531			
08:15			108	47	14:15			410	525			
08:30			72	52	14:30			376	470			
08:45			60	104	66	202	535	372	1583	505	2036	3619
09:00			65	59	15:00			444	445			
09:15			53	70	15:15			450	585			
09:30			61	67	15:30			405	430			
09:45			55	154	117	313	547	456	1785	513	2113	3828
10:00			77	123	16:00			456	513			
10:15			100	130	16:15			423	532			
10:30			116	132	16:30			433	587			
10:45			125	398	127	335	733	371	1681	598	2433	4114
11:00			138	142	17:00			433	581			
11:15			125	155	17:15			415	540			
11:30			287	163	17:30			427	460			
11:45			286	1095	220	693	1789	254	1463	425	2007	3470
12:00			315	230	18:00			244	379			
12:15			341	278	18:15			320	345			
12:30			514	224	18:30			233	280			
12:45			335	609	307	1055	2668	270	1017	309	1322	2330
13:00			333	242	19:00			195	278			
13:15			296	258	19:15			185	263			
13:30			660	275	19:30			161	287			
13:45			451	2281	251	1066	3316	173	722	272	1100	1824
14:00			477	279	20:00			194	266			
14:15			442	320	20:15			162	229			
14:30			454	230	20:30			156	209			
14:45			418	1925	299	1188	2553	155	560	217	571	1300
15:00			341	280	21:00			193	175			
15:15			374	369	21:15			157	192			
15:30			355	352	21:30			145	167			
15:45			752	1422	343	1353	2775	129	617	212	744	1317
16:00			365	354	22:00			123	183			
16:15			344	488	22:15			135	127			
16:30			352	335	22:30			105	147			
16:45			341	1216	335	1523	2531	114	425	145	577	1050
17:00			228	387	23:00			103	72			
17:15			343	453	23:15			101	121			
17:30			399	480	23:30			88	91			
17:45			327	1437	451	1701	3276	50	251	88	312	723

Total Vol. 1237 1058 2295 13447 16882 30329

Split %	AM		Daily Totals		
	NB	SB	EB	WB	Combined
	34.8%	41.2%	25819	27080	52899
		42.7%	PM		
			14356	15076	29432
Peak Hour	07:00	11:45	15:00	17:45	15:45
Volume	2280	1920	1767	2405	4172
P.H.F.	0.85	0.92	0.66	0.57	0.68

Field Data Services of Arizona, Inc
(602) 316-8745

1

Volumes for: Tuesday, December 15, 2009

City: San Diego

Project #: 09-5189-207

Location: Olay Mesa Rd. (SR-905) btwn. Gates Blvd. & Britannia Blvd.

AM Period	WB	SB	EB	WB	PM Period	WB	SB	EB	WB
08:00			52	70	12:00			305	176
08:15			40	90	12:15			336	341
08:30			51	55	12:30			325	308
08:45			44	167	40	234	421	1245	2757
09:00			16	45	13:00			372	327
09:15			47	27	13:15			520	356
09:30			26	33	13:30			340	375
09:45			50	159	34	176	296	1389	465
09:59								156	225
10:00			79	33	14:00			340	472
10:15			101	43	14:15			375	485
10:30			59	43	14:30			365	442
10:45			67	316	50	174	464	1434	433
10:59								1830	1830
11:00			57	52	15:00			357	406
11:15			47	64	15:15			404	496
11:30			55	56	15:30			388	430
11:45			55	210	104	280	490	1601	531
11:59								1853	3464
12:00			60	127	16:00			445	483
12:15			41	124	16:15			406	525
12:30			52	130	16:30			416	527
12:45			97	280	142	503	763	1640	456
12:59								2894	1724
13:00			166	130	17:00			383	517
13:15			261	152	17:15			395	479
13:30			247	149	17:30			307	424
13:45			203	880	166	619	1496	1364	446
13:59								1901	3255
14:00			247	750	18:00			217	346
14:15			750	266	18:15			79	326
14:30			404	239	18:30			218	261
14:45			367	1266	277	1062	2286	938	258
14:59								1190	2128
15:00			426	250	19:00			103	313
15:15			520	285	19:15			149	254
15:30			577	280	19:30			156	259
15:45			443	1866	324	1036	3036	714	249
15:59								982	1636
16:00			413	276	20:00			174	253
16:15			398	304	20:15			163	204
16:30			380	277	20:30			135	169
16:45			483	1556	275	1147	1733	679	194
16:59								520	1457
17:00			159	150	21:00			107	161
17:15			387	377	21:15			147	180
17:30			374	358	21:30			146	161
17:45			358	1508	396	1480	2989	543	202
17:59								737	1336
18:00			296	312	22:00			112	172
18:15			356	354	22:15			121	177
18:30			305	377	22:30			92	147
18:45			303	1260	305	1334	2644	428	102
18:59								538	966
19:00			442	357	23:00			84	55
19:15			416	427	23:15			97	74
19:30			349	429	23:30			69	76
19:45			333	1330	416	1625	2989	330	78
19:59								204	602

Total Vol. 1872 967 20621 1286 15017 27597

Split %	AM		PM	
	WB	SB	WB	SB
Peak Hour	11:45	11:15	07:45	16:10
Volume	1966	1636	3026	1689
P.M.F.	0.35	0.91	0.88	0.77

Daily Totals				
WB	SB	WB	SB	Combined
23030	24686	46218	57136	57.2%
23030	24686	46218	57136	42.8%

Field Data Services of Arizona, Inc.
 (520) 316-0745

Warrant for: Tuesday, December 15, 2009

City: San Diego

Project #: 09 5169-005

Location: Otay Mesa Rd. (SR-905) btwn. La Mesa Rd. & St. Andrews Ave. (E)

AP Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			45	60	2:00			275	394			
00:15			37	53	2:15			326	357			
00:30			49	58	2:30			277	419			
00:45			42	173	53	451	414	332	1213	389	1468	2778
01:00			41	61	3:00			338	390			
01:15			35	46	3:15			283	478			
01:30			27	40	3:30			286	432			
01:45			44	147	51	136	335	301	1208	446	1696	2904
02:00			75	47	4:00			316	444			
02:15			98	63	4:15			338	501			
02:30			66	48	4:30			310	479			
02:45			64	301	65	223	324	301	1272	440	1853	3136
03:00			48	66	5:00			327	381			
03:15			37	74	5:15			362	461			
03:30			50	100	5:30			334	437			
03:45			47	147	35	327	509	339	1362	514	1566	4258
04:00			49	111	6:00			434	451			
04:15			41	158	6:15			442	479			
04:30			61	151	6:30			449	447			
04:45			54	243	117	337	382	428	1734	459	1648	3582
05:00			26	193	7:00			429	486			
05:15			209	180	7:15			342	408			
05:30			185	198	7:30			358	357			
05:45			172	701	206	767	1468	372	1501	376	1626	3127
06:00			202	156	8:00			298	363			
06:15			166	230	8:15			275	339			
06:30			295	293	8:30			206	283			
06:45			266	353	275	1115	2079	195	974	283	1267	2291
07:00			316	239	9:00			161	234			
07:15			463	256	9:15			162	277			
07:30			465	327	9:30			138	245			
07:45			351	1601	284	1126	2731	162	623	261	1336	1654
08:00			363	318	10:00			145	227			
08:15			356	312	10:15			141	185			
08:30			134	179	10:30			116	170			
08:45			131	1386	284	1173	2353	126	538	351	761	1299
09:00			375	436	11:00			253	367			
09:15			276	345	11:15			124	146			
09:30			281	311	11:30			125	147			
09:45			273	1165	141	1305	1968	57	499	116	628	1127
10:00			274	324	12:00			51	358			
10:15			287	351	12:15			99	142			
10:30			271	440	12:30			66	92			
10:45			290	1084	161	1499	2576	93	374	76	172	894
11:00			302	359	1:00			59	80			
11:15			304	355	1:15			67	70			
11:30			312	441	1:30			61	103			
11:45			291	1212	431	1587	2789	37	267	92	335	602
Total Vol.				9140		10054	19214		11563		14394	26557
Split %												
									AM			
									37.3%			42.0%
									PM			
									43.5%			58.0%
Peak Hour				07:15			07:15		06:15			14:15
Volume				1030			2837		1746			3630
P.M.F.				0.56			0.89		0.97			0.98

Utility Totals
 EB WB Combined
 20723 25048 45771

Field Data Services of Arizona, Inc.
15201 315-6745

9

Volumes for: Tuesday, December 15, 2009

City: San Diego

Project #: 05-5169-004

Location: Otay Mesa Rd. (SR-905) bbyw. Rte: Ranch Rd. & La Mesa Rd.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
07:00			68	53	07:00			275	357			
07:15			45	49	07:15			266	178			
07:30			40	47	07:30			272	224			
07:45			34	187	48	172	375	1247	301	1370	2509	
08:00			37	30	08:00			318	368			
08:15			18	25	08:15			300	267			
08:30			22	34	08:30			312	446			
08:45			16	93	39	128	221	1343	417	1598	2841	
09:00			35	24	09:00			305	417			
09:15			30	20	09:15			330	470			
09:30			20	43	09:30			345	430			
09:45			38	124	39	126	250	360	1138	383	1700	3038
10:00			56	32	10:00			341	420			
10:15			46	40	10:15			353	435			
10:30			55	58	10:30			351	427			
10:45			19	175	53	213	389	385	1470	506	1816	3286
11:00			26	105	11:00			369	362			
11:15			46	124	11:15			426	443			
11:30			41	132	11:30			405	408			
11:45			20	205	148	528	714	598	1598	482	1675	3273
12:00			132	157	12:00			324	384			
12:15			214	156	12:15			353	331			
12:30			225	170	12:30			334	344			
12:45			155	730	195	603	1423	308	1386	312	1391	2789
13:00			154	240	13:00			423	268			
13:15			226	386	13:15			263	242			
13:30			300	264	13:30			267	266			
13:45			228	266	291	1081	2047	227	1118	284	1135	2273
14:00			322	233	14:00			245	248			
14:15			365	245	14:15			203	278			
14:30			365	297	14:30			255	279			
14:45			353	1446	687	1000	2510	181	874	218	965	1787
15:00			315	324	15:00			177	173			
15:15			294	314	15:15			173	135			
15:30			310	280	15:30			154	136			
15:45			245	1156	290	1205	2361	154	559	305	527	1186
16:00			277	293	16:00			172	94			
16:15			229	293	16:15			157	107			
16:30			253	287	16:30			145	99			
16:45			255	1355	285	1158	2223	155	629	143	443	1072
17:00			263	374	17:00			148	89			
17:15			254	274	17:15			130	84			
17:30			225	226	17:30			101	70			
17:45			232	1077	288	1135	2210	93	477	26	319	296
18:00			295	331	18:00			68	68			
18:15			292	348	18:15			81	126			
18:30			278	356	18:30			32	66			
18:45			313	1221	353	1461	2680	58	289	89	309	598
Total Vol.			8420	8901	17329			12173	13266	25439		
								Daily Totals				
								EB	WB	Combined		
								70601	72167	42768		
Split %			AM					PM				
			48.0%	51.4%	40.5%			47.5%	52.1%	59.5%		
Peak Hour			07:00	11:00	11:30			16:15	15:00	16:15		
Volume			1998	1954	2615			1613	1816	3310		
P.H.F.			2.43	2.30	0.96			0.95	2.90	0.84		

Field Data Services of Arizona, Inc.
(520) 316-5445

Volumes for: Tuesday, December 15, 2009

City: San Diego

Project #: 09-5169-001

Location: Otay Mesa Rd. (SR-905) east of SR-125

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
06:00			19	5	07:00			122	127			
06:15			22	19	07:15			53	124			
06:30			7	4	07:30			101	117			
06:45			12	50	8	07	97	114	420	137	455	915
07:00			5	5	08:00			154	110			
07:15			5	5	08:15			137	146			
07:30			11	7	08:30			111	177			
07:45			3	25	10	8	53	125	517	200	620	1150
08:00			10	6	09:00			100	197			
08:15			5	3	09:15			97	230			
08:30			9	11	09:30			101	152			
08:45			3	35	5	10	63	77	375	155	823	1130
09:00			25	11	10:00			64	201			
09:15			19	8	10:15			66	252			
09:30			37	14	10:30			59	209			
09:45			11	37	11	11	136	67	755	763	976	1185
10:00			12	6	11:00			76	151			
10:15			12	16	11:15			77	247			
10:30			24	19	11:30			84	237			
10:45			47	50	9	50	140	64	311	270	625	1126
11:00			19	11	12:00			80	179			
11:15			207	14	12:15			56	156			
11:30			199	26	12:30			67	173			
11:45			104	597	45	12	490	49	252	163	521	774
12:00			124	82	13:00			30	97			
12:15			210	51	13:15			91	135			
12:30			212	51	13:30			67	66			
12:45			160	669	58	752	93	30	151	167	344	335
01:00			163	51	14:00			44	71			
01:15			205	83	14:15			19	48			
01:30			226	89	14:30			7	44			
01:45			177	794	167	485	1079	29	19	41	406	478
02:00			145	133	15:00			11	24			
02:15			131	120	15:15			20	30			
02:30			120	82	15:30			16	31			
02:45			139	510	86	421	929	24	71	20	105	176
03:00			125	99	16:00			46	24			
03:15			141	46	16:15			46	21			
03:30			124	85	16:30			26	48			
03:45			128	513	87	367	685	22	144	110	203	317
04:00			121	82	17:00			16	45			
04:15			122	90	17:15			26	25			
04:30			113	91	17:30			19	21			
04:45			95	931	123	391	642	11	72	17	109	161
05:00			120	121	18:00			12	7			
05:15			105	147	18:15			6	50			
05:30			108	118	18:30			23	17			
05:45			114	447	131	527	921	6	47	17	91	138

Total Vol.		4293	2539	6832				2690	5313	8003	
								Daily Totals			
								NB	SB	WB	Combined
								4983	7852	12835	
Split %		AM						PM			
		62.0%	17.2%	46.1%				33.6%	66.4%	53.9%	
Peak Hour		05:45	11:00	07:15				1400	1500	1345	
Volume		757	277	1103				517	520	1251	
P.M.F.		0.57	0.40	0.87				0.18	0.47	0.53	

Volumes for: Thursday, October 21, 2010

City: San Diego

Project A: 10-1139-019

Location: Airway Rd. Down, Britannia Blvd. & La Mesa Rd.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
06:00			8	0	17:00			56	57				
06:15			14	3	17:15			77	72				
06:30			7	22	17:30			74	54				
06:45			10	40	4	43	83	22	281	74	777	507	
07:00			1	11	17:45			48	72				
07:15			0	14	18:00			65	67				
07:30			1	18	18:15			67	60				
07:45			1	7	13	59	62	13	43	747	81	298	536
08:00			8	9	18:30			64	74				
08:15			7	5	18:45			85	79				
08:30			10	2	19:00			83	71				
08:45			13	38	1	13	51	43	275	51	275	590	
09:00			12	0	19:15			50	105				
09:15			7	6	19:30			57	90				
09:30			1	17	19:45			75	71				
09:45			8	23	5	41	54	82	263	75	341	606	
10:00			6	5	20:00			68	77				
10:15			7	7	20:15			59	87				
10:30			12	4	20:30			58	70				
10:45			20	45	3	18	63	51	236	55	289	515	
11:00			4	5	20:45			65	64				
11:15			16	8	21:00			35	43				
11:30			17	16	21:15			45	28				
11:45			15	53	21	50	103	101	247	30	164	411	
12:00			18	11	21:30			36	40				
12:15			23	35	21:45			27	39				
12:30			27	25	22:00			26	45				
12:45			26	89	21	92	181	20	109	48	162	277	
13:00			33	49	22:15			20	35				
13:15			40	05	22:30			15	47				
13:30			77	65	22:45			16	33				
13:45			74	224	41	200	424	9	63	21	135	192	
14:00			56	75	23:00			18	43				
14:15			29	12	23:15			17	41				
14:30			51	43	23:30			9	27				
14:45			52	238	42	254	442	14	58	30	136	194	
15:00			59	30	23:45			10	14				
15:15			52	46	24:00			3	5				
15:30			65	55	24:15			10	10				
15:45			45	223	35	185	401	6	24	1	30	59	
16:00			67	43	24:30			12	5				
16:15			54	49	24:45			10	9				
16:30			75	19	25:00			18	11				
16:45			73	275	65	256	480	4	48	7	32	75	
17:00			57	45	25:15			8	5				
17:15			52	65	25:30			13	8				
17:30			59	61	25:45			9	5				
17:45			44	222	69	240	462	5	31	3	21	55	

Total Vol. 1969 1311 2810 1912 2151 4063

Split %	AM		Daily Totals		
	NB	SB	EB	WB	Combined
	57.3%	47.7%	3381	3192	6873
	40.9%	47.1%	52.9%	59.1%	
Peak Hour	10:45	11:45	13:45	16:00	16:00
Volume	285	273	759	511	606
P.H.F.	1.5%	0.7%	0.6%	1.0%	0.9%

Volumes for: Wednesday, October 27, 2010

City: San Diego

Project #: 10-1139-020

Location: Airway Rd. btwn. La Media Rd. & SR-125

AM Period	NB	SB	EA	WB	PM Period	NB	SB	EA	WB
07:00			13	1	07:00			91	95
07:15			9	4	07:15			109	102
07:30			8	1	07:30			70	89
07:45			6	2	07:45			91	87
08:00			11	5	08:00			74	94
08:15			11	3	08:15			81	59
08:30			7	3	08:30			75	72
08:45			22	66	08:45			94	324
09:00			25	0	09:00			57	75
09:15			46	1	09:15			57	76
09:30			56	10	09:30			79	98
09:45			57	185	09:45			46	249
10:00			4	3	10:00			60	74
10:15			21	13	10:15			55	70
10:30			4	5	10:30			72	86
10:45			15	44	10:45			77	265
11:00			17	9	11:00			65	67
11:15			7	6	11:15			60	57
11:30			10	10	11:30			61	91
11:45			19	46	11:45			74	268
12:00			17	18	12:00			64	64
12:15			10	19	12:15			65	87
12:30			17	17	12:30			55	62
12:45			19	67	12:45			82	206
01:00			17	14	01:00			47	41
01:15			19	24	01:15			53	54
01:30			25	25	01:30			28	76
01:45			24	83	01:45			21	159
02:00			26	31	02:00			29	34
02:15			53	41	02:15			35	25
02:30			45	52	02:30			30	29
02:45			56	160	02:45			12	106
03:00			60	42	03:00			25	25
03:15			60	60	03:15			23	22
03:30			55	41	03:30			24	15
03:45			66	259	03:45			11	84
04:00			43	47	04:00			14	16
04:15			68	38	04:15			17	10
04:30			44	66	04:30			24	10
04:45			55	250	04:45			10	86
05:00			50	51	05:00			16	16
05:15			64	63	05:15			12	14
05:30			62	53	05:30			15	16
05:45			68	244	05:45			14	55
06:00			67	69	06:00			15	6
06:15			70	81	06:15			14	7
06:30			70	68	06:30			13	6
06:45			96	303	06:45			14	56

Total Vol. 717 518 3235 766 2428 4696

Split %	AM		PM	
	NB	SB	NB	SB
Peak Hour	11:00	11:00	11:00	11:00
Volume	366	976	280	172
P.H.F.	1.04	2.50	0.91	0.96

Daily Totals		
NB	SB	Combined
3985	3946	7931
49.3%	51.7%	59.2%

Volunteers for: Tuesday, April 21, 2009		City:	Olney Mesa	Daily Totals				
Location: Siempre Viva Rd blwn SR-905 SB & La Media Rd		Project:	09-4162-003	NB	SB	EB	WB	Total
				0	0	3,955	8,436	12,391

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			10	11	12:00			90	172				
00:15			13	3	12:15			84	204				
00:30			2	9	12:45			91	191				
00:45			2	20	13	36	54	94	360	173	750	1100	
01:00			4	15	13:30			79	226				
01:15			4	5	13:45			79	180				
01:30			1	4	14:00			73	177				
01:45			2	12	14	17	29	73	300	182	750	1066	
02:00			3	4	14:45			73	151				
02:15			1	6	15:00			73	154				
02:30			1	0	15:15			94	174				
02:45			3	8	15	21	29	55	291	107	646	937	
03:00			3	5	15:45			57	154				
03:15			1	12	15:45			84	159				
03:30			1	6	16:00			80	154				
03:45			7	16	16	10	57	73	299	141	628	917	
04:00			6	15	16:00			53	187				
04:15			11	15	16:15			77	137				
04:30			3	25	16:30			83	140				
04:45			6	28	16	14	63	97	37	320	156	629	949
05:00			9	22	17:00			110	145				
05:15			6	25	17:15			68	150				
05:30			8	30	17:30			96	113				
05:45			15	38	17	27	162	66	345	93	501	846	
06:00			10	27	18:00			71	102				
06:15			22	37	18:15			56	93				
06:30			23	87	18:30			40	73				
06:45			20	75	18	30	136	45	320	102	370	590	
07:00			19	103	19:00			38	113				
07:15			42	113	19:15			47	94				
07:30			36	113	19:30			25	62				
07:45			42	117	19	45	519	43	153	47	308	461	
08:00			41	150	20:00			22	17				
08:15			80	167	20:15			13	11				
08:30			63	156	20:30			0	17				
08:45			70	256	20	13	670	8	51	16	81	137	
09:00			81	151	21:00			19	30				
09:15			86	167	21:15			17	21				
09:30			72	190	21:30			8	17				
09:45			72	211	21	13	641	9	50	16	79	129	
10:00			59	185	22:00			13	11				
10:15			82	161	22:15			2	9				
10:30			83	145	22:30			3	30				
10:45			62	307	22	45	896	8	20	11	51	77	
11:00			60	164	23:00			6	27				
11:15			23	164	23:15			6	8				
11:30			90	141	23:30			5	16				
11:45			61	146	23	45	907	4	15	8	67	82	

Grand Total			1222	1511	5243			2132	4111	7220
-------------	--	--	------	------	------	--	--	------	------	------

Daily Totals		NB	SB	EB	WB	Total
		0	0	3,955	8,436	12,391

AM	PM	Total
Peak Hr: 11:45	Peak Hr: 10:15	12:14
Volume: 164	Volume: 107	271
S.H.P.: 5257	S.H.P.: 1217	6474
7 - 9 Vol: 207	4 - 6 Vol: 505	1790
Peak Hr: 01:00	Peak Hr: 10:00	1800
Volume: 161	Volume: 117	278
S.H.P.: 5253	S.H.P.: 1217	6474

Volumes for: Tuesday, April 21, 2009		City: Otay Mesa		Daily Totals					
Location: Siempre Viva Rd btwn Paseo Las Americas & SR-905 NB		Project: 09-4162-001		NB	SB	EB	WB	Total	
				0	0	9,867	12,392	22,259	

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	Total
05:00			24	21	12:00			200	256	
05:15			17	13	12:15			217	268	
05:30			16	7	12:30			196	246	
05:45			4	21	12:45	100		212	223	201
06:00			16	4	13:00			237	317	
06:15			0	0	13:15			190	268	
06:30			0	1	13:30			204	304	
06:45			3	11	13:45	22		200	319	271
07:00			2	2	14:00			202	252	
07:15			8	6	14:15			171	264	
07:30			10	6	14:30			130	281	
07:45			3	23	14:45	41		161	664	246
08:00			5	14	15:00			170	260	
08:15			6	11	15:15			179	277	
08:30			2	6	15:30			173	252	
08:45			7	30	15:45	78		169	300	253
09:00			12	9	16:00			190	321	
09:15			11	17	16:15			171	241	
09:30			32	25	16:30			147	246	
09:45			24	14	16:45	155		140	533	334
10:00			36	16	17:00			111	306	
10:15			50	29	17:15			94	233	
10:30			54	44	17:30			117	220	
10:45			28	107	17:45	163		50	434	187
11:00			34	52	18:00			56	208	
11:15			86	71	18:15			90	181	
11:30			131	117	18:30			75	136	
11:45			126	478	18:45	338		64	330	154
12:00			141	108	19:00			76	126	
12:15			144	104	19:15			51	140	
12:30			134	112	19:30			62	128	
12:45			254	253	19:45	1164		66	295	179
13:00			227	144	20:00			53	196	
13:15			213	174	20:15			51	29	
13:30			203	145	20:30			30	44	
13:45			114	852	20:45	1409		35	170	33
14:00			173	180	21:00			46	46	
14:15			213	107	21:15			42	47	
14:30			190	209	21:30			51	41	
14:45			189	464	21:45	1516		31	162	36
15:00			175	184	22:00			31	38	
15:15			172	192	22:15			25	28	
15:30			175	179	22:30			24	22	
15:45			153	673	22:45	1467		23	105	17
16:00			158	191	23:00			19	21	
16:15			183	159	23:15			18	17	
16:30			171	192	23:30			15	13	
16:45			105	647	23:45	1479		24	85	36

Total Vols	6151	1357	3132				1151	1011	15439
------------	------	------	------	--	--	--	------	------	-------

	NB	SB	EB	WB	Total
Early Totals:	0	0	9,867	12,392	22,259

Split by	AM	PM	PM	PM	Total
	05:00-11:59	12:00-12:59	13:00-18:59	19:00-23:59	05:00-23:59
Week Hr	1147	1007	2152	1672	6978
Weekday	1147	1007	2152	1672	6978
Weekend	0	0	0	0	0
7-9 Total	1147	1007	2152	1672	6978
Weekday	1147	1007	2152	1672	6978
Weekend	0	0	0	0	0

Prepared by NDS(ATD)

Volumes for: Midweek April 2010					City: Chula Vista		Daily Totals					Total
Location: Palm Ave between Shopping Ctr. Dwy & 1-805 SB Ramps					Project: 10-4120-007		NB	SB	EB	WB	Total	
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			16	40	12:00			202	214			
00:15			20	35	12:15			197	209			
00:30			17	28	12:30			213	213			
00:45			18	71	31	134	205	213	825	215	851	1676
01:00			11	22	13:00			214	196			
01:15			10	19	13:15			213	209			
01:30			13	20	13:30			210	202			
01:45			7	41	12	73	114	211	848	214	821	1669
02:00			11	13	14:00			204	238			
02:15			6	11	14:15			253	235			
02:30			14	12	14:30			253	280			
02:45			15	46	9	45	91	288	998	276	1029	2027
03:00			12	9	15:00			250	273			
03:15			14	6	15:15			293	272			
03:30			25	11	15:30			254	274			
03:45			19	70	10	36	106	253	1050	305	1124	2174
04:00			24	13	16:00			249	267			
04:15			33	14	16:15			246	283			
04:30			45	16	16:30			260	278			
04:45			51	153	22	65	218	245	1000	298	1126	2126
05:00			58	30	17:00			256	316			
05:15			101	37	17:15			264	317			
05:30			109	32	17:30			286	294			
05:45			120	388	49	148	536	271	1077	289	1216	2293
06:00			148	50	18:00			275	296			
06:15			165	75	18:15			260	289			
06:30			175	98	18:30			259	304			
06:45			205	693	120	343	1036	256	1050	262	1151	2201
07:00			232	142	19:00			235	262			
07:15			266	219	19:15			232	260			
07:30			287	236	19:30			208	234			
07:45			279	1064	223	820	1884	195	870	244	1000	1870
08:00			281	209	20:00			200	240			
08:15			267	170	20:15			163	228			
08:30			244	154	20:30			148	208			
08:45			203	995	146	679	1674	130	641	210	886	1527
09:00			179	164	21:00			160	207			
09:15			198	147	21:15			147	186			
09:30			167	155	21:30			134	166			
09:45			171	715	148	614	1329	104	545	136	695	1240
10:00			169	150	22:00			97	129			
10:15			170	157	22:15			92	138			
10:30			180	156	22:30			75	125			
10:45			189	708	173	636	1344	68	332	86	478	810
11:00			181	180	23:00			53	82			
11:15			185	184	23:15			37	80			
11:30			201	198	23:30			35	66			
11:45			204	771	185	747	1518	33	158	60	288	446
Total Vol.			5715	4340	10055			9394	10665	20059		
							NB	SB	EB	WB	Total	
Daily Totals :							0	0	15,109	15,005	30,114	
Split %	AM				PM							
AM	56.8%	43.2%	33.4%					46.8%	53.2%	66.6%		
Peak Hr.	07:30	07:15	07:15		PM			17:15	16:45	17:00		
Volume	1114	887	2000		Volume			1096	1225	2293		
P.H.F.	0.970	0.940	0.956		P.H.F.			0.958	0.966	0.987		
7 - 9 Vol.	2059	1499	3558		4 - 6 Vol.			2077	2342	4419		
Peak Hr.	07:30	07:15	07:15		Peak Hr.			17:00	16:45	17:00		
Volume	1114	887	2000		Volume			1077	1225	2293		
P.H.F.	0.970	0.940	0.956		P.H.F.			0.941	0.966	0.987		

Prepared by NDS/ATD

Volumes for: Midweek April 2010						City: Chula Vista		Daily Totals				Total
Location: Palm Ave between the I-805 NB Ramps & AM-PM Gas Stn						Project: 10-4120-009		NB	SB	EB	WB	Total
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			49	64	12:00			346	343			
00:15			41	33	12:15			346	351			
00:30			31	30	12:30			359	366			
00:45			30	151	12:45	298		362	1413	380	1440	2853
01:00			24	15	13:00			346	333			
01:15			20	12	13:15			379	322			
01:30			16	11	13:30			366	340			
01:45			19	79	13:45	124		363	1454	364	1359	2813
02:00			16	15	14:00			362	388			
02:15			13	6	14:15			369	367			
02:30			16	11	14:30			395	457			
02:45			15	60	14:45	99		433	1559	367	1579	3138
03:00			16	11	15:00			435	390			
03:15			12	14	15:15			448	387			
03:30			27	14	15:30			440	419			
03:45			18	73	15:45	135		462	1785	476	1672	3457
04:00			17	27	16:00			440	424			
04:15			22	32	16:15			437	422			
04:30			32	41	16:30			428	458			
04:45			42	113	16:45	270		427	1732	454	1758	3490
05:00			43	77	17:00			446	500			
05:15			43	81	17:15			472	477			
05:30			57	89	17:30			489	453			
05:45			82	225	17:45	591		486	1893	413	1843	3736
06:00			77	139	18:00			434	416			
06:15			106	177	18:15			462	419			
06:30			139	216	18:30			408	403			
06:45			204	526	18:45	1296		416	1720	395	1633	3353
07:00			158	290	19:00			395	369			
07:15			207	331	19:15			389	342			
07:30			245	376	19:30			357	336			
07:45			334	944	19:45	1380	2324	360	1501	315	1362	2863
08:00			314	323	20:00			336	333			
08:15			325	306	20:15			312	291			
08:30			297	339	20:30			286	288			
08:45			298	1234	20:45	369	1337	265	1199	286	1198	2397
09:00			253	321	21:00			282	264			
09:15			259	302	21:15			267	229			
09:30			273	304	21:30			238	245			
09:45			298	1083	21:45	289	1216	207	994	199	937	1931
10:00			299	311	22:00			169	184			
10:15			297	295	22:15			168	160			
10:30			294	292	22:30			146	142			
10:45			313	1203	22:45	295	1193	126	609	119	605	1214
11:00			341	315	23:00			93	114			
11:15			321	314	23:15			96	88			
11:30			311	320	23:30			69	83			
11:45			344	1317	23:45	339	1288	61	319	70	355	674
Total Vol.			7008	8000	15008			16178	15741			31919
								NB	SB	EB	WB	Total
Daily Totals :								0	0	23,186	23,741	46,927
Split %	AM			PM								
	46.7%	53.3%	32.0%				50.7%	49.3%	68.0%			
AM				PM								
Peak Hr.	11:45	07:15	11:45	Peak Hr.			17:00	16:30	17:00			
Volume	1395	1413	2794	Volume			1893	1889	3736			
P.H.F.	0.971	0.922	0.963	P.H.F.			0.968	0.945	0.984			
7 - 9 Vol.	2178	2717	4895	4 - 6 Vol.			3625	3601	7226			
Peak Hr.	07:45	07:15	07:45	Peak Hr.			17:00	16:30	17:00			
Volume	1270	1413	2621	Volume			1893	1889	3736			
P.H.F.	0.951	0.922	0.914	P.H.F.			0.968	0.945	0.984			

Prepared by NDS/ATD

Volumes for: Midweek April 2010				City: Chula Vista		Daily Totals				Total
Location: Palm Ave E/o Dennerly Rd				Project: 10-4120-011		NB	SB	EB	WB	
						0	0	6,907	7,327	14,234

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			19	14	12:00			88	94			
00:15			17	7	12:15			90	88			
00:30			11	6	12:30			107	106			
00:45			12	59	4	31	90	126	414	797		
01:00			6	5	13:00			97	100			
01:15			5	3	13:15			91	87			
01:30			7	3	13:30			93	103			
01:45			9	27	2	13	40	102	392	767		
02:00			7	3	14:00			98	98			
02:15			5	1	14:15			102	90			
02:30			6	3	14:30			103	145			
02:45			2	20	2	9	29	107	410	111	444	854
03:00			2	8	15:00			134	84			
03:15			3	6	15:15			174	95			
03:30			4	5	15:30			130	168			
03:45			3	12	8	27	39	147	585	173	520	1105
04:00			4	11	16:00			144	121			
04:15			5	15	16:15			155	134			
04:30			4	17	16:30			135	134			
04:45			5	18	31	74	92	142	576	129	518	1094
05:00			6	45	17:00			148	123			
05:15			6	45	17:15			145	151			
05:30			10	57	17:30			152	133			
05:45			13	35	69	216	251	159	604	122	529	1133
06:00			18	84	18:00			139	110			
06:15			31	93	18:15			141	121			
06:30			38	111	18:30			135	104			
06:45			42	129	138	426	555	137	552	101	436	988
07:00			43	156	19:00			127	93			
07:15			57	156	19:15			113	83			
07:30			108	163	19:30			111	83			
07:45			129	337	157	632	969	119	470	71	330	800
08:00			108	132	20:00			110	66			
08:15			114	128	20:15			107	56			
08:30			135	161	20:30			99	61			
08:45			124	481	197	618	1099	87	403	50	233	636
09:00			61	173	21:00			95	45			
09:15			70	101	21:15			85	39			
09:30			56	102	21:30			84	37			
09:45			53	240	74	450	690	64	328	40	161	489
10:00			52	80	22:00			62	29			
10:15			63	81	22:15			58	36			
10:30			57	82	22:30			57	28			
10:45			56	228	75	318	546	52	229	21	114	343
11:00			68	85	23:00			34	21			
11:15			74	91	23:15			30	16			
11:30			77	95	23:30			29	15			
11:45			69	288	86	357	645	25	118	13	65	183

Total Vol.			1874	3171	5045			5033	4156	9189
-------------------	--	--	-------------	-------------	-------------	--	--	-------------	-------------	-------------

						Daily Totals :	NB	SB	EB	WB	Total
							0	0	6,907	7,327	14,234

Split %	AM			PM			
	37.1%	62.9%	35.4%		54.8%	45.2%	64.6%

AM	Peak Hr.	07:45	08:15	08:00	PM	Peak Hr.	17:00	15:30	15:30
	Volume	486	659	1099		Volume	604	596	1172
	P.H.F.	0.900	0.836	0.856		P.H.F.	0.950	0.861	0.916
7 - 9 Vol.		818	1250	2068	4 - 6 Vol.		1180	1047	2227
	Peak Hr.	07:45	07:00	08:00		Peak Hr.	17:00	16:30	17:00
	Volume	486	632	1099		Volume	604	537	1133
	P.H.F.	0.900	0.969	0.856		P.H.F.	0.950	0.889	0.957

Field Data Services of Arizona, Inc.
(520) 316-8745

Volumes for: Thursday, October 14, 2010

City: San Diego

Project #: 10-1139-023

Location: Ocean View HHS Heavy Blvd. Otay Mesa Rd. & Del Sol Blvd.

AM Period	NB	SB	WB	WB	PM Period	NB	SB	WB	WB
06:00	6	8			06:00	56	32		
06:15	2	11			06:15	60	34		
06:30	2	2			06:30	42	43		
06:45	4	14	1	23	06:45	26	133	41	154
07:00	5	3			07:00	43	55		
07:15	6	3			07:15	48	32		
07:30	1	5			07:30	42	41		
07:45	6	12	1	12	07:45	53	186	46	174
08:00	2	1			08:00	65	42		
08:15	3	3			08:15	52	32		
08:30	4	2			08:30	50	97		
08:45	3	12	2	8	08:45	68	315	131	222
09:00	2	0			09:00	64	42		
09:15	0	1			09:15	67	53		
09:30	2	3			09:30	63	78		
09:45	6	4	2	6	09:45	73	237	71	243
10:00	6	2			10:00	96	74		
10:15	0	2			10:15	100	58		
10:30	7	3			10:30	86	60		
10:45	14	22	3	10	10:45	72	399	52	264
11:00	8	5			11:00	101	54		
11:15	7	21			11:15	124	44		
11:30	18	12			11:30	76	51		
11:45	14	40	13	41	11:45	92	335	69	212
12:00	12	13			12:00	75	59		
12:15	26	25			12:15	64	50		
12:30	22	34			12:30	56	53		
12:45	32	92	36	115	12:45	40	256	39	201
01:00	12	26			01:00	34	49		
01:15	44	35			01:15	44	32		
01:30	105	119			01:30	26	25		
01:45	120	313	152	306	01:45	36	150	14	140
02:00	60	140			02:00	29	22		
02:15	41	95			02:15	32	28		
02:30	55	79			02:30	22	21		
02:45	34	210	49	359	02:45	22	105	21	132
03:00	24	32			03:00	28	28		
03:15	36	25			03:15	23	22		
03:30	12	34			03:30	25	23		
03:45	28	115	24	120	03:45	12	82	12	92
04:00	22	23			04:00	29	20		
04:15	29	32			04:15	19	21		
04:30	34	34			04:30	21	9		
04:45	46	131	32	126	04:45	12	86	15	85
05:00	44	35			05:00	14	9		
05:15	44	40			05:15	12	11		
05:30	52	35			05:30	5	16		
05:45	45	188	58	168	05:45	12	42	6	42
Total Vol.	1100	1394		2554		2460	1922		4458

Daily Totals
NB SB WB
3626 1246 7012

Split %	AM			PM		
	45.4%	54.6%	36.4%	55.3%	44.7%	63.6%
Peak Hour	07:15	07:30	07:30	10:00	10:30	10:00
Volume	113	529	854	295	280	837
P.H.F.	0.18	0.38	0.73	0.90	0.74	0.95

Field Data Services of Arizona, Inc.
(602) 316-6745

Volumes for: Thursday, October 14, 2010

City: San Diego

Project #: 10-1135-003

Location: Calliente Ave. btwn. Clay Mesa Rd. & Airway Rd.

AM Period	NR	SB	EB	WB	PM Period	NR	SB	EB	WB
06:00	1	3			17:00	28	29		
06:15	0	4			18:15	27	18		
06:30	1	3			18:30	22	18		
06:45	0	2	15		18:45	21	27	102	200
07:00	0	0			19:00	22	37		
07:15	1	3			19:15	33	42		
07:30	1	2			19:30	36	45		
07:45	2	4	5	10	19:45	19	140	44	171
08:00	2	0			20:00	34	32		
08:15	1	0			20:15	40	38		
08:30	2	1			20:30	30	36		
08:45	0	5	1	2	20:45	51	177	54	160
09:00	3	2			20:00	54	44		
09:15	1	2			20:15	54	50		
09:30	1	3			20:30	50	62		
09:45	1	6	2	9	20:45	84	242	91	252
10:00	4	0			21:00	70	106		
10:15	1	0			21:15	126	72		
10:30	3	1			21:30	85	67		
10:45	4	12	4	5	21:45	59	182	50	305
11:00	7	3			22:00	46	58		
11:15	4	2			22:15	85	57		
11:30	21	7			22:30	84	63		
11:45	21	54	8	21	22:45	79	344	44	122
12:00	30	10			23:00	61	45		
12:15	27	7			23:15	41	44		
12:30	36	11			23:30	28	24		
12:45	25	115	15	41	23:45	41	182	28	141
13:00	39	75			24:00	26	18		
13:15	27	34			24:15	42	29		
13:30	69	66			24:30	27	70		
13:45	111	276	111	211	24:45	23	126	20	87
14:00	94	90			25:00	25	17		
14:15	75	50			25:15	10	8		
14:30	118	171			25:30	21	20		
14:45	151	445	137	424	25:45	13	77	10	55
15:00	68	38			26:00	13	14		
15:15	45	75			26:15	12	12		
15:30	16	20			26:30	13	14		
15:45	25	153	13	106	26:45	14	58	10	50
16:00	12	14			27:00	17	8		
16:15	24	29			27:15	15	9		
16:30	21	31			27:30	7	5		
16:45	35	92	35	127	27:45	7	11	1	25
17:00	30	34			28:00	12	3		
17:15	20	32			28:15	5	7		
17:30	38	75			28:30	8	1		
17:45	19	114	24	115	28:45	7	33	5	16
Total Vol.	1751	1180			2461	2000	1589		1589

Daily Totals			
NR	SB	EB	WB
3281	2759		
6050			

Split %	AM		PM		59.3%
	52.1%	47.9%	55.7%	44.3%	
Peak Hour	08:00	08:00	15:45	15:00	15:45
Volume	440	491	942	104	833
P.M.F.	0.70	0.72	0.79	0.79	0.68

Field Data Services of Arizona, Inc.
(520) 316 8745

Volumes for: Tuesday, October 19, 2010

City: San Diego

Project #: 10-1139-011

Location: Clay Valley Rd.-Heritage Rd. (I-15) Avenida de las Vistas & Main St.

AM Period	NB	SB	EB	WB	PM Period	NO	SB	LB	WB
00:00	2	5			01:00	84	73		
00:15		6			01:15	90	70		
00:30	13	5			01:30	79	79		
00:45	5	21	1	15	01:45	53	266	83	301
01:00	3	7			01:00	79	59		
01:15	1	1			01:15	74	63		
01:30	5	7			01:30	70	77		
01:45	0	10	1	11	01:45	67	293	71	273
02:00	2	2			02:00	75	45		
02:15	1	7			02:15	95	74		
02:30	4	5			02:30	79	77		
02:45	2	9	5	15	02:45	53	316	67	297
03:00	2	4			03:00	75	67		
03:15	5	3			03:15	72	76		
03:30	2	4			03:30	93	66		
03:45	3	12	2	13	03:45	81	328	73	306
04:00	4	3			04:00	105	90		
04:15	7	8			04:15	120	78		
04:30	14	4			04:30	107	63		
04:45	16	43	6	16	04:45	111	415	62	211
05:00	24	6			05:00	131	70		
05:15	17	15			05:15	110	92		
05:30	27	28			05:30	82	66		
05:45	31	99	39	88	05:45	74	397	93	321
06:00	41	29			06:00	55	74		
06:15	53	44			06:15	59	53		
06:30	57	11			06:30	60	55		
06:45	66	157	78	192	06:45	75	219	51	236
07:00	108	55			07:00	26	50		
07:15	67	57			07:15	20	35		
07:30	52	103			07:30	19	30		
07:45	69	336	175	340	07:45	20	89	31	150
08:00	58	136			08:00	25	31		
08:15	57	71			08:15	21	24		
08:30	44	31			08:30	12	29		
08:45	52	212	36	373	08:45	23	81	35	122
09:00	57	67			09:00	21	29		
09:15	45	65			09:15	16	23		
09:30	48	69			09:30	10	23		
09:45	59	209	73	114	09:45	11	54	20	95
10:00	50	71			10:00	15	15		
10:15	46	60			10:15	11	19		
10:30	63	51			10:30	10	10		
10:45	77	278	58	243	10:45	2	18	12	56
11:00	69	58			11:00	5	8		
11:15	60	67			11:15	7	10		
11:30	61	63			11:30	6	8		
11:45	69	239	51	216	11:45	3	31	4	30
Total Vol.	1725	1865			3590	2587	2495		5082

Daily Totals

	NB	SB	EB	WB	Cumulative
AM	4312	4360			8672
PM	5095	4916			5082
Split %	48.1%	51.9%			41.4%
Peak Hour	06:45	07:30			06:30
Volume	171	425			765
P.H.F.	0.66	0.85			0.95

Volumes for: Thursday, May 31, 2007 City: San Diego Project #: 07-4106-007
 Location: Beyer Blvd P Smythe Ave to Collierwood Rd

AM Period	NS	SB	WB	PM Period	NS	SB	WB	
06:00	11	8		11:00	81	63		
06:15	13	10		11:15	78	58		
06:30	9	8		11:30	66	73		
06:45	27	46	33	11:45	71	100	71	
07:00	11	11		12:00	86	72		
07:15	13	8		12:15	83	65		
07:30	20	8		12:30	82	57		
07:45	11	45	9	12:45	78	239	121	
08:00	9	8		13:00	73	58		
08:15	11	8		13:15	70	51		
08:30	13	7		13:30	87	63		
08:45	8	38	7	13:45	76	261	124	
09:00	14	4		14:00	80	83		
09:15	13	5		14:15	86	81		
09:30	12	6		14:30	95	57		
09:45	30	49	3	14:45	76	242	236	
09:00	18	8		15:00	109	77		
09:15	18	8		15:15	103	80		
09:30	21	9		15:30	112	77		
09:45	17	72	8	15:45	116	421	200	
10:00	26	16		16:00	74	68		
10:15	38	17		16:15	80	70		
10:30	40	16		16:30	85	73		
10:45	38	144	18	16:45	77	316	281	
11:00	40	21		17:00	70	61		
11:15	62	30		17:15	85	78		
11:30	76	43		17:30	72	66		
11:45	77	225	43	17:45	77	282	81	
12:00	55	85		18:00	59	48		
12:15	88	86		18:15	52	66		
12:30	110	80		18:30	72	86		
12:45	101	414	80	18:45	75	258	231	
13:00	104	82		19:00	69	64		
13:15	121	103		19:15	40	30		
13:30	115	109		19:30	34	27		
13:45	130	467	70	19:45	30	152	129	
14:00	107	80		20:00	29	22		
14:15	104	76		20:15	28	23		
14:30	110	73		20:30	27	28		
14:45	74	292	41	20:45	32	218	22	
15:00	78	69		21:00	13	17		
15:15	80	73		21:15	14	15		
15:30	77	76		21:30	17	13		
15:45	80	216	38	21:45	18	62	80	
16:00	82	68		22:00	14	20		
16:15	93	71		22:15	19	20		
16:30	83	73		22:30	14	9		
16:45	88	347	87	22:45	12	81	39	
Total Vol.		2855	1945	4595		2958	2498	5456
		AM				PM		
Split %		57.8%	42.2%			54.2%	45.8%	
Peak Hour		08:15	07:45	08:15		16:00	15:00	16:00
Volume P.M.P.		473	374	843		401	338	739
		0.91	0.86	0.94		0.83	0.85	0.90

	NS	SB	WB	Combined
Daily Totals	2958	2498	5456	
	1511	4120	10046	
	54.2%	45.8%	54.3%	

SOURCE: SAN YSIDRO MOBILITY STRATEGY JANUARY 2006 APPENDIX C.

Field Data Services of Arizona, Inc.
(520) 816-8745

Volumes for: Tuesday, October 19, 2011

City: San Diego

Project #: 13-1139-013

Location: Heritage Rd. btwn. S. Kersky St. & Clay Mesa Rd.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	Wk
06:05	1	2			12:00	82	79			
06:15	1	2			12:15	107	94			
06:30	14	3			12:30	115	111			
06:45	7	18	1	5	12:45	95	394	34	300	771
07:00	3	4			1:00	86	110			
07:15	3	1			1:15	78	84			
07:30	4	1			1:30	81	83			
07:45	3	10	1	5	1:45	91	336	37	384	720
08:00	2	1			2:00	97	94			
08:15	2	2			2:15	98	90			
08:30	1	8			2:30	87	86			
08:45	1	6	6	17	2:45	92	371	83	316	720
09:00	0	5			3:00	75	97			
09:15	6	4			3:15	94	75			
09:30	1	7			3:30	79	37			
09:45	3	7	1	15	3:45	96	341	30	349	673
10:00	5	1			4:00	115	72			
10:15	5	2			4:15	104	91			
10:30	5	1			4:30	118	90			
10:45	5	23	1	9	4:45	90	430	62	339	768
11:00	7	1			5:00	109	147			
11:15	3	19			5:15	84	35			
11:30	15	21			5:30	64	76			
11:45	17	47	75	50	5:45	39	395	68	386	652
12:00	11	18			6:00	41	61			
12:15	25	33			6:15	51	37			
12:30	31	38			6:30	35	23			
12:45	39	113	38	127	6:45	26	153	21	146	795
01:00	53	55			7:00	15	19			
01:15	39	64			7:15	23	8			
01:30	41	56			7:30	19	24			
01:45	49	107	23	106	7:45	12	61	3	59	120
02:00	53	96			8:00	26	9			
02:15	52	56			8:15	3	7			
02:30	43	57			8:30	7	7			
02:45	49	247	79	313	8:45	23	60	9	41	26
03:00	67	96			9:00	13	8			
03:15	61	96			9:15	5	19			
03:30	49	64			9:30	5	5			
03:45	80	258	92	349	9:45	8	32	5	33	65
04:00	101	85			10:00	15	7			
04:15	86	87			10:15	9	1			
04:30	81	94			10:30	8	7			
04:45	104	377	83	344	10:45	5	37	4	15	52
05:00	78	84			11:00	6	10			
05:15	90	109			11:15	8	2			
05:30	75	100			11:30	5	4			
05:45	122	365	71	359	11:45	2	13	4	11	21
Total Vol.	1185	2609			3594	2525	2478			5013

Daily Totals		
NB	SB	Wk
4220	4387	8607

Split %	AM		PM		Wk
	46.9%	55.7%	50.6%	49.4%	
Peak Hour	11:45	12:45	11:45	11:30	16:15
Volume	121	373	778	116	815
P.H.F.	0.36	0.60	0.85	0.71	0.62

Field Data Services of Arizona, Inc.
(520) 316-6745

Volumes for: Wednesday, October 27, 2010

City: San Diego

Project #: JC 1130 015

Location: Cactus Rd. btwn. Otay Mesa Rd. & Airway Rd.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
05:00	5	1			12:00	51	59		
05:15	5	6			12:15	53	54		
05:30	6	5			12:30	49	57		
05:45	6	20	1	15	12:45	52	201	60	210
06:00	2	0			13:00	41	50		
06:15	3	2			13:15	44	61		
06:30	5	5			13:30	44	62		
06:45	1	11	2	5	13:45	60	188	77	305
07:00	2	7			14:00	54	64		
07:15	3	9			14:15	29	50		
07:30	7	1			14:30	28	60		
07:45	6	8	11	23	14:45	59	240	47	271
08:00	11	15			15:00	77	67		
08:15	7	5			15:15	67	30		
08:30	11	5			15:30	81	45		
08:45	4	33	4	30	15:45	66	291	47	185
09:00	6	4			16:00	94	46		
09:15	2	7			16:15	50	36		
09:30	0	11			16:30	51	43		
09:45	10	39	15	38	16:45	55	260	52	153
10:00	7	19			17:00	85	41		
10:15	0	25			17:15	83	40		
10:30	6	15			17:30	37	42		
10:45	19	25	54	143	17:45	55	232	40	156
11:00	11	19			18:00	50	26		
11:15	20	20			18:15	30	32		
11:30	23	35			18:30	33	71		
11:45	15	74	59	141	18:45	31	153	20	101
12:00	17	37			19:00	15	23		
12:15	24	27			19:15	29	24		
12:30	26	48			19:30	11	16		
12:45	17	54	52	126	19:45	10	65	3	66
13:00	21	47			20:00	5	13		
13:15	27	46			20:15	10	5		
13:30	21	30			20:30	18	14		
13:45	29	100	62	193	20:45	11	47	7	39
14:00	26	68			21:00	13	23		
14:15	37	59			21:15	16	11		
14:30	56	42			21:30	20	10		
14:45	43	164	50	234	21:45	13	65	17	65
15:00	35	61			22:00	24	7		
15:15	28	44			22:15	14	5		
15:30	15	49			22:30	11	12		
15:45	36	153	56	190	22:45	15	19	0	37
16:00	20	44			23:00	16	17		
16:15	47	46			23:15	4	13		
16:30	45	35			23:30	29	18		
16:45	42	189	13	172	23:45	13	15	22	66
Total Vol.	889	1322			2211	1879	1513		3392

Daily Totals				
NE	SB	EB	WB	Combined
2791	2025			5603

Split %	AM		PM		60.5%
	40.2%	59.8%	55.4%	44.6%	
Peak Hour	11:45	09:45	11:30	13:45	14:30
Volume	201	215	396	208	505
P.H.F.	0.90	1.87	0.83	0.92	0.80

Field Data Services of Arizona, Inc.
(520) 316-8745

Volume for Tuesday, December 15, 2009

City: San Diego

Project #: 09 5169 014

Location: Britannia Blvd. btwn. Otay Mesa Rd. (SR-906) & Airway Rd.

AM Period	MB	SB	ED	WB	PM Period	MB	SB	ED	WB
06:00	17	8			12:00	39	33		
06:15	8	7			12:15	35	30		
06:30	7	11			12:30	44	32		
06:45	5	12	10	36	12:45	42	160	28	173
<hr/>									
07:00	4	8			13:00	45	24		
07:15	5	7			13:15	29	41		
07:30	9	3			13:30	24	42		
07:45	5	28	5	25	13:45	39	136	58	165
<hr/>									
08:00	3	1			14:00	29	48		
08:15	5	3			14:15	65	43		
08:30	4	3			14:30	69	50		
08:45	5	21	3	15	14:45	75	238	52	193
<hr/>									
09:00	7	8			15:00	87	43		
09:15	4	3			15:15	88	58		
09:30	4	7			15:30	88	63		
09:45	5	24	4	24	15:45	78	333	66	234
<hr/>									
10:00	2	8			16:00	98	65		
10:15	5	11			16:15	99	56		
10:30	5	14			16:30	133	54		
10:45	3	28	15	48	16:45	132	400	49	223
<hr/>									
11:00	11	12			17:00	98	50		
11:15	14	18			17:15	99	51		
11:30	15	23			17:30	91	46		
11:45	21	61	25	76	17:45	95	178	50	199
<hr/>									
12:00	15	24			18:00	87	54		
12:15	14	42			18:15	74	35		
12:30	18	42			18:30	79	53		
12:45	21	69	56	166	18:45	54	209	37	153
<hr/>									
13:00	25	71			19:00	42	28		
13:15	39	72			19:15	54	24		
13:30	48	110			19:30	31	21		
13:45	37	145	91	344	19:45	18	138	14	87
<hr/>									
14:00	36	87			20:00	13	14		
14:15	33	69			20:15	17	14		
14:30	35	66			20:30	11	12		
14:45	31	136	82	341	20:45	10	49	13	48
<hr/>									
15:00	21	75			21:00	14	12		
15:15	29	63			21:15	13	11		
15:30	26	65			21:30	8	8		
15:45	34	110	54	257	21:45	7	44	7	38
<hr/>									
16:00	41	45			22:00	5	8		
16:15	42	44			22:15	4	5		
16:30	39	44			22:30	8	7		
16:45	35	157	42	172	22:45	5	22	4	24
<hr/>									
17:00	54	28			23:00	7	8		
17:15	47	24			23:15	3	11		
17:30	45	36			23:30	4	8		
17:45	52	113	30	118	23:45	2	3	7	34

Total Vol.	3029	1636			2645		2194	1528			3722
<hr/>											
						Daily Totals					
						MB	SB	ED	WB	Combined	
						3292	3264			6366	
<hr/>											
Split %	38.1%	51.9%			41.5%		58.9%	41.1%			58.5%
<hr/>											
Peak Hour	11:30	07:30			07:30		16:00	15:15			16:00
Volume	158	500			531		400	254			654
P.H.F.	0.52	3.06			2.04		2.67	1.66			1.96

Field Data Services of Arizona, Inc
 (520) 318-6746

Volumes for: Wednesday, October 27, 2010

City: San Diego

Project #: 10-1135-001

Location: La Media Rd btwn. Otay Mesa Rd. & Windsock

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	14	3			12:00	55	41		
00:15	1	5			12:15	45	40		
00:30	13	7			12:30	50	44		
00:45	7	35	3	18	12:45	54	214	17	172
01:00	0	7			13:00	45	37		
01:15	8	2			13:15	90	42		
01:30	5	3			13:30	53	46		
01:45	3	16	0	7	13:45	74	252	55	190
02:00	2	3			14:00	66	49		
02:15	5	0			14:15	74	51		
02:30	3	5			14:30	65	54		
02:45	2	12	7	15	14:45	52	261	41	135
03:00	9	3			15:00	47	54		
03:15	9	4			15:15	73	43		
03:30	7	9			15:30	54	65		
03:45	5	25	4	20	15:45	45	219	48	210
04:00	8	11			16:00	32	64		
04:15	9	18			16:15	62	31		
04:30	10	7			16:30	44	52		
04:45	11	35	11	17	16:45	60	197	51	208
05:00	14	0			17:00	43	61		
05:15	8	9			17:15	47	47		
05:30	6	16			17:30	59	47		
05:45	10	36	6	39	17:45	47	206	41	204
06:00	7	2			18:00	43	47		
06:15	11	11			18:15	39	30		
06:30	15	17			18:30	29	26		
06:45	20	63	9	35	18:45	22	133	34	137
07:00	20	12			19:00	44	24		
07:15	24	7			19:15	27	29		
07:30	37	21			19:30	8	13		
07:45	67	126	19	80	19:45	27	106	10	166
08:00	44	57			20:00	18	15		
08:15	55	34			20:15	19	10		
08:30	40	33			20:30	14	14		
08:45	50	162	44	149	20:45	8	59	8	46
09:00	57	36			21:00	11	10		
09:15	74	25			21:15	15	14		
09:30	79	60			21:30	15	10		
09:45	54	263	50	174	21:45	9	50	4	37
10:00	63	41			22:00	10	5		
10:15	59	53			22:15	7	12		
10:30	55	48			22:30	13	10		
10:45	58	235	40	181	22:45	5	35	10	37
11:00	45	44			23:00	8	11		
11:15	53	47			23:15	14	6		
11:30	38	24			23:30	4	5		
11:45	54	167	25	156	23:45	4	35	8	31
Total Vol.	1343	895			2142	1767	1535		3302

Daily Totals		EB	WB	Combined
NB	SB			5444
810	2430			

Split %	AM			PM		
	SB 05%	EB 12%	WB 39.3%	SB 53.5%	EB 46.5%	WB 60.7%
Peak Hour	08:45	08:30	09:30	11:45	11:30	12:45
Volume	769	204	458	183	270	490
P.H.F.	0.07	0.15	0.02	0.05	0.07	0.05

F.A.B. Data Services of Arizona, Inc
 1520 316-6745

62

Volumes for: Tuesday, December 15, 2009

City: San Diego

Project #: 05-5169-016

Location: La Media Rd. btwn. Dttay Mesa Rd. (SR-905) & Airway Rd.

AM Period	VB	SB	EB	WB	PM Period	VB	SB	EB	WB		
06:00	8	8			17:00	106	117				
06:15	16	14			17:15	97	122				
06:30	13	13			17:30	77	127				
06:45	3	40	11	45	66	17	121	121	123	486	587
07:00	6	19			18:00	92	145				
07:15	6	19			18:15	39	130				
07:30	12	13			18:30	111	111				
07:45	9	34	25	78	112	13	92	122	507	901	
08:00	5	60			19:00	92	116				
08:15	21	85			19:15	84	160				
08:30	27	49			19:30	112	126				
08:45	14	70	25	219	269	1445	130	418	85	496	914
09:00	81	14			19:00	128	105				
09:15	7	13			19:15	112	118				
09:30	16	19			19:30	101	98				
09:45	25	81	26	72	153	1545	128	464	150	451	920
10:00	32	17			16:00	73	98				
10:15	20	19			16:15	110	113				
10:30	39	20			16:30	101	111				
10:45	49	130	38	96	216	1545	135	417	64	391	810
11:00	24	44			17:00	92	95				
11:15	37	62			17:15	82	85				
11:30	22	45			17:30	97	68				
11:45	30	113	58	704	473	2745	75	316	71	322	668
12:00	13	76			18:00	77	77				
12:15	37	47			18:15	68	86				
12:30	30	71			18:30	62	92				
12:45	20	125	72	269	334	1845	55	259	58	376	577
13:00	46	81			19:00	56	46				
13:15	17	112			19:15	37	37				
13:30	42	178			19:30	23	50				
13:45	44	161	131	503	664	1945	49	160	22	168	328
14:00	51	111			20:00	45	29				
14:15	57	115			20:15	23	47				
14:30	45	95			20:30	39	21				
14:45	47	200	92	414	612	2845	28	132	31	113	245
15:00	67	116			21:00	24	26				
15:15	76	128			21:15	24	24				
15:30	84	130			21:30	20	24				
15:45	76	305	117	507	808	2145	23	71	25	100	191
16:00	72	158			22:00	14	11				
16:15	109	109			22:15	21	15				
16:30	103	164			22:30	22	8				
16:45	101	385	114	313	936	2245	31	58	17	52	140
17:00	101	121			23:00	17	10				
17:15	122	157			23:15	6	18				
17:30	146	161			23:30	6	1				
17:45	104	474	98	587	1066	2345	13	47	6	17	81
Total Vol.	2117	2529			5646		3224	2441			6665
							VB	SB	EB	WB	Combined
							5461	6970			12311
Split %	37.5%	61.5%			45.9%		48.4%	51.6%			54.1%
Peak Hour	11:15	10:45			10:45		10:30	10:45			10:15
Volume	476	605			1073		441	521			939
P.H.F.	0.52	0.8			0.03		0.53	0.75			0.99

Volumes for: Thursday, October 26, 2010

City: San Diego

Project #: 10-1139-017

Location: La Media Rd. b/w/n. Airway Rd. & Siempre Viva Rd.

AM Period	NB	SB	CB	WB	PM Period	NB	SB	CB	WB	
02:00	17	16			17:00	81	95			
02:15	11	10			17:15	77	97			
02:30	17	4			17:30	74	83			
02:45	11	24	7	89	17:45	80	317	99	315	527
03:00	9	7			17:00	62	99			
03:15	12	5			17:15	81	79			
03:30	7	11			17:30	67	65			
03:45	7	35	3	21	17:45	127	337	69	302	639
04:00	9	7			18:00	102	77			
04:15	13	7			18:15	80	73			
04:30	4	6			18:30	72	79			
04:45	13	33	12	22	18:45	68	122	82	396	626
05:00	15	10			19:00	112	52			
05:15	11	17			19:15	82	79			
05:30	18	10			19:30	67	75			
05:45	27	71	6	38	19:45	108	385	67	704	688
06:00	14	6			20:00	97	63			
06:15	34	12			20:15	93	67			
06:30	10	18			20:30	85	91			
06:45	27	80	18	54	20:45	121	401	48	299	700
07:00	33	19			21:00	126	42			
07:15	15	18			21:15	89	91			
07:30	23	30			21:30	63	85			
07:45	14	65	41	103	21:45	74	243	56	274	617
08:00	10	42			22:00	51	50			
08:15	40	54			22:15	68	64			
08:30	40	46			22:30	53	33			
08:45	37	143	38	179	22:45	38	210	48	194	404
09:00	26	67			23:00	32	27			
09:15	22	79			23:15	31	48			
09:30	48	95			23:30	37	16			
09:45	43	147	91	327	23:45	42	143	22	113	296
10:00	24	132			24:00	19	13			
10:15	76	77			24:15	24	14			
10:30	63	76			24:30	24	11			
10:45	56	249	112	167	24:45	15	107	13	51	153
11:00	67	113			25:00	25	15			
11:15	57	109			25:15	20	13			
11:30	68	100			25:30	13	7			
11:45	69	257	84	407	25:45	26	70	72	38	148
12:00	118	57			26:00	9	8			
12:15	75	74			26:15	8	6			
12:30	61	62			26:30	8	15			
12:45	51	305	35	283	26:45	5	34	7	38	74
13:00	70	67			27:00	10	3			
13:15	79	99			27:15	11	18			
13:30	126	46			27:30	14	17			
13:45	65	351	70	287	27:45	18	53	4	27	90
Total Vol.	1039	2120		3937		2732	2240		5022	
								Daily Totals		
						98	58	CB	WB	Combined
						4541	4416			8959
Split %	45.9%	51.1%		43.9%		54.4%	45.6%			56.1%
Peak Hour	11:00	08:45		08:45		26:15	17:15			15:45
Volume	351	431		675		475	347			710
P.P.F.	0.72	0.98		0.98		0.67	0.85			0.92

Transportation Studies, Inc.
 1557 Reynolds Avenue, Suite 105
 Irvine, CA 92614

Site: 0147 MESA
 Date: 1/29/05

Location Segment Class Direction	DENSITY ROAD				89				Observed	Dry	Weather	
	AM	PM	AM	PM	AM	PM	AM	PM				
12:00	36	37	248	1,247	1	37	164	874	37	105	395	1,651
12:15	34		247		1		154		49		461	
12:30	23		220		7		165		28		161	
12:45	13		212		14		160		29		457	
01:00	7	45	218	1,258	12	35	128	792	11	92	614	1,651
01:15	14		255		7		154		30		525	
01:30	17		253		12		142		24		402	
01:45	13		224		4		170		15		422	
02:00	22	40	214	1,255	7	19	11	815	15	35	473	1,070
02:15	12		147		10		142		27		261	
02:30	11		187		2		176		12		114	
02:45	4		170		2		165		7		454	
03:00	7	25	262	1,279	1	12	151	825		15	417	1,695
03:15	4		255		6		191		3		497	
03:30	1		245		2		154		1		412	
03:45	10		304		5		156		12		600	
04:00	9	61	302	1,253	5	45	72	547	14	101	452	1,534
04:15	7		146		3		160		12		514	
04:30	12		121		13		175		25		494	
04:45	12		270		20		164		21		574	
05:00	23	214	286	1,302	14	93	72	725	17	207	438	1,782
05:15	47		274		11		171		15		455	
05:30	57		244		24		188		15		452	
05:45	36		252		24		138		20		440	
06:00	98	473	292	1,183	52	204	132	543	158	542	444	1,353
06:15	122		317		45		176		41		433	
06:30	127		291		42		191		119		462	
06:45	126		290		70		164		138		454	
07:00	112	358	324	799	54	321	221	661	128	519	521	1,552
07:15	144		320		74		147		228		365	
07:30	152		248		81		172		275		421	
07:45	166		207		100		147		218		350	
08:00	134	634	344	302	134	397	143	517	240	1,091	382	1,322
08:15	158		174		79		134		264		304	
08:30	150		205		87		124		277		321	
08:45	154		176		97		126		256		302	
09:00	161	682	168	761	100	444	98	594	267	1,125	266	1,180
09:15	170		217		101		90		271		357	
09:30	143		151		122		164		305		252	
09:45	168		190		121		112		289		372	
10:00	144	796	224	463	115	443	75	215	297	1,219	209	629
10:15	155		120		112		41		301		176	
10:30	197		114		113		41		315		163	
10:45	222		94		100		34		329		127	
11:00	74	870	75	212	122	498	31	35	356	1,928	101	209
11:15	138		52		126		25		314		97	
11:30	120		62		116		26		352		68	
11:45	212		47		134		22		365		55	
Total	465		10,890		2,207		2,514		2,247		7,194	
Std. Dev.	61.7		97.1		21.5		26.9					
1st Peak	1:00		1,027		1,862		2,444					
2nd Peak	1:15		1,127		1,617		2,017					
Peak 1st	1:00		3,145		1,207		3,063		1,100		3,141	
Peak 2nd	1:15		1,251		698		751		1,338		1,932	
Peak 3rd	1:30		2,091		2,591		2,091		3,021		3,021	

TRANSPORTATION STUDIES, INC.
 1510 BELMONT AVENUE, FLOOR 1111
 DALLAS, TEXAS 75203

16

Time/Day	DEER CREEK ROAD												Lane	Width	Ramp	Grade
	SOUTH SIDE															
	URBAN SYSTEMS															
	NB			SB			Control			Signal						
Sec.	AVC	2nd	3rd	AVC	1st	2nd	AVC	2nd	3rd	AVC	2nd	3rd				
07:00	6	15	52	257	7	17	35	361	8	47	137	568				
07:15	9		67		8		70		15		128					
07:30	1		25		4		14		-4		137					
07:45	5		76		2		18		3		144					
08:00	8	1	24	251	5	15	54	347	11	34	158	602				
08:15	5		8		5		72		10		164					
08:30			94		2		24		4		148					
08:45	3		96		2		57		3		169					
09:00	6	1	39	251	1	3	35	173	7	14	52	588				
09:15	2		74		6		90		7		114					
09:30	1		78		2		79		2		137					
09:45	1		126		8		89		1		156					
10:00	1	11	61	433	2	3	40	232	5	26	61	759				
10:15	2		90		1		33		2		138					
10:30	1		108		2		52		1		150					
10:45	3		145		16		82		15		278					
11:00	7	14	170	496	6	41	76	288	4	51	128	684				
11:15	7		165		8		93		6		246					
11:30	5		39		12		115		17		307					
11:45	5		139		17		101		22		337					
12:00	7	24	87	433	21	17	37	331	28	166	184	756				
12:15	9		600		21		81		30		287					
12:30	1		124		25		77		42		201					
12:45	19		100		47		32		66		184					
13:00	6	17	158	431	65	285	76	315	79	437	178	751				
13:15	25		128		36		60		111		218					
13:30	26		170		61		91		47		359					
13:45	50		95		76		64		125		151					
14:00	35	205	26	338	56	414	37	218	124	529	133	557				
14:15	41		95		38		48		129		145					
14:30	55		65		124		57		162		133					
14:45	64		81		126		71		154		138					
15:00	102	775	89	250	72	397	79	722	124	672	189	472				
15:15	95		55		51		55		159		121					
15:30	94		57		53		57		162		116					
15:45	84		56		63		46		147		96					
16:00	97	322	54	196	64	225	25	97	156	615	82	293				
16:15	74		64		50		28		144		92					
16:30	87		44		56		21		151		65					
16:45	80		36		72		23		132		74					
17:00	74	285	49	108	75	502	27	15	151	577	57	180				
17:15	65		28		74		23		147		49					
17:30	78		18		75		18		155		78					
17:45	77		34		72		17		150		85					
18:00	76	278	16	58	69	264	14	42	139	472	32	189				
18:15	76		33		61		17		131		32					
18:30	60		11		73		11		112		27					
18:45	48		9		72		7		120		11					
Totals	1828		1795		2761		2891		3728		6193					
AVG	64.8		51.1		26.3		43.9		132.8		227.0					
DDT - hours		5.245			4.866				15.170							
DDT - sec		1.3			142											
Vol - cars	6890		9735		17992		21113		37762		62148					
Vol - sec	175		232		474		295		1.7		857					
Travel	0.14		0.16		0.15		0.18		0.19		0.27					

Volumes for: Wednesday, April 22, 2009					City: Otay Mesa		Daily Totals				Total
Location: Old Otay Mesa Rd btwn Otay Mesa Rd & Airway Rd					Project: 09-4162-026		NB	SB	EB	WB	Total
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	1	2			12:00	2	16				
00:15	0	4			12:15	5	18				
00:30	0	2			12:30	8	13				
00:45	0	1	3	11	12	12:45	5	20	21	68	88
01:00	0	0			13:00	2	19				
01:15	0	1			13:15	4	19				
01:30	1	0			13:30	8	26				
01:45	0	1	0	1	2	13:45	3	17	21	85	102
02:00	0	1			14:00	3	25				
02:15	0	4			14:15	5	17				
02:30	1	2			14:30	9	18				
02:45	0	1	1	8	9	14:45	5	22	22	82	104
03:00	0	0			15:00	3	30				
03:15	0	0			15:15	6	37				
03:30	1	1			15:30	4	45				
03:45	0	1	1	2	3	15:45	7	20	68	180	200
04:00	0	0			16:00	8	48				
04:15	0	2			16:15	7	25				
04:30	1	0			16:30	5	33				
04:45	3	4	1	3	7	16:45	7	27	35	141	168
05:00	1	4			17:00	7	44				
05:15	1	3			17:15	8	42				
05:30	5	3			17:30	7	30				
05:45	1	8	5	15	23	17:45	5	27	41	157	184
06:00	0	4			18:00	6	31				
06:15	1	3			18:15	4	29				
06:30	2	8			18:30	3	19				
06:45	2	5	16	31	36	18:45	8	21	25	104	125
07:00	1	15			19:00	1	23				
07:15	4	30			19:15	4	21				
07:30	10	46			19:30	2	19				
07:45	7	22	59	150	172	19:45	7	14	18	81	95
08:00	2	72			20:00	2	19				
08:15	6	91			20:15	0	14				
08:30	13	117			20:30	5	21				
08:45	7	28	66	346	374	20:45	1	8	16	70	78
09:00	5	28			21:00	4	9				
09:15	4	29			21:15	8	12				
09:30	9	14			21:30	4	15				
09:45	5	23	11	82	105	21:45	4	20	12	48	68
10:00	2	14			22:00	5	7				
10:15	11	10			22:15	2	8				
10:30	2	15			22:30	1	13				
10:45	2	17	16	55	72	22:45	0	8	10	38	46
11:00	6	17			23:00	1	9				
11:15	4	11			23:15	1	6				
11:30	4	13			23:30	2	6				
11:45	5	19	12	53	72	23:45	1	5	3	24	29
Total Vol.	130	757	887			209	1078			1287	
Daily Totals :						NB	SB	EB	WB	Total	
						339	1,835	0	0	2,174	
Split %						AM	PM				
						14.7%	85.3%	40.8%	16.2%	83.8%	59.2%
AM						PM					
Peak Hr.						08:15	08:00	08:00	16:45	15:15	15:15
Volume						31	346	374	29	158	223
P.H.F.						0.596	0.739	0.719	0.906	0.728	0.743
7 - 9 Vol.						50	496	546	54	298	352
Peak Hr.						07:45	08:00	08:00	16:45	17:00	17:00
Volume						28	346	374	29	157	184
P.H.F.						0.538	0.739	0.719	0.906	0.892	0.902

EXISTING FREEWAY VOLUMES

1/3
CT

District	Route	Rte Suf	County	Pre	Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
04	505		SOL	R	0	VACAVILLE, JCT. RTE. 80				3,000	37,500	33,500
04	505		SOL	R	1.45	VACA VALLEY PARKWAY	3,000	37,500	33,500	2,550	32,000	28,500
04	505		SOL	R	3.075	MIDWAY RD INTERCHANGE	2,550	32,000	28,500	2,150	26,500	24,000
04	505		SOL	R	5.586	ALLENDALE RD INTERCHANGE	2,150	26,500	24,000	2,300	26,000	22,800
04	505		SOL	R	10.626	SOLANO/YOLO COUNTY LINE	2,300	26,000	22,800			
03	505		YOL		0	SOLANO/YOLO COUNTY LINE				2,350	26,000	22,800
03	505		YOL		0.396	JCT. RTE. 128 WEST	2,350	26,000	22,800	2,250	23,500	18,600
03	505		YOL		4.026	COUNTY RD 29A INTERCHANGE	2,250	23,500	18,600	2,200	23,000	18,400
03	505		YOL		6.534	COUNTY RD 27 INTERCHANGE	2,200	23,000	18,400	1,950	21,200	18,100
03	505		YOL		10.623	JCT. RTE. 16	1,950	21,200	18,100	1,500	13,800	10,900
03	505		YOL		13.429	COUNTY RD 19 INTERCHANGE	1,500	13,800	10,900	1,950	13,800	11,800
03	505		YOL		17.447	COUNTY RD 14 INTERCHANGE	1,950	13,800	11,900	1,700	13,000	11,000
03	505		YOL		20.125	COUNTY RD 12A INTERCHANGE	1,700	13,000	11,000	1,550	13,000	11,000
03	505		YOL	R	22.356	JCT. RTE. 5	1,550	13,000	11,000			
10	580		SJ		4.344	JCT. RTE. 132 EAST				3,350	36,000	32,000
10	580		SJ		8.149	CORRAL HOLLOW RD INTERCHANGE	3,250	36,000	32,000	3,700	39,500	35,500
10	580		SJ		15.358	SAN JOAQUIN/LAMEDA CNTY LINE	1,850	21,000	17,700	1,850	21,000	17,700
10	580		SJ		15.34	SAN JOAQUIN/LAMEDA COUNTY LINE	1,850	21,000	17,700			
04	580		ALA		0.092	SAN JOAQUIN/LAMEDA CNTY LINE				2,200	24,900	21,000
04	580		ALA	R	1.476	GRANT LINE RD INTERCHANGE	9,300	144,000	135,000	9,300	144,000	135,000
04	580		ALA	R	5.968	NORTH FLYNN RD INTERCHANGE	4,700	72,000	68,000	4,700	72,000	68,000
04	580		ALA	R	8.265	LIVERMORE, GREENVILLE RD	9,200	143,000	134,000	9,200	142,000	133,000
04	580		ALA		9.683	VASCO RD INTERCHANGE	9,200	142,000	133,000	10,900	169,000	159,000
04	580		ALA		10.689	FIRST ST	10,900	169,000	159,000	11,000	167,000	158,000
04	580		ALA		12.53	NORTH LIVERMORE AVE INTERCHANGE	11,000	167,000	158,000	11,300	173,000	163,000
04	580		ALA		13.219	LIVERMORE, PORTOLA AVE	11,300	173,000	163,000	12,300	193,000	182,000
04	580		ALA		14.974	JCT RTE 84	12,300	193,000	182,000	11,700	184,000	174,000
04	580		ALA		16.703	EL CHARRO RD INTERCHANGE	11,700	184,000	174,000	11,900	186,000	177,000
04	580		ALA		17.947	TASSAJARA RD INTERCHANGE	11,900	186,000	177,000	12,900	204,000	192,000
04	580		ALA		18.821	HACIENDA DR	12,900	204,000	192,000	14,000	219,000	207,000
04	580		ALA		19.859	HOPYARD RD INTERCHANGE	14,000	219,000	207,000	11,900	188,000	177,000
04	580		ALA		20.726	PLEASANTON, JCT. RTE. 680	11,900	188,000	177,000	13,600	187,000	176,000
04	580		ALA	R	21.427	SAN RAMON RD INTERCHANGE	13,600	187,000	176,000	13,100	180,000	169,000
04	580		ALA	R	26.228	PALOMARES/EDEN CANYON RD INTERCHANGE	13,100	180,000	169,000	13,100	180,000	169,000
04	580		ALA	R	28.745	CROW CANYON RD/CENTER ST	13,100	180,000	169,000	12,700	174,000	164,000
04	580		ALA	R	29.365	REDWOOD RD	12,700	174,000	164,000	14,000	192,000	180,000
04	580		ALA		30.354	STROBRIDGE AVE	14,000	192,000	180,000	12,800	176,000	165,000
04	580		ALA	R	30.807	JCT. RTE. 238	12,800	176,000	165,000	12,100	143,000	137,000

2/3
A

											AHEAD AADT
07	710	LA	T	32.08	PASADENA, TEMPORARY BEGIN LONG BEACH	4,600	45,000	39,500	4,600	45,000	39,500
07	710	LA	T	32.105	PASADENA, DEL MAR BLVD INTERCHANGE	4,600	45,000	39,500	6,800	67,000	58,000
07	710	LA	T	32.13	PASADENA, ON PASADENA AVE AT END OF NORTH	3,200	29,500	25,500	6,800	67,000	58,000
07	710	LA	R	32.72	PASADENA, JCT. RTES. 134/210,	6,800	67,000	58,000			
04	780	SOL		0.682	BENICIA, JCT. RTE. 680				3,700	48,000	47,000
04	780	SOL		2.015	BENICIA, SECOND ST	3,700	48,000	47,000	4,050	52,000	51,000
04	780	SOL		2.955	BENICIA, WEST 7TH ST	4,050	52,000	51,000	4,100	53,000	52,000
04	780	SOL		3.995	WEST BENICIA	4,100	53,000	52,000	4,800	59,000	58,000
04	780	SOL		4.77	COLUMBUS PARKWAY	4,800	59,000	58,000	4,200	52,000	51,000
04	780	SOL		5.998	GLEN COVE RD	4,150	52,000	51,000	4,900	61,000	60,000
04	780	SOL		6.655	BENECIA, HOME ACRES AVE POC, EAST OF RTE	4,900	61,000	60,000	4,950	61,000	60,000
04	780	SOL		7.188	VALLEJO, JCT RTE 80	5,000	62,000	61,000	1,800	22,300	21,900
04	780	SOL		7.44	LEMON ST	1,800	22,300	21,900			
11	805	SD		0.486	SAN DIEGO, JCT. RTE. 5				3,950	54,000	48,000
11	805	SD		0.652	SAN DIEGO, SAN YSIDRO BLVD INTERCHANGE	3,950	54,000	48,000	4,850	61,000	58,000
11	805	SD		1.805	SAN DIEGO, JCT. RTE. 905	4,850	61,000	58,000	8,100	110,000	108,000
11	805	SD		2.897	SAN DIEGO, PALM AVE INTERCHANGE	8,100	110,000	108,000	10,800	145,000	148,000
11	805	SD		3.654	CHULA VISTA, AUTO PARKWAY DR/MAIN ST	10,800	145,000	146,000	10,800	146,000	149,000
11	805	SD		4.415	CHULA VISTA, ORANGE AVE INTERCHANGE	10,800	146,000	149,000	11,900	157,000	155,000
11	805	SD		6.059	TELEGRAPH CANYON RD	11,900	157,000	155,000	13,700	195,000	199,000
11	805	SD		7.163	CHULA VISTA, H ST INTERCHANGE	13,700	195,000	199,000	14,900	212,000	220,000
11	805	SD		7.756	CHULA VISTA, BONITA RD INTERCHANGE	14,900	212,000	220,000	16,900	240,000	237,000
11	805	SD		8.854	JCT. RTE. 54, SWEETWATER RD	16,900	240,000	237,000	15,300	204,000	200,000
11	805	SD		10.281	NATIONAL CITY, PLAZA BLVD INTERCHANGE	15,300	204,000	200,000	15,300	200,000	197,000
11	805	SD		11.096	SAN DIEGO, 47TH ST	15,300	200,000	197,000	15,300	208,000	208,000
11	805	SD		12.344	SAN DIEGO, IMPERIAL AVE INTERCHANGE	15,300	206,000	208,000	16,600	225,000	227,000
11	805	SD		12.953	SAN DIEGO, MARKET ST INTERCHANGE	16,600	225,000	227,000	16,800	221,000	216,000
11	805	SD		13.507	SAN DIEGO, JCT. RTE. 94	16,800	221,000	216,000	17,100	225,000	219,000
11	805	SD		13.95	SAN DIEGO, HOME AVE INTERCHANGE	17,100	225,000	219,000	17,200	222,000	218,000
11	805	SD		14.641	SAN DIEGO, JCT. RTE. 15	17,200	222,000	218,000	12,800	171,000	167,000
11	805	SD		15.95	SAN DIEGO, UNIVERSITY AVE INTERCHANGE	12,800	171,000	167,000	14,700	174,000	171,000
11	805	SD		16.431	EL CAJON BLVD	14,700	174,000	171,000	14,200	174,000	174,000
11	805	SD		16.989	SAN DIEGO, ADAMS AVE INTERCHANGE	14,200	174,000	174,000	15,800	193,000	192,000
11	805	SD		17.645	JCT. RTE. 8	15,800	193,000	192,000	16,500	197,000	194,000
11	805	SD		18.888	MURRAY RIDGE INTERCHANGE	16,500	197,000	194,000	16,000	195,000	192,000
11	805	SD		20.23	SAN DIEGO, KEARNY VILLA RD INTERCHANGE	16,000	195,000	192,000	14,300	175,000	171,000
11	805	SD		20.6	SAN DIEGO, JCT. RTE. 163	14,300	175,000	171,000	15,900	193,000	184,000
11	805	SD		21.854	SAN DIEGO, BALBOA AVE	15,900	193,000	184,000	15,500	189,000	185,000
11	805	SD		22.561	SAN DIEGO, CLAIREMONT MESA DR INTERCHANGE	15,500	189,000	185,000	14,200	182,000	179,000
11	805	SD		23.851	JCT. RTE. 52	14,200	182,000	179,000	15,400	202,000	196,000

24,000
52,000
SEE PALM AVE. ARI DES
W/ DRIVING REPORT FOR
SOURCE OF THESE VOLUMES

04	880	ALA		28.687	OAKLAND, 29TH/FRUITVALE AVES INTERCHANGE	14,800	228,000	221,000	14,900	230,000	225,000
04	880	ALA		28.934	OAKLAND, 23RD AVE INTERCHANGE	14,900	230,000	225,000	15,300	237,000	232,000
04	880	ALA		28.8	OAKLAND, EMBARCADERO CONNECTION	15,300	237,000	232,000	15,200	236,000	231,000
04	880	ALA		30.38	OAKLAND, 10TH/5TH AVE CONNECTIONS	15,200	236,000	231,000	14,900	231,000	226,000
04	880	ALA		31.091	OAK/MADISON STS	14,900	231,000	226,000	13,400	208,000	203,000
04	880	ALA		31.23	OAKLAND, JACKSON/ BRDWAY CONNECTIONS	13,400	208,000	203,000	13,500	209,000	204,000
04	880	ALA		31.681	OAKLAND, JCT RTE 980; MARKET ST	13,500	209,000	204,000	8,300	129,000	126,000
04	880	ALA	R	32.79	ADELINE/UNION STS	8,400	129,000	126,000	8,300	128,000	125,000
04	880	ALA	R	33.27	7TH ST	8,300	128,000	125,000	7,100	110,000	108,000
04	880	ALA	R	34.18R	ROUTE 880 CONNECT TO S FRAN-OAKLAND BAY	3,550	55,000	54,000	2,000	31,000	30,500
04	880	ALA	R	34.7R	WEST GRAND AVE	2,000	31,000	30,500	2,500	38,500	37,500
04	880	ALA	R	34.18L	ROUTE 880 CONNECT TO S FRAN-OAKLAND BAY	3,450	53,000	52,000	2,050	31,500	31,000
04	880	ALA	R	34.7L	WEST GRAND AVE	2,050	31,500	31,000	1,700	26,500	26,000
04	880	ALA	R	35.4L	WEST JCT RTE 80	1,700	26,500	26,000			
11	905	SD		3.19R	SAN DIEGO, JCT. RTE. 5				780	8,800	8,800
11	905	SD		3.207R	JCT RTE 5	780	8,800	8,800	2,350	24,500	24,000
11	905	SD		3.544R	END EB INDEPENDENT ALIGNMENT	2,350	24,500	24,000	860	8,900	8,800
11	905	SD		3.19L	SAN DIEGO, JCT. RTE. 5	860	8,900	8,800	2,350	24,500	24,000
11	905	SD		3.55L	END WB INDEPENDENT ALIGMENT	2,350	24,500	24,000	4,550	49,000	48,000
11	905	SD		3.55	END EB INDEPENDENT ALIGNMENT	4,550	49,000	48,000	4,550	49,000	48,000
11	905	SD		3.818	SAN DIEGO, BEYER BLVD	4,550	49,000	48,000	5,300	56,000	53,000
11	905	SD		4.409	SAN DIEGO, PICADOR BLVD INTERCHANGE	5,300	56,000	53,000	5,100	55,000	52,000
11	905	SD		5.164	JCT. RTE. 805	5,100	55,000	52,000	5,300	58,000	56,000
11	905	SD	T	6.434	SAN DIEGO, OTAY MESA RD	5,300	58,000	56,000	4,550	53,000	53,000
11	905	SD		10.631	OTAY MESA RD - LT	2,800	33,000	32,500	2,800	33,500	30,500
11	905	SD		11.595	SIEMPRE VIVA RD	2,800	33,500	30,500	2,000	24,500	24,300
11	905	SD		11.804	END ROUTE AT MEXICO BORDER	2,000	24,500	24,300			
04	980	ALA		0.009	OAKLAND, JCT. RTE. 880				5,400	77,000	78,000
04	980	ALA		0.702	OAKLAND, FOURTEENTH ST	5,400	77,000	76,000	4,400	62,000	62,000
04	980	ALA		0.904	OAKLAND, 18TH ST	4,400	62,000	62,000	8,200	118,000	115,000
04	980	ALA		2.036	OAKLAND, JCT. RTE. 580	8,200	118,000	115,000			

ALCAD
AADT

3/3/11

1/2
KD

PEAK HOUR VOLUME DATA

Peak hour volume data consists of hourly volume relationships and data location. The hourly volumes are expressed as a percentage of the Annual Average Daily Traffic (AADT). The percentages are shown for both the AM and the PM peak periods.

The principle data described here are the **K factor**, the **D factor**, and their product (KD). The K factor is the percentage of AADT during the peak hour for both directions of travel. The D factor is the percentage of the peak hour travel in the peak direction. KD multiplied with the AADT gives the one way peak period directional flow rate or the design hourly volume (DHV). The design hourly volume is used for either Operational Analysis or Design Analysis. Refer to the 2000 Highway Capacity Manual for more details.

Following is a glossary of terms used in this listing of peak hour volume data:

Dir	Indicates direction of travel for peak volume
AADT	Annual Average Daily Traffic in vehicles per day (vpd).
AM Peak	Represents the morning peak period for traffic analysis
CS	Control Station Number, Caltrans identification number for monitoring site.
CO	County abbreviation used by Caltrans
D	D factor. The percentage of traffic in the peak direction during the peak hour. Values in this book are derived by dividing the measured PHV by the sum of both directions of travel during the peak hour.
DAY	Day of week for the peak volume.
DHV	The directional design hour volume, in vehicles per hour (vph) $DHV = AADT \times K \times D$. See equation (8-1) on page 8-11 of the 2000 Highway Capacity Manual.
DI	Caltrans has twelve transportation districts statewide. This abbreviation identifies the district in which the count station is located.
HR	The ending time for the peak hour volume listed. The volume observed from 1 to 2 would be recorded as 2.

CALTRANS TRAFFIC VOLUMES
 LATEST TRAFFIC YEAR SELECTED
 PEAK HOUR VOLUME DATA

19/13/2010

13:46:27

I	RTK	CO	PRE	PM CS	LEG	YR	DLY	AM PEAK			HR DAY	Mnth	Dir	PM PEAK			HR DAY	MONTH	
								I WAY	%	%				I WAY	%	%			
13	350	070		7,850	333	A	07	0	1054	6.78	82.88	5.45	1 THU SEP	9	0773	6.54	55.34	4.1	14 THU SEP
	360	80		7,647	317	A	08	5	1527	5.8	67.53	4.32	8 SAT OCT	5	0158	6.37	64.5	5.41	17 FRI OCT
	365	90		5,562	294	A	09	0	5901	7	54.11	3.79	7 WED JAN	0	0437	7.63	51.93	4.45	14 WED SEP
	405	00		9,854	314	A	09	8	9093	7.09	64.04	4.54	7 WED APR	0	0064	7.64	59.10	4.53	17 MON MAY
	400	00		11,179	325	B	09	4	9224	7.04	66.55	4.69	7 THU MAY	8	0045	7.78	55.09	4.6	13 FRI OCT
	405	00		11,571	328	B	09	5	10032	7.11	65.32	4.64	7 WED JUN	5	0991	7.01	56.75	4.67	13 FRI APR
	405	00		10,116	330	B	09	0	10631	7.34	66.42	4.60	7 THU JUN	8	10007	7.96	59.35	4.72	13 FRI JUN
	40	00		13,03	327	B	09	4	8515	7.43	67.23	4.99	7 THU MAR	0	9384	6.45	65.14	5.51	18 THU OCT
	40	00		17,60	329	A	09	4	11114	8.28	69.5	5.73	7 WED MAY	5	10664	6.49	64.03	5.07	17 WED MAY
	40	00		19,45	329	B	09	4	7709	7.7	56.97	4.3	7 MON JUL	0	8014	8	59.74	4.75	14 THU MAY
	405	00		21,44	333	B	09	4	4382	7.87	64.15	5.85	7 FRI AUG	0	8478	7.63	59.78	4.56	14 THU MAR
	405	00		20,50	330	B	09	0	7753	8.17	61.93	5.27	8 WED NOV	4	6960	7.67	60.72	4.75	17 THU MAY
14	480	000		1,25	100	A	09	8	6089	7.01	50.07	4.07	8 THU JUL	5	7115	6.12	50.52	4.83	12 WED APR
14	400	010		26,61	120	A	09	0	7628	6.65	51.63	3.63	8 MON JUN	4	7697	6.56	52.67	3.41	14 WED JUN
1	400	00		3,207	332	A	09	8	2342	4.90	54.75	4.68	7 WED JUL	0	2006	9.07	50.23	3.25	18 THU SEP
12	400	00		5,164	342	A	09	8	2848	7.16	69.67	5.06	7 THU APR	8	3188	9.07	56.87	5.66	18 FRI APR
17	400	00		11,50	347	A	09	0	1190	6.69	59.12	3.95	11 THU OCT	0	1815	8.33	64.05	5.34	17 FRI SEP

"D" USE 60/40
 "K" USE 80%
 805 PEAK HOUR & DIRECTIONAL SPLIT

100
 (N/A)

SHORT REPORT													
General Information						Site Information							
Analyst	USAI					Intersection	PALM AV./I-805 SB RAMPS						
Agency or Co.	SAN DIEGO					Area Type	All other areas						
Date Performed	06/21/11					Jurisdiction	SAN DIEGO						
Time Period	AM PEAK HOUR					Analysis Year	EXISTING 2010						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Num. of Lanes	0	2	1	2	2	0	0	0	0	1	1	1	
Lane group		T	R	L	T					L	LTR	R	
Volume (vph)		890	172	222	292					645	2	571	
% Heavy veh		2	2	2	2					2	2	2	
PHF		0.90	0.90	0.90	0.90					0.90	0.90	0.90	
Actuated (P/A)		A	A	A	A					A	A	A	
Startup lost time		2.0	2.0	2.0	2.0					2.0	2.0	2.0	
Ext. eff. green		2.0	2.0	2.0	2.0					2.0	2.0	2.0	
Arrival type		5	5	5	5					4	4	4	
Unit Extension		3.0	3.0	3.0	3.0					3.0	3.0	3.0	
Ped/Bike/RTOR Volume	10		0				10			10		50	
Lane Width		12.0	12.0	12.0	12.0					12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N			N	0	N	
Parking/hr													
Bus stops/hr		0	0	0	0					0	0	0	
Unit Extension		3.0	3.0	3.0	3.0					3.0	3.0	3.0	
Phasing	WB Only	Thru & RT	03	04	SB Only	06	07	08					
Timing	G = 19.0	G = 41.0	G =	G =	G = 45.0	G =	G =	G =					
	Y = 4.2	Y = 4.6	Y =	Y =	Y = 4.6	Y =	Y =	Y =					
Duration of Analysis (hrs) = 0.25						Cycle Length C = 118.4							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adj. flow rate		989	191	247	324					430	364	504	
Lane group cap.		1228	577	552	2024					673	660	602	
v/c ratio		0.81	0.33	0.45	0.16					0.64	0.55	0.84	
Green ratio		0.35	0.35	0.16	0.54					0.38	0.38	0.38	
Unif. delay d1		35.1	28.6	45.0	13.6					30.0	28.8	33.4	
Delay factor k		0.35	0.11	0.11	0.11					0.22	0.15	0.37	
Increm. delay d2		4.0	0.3	0.6	0.0					2.0	1.0	10.1	
PF factor		0.647	0.647	0.873	0.210					0.915	0.915	0.915	
Control delay		26.7	18.8	39.8	2.9					29.5	27.3	40.6	
Lane group LOS		C	B	D	A					C	C	D	
Apprch. delay		25.5			18.9						33.2		
Approach LOS		C			B						C		
Intersec. delay		27.5			Intersection LOS						C		

SHORT REPORT												
General Information						Site Information						
Analyst	USAI					Intersection	PALM AV./I-805 SB RAMPS					
Agency or Co.	SAN DIEGO					Area Type	All other areas					
Date Performed	06/21/11					Jurisdiction	SAN DIEGO					
Time Period	PM PEAK HOUR					Analysis Year	EXISTING 2010					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	2	1	2	2	0	0	0	0	1	1	1
Lane group		T	R	L	T					L	LTR	R
Volume (vph)		897	144	374	464					1004	1	771
% Heavy veh		2	2	2	2					2	2	2
PHF		0.90	0.90	0.90	0.90					0.90	0.90	0.90
Actuated (P/A)		A	A	A	A					A	A	A
Startup lost time		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Ext. eff. green		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Arrival type		5	5	5	5					4	4	4
Unit Extension		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Ped/Bike/RTOR Volume	10	5	0				10			10		50
Lane Width		12.0	12.0	12.0	12.0					12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N		N	N	0	N
Parking/hr												
Bus stops/hr		0	0	0	0					0	0	0
Unit Extension		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Phasing	WB Only	Thru & RT	03	04	SB Only	06	07	08				
Timing	G = 21.0	G = 40.0	G =	G =	G = 46.0	G =	G =	G =				
	Y = 4.2	Y = 4.6	Y =	Y =	Y = 4.6	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.4						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate		997	160	416	516					670	655	593
Lane group cap.		1178	540	599	2022					676	655	605
w/c ratio		0.85	0.30	0.69	0.26					0.99	1.00	0.98
Green ratio		0.33	0.33	0.17	0.54					0.38	0.38	0.38
Unif. delay d1		37.3	29.8	46.7	14.7					37.0	37.2	36.7
Delay factor k		0.38	0.11	0.26	0.11					0.49	0.50	0.48
Incram. delay d2		5.9	0.3	3.5	0.1					32.3	35.2	31.5
PF factor		0.668	0.668	0.859	0.213					0.913	0.913	0.913
Control delay		30.9	20.2	43.6	3.2					66.1	69.1	65.0
Lane group LOS		C	C	D	A					E	E	E
Apprch. delay		29.4			21.2					66.8		
Approach LOS		C			C					E		
Intersec. delay		45.4			Intersection LOS						D	

1/2

Palm Avenue Bridge Widening

Counts:
 Existing Counts from April 2010
 I-805 Managed Lanes South Volumes (2005/2006)
 Balanced Volumes Based On Above Sources

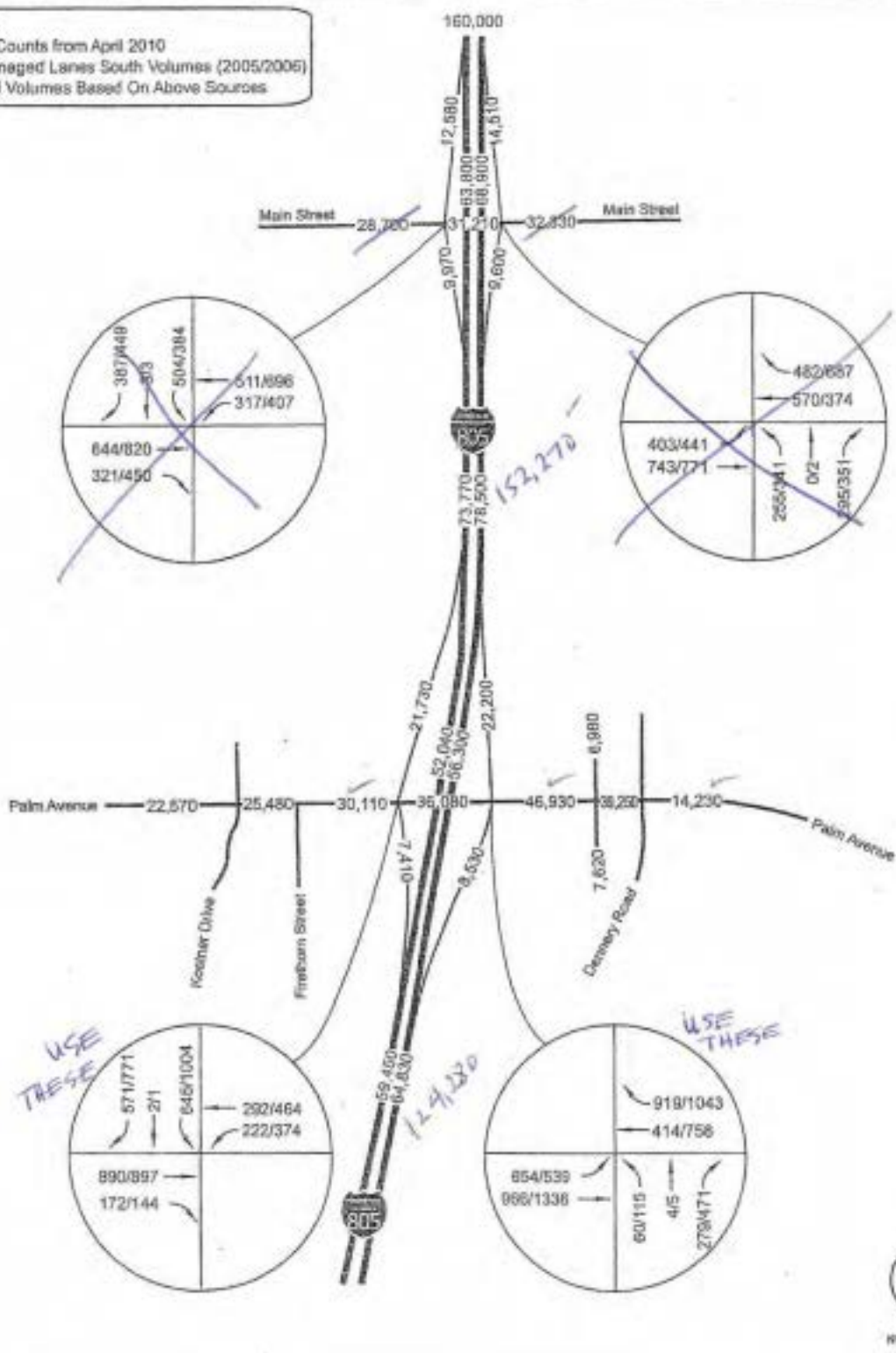


FIGURE X-X
Existing Volumes

K:\TRAN\620527001\Figures\Existing Volumes.dwg

10-000-0000 RBE 805 SR 2 EAST AVENUE

CALTECHS CB Version 1

DATE: 11/01/08

PAGE 1

7 PAGE

IN VEHICL	PLASMA TIMING									END CONDITION	FLASHES										
	1	2	3	4	5	6	7	8	9		1	2	3	4	5	6	7	8	9		
0	0	0	0	0	0	0	0	0	0	CLR OFF	0	0	0	0	0	0	0	0	0		
1	1	14	1	25	1	14	1	1	1	RED CLR	5	RED LOCK	1						1		
2	5	5	1	5	1	5	1	1	1	RED CLR	0	RED LOCK							2		
3	3	0	0	0	0	0	0	0	0	RED CLR	5	V REDLOCK		2				5	3		
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	RED CLR	0	V REDLOCK							4		
5	2.0	2.0	0.9	2.0	0.9	2.0	0.9	0.9	0.9	RED CLR	5	RED LOCK							5		
6	2.0	0.0	0.9	2.0	0.9	3.0	0.9	0.9	0.9	RED CLR	0	RED LOCK							6		
7	2.0	0.0	0.9	2.0	0.9	1.0	0.9	0.9	0.9	RED CLR	5	RED LOCK							7		
8	20	30	9	30	9	30	9	9	9	RED CLR	0	RED LOCK							8		
9										RED CLR	5	MAX 2 FLASHES							9		
A										RED CLR	255	LAG DENIAL							A		
B										RED CLR	5	RED BIST							B		
C	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	RED CLR		RESIST-IN-WALK							C		
D	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	RED CLR		MAX 3 FLASHES							D		
E	3	2	3	3	3	3	3	3	3	RED CLR		RED START UP		2				6	E		
F	1.0	1.0	0.1	1.0	0.0	1.0	0.0	0.0	0.0	RED CLR		FLASH PHASE				4			F		
100		55		59		57							1	2	3	4	5	6	7	8	9

NOTES: 35 MHz

ENTRIES IN THESE POSITIONS CAN BE CHANGED IN DCL FLASH ONLY



FOR LONG FAILURE	
FOR SHORT FAILURE	
FOR	0
FOR	5

FOR	3
FOR	3
FOR	10
FOR	0.0
FOR	0.0
FOR	0.0

FOR IN PHASE	1
FOR IN PHASE	0
FOR IN PHASE	0
FOR IN PHASE	0
FOR IN PHASE	1

FOR IN PHASE	1
FOR IN PHASE	1

LOCATION: RIB COS SB R PARK AVENUE
 DRAWING NO: 10-100-100-3
 DATE: 11/27/2009

DATE: 11/27/2009

PAGE: 2

	CONTROL PANEL	Y-COORD								LAG PHASE	BLANK	X-COORD										
		2	3	4	5	6	7	8	9			2	3	4	5	6	7	8	9			
0	OFFLINE SERVICE											LAG PHASE							2	4	6	8
1	OFFLINE TIMER											GAROUT OFF	LAG PHASE 1									
2												GAROUT OFF	LAG PHASE 2									
3	OFFLINE TIMER											GAROUT OFF	LAG PHASE 3									
4	OFFLINE TIMER									PERM TIME		GAROUT OFF	LAG PHASE 4									
5	OFFLINE TIMER									LAG OFFSET		GAROUT OFF	LAG PHASE 5									
6										FORCE OFF		GAROUT OFF	LAG PHASE 6									
7	OFFLINE TIMER									LONG TRN		GAROUT OFF	LAG PHASE 7									
8	OFFLINE TIMER									NO GREEN		GAROUT OFF	LAG PHASE 8									
9	MASTRA CYCLE											GAROUT OFF	LAG PHASE 9									
A	OFFSET A									OFFSET			LAG PHASE 10									
B	OFFSET B												LAG PHASE 11									
C	OFFSET C												LAG PHASE 12						2		6	
D	EX 1 EXT																					
E	EX 2 EXT																					
F	OFFLINE TIMER																					

001 MANUAL OP
 002 MASTER OP
 003 CURRENT OP
 004 LAST OP
 005 TRIP OP
 006 MANUAL OFFSET
 007 LOCAL CYCLE TIMER
 008 MASTER CYCLE TIMER
 009 LOCAL OFFSET
 010 MASTER OFFSET

YEARS

OFF	ON
1	
2	
3	
4	
5	
6	
7	
8	
9	

LOCATION

OFF	ON
1	
2	
3	
4	
5	
6	
7	
8	
9	

001/001 OFFSET TIMER

002/001 NO GREEN TIMER
 003/001 FORCE OFF TIMER
 004/001 LONG GREEN TIMER
 005/001 NO GREEN TIMER

000 = 1

LOCATION: RTX BUS SB @ PALM AVENUE

CALTRANS CD V.1.000.1

DATE: 11/7/2025

PAGE 3

3 PAGE

3 PAGE

	D		EALS					A					F					F													
	MAX	RCL	1	2	3	4	5	6	7	8	MAX	RCL	1	2	3	4	5	6	7	8	MAX	RCL	1	2	3	4	5	6	7	8	
1																															
2																															
3																															
4																															
5																															
6																															
7																															
8																															
9																															
A																															
B																															
C																															
D																															
E																															
F																															

	E		EALS					E					EALS																		
	FUNCTION	RCL	1	2	3	4	5	6	7	8	FUNCTION	RCL	1	2	3	4	5	6	7	8											
1																															
2																															
3																															
4																															
5																															
6																															
7																															
8																															
9																															
A																															
B																															
C																															
D																															
E																															
F																															

LAST POWER FAILURE REGISTER

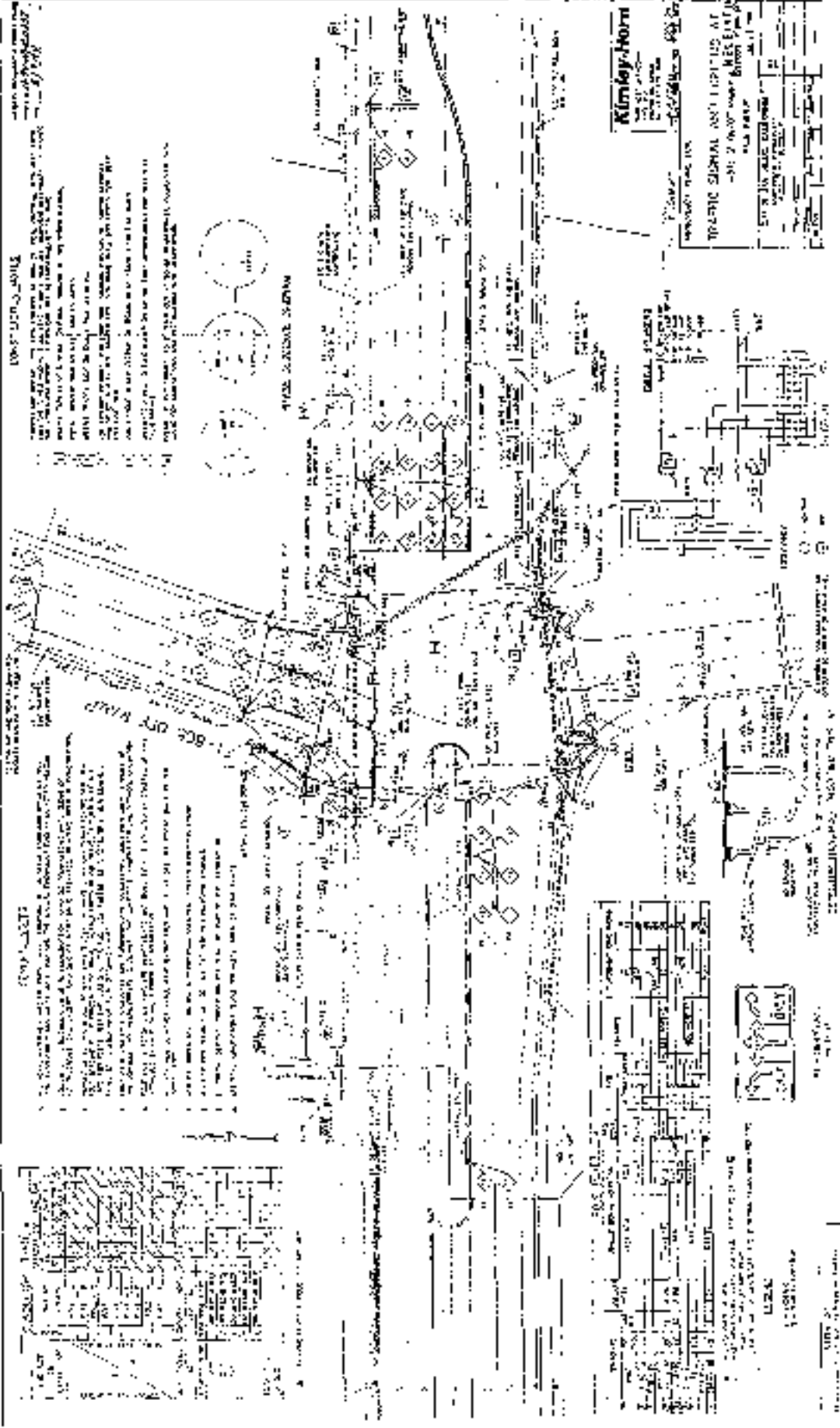
HOUR - D A E
 MINUTE - D-H-E
 DAY - D H X

RCL 1 - TIME OF DAY MAX RECALL (1ST SELECT) PHASRS
 (CALL ACTIVE LIGHTS)
 RCL 2 - TIME OF DAY MAX RECALL (2ND SELECT) PHASRS
 (CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

HOUR - D-A-F
 MINUTE - D-H-F
 DAY - D-H-F

E E E - CW VERSION NUMBER
 D-E-F - LITHIUM BATTERY CONDITION
 H4 = BAD
 H5 = GOOD



Kimbley Horn

NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	NO. 6	NO. 7	NO. 8	NO. 9	NO. 10
100	100	100	100	100	100	100	100	100	100
100	100	100	100	100	100	100	100	100	100
100	100	100	100	100	100	100	100	100	100
100	100	100	100	100	100	100	100	100	100

1. The drawing shows the layout of the Kimbley Horn, which is a gun turret. The drawing is a plan view of the turret, showing the gun mount, the gun barrel, and the various mechanisms and structures that make up the turret. The drawing is oriented vertically on the page.

2. The drawing shows the layout of the Kimbley Horn, which is a gun turret. The drawing is a plan view of the turret, showing the gun mount, the gun barrel, and the various mechanisms and structures that make up the turret. The drawing is oriented vertically on the page.

3. The drawing shows the layout of the Kimbley Horn, which is a gun turret. The drawing is a plan view of the turret, showing the gun mount, the gun barrel, and the various mechanisms and structures that make up the turret. The drawing is oriented vertically on the page.

1. The drawing shows the layout of the Kimbley Horn, which is a gun turret. The drawing is a plan view of the turret, showing the gun mount, the gun barrel, and the various mechanisms and structures that make up the turret. The drawing is oriented vertically on the page.

2. The drawing shows the layout of the Kimbley Horn, which is a gun turret. The drawing is a plan view of the turret, showing the gun mount, the gun barrel, and the various mechanisms and structures that make up the turret. The drawing is oriented vertically on the page.

3. The drawing shows the layout of the Kimbley Horn, which is a gun turret. The drawing is a plan view of the turret, showing the gun mount, the gun barrel, and the various mechanisms and structures that make up the turret. The drawing is oriented vertically on the page.



NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	NO. 6	NO. 7	NO. 8	NO. 9	NO. 10
100	100	100	100	100	100	100	100	100	100
100	100	100	100	100	100	100	100	100	100
100	100	100	100	100	100	100	100	100	100
100	100	100	100	100	100	100	100	100	100



SHORT REPORT												
General Information						Site Information						
Analyst	USAI					Intersection	PALM AV./I-805 NB RAMPS					
Agency or Co.	USAI					Area Type	All other areas					
Date Performed	06/21/11					Jurisdiction	SAN DIEGO					
Time Period	AM PEAK HOUR					Analysis Year	EXISTING 2010					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	2	0	0	2	1	0	1	1	0	0	0
Lane group	L	T			T	R		LTR	R			
Volume (vph)	654	966			414	919	60	4	279			
% Heavy veh	2	2			2	2	2	2	2			
PHF	0.90	0.90			0.90	0.90	0.90	0.90	0.90			
Actuated (P/A)	A	A			A	A	A	A	A			
Startup lost time	2.0	2.0			2.0	2.0		2.0	2.0			
Ext. eff. green	2.0	2.0			2.0	2.0		2.0	2.0			
Arrival type	5	5			5	5		4	4			
Unit Extension	3.0	3.0			3.0	3.0		3.0	3.0			
Ped/Bike/RTOR Volume				10	5	200	10	5	0	10		
Lane Width	12.0	12.0			12.0	12.0		12.0	12.0			
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N		N
Parking/hr												
Bus stops/hr	0	0			0	0		0	0			
Unit Extension	3.0	3.0			3.0	3.0		3.0	3.0			
Phasing	EB Only	Thru & RT	03	04	NB Only	06	07	08				
Timing	G = 26.0	G = 59.0	G =	G =	G = 21.0	G =	G =	G =				
	Y = 4.2	Y = 4.6	Y =	Y =	Y = 4.6	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 119.4						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	727	1073		460	799		179	202				
Lane group cap.	748	2789		1845	767		282	262				
v/c ratio	0.97	0.38		0.25	1.04		0.63	0.77				
Green ratio	0.22	0.75		0.49	0.49		0.18	0.18				
Unif. delay d1	46.3	5.4		17.4	30.2		45.6	46.9				
Delay factor k	0.48	0.11		0.11	0.50		0.22	0.32				
Increm. delay d2	26.0	0.1		0.1	43.9		4.6	13.2				
PF factor	0.814	0.198		0.349	0.349		1.000	1.000				
Control delay	63.8	1.1		6.1	54.4		50.3	60.1				
Lane group LOS	E	A		A	D		D	E				
Approch. delay	26.4			36.8			55.5					
Approach LOS	C			D			E					
Intersec. delay	33.4			Intersection LOS						C		

Z-P
EX

SHORT REPORT												
General Information						Site Information						
Analyst	USAI					Intersection	PALM AV./I-805 NB RAMPS					
Agency or Co.	USAI					Area Type	All other areas					
Date Performed	06/21/11					Jurisdiction	SAN DIEGO					
Time Period	PM PEAK HOUR					Analysis Year	EXISTING 2010					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	2	0	0	2	1	0	1	1	0	0	0
Lane group	L	T			T	R		LTR	R			
Volume (vph)	539	1336			758	1043	115	5	471			
% Heavy veh	2	2			2	2	2	2	2			
PHF	0.90	0.90			0.90	0.90	0.90	0.90	0.90			
Actuated (P/A)	A	A			A	A	A	A	A			
Startup lost time	2.0	2.0			2.0	2.0		2.0	2.0			
Ext. eff. green	2.0	2.0			2.0	2.0		2.0	2.0			
Arrival type	5	5			5	5		4	4			
Unit Extension	3.0	3.0			3.0	3.0		3.0	3.0			
Ped/Bike/RTOR Volume				10	5	200	10	5	0	10		
Lane Width	12.0	12.0			12.0	12.0		12.0	12.0			
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N		N
Parking/hr												
Bus stops/hr	0	0			0	0		0	0			
Unit Extension	3.0	3.0			3.0	3.0		3.0	3.0			
Phasing	EB Only	Thru & RT	03	04	NB Only	06	07	08				
Timing	G = 21.0	G = 65.0	G =	G =	G = 30.0	G =	G =	G =				
	Y = 4.2	Y = 4.6	Y =	Y =	Y = 4.6	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 129.4						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	599	1484		842	937		343	314				
Lane group cap.	558	2602		1875	780		374	349				
v/c ratio	1.07	0.57		0.45	1.20		0.92	0.90				
Green ratio	0.16	0.70		0.50	0.50		0.23	0.23				
Unif. delay d1	54.2	9.9		20.7	32.2		48.5	48.2				
Delay factor k	0.50	0.16		0.11	0.50		0.44	0.42				
Increm. delay d2	59.3	0.3		0.2	102.7		26.9	25.1				
PF factor	0.871	0.165		0.327	0.421		1.000	1.000				
Control delay	106.5	1.9		6.9	116.3		75.4	73.3				
Lane group LOS	F	A		A	F		E	E				
Approch. delay	32.0			64.5			74.4					
Approach LOS	C			E			E					
Intersec. delay	51.0			Intersection LOS						D		

LOCATION: RCS ROB NB 8 PACE AVENUE
 CONTACT: (6) 740-1111
 F. PAGE

DATE: 11-01-01

PAGE 1

INTERVAL	PHASE DURATION									PRE-EMPTION	E	FLAGS	F								
	1	2	3	4	5	6	7	8	9				1	2	3	4	5	6	7	8	9
1. HIDE	1	7	1	1	1	7	1	7		NO PRE											
2. TEST BALK	1	15	1	1	1	15	1	15		RED CLR	5	RED LOCK									
3. MTR OFF-ON	1	5	1	1	5	1	1	5		RED CLR	0	YEL LOCK									
4. TYPE 3 DET	0	0	0	0	0	0	0	0		RED CLR	5	Y REDCALL	2								
5. MTR ON	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		RED CLR	0	P REDCALL									
6. PASSAGE	0.9	2.0	0.9	0.9	2.0	2.0	0.9	2.0		RED CLR	5	RED LOCK									
7. MTR OFF	0.9	2.0	0.9	0.9	2.0	2.0	0.9	2.0		RED CLR	0	RED CLR									
8. MTR ON	0.9	2.0	0.9	0.9	2.0	2.0	0.9	2.0		RED CLR	5	RED CLR									
9. MAX 2	9	30	0	0	25	30	0	25		RED CLR	5	MAX 2 PHASE									
10. MAX 3					20					NO PRE	MAX 3V	255	RED REST								
11. REDUCE AV	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.0		NO PRE			RED REST								
12. TRIP	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		NO PRE			RED REST								
13. SECTION	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		NO PRE			RED REST								
14. RED	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0		NO PRE			RED REST								
15. RED		5.0			4.0			4.0					RED REST								

NOTE: 30 MIN

FOX DASH FACTORY	
FOX	0
FOX	5

FOX	3
FOX	3
FOX	10
FOX	0.0
FOX	0.0
FOX	0.0
FOX	0.0

FOX	1
FOX	0
FOX	0
FOX	0
FOX	1

FOX	1
FOX	1

NOTES IN THESE DIRECTIONS CAN BE CHANGED IN FOT STASH ONLY



	CONTROL ISLAND								V-CORNER			LAG PHASE	PHASE									
	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9				
0	PHASE LATCH												LAG PHASE	1	2	3	4	5	6	7	8	9
1	PHASE GREEN												LAG PHASE	1	2	3	4	5	6	7	8	9
2	PHASE GREEN												LAG PHASE	1	2	3	4	5	6	7	8	9
3	PHASE GREEN												LAG PHASE	1	2	3	4	5	6	7	8	9
4	PHASE GREEN												LAG PHASE	1	2	3	4	5	6	7	8	9
5	PHASE GREEN												LAG PHASE	1	2	3	4	5	6	7	8	9
6	PHASE GREEN												LAG PHASE	1	2	3	4	5	6	7	8	9
7	PHASE GREEN												LAG PHASE	1	2	3	4	5	6	7	8	9
8	PHASE GREEN												LAG PHASE	1	2	3	4	5	6	7	8	9
9	PHASE GREEN												LAG PHASE	1	2	3	4	5	6	7	8	9
A	PHASE GREEN												LAG PHASE	1	2	3	4	5	6	7	8	9
B	PHASE GREEN												LAG PHASE	1	2	3	4	5	6	7	8	9
C	PHASE GREEN												LAG PHASE	1	2	3	4	5	6	7	8	9
D	PHASE GREEN												LAG PHASE	1	2	3	4	5	6	7	8	9
E	PHASE GREEN												LAG PHASE	1	2	3	4	5	6	7	8	9
F	PHASE GREEN												LAG PHASE	1	2	3	4	5	6	7	8	9

001 MANUAL OP
 002 MASTER OP
 003 CURRENT OP SYSTEM MASTER:
 004 LAMP OP NT PALM
 005 SWAMP OP
 006 MANUAL OFFSET
 007 LONG CYCLE TIMER
 008 MASTER CYCLE TIMER
 009 LOCAL CLASH
 010 MANUAL SWAMP

FEATURE	OFF	ON
1	ON	OFF
2	ON	OFF
3	ON	OFF
4	ON	OFF
5	ON	OFF
6	ON	OFF
7	ON	OFF
8	ON	OFF

LOCAT NO	OFF	ON
1	ON	OFF
2	ON	OFF
3	ON	OFF
4	ON	OFF
5	ON	OFF
6	ON	OFF
7	ON	OFF
8	ON	OFF

008/009 SWAMPY TIMER
 000/001 LAG GREEN TIMER
 000/002 SWAMP OPS TIMER
 000/003 LONG GREEN TIMER
 000/004 NO GREEN TIMER

D	FLASH						E	FLASH										
	1	2	3	4	5	6		1	2	3	4	5	6					
0	00A						REN						ERR					
1	00B						REN						ERR					
2	00C						CP 1						CP 1					
3	00D						CP 2						CP 2					
4	00E						CP 3						CP 3					
5	00F						CP 4						CP 4					
6	010						CP 5						CP 5					
7	011						CP 6						CP 6					
8	012						CP 7						CP 7					
9	013						CP 8						CP 8					
A							CP 9						CP 9					
B													REL 1					
C													REL 2					
D																		
E																		
F																		

LAST POWER FAILURE REGISTER

HOUR - D-A-E
 MINUTE - U-B-F
 DAY - D-C-E

REL 1 = TIME OF DAY MAX RECALL (1ST SELECT) PHASES
 (CALL ACTIVE LIGHTS)
 REL 2 = TIME OF DAY MAX RECALL (2ND SELECT) PHASES
 (CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

HOUR - D-A-F
 MINUTE - U-B-F
 DAY - D-C-F

D-E-E - CB VERSION NUMBER
 D-E-F = LITHIUM BATTERY CONDITION
 84 = BAD
 85 = GOOD

E	FLASH						FUNCTION	FLASH										
	1	2	3	4	5	6		1	2	3	4	5	6					
0							FUNCTION											
1													CODE 4					
2													CODE 5					
3													D-RECALL					
4													D-RECALL					
5																		
6																		
7																		
8																		
9																		
A																		
B																		
C																		
D																		
E																		
F																		

LOCATION: RLE 605 NB & PALM AVENUE

PR TRANS CU VERSION 4

DATE: 11/7/06

PAGE 4

3 PAGES

3 PAGES

COY = 3 sec 1

3 PAGES

COY = 2

TIME OF DAY ACTIVITY LOG											
VIEWER	1	2	3	4	5	6	7	8	9		
NO. REC'D	ACT. CNT.	NO. REC'D	ACT. CNT.	NO. REC'D	ACT. CNT.	NO. REC'D	ACT. CNT.	NO. REC'D	ACT. CNT.		
0	15	30	45	0	15	30	45	0	15		
1	19	00	2		1	2	3	4	5	6	7
2	15	00	3	00/1	1					5	7
3	21	00	3		1	2	3	4	5	6	7
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

ACTIVITY CODE

- 1 TIME OF DAY MAX EXTINCTION
- 2 MAX 2
- 4 MAX 3
- 4 COND SERV (1ST SELECT)
- 5 COND SERV (2ND SELECT)
- 6 EMERGENCY AX OUTPUT-RED
- 7 EMERGENCY AX OUTPUT-GREEN

CONTROL PLAN TIME OF DAY										
S	MIN	CP	OS	1	2	3	4	5	6	7
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

8 EMERGENCY AX OUTPUT YELLOW

- 9 TIME OF DAY MAX RECALL (1ST SELECT)
- A TRAFFIC ACT. MAX 2 OPERATION
- B TIME OF DAY MAX RECALL (2ND SELECT)
- C YELLOW YIELD COORDINATION
- D YELLOW YIELD COORDINATION
- E TIME OF DAY FREE OPERATION
- F FLASHING OPERATION

CONTROL PLAN TIME OF DAY										
S	MIN	CP	OS	1	2	3	4	5	6	7
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
A										
B										
C										
D										
E										
F										

2

3-A
EX

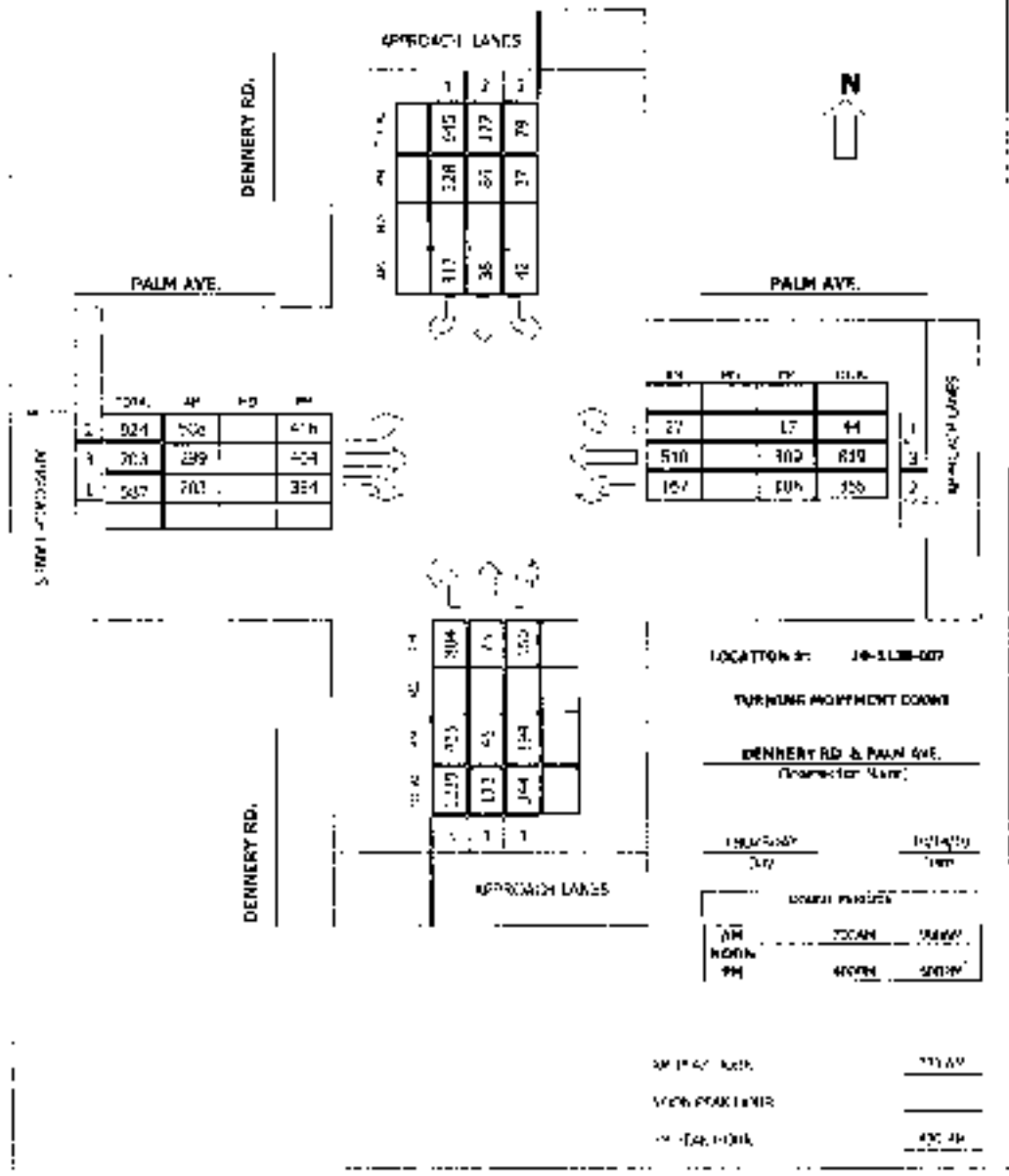
SHORT REPORT													
General Information						Site Information							
Analyst	USAI					Intersection	PALM AVE / DENNERY ROAD						
Agency or Co.	USAI					Area Type	All other areas						
Date Performed	06/21/11					Jurisdiction	SAN DIEGO						
Time Period	AM PEAK					Analysis Year	EXISTING 2010						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Num. of Lanes	2	3	1	2	3	1	3	1	0	2	2	1	
Lane group	L	T	R	L	T	R	L	TR		L	T	R	
Volume (vph)	508	299	203	167	510	27	435	45	194	42	38	317	
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2	
PHF	0.95	0.95	0.95	0.82	0.82	0.82	0.92	0.92	0.92	0.81	0.81	0.81	
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A	
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	
Arrival type	5	5	5	5	5	5	4	4		4	4	4	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	
Ped/Bike/RTOR Volume	10	5	0	10	5	0	10	5	50	10		0	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/hr													
Bus stops/hr	0	0	0	0	0	0	0	0		0	0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	
Phasing	Excl. Left	Thru & RT	03			04			Thru & RT	Excl. Left	07		08
Timing	G = 29.0	G = 35.0	G =	G =			G = 16.0			G = 21.0	G =		
	Y = 4.4	Y = 6.1	Y =	Y =			Y = 4.9			Y = 4.4	Y =		
Duration of Analysis (hrs) = 0.25							Cycle Length C = 120.8						
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adj. flow rate	535	315	214	204	622	33	473	206		52	47	391	
Lane group cap.	825	1547	716	825	1547	447	838	223		597	494	590	
v/c ratio	0.65	0.20	0.30	0.25	0.40	0.07	0.56	0.92		0.09	0.10	0.66	
Green ratio	0.24	0.29	0.46	0.24	0.29	0.29	0.17	0.13		0.17	0.13	0.37	
Unif. delay d1	41.3	32.4	20.2	37.1	34.5	31.1	45.7	51.8		41.9	46.0	31.6	
Delay factor k	0.23	0.11	0.11	0.11	0.11	0.11	0.16	0.44		0.11	0.11	0.24	
Increm. delay d2	1.8	0.1	0.2	0.2	0.2	0.1	0.9	39.9		0.1	0.1	2.8	
PF factor	0.789	0.728	0.424	0.789	0.728	0.728	1.000	1.000		1.000	1.000	0.922	
Control delay	34.4	23.6	8.8	29.4	25.3	22.7	46.6	91.7		41.9	46.1	31.9	
Lane group LOS	C	C	A	C	C	C	D	F		D	D	C	
Aprch. delay	26.1			26.2			60.3			34.3			
Approach LOS	C			C			E			C			
Intersec. delay	34.9			Intersection LOS						C			

3-P
EX

SHORT REPORT													
General Information						Site Information							
Analyst	USAI					Intersection	PALM AVE./DENNERY ROAD						
Agency or Co.	USAI					Area Type	All other areas						
Date Performed	06/21/11					Jurisdiction	SAN DIEGO						
Time Period	PM PEAK					Analysis Year	EXISTING 2010						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Num. of Lanes	2	3	1	2	3	1	3	1	0	2	2	1	
Lane group	L	T	R	L	T	R	L	TR		L	T	R	
Volume (vph)	416	404	384	188	309	17	804	73	150	37	84	328	
% Heavy veh	2	2	2	2	2	2	2	2	2	2	2	2	
PHF	0.97	0.97	0.97	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A	
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	
Arrival type	5	5	5	5	5	5	4	4		4	4	4	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	
Ped/Bike/RTOR Volume	10	5	0	10	5	0	10	5	50	10		0	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/hr													
Bus stops/hr	0	0	0	0	0	0	0	0		0	0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	
Phasing	Excl. Left	Thru & RT	03			04			Thru & RT	Excl. Left	07		08
Timing	G = 23.0	G = 35.0	G =			G =			G = 19.0	G = 23.0	G =		G =
	Y = 4.4	Y = 6.1	Y =			Y =			Y = 4.9	Y = 4.4	Y =		Y =
Duration of Analysis (hrs) = 0.25							Cycle Length C = 119.8						
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adj. flow rate	429	416	396	200	329	18	855	184		39	89	349	
Lane group cap.	660	1560	748	660	1560	451	925	278		660	592	555	
v/c ratio	0.65	0.27	0.53	0.30	0.21	0.04	0.92	0.66		0.06	0.15	0.63	
Green ratio	0.19	0.29	0.48	0.19	0.29	0.29	0.19	0.16		0.19	0.16	0.35	
Unif. delay d1	44.7	32.5	21.4	41.5	32.0	30.4	47.5	47.4		39.6	43.4	32.4	
Delay factor k	0.23	0.11	0.13	0.11	0.11	0.11	0.44	0.24		0.11	0.11	0.21	
Increm. delay d2	2.3	0.1	0.7	0.3	0.1	0.0	14.7	5.8		0.0	0.1	2.3	
PF factor	0.842	0.725	0.374	0.842	0.725	0.725	1.000	1.000		1.000	1.000	0.943	
Control delay	39.9	23.7	8.7	35.2	23.3	22.0	62.2	53.2		39.6	43.6	32.8	
Lane group LOS	D	C	A	D	C	C	E	D		D	D	C	
Approch. delay	24.5			27.6			60.6			35.4			
Approach LOS	C			C			E			D			
Intersec. delay	37.9			Intersection LOS						D			

Project #: 10-1138-007

TMC SUMMARY OF DENNERY RD. & PALM AVE.



Intersection Turning Movement
Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

N/S STREET: DENVER RD DATE: 10/14/10 LOCATION: SAN DIEGO
E/W STREET: PALM AVE. DAY: THURSDAY PROJECT#: 10-1138-007

LANES	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	104	0	20	6	5	94	45	35	25	14	142	2	491
7:15 AM	123	6	33	2	6	92	55	54	39	11	141	1	558
7:30 AM	94	7	64	12	11	96	111	85	49	57	133	4	696
7:45 AM	107	5	72	17	9	96	118	85	48	50	119	10	746
8:00 AM	115	16	27	5	13	77	145	61	52	59	157	6	727
8:15 AM	143	13	32	6	5	48	133	50	50	27	108	7	511
8:30 AM	133	12	29	12	9	62	131	96	54	25	115	6	507
8:45 AM	137	14	24	7	18	51	131	34	54	15	87	6	584
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	902	77	301	65	77	618	959	468	304	238	976	44	5325
Approach %	75.47	5.02	23.52	3.03	10.30	66.69	50.95	27.19	22.11	16.02	27.62	1.49	
App. Delay	1280	7	590	764	7	699	1721	7	636	1250	7	2490	

AM Peak Begins at: 7:30 AM

PEAK

Volumes	125	45	191	42	36	317	508	291	303	167	510	27	2784
Approach %	61.94	5.68	28.28	11.58	9.57	29.85	50.33	19.60	30.10	23.72	27.11	2.84	

PEAK HR FACTOR

	0.97		0.81		0.95		0.81		0.91		0.91		0.91
--	------	--	------	--	------	--	------	--	------	--	------	--	------

CONTROL: SIGNAL
COMMENT 1:
COMMENT 2:

Intersection Turning Movement



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

N-S STREET: DENNEY RD. DATE: 10/14/10 LOCATION: SAN DIEGO
E-W STREET: PALM AVE DAY: THURSDAY PROJECT#: 10-114R-0107

TIME:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	RT	LR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANE:	4	0.5	0.5	2	2	1	2	1	1	2	3	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	181	28	35	7	15	20	151	101	101	35	77	9	802
4:15 PM	156	1	35	7	20	58	100	101	87	25	06	9	751
4:30 PM	217	17	43	0	22	61	115	110	82	39	64	4	807
4:45 PM	209	12	41	5	14	78	102	09	102	52	73	6	793
5:00 PM	173	17	36	10	24	51	89	110	92	34	67	0	752
5:15 PM	210	27	30	14	15	64	100	55	103	54	54	7	857
5:30 PM	150	13	33	4	11	64	127	116	90	32	90	4	774
5:45 PM	163	16	35	9	10	63	114	130	94	43	63	4	790
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	RT	LR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	1552	133	256	54	140	583	916	851	757	327	645	43	6311
Approach %	70.36	6.70	14.93	3.13	17.79	74.03	35.30	33.74	39.98	32.22	63.55	4.24	
App/Depart	1984	1	1052	767	1	1324	2525	1	1312	1015	1	2763	

PM Peak Hr Begins at: 4:30 PM

PEAK

Volumes	834	73	150	17	44	320	415	404	384	158	329	17	3194
Approach %	78.24	7.11	14.11	3.24	18.73	73.05	34.55	33.55	31.64	36.54	63.12	3.41	

PEAK HR. FACTOR

	0.944		0.935		0.903		0.798		0.798		0.922		
--	-------	--	-------	--	-------	--	-------	--	-------	--	-------	--	--

CONTROL: SIGNAL
 COMMENT 1: C
 COMMENT 2: U

PALM AVE/DINNERY RD.

DENNERY & PALM Timing

File Timing Sheets - 223 20 Search Operations Print Notes

Close Tab

Active Layer: Signals Auto Show

GIS Graphic - RAMS Regional QGS

- Local Controllers
- Master Controllers
- System Detectors
- Links
- Preemptors

Phase Functions, DENNERY & PALM Phase Timing Bank 1, DENNERY & PALM Upload Shown.

<F> row PHASES: 12345678

<D> PERMIT 12345678

<1> RED LOCK

<2> YELLOW LOCK 1

<3> VEH RECALL 2_6

<4> PED RECALL

<5> PEDS (MEW) 2_4_5_8

<6> REST IN WALK

<7> RED REST

<8> DOUBLE ENTRY

<9> MAX RECALL

<A> SOFT RECALL

 MAX 2

<C> COND SERVE

<D> PED LOCK 12345678

<E> STARTUP 2_6

<F> FIRST PHASES 4_8

Save Upload Download

Phase

PHASE:	<1>	<2>	<3>	<4>	<5>	<6>	<7>	<8>
<D> WALK	0	7	0	7	0	7	0	7
<1> FLASH D/W	0	22	0	36	0	22	0	32
<2> MIN GREEN	4	7	4	7	4	7	4	7
<3> TYPE 3 DET	0	0	0	0	0	0	0	0
<4> ADD/VEH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<5> VEH EXTEN	2.0	4.7	3.0	4.8	2.0	4.7	2.0	4.8
<6> MAX GAP	2.0	4.7	3.0	4.8	2.0	4.7	2.0	4.8
<7> MIN GAP	2.0	0.2	3.0	0.2	2.0	0.2	2.0	0.2
<8> MAX EXTEN	30	45	50	30	30	45	30	30
<9> MAX 2	0	0	0	0	0	0	0	0
<A> ADVANCE BUS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
 CALL TO PH	0	0	0	0	0	0	0	0
<C> REDUCE BY	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.1
<D> REDUCE EVERY	0.0	0.7	0.0	0.7	0.0	0.7	0.0	0.7
<E> YELLOW	3.4	4.3	3.4	3.9	3.4	5.1	3.4	3.9
<F> RED CLEARANCE	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

<F> column - row

Close Save Upload Download Toggle Prev Next Copy

DINNERY & PALM - Detail

Special

Status: Non-Coordinated
 Current Plan: FREE
 Cycle Length: 60
 Offset Value: 0
 Master Cycle Timer: 14
 Local Cycle Timer: 31
 Active Forsoffs:
 07:27:22
 Tue Jun 21, 2011

<D> 511	<input checked="" type="checkbox"/>	0.0	0.0	<D> 511	<input checked="" type="checkbox"/>	0.0	0.0
<1> 212U	<input checked="" type="checkbox"/>	0.0	1.8	<1> 612U	<input checked="" type="checkbox"/>	0.0	1.8
<2> 212L	<input checked="" type="checkbox"/>	0.0	1.8	<2> 612L	<input checked="" type="checkbox"/>	0.0	1.8
<3> 213U	<input checked="" type="checkbox"/>	0.0	0.0	<3> 613U	<input checked="" type="checkbox"/>	0.0	0.0
<4> 213L	<input checked="" type="checkbox"/>	0.0	0.0	<4> 613L	<input checked="" type="checkbox"/>	0.0	0.0
<5> 214	<input checked="" type="checkbox"/>	0.0	0.0	<5> 614	<input checked="" type="checkbox"/>	0.0	0.0
<6> 315	<input checked="" type="checkbox"/>	0.0	0.0	<6> 715	<input checked="" type="checkbox"/>	0.0	0.0
<7> 416U	<input checked="" type="checkbox"/>	0.0	1.8	<7> 816U	<input checked="" type="checkbox"/>	0.0	1.8
<8> 416L	<input checked="" type="checkbox"/>	0.0	1.8	<8> 816L	<input checked="" type="checkbox"/>	0.0	1.8
<9> 417U	<input checked="" type="checkbox"/>	10.0	0.0	<9> 817U	<input checked="" type="checkbox"/>	0.0	0.0
<A> 417L	<input checked="" type="checkbox"/>	0.0	0.0	<A> 817L	<input checked="" type="checkbox"/>	0.0	0.0
 418	<input checked="" type="checkbox"/>	0.0	0.0	 818	<input checked="" type="checkbox"/>	0.0	0.0
<C> 119U	<input checked="" type="checkbox"/>	0.0	0.0	<C> 519U	<input checked="" type="checkbox"/>	0.0	0.0
<D> 319L	<input checked="" type="checkbox"/>	0.0	0.0	<D> 719L	<input checked="" type="checkbox"/>	0.0	0.0

MAX ON 5 MAX OFF 60

Close Save Upload Download Toggle Copy

Prev Next

A-A
EX

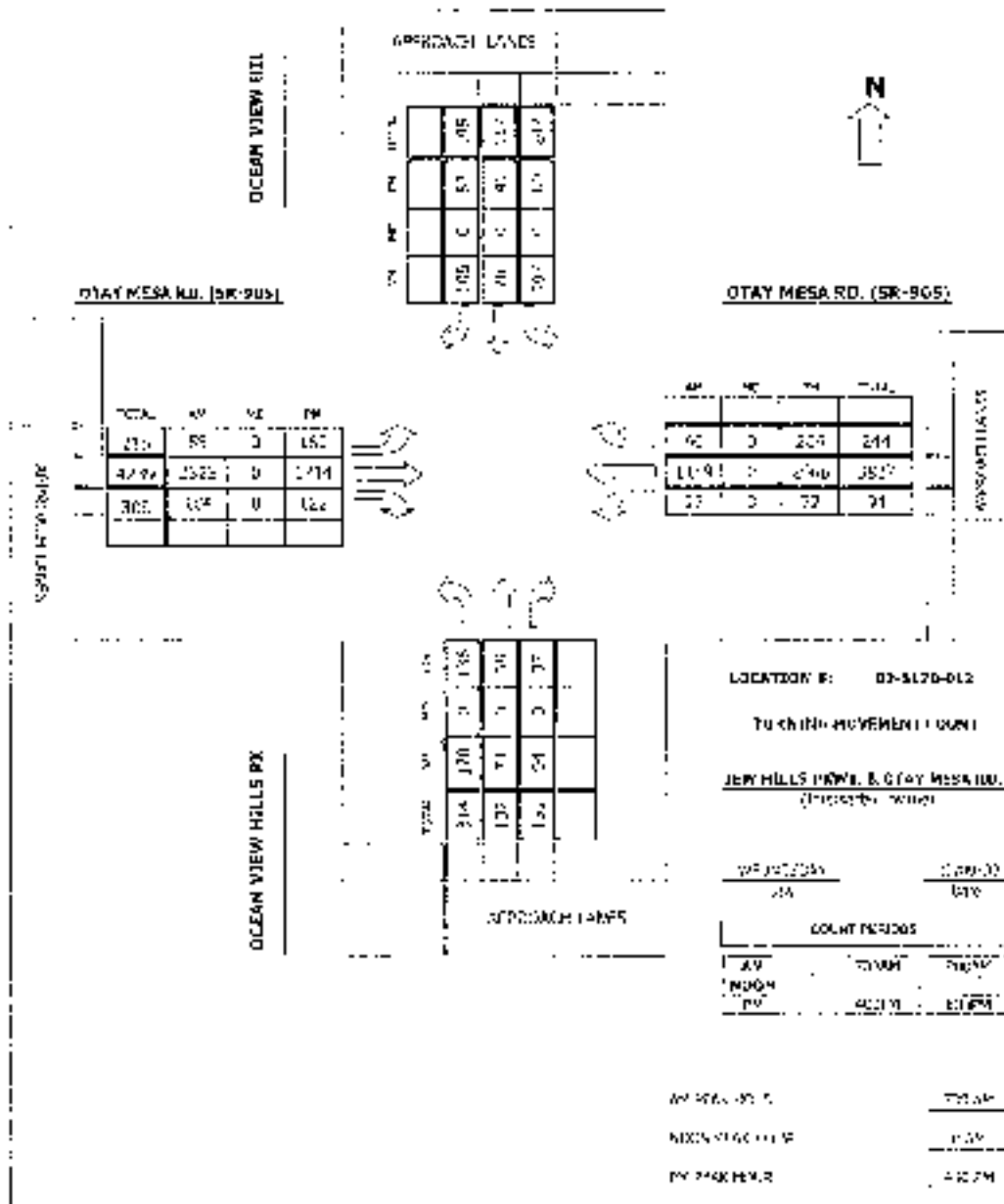
SHORT REPORT													
General Information						Site Information							
Analyst	USAI					Intersection	OTAY MESA RD/OCEAN VIEW HILLS						
Agency or Co.	USAI					Area Type	All other areas						
Date Performed	06/20/11					Jurisdiction	NO MITIGATION/CALTRANS LANES						
Time Period	AM PEAK HOUR					Analysis Year	EXISTING 2009						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Num. of Lanes	2	3	1	2	3	1	2	2	1	2	1	2	
Lane group	L	T	R	L	T	R	L	T	R	L	T	R	
Volume (vph)	55	2525	184	22	1159	40	178	74	94	167	76	108	
% Heavy veh	5	10	5	5	10	5	5	5	5	5	5	5	
PHF	0.93	0.93	0.93	0.90	0.90	0.90	0.82	0.82	0.82	0.85	0.85	0.85	
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A	
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	3.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival type	5	5	5	5	5	5	4	4	4	4	4	4	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	10	5	0	10	5	0	10	5	0	10	5	0	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/hr													
Bus stops/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Phasing	Excl. Left	Thru & RT	03			04			Excl. Left	Thru & RT	07		08
Timing	G = 12.0	G = 62.0	G =	G =			G = 15.0	G = 15.0	G =	G =			
	Y = 5.2	Y = 6.7	Y =	Y =			Y = 5.2	Y = 5.6	Y =	Y =			
Duration of Analysis (hrs) = 0.25							Cycle Length C = 126.7						
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adj. flow rate	59	2715	198	24	1288	44	217	90	115	196	89	127	
Lane group cap.	316	2463	737	325	2463	996	395	429	380	395	226	672	
v/c ratio	0.19	1.10	0.27	0.07	0.52	0.04	0.55	0.21	0.30	0.50	0.39	0.19	
Green ratio	0.09	0.50	0.49	0.09	0.50	0.66	0.12	0.12	0.26	0.12	0.12	0.26	
Unif. delay d1	52.9	31.8	19.0	52.3	21.6	7.5	52.7	50.5	37.9	52.3	51.6	36.7	
Delay factor k	0.11	0.50	0.11	0.11	0.13	0.11	0.15	0.11	0.11	0.11	0.11	0.11	
Increm. delay d2	0.3	52.9	0.2	0.1	0.2	0.0	1.6	0.2	0.5	1.0	1.1	0.1	
PF factor	0.930	0.341	0.361	0.930	0.341	0.147	1.000	1.000	1.000	1.000	1.000	1.000	
Control delay	49.5	63.7	7.1	48.7	7.6	1.1	54.3	50.7	38.3	53.3	52.8	36.9	
Lane group LOS	D	E	A	D	A	A	D	D	D	D	D	D	
Approch. delay	59.7			8.1			49.2			48.1			
Approach LOS	E			A			D			D			
Intersec. delay	44.4			Intersection LOS						D			

4-8
EX

SHORT REPORT													
General Information						Site Information							
Analyst	USAI					Intersection	OTAY MESA RD/OCEAN VIEW HILLS						
Agency or Co.	USAI					Area Type	All other areas						
Date Performed	06/20/11					Jurisdiction	NO MITIGATION/CALTRANS LANES						
Time Period	PM PEAK HOUR					Analysis Year	EXISTING 2009						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Num. of Lanes	2	3	1	2	3	1	2	2	1	2	1	2	
Lane group	L	T	R	L	T	R	L	T	R	L	T	R	
Volume (vph)	160	1714	122	72	2668	204	136	58	37	80	41	87	
% Heavy veh	5	10	5	5	10	5	5	5	5	5	5	5	
PHF	0.89	0.89	0.89	0.88	0.88	0.88	0.90	0.90	0.90	0.88	0.88	0.88	
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A	
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	3.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival type	5	5	5	5	5	5	4	4	4	4	4	4	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	10	5	0	10	5	0	10	5	0	10	5	0	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/hr													
Bus stops/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Phasing	Excl. Left	Thru & RT	03			04			Excl. Left	Thru & RT	07		08
Timing	G = 12.0	G = 70.0	G =	G =			G = 12.0	G = 12.0	G =		G =		
	Y = 5.2	Y = 6.7	Y =	Y =			Y = 5.2	Y = 5.6	Y =		Y =		
Duration of Analysis (hrs) = 0.25							Cycle Length C = 128.7						
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adj. flow rate	180	1926	137	82	3032	232	151	64	41	91	47	99	
Lane group cap.	311	2732	820	320	2732	1040	311	338	337	311	178	596	
v/c ratio	0.58	0.70	0.17	0.26	1.11	0.22	0.49	0.19	0.12	0.29	0.26	0.17	
Green ratio	0.09	0.55	0.54	0.09	0.55	0.69	0.09	0.09	0.23	0.09	0.09	0.23	
Unif. delay d1	55.9	21.2	14.7	54.2	28.8	7.3	55.4	53.9	39.3	54.4	54.2	39.7	
Delay factor k	0.17	0.27	0.11	0.11	0.50	0.11	0.11	0.11	0.11	0.11	0.11	0.11	
Increm. delay d2	2.7	0.8	0.1	0.4	55.4	0.1	1.2	0.3	0.2	0.5	0.8	0.1	
PF factor	0.931	0.180	0.205	0.931	0.321	0.161	1.000	1.000	1.000	1.000	1.000	1.000	
Control delay	54.8	4.6	3.1	50.9	64.6	1.3	56.6	54.1	39.4	54.9	55.0	39.8	
Lane group LOS	D	A	A	D	E	A	E	D	D	D	E	D	
Apprch. delay	8.6			59.9			53.2			48.6			
Approach LOS	A			E			D			D			
Intersec. delay	40.2			Intersection LOS						D			

Project #: 09-S170-012

TMC SUMMARY OF OCEAN VIEW HILLS PKWY. & OTAY MESA RD. (SR-905)



Intersection Turning Movement
Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.
 520.316.8745

N/S STREET: JOHN WEAVER PKWY. DATE: 12/09/09 LOCATION: SAN DIEGO
 E/W STREET: OLAY NESS RD (SR-905) DAY: WEDNESDAY PROJECT#: IPE-0170-011

LANES	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 2	ER 1	WL 2	WT 1	WR 1	
6:30 AM													
6:45 AM													
7:00 AM													
7:15 AM													
7:30 AM	11	7	6	18	0	22	11	567	10	7	280	8	941
7:45 AM	26	3	5	20	1	29	8	557	16	5	287	3	567
8:00 AM	34	13	12	20	7	27	11	658	21	4	280	6	1101
8:15 AM	45	13	26	44	27	21	7	721	43	8	291	10	1258
8:30 AM	46	25	30	47	32	28	12	637	55	5	312	10	1241
8:45 AM	51	21	24	45	15	32	25	508	35	5	276	14	1072
9:00 AM	40	22	19	38	11	25	19	503	47	7	316	11	1051
9:15 AM	37	17	17	26	8	20	13	492	30	3	315	7	981
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	296	124	141	259	96	214	109	4518	250	41	280	75	8634
Approach %	32.59	22.18	25.22	46.46	16.58	36.95	2.17	91.65	5.78	1.78	95.20	1.03	
Approach %	539	7	308	579	7	430	5013	7	5329	2478	7	3857	

AM Peak Hr begins at: 7:30 AM

PEAK

Volumes	128	71	91	162	76	108	55	2125	189	12	1140	40	4592
Approach %	31.45	21.35	27.17	47.59	21.65	30.77	1.93	91.35	5.66	1.60	94.97	3.23	

PEAK P.S.F.

FACTOR:	0.840	0.620	0.890	0.593	0.923								
---------	-------	-------	-------	-------	-------	--	--	--	--	--	--	--	--

CONTROL: SIGNAL

COMMENT 1:

COMMENT 2:

Intersection Turning Movement



N-S STREET: COLFAX VIEW PEELS PKWY. DATE: 12/09/09 LOCATION: SAN DIEGO
 E-W STREET: DAY MEADOW RD. (S-905) DAY: WEDNESDAY PROJECT# 09-5170-012

APPH:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	RL	LT	RT	SL	ST	SR	EL	FL	FR	WL	WT	WR	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	32	6	15	24	6	26	25	117	32	18	593	32	1234
4:15 PM	37	12	10	22	9	27	37	430	31	12	620	48	1280
4:30 PM	34	9	7	17	9	20	25	507	27	15	624	43	1337
4:45 PM	37	15	12	25	11	27	43	441	34	20	660	52	1375
5:00 PM	26	17	9	16	13	21	52	374	20	14	636	45	1257
5:15 PM	37	17	9	22	8	21	40	392	21	23	706	51	1410
5:30 PM	25	20	6	20	5	18	34	364	23	17	631	16	1227
5:45 PM	21	13	10	16	10	16	30	367	30	12	528	31	1150
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													

APPH	NL	NT	NR	SL	ST	SR	EL	FL	FR	WL	WT	WR	TOTAL
Volumes	263	111	78	107	76	171	492	1312	748	141	5060	355	10245
Approach %	58.00	24.67	17.33	35.61	18.58	41.81	7.55	86.25	6.20	2.36	91.24	6.40	
Approach sat	450	7	750	405	7	445	1340	7	3552	5546	7	5407	

PM Peak II Begins at: 5:00 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	FL	FR	WL	WT	WR	TOTAL
Volumes	136	56	17	69	41	87	160	1774	127	72	2668	204	5279
Approach %	58.37	25.11	16.02	36.46	19.71	41.53	8.32	83.87	0.11	2.45	90.63	6.93	

PEAK - CR.	NL	NT	NR	SL	ST	SR	EL	FL	FR	WL	WT	WR	TOTAL
-CR109:		0.40			0.86			0.84			0.68		0.95

CONTROL: SIGMA
 COMMENT 1: 0
 COMMENT 2: 0

LOCATION: NYE 905 @ CALIENTE AVE / OCEAN VIEW HILLS PARKWAY

VERSION: 3

DATE: 4/11/11

PAGE 1

D PAGE

INTERVAL	PHASE TIMING									PRE-EMPTION	P										
	1	2	3	4	5	6	7	8	9		1	2	3	4	5	6	7	8	9		
1	RED	1	7	1	1	1	7	1	7	CLR 1ST	BY 2ND	3	3	3	3	3	3	3			
1	DRNG WALK	1	33	1	1	1	36	1	42	SP1 CLR	5	RED LOCK			3	4	5	7	8	1	
2	TRD CRASH	5	5	5	5	5	5	5	5	FVA CLR	0	YEL LOCK								2	
3	TYPE 3 DET	3	0	0	0	0	0	0	0	FVA CLR	5	Y RECALL			2					4	
4	ADVISER	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	FVB CLR	3	P RECALL								4	
5	TRIGGER	2.0	3.0	3.0	2.0	2.0	9.0	2.0	2.0	FVB CLR	5	SP1 RELEASE		2						4	
6	SP2 1ST	2.0	7.0	3.0	2.0	2.0	7.0	2.0	2.0	FVC CLR	3	SP1 CLR								6	
7	SP1 2ND	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0	FVC CLR	5	SP1 CLR								7	
8	MAX 1ST	15	100	20	25	15	100	20	25	LVG CLR	3	DBL ENTRY								8	
9	MAX 2			35					35	LVG CLR	5	MAX 2 PHASES			3					9	
10	MAX 3									MAX EV	5	MAX 3 PHASES								A	
11										DAY	SP2 CLR	5	RED REPT							B	
12	ICONS. BY	0.0	0.1	0	0	0	0	0	0	PM		DRST IN WALK								C	
13	EVERY	1.0	0.4	1.0	1.0	1.0	0.4	1.0	1.0	JK		MAX 3 PHASES								D	
14	YELLOW	3.2	0.7	2.2	3.6	3.2	4.7	3.2	3.5	HK		YEL START UP		2				6		E	
15	RED	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	SK		FIRST PHASE			3					5	F
16	RED KING RT		37				45		150						2	3	4	5	6	7	8

NOTES: ED MPF

ENTRIES IN THESE LOCATIONS CAN BE CHANGED BY DTG PLANS ONLY

FOR LONG FAILURE	
FOR SHORT FAILURE	
FOR	0
FOR	5
FOR	3
FOR	3
FOR	10
FOR	0.0
FOR	0.0
FOR	0.0
FOR	0.0

FOR ON BESET	1
FOR FOR BESET	0
FOR T WALK	0
FOR TERMINIVE	0
FOR CS BEETING	1

FOR PLAS TYPE	1
FOR INHORE	1

C	CYCLE LENGTH	CONTROL PLANS								Y-COORD		LWS PHASE		PHASE												
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17								
0															LWC #2 PHASE											
1	FX1 GRN FCIR														CARROT CP1	LWC #2 CP 1										1
2															CARROT CP2	LWC #2 CP 2										2
3	FX1 GRN FCIR														CARROT LWD	LWC #2 CP 3										3
4	FX1 GRN FCIR														MANUAL LWD	LWC #2 CP 4										4
5	FX5 GRN FCIR														CARROT LWD	LWC #2 CP 5										5
6															CARROT CP6	LWC #2 CP 6										6
7	FX7 GRN FCIR														MANUAL LWD	LWC #2 CP 7										7
8	FX8 GRN FCIR														CARROT CP8	LWC #2 CP 8										8
9	PHASE 9														MANUAL LWD	LWC #2 CP 9										9
A	PHASE A															LWC #2 CP10										A
B	PHASE B															LWC #2 CP11										B
C	PHASE C															CONTO 10000										C
D	PHASE D																									D
E	PHASE E																									E
F	PHASE F																									F
G	PHASE G																									G
H	PHASE H																									H
I	PHASE I																									I

- CC1 MANUAL CP
- CC2 MASTER CP
- CC3 CURRENT CP
- CC4 LAST CP
- CC5 TRNSMT CP
- CC6 MANUAL OFFSET
- CC7 LOCAL CYCLE TIMER
- CC8 MASTER CYCLE TIMER
- CC9 LOCAL OFFSET
- CC0 MASTER OFFSET

SYSTEM MASTER:
 OTAY KENA RD. TEMP.

FEATURE

OFF	ON
1	
2	
3	
4	
5	
6	
7	
8	
9	
0	

LOCATION

OFF	ON
1	
2	
3	
4	
5	
6	
7	
8	
9	
0	

CC0 = 1

- CC0/CC1 OFFSET TIMER
- CC0/CC2 LAG GREEN TIMER
- CC0/CC3 PHASE OFF TIMER
- CC0/CC4 LAG GREEN TIMER
- CC0/CC5 NO GREEN TIMER

C	D	E						F	G					
		1	2	3	4	5	6		1	2	3	4	5	6
0	RCL						RCL							
1	CP 1						CP 1							
2	CP 2						CP 2							
3	CP 3						CP 3							
4	CP 4						CP 4							
5	CP 5						CP 5							
6	CP 6						CP 6							
7	CP 7						CP 7							
8	CP 8						CP 8							
9	CP 9						CP 9							
A							REL 1							
B							REL 2							
C														
D														
E														
F														

C	D	E						F	G					
		1	2	3	4	5	6		1	2	3	4	5	6
0	FUNCTION						FUNCTION							
1							CODE 4							
2							CODE 5							
3							MAX RECALL							
4							MAX RECALL							
5							MAX RECALL							
6							MAX RECALL							
7							MAX RECALL							
8							MAX RECALL							
9							MAX RECALL							
A	MAX RECALL						MAX RECALL							
B	MAX RECALL						MAX RECALL							
C	MAX RECALL						MAX RECALL							
D	MAX RECALL						MAX RECALL							
E														
F														

LAST POWER FAILURE REGISTER

HOUR = D-A-E
 MINUTE = D-G-H
 DAY = D-C-B

RCL 1 = TIME OF DAY MAX RECALL (1ST SELECT) PHASES
 (CALL ACTIVE LIGHTS)
 RCL 2 = TIME OF DAY MAX RECALL (2ND SELECT) PHASES
 (CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

HOUR = D-A-F
 MINUTE = D-B-F
 DAY = D-C-F

D-E-E = CS VERSION NUMBER
 D-E-F = LITHIUM BATTERY CONDITION
 04 = BAD
 05 = GOOD

LOCATION: RTH 505 E CALIENTE AVE./OCEAN VIEW HILLS PARKWAY

CALTRANS CE Version 3

DATE: 02/14/11

PAGE 4

7 PAGE

9 PAGE

003 - 0 02 1

9 PAGE

003 - 2

TIME OF DAY ACTIVITY DATA												
EVENT	HR	MIN	ACT	OP	PERIOD							TS
					S	M	T	W	T	F	S	
					1	2	3	4	5	6	7	
0	07	30	2	ON		2	3	4	5	6		
1	09	30	2	OFF		2	3	4	5	6		
2	15	30	2	ON		2	3	4	5	6		
3	17	00	2	OFF		2	3	4	5	6		
4												
5												
6												
7												
8												
9												
A												
B												
C												
D												
E												

ACTIVITY CODE

- 1 TYPE OF MAX OPERATION
- 2 MAX 2
- 3 MAX 1
- 4 COND SERV (1ST SELECT)
- 5 COND SERV (2ND SELECT)
- 6 ENERGIZED MAX OUTPUT-RED
- 7 ENERGIZED MAX OUTPUT-GREEN

CONTROL PLAN TIME OF DAY												
EVENT	HR	MIN	OP	SE	PERIOD							TS
					1	2	3	4	5	6	7	
0												
1												
2												
3												
4												
5												
6												
7												
8												
9												
A												
B												
C												
D												
E												

ACTIVITY CODE

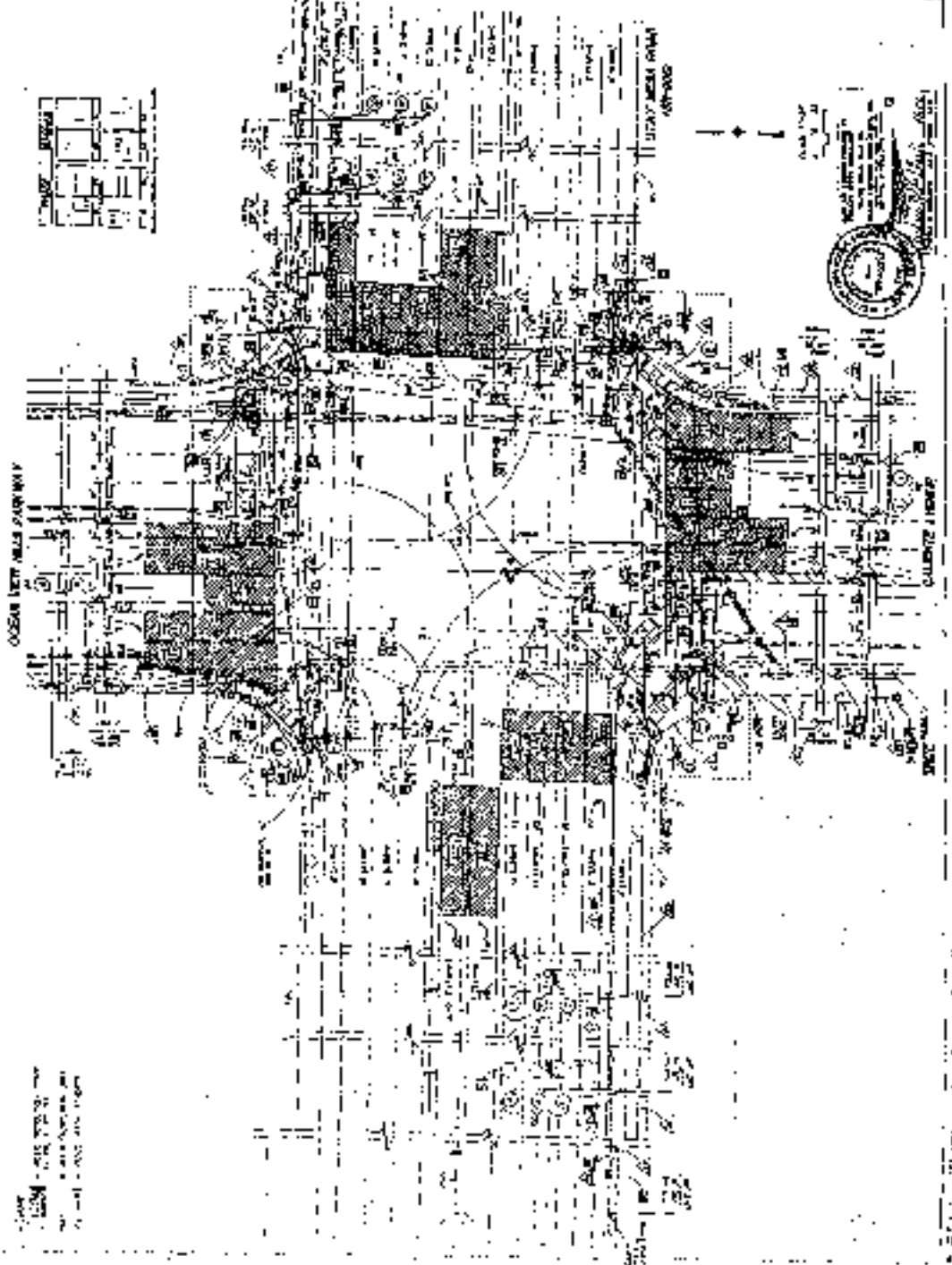
- 1 ENERGIZED MAX OUTPUT-YELLOW
- 2 TIME OF DAY MAX RECALL (1ST SELECT)
- 3 TRAFFIC ACT. MAX 2 OPERATION
- 4 TIME OF DAY MAX RECALL (2ND SELECT)
- 5 YELLOW YIELD COORDINATION
- 6 YELLOW YIELD COORDINATION
- 7 TIME OF DAY PRRR OPERATION
- 8 FLASHING OPERATION

CONTROL PLAN TIME OF DAY												
EVENT	HR	MIN	OP	SE	PERIOD							TS
					1	2	3	4	5	6	7	
0												
1												
2												
3												
4												
5												
6												
7												
8												
9												
A												
B												
C												
D												
E												

THESE PLANS ARE THE PROPERTY OF THE U.S. GOVERNMENT AND ARE NOT TO BE DISTRIBUTED OUTSIDE THE OFFICE OF THE ARCHITECT

NO. OF SHEETS	12
SHEET NO.	12
DATE	10/15/54
PROJECT	NAVY AIR STATION
LOCATION	ALBANY, N.Y.
SCALE	AS SHOWN
DESIGNED BY	...
CHECKED BY	...
APPROVED BY	...
DATE	...

THESE PLANS ARE THE PROPERTY OF THE U.S. GOVERNMENT AND ARE NOT TO BE DISTRIBUTED OUTSIDE THE OFFICE OF THE ARCHITECT

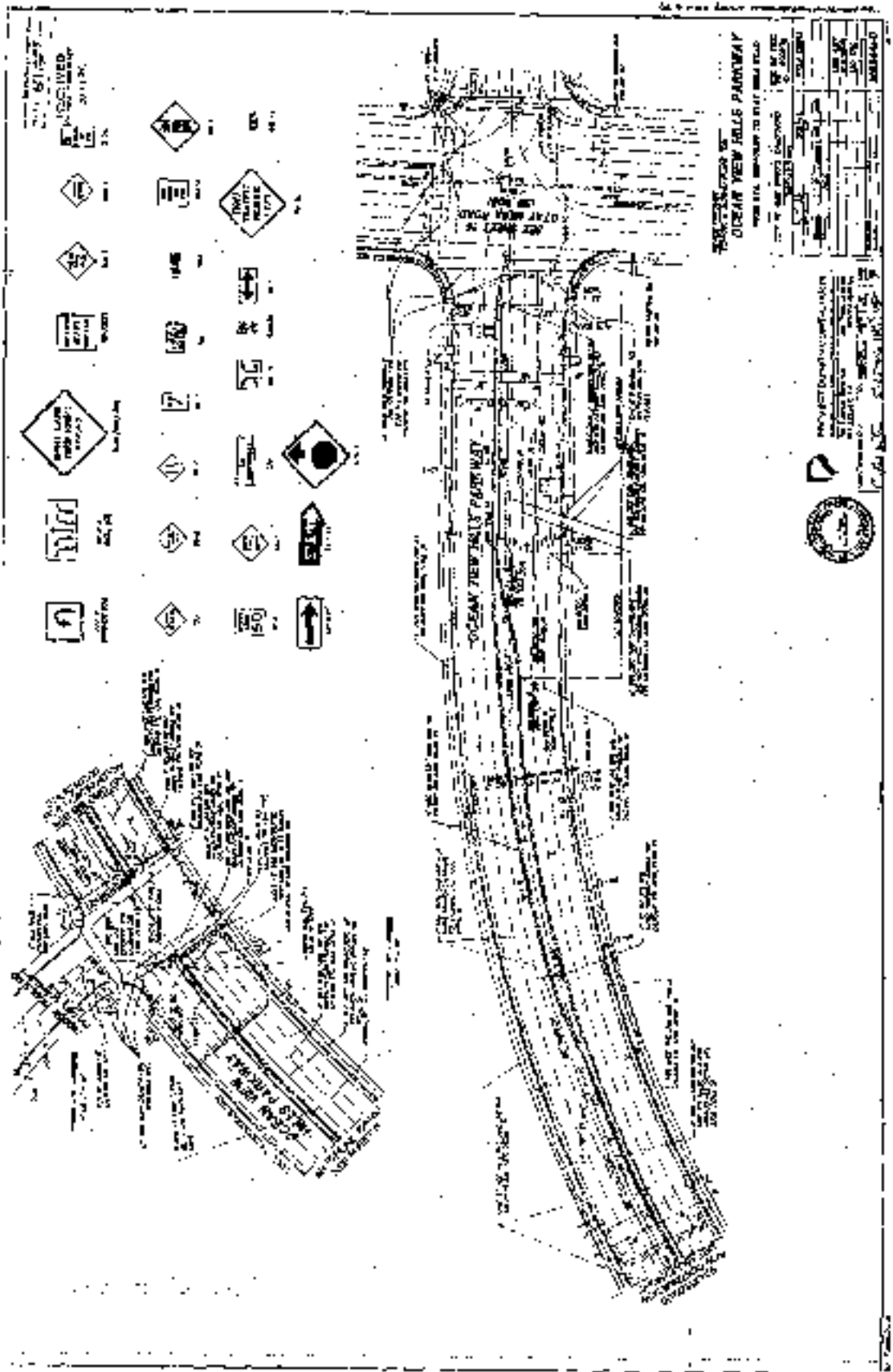


NO. OF SHEETS	12
SHEET NO.	12
DATE	10/15/54
PROJECT	NAVY AIR STATION
LOCATION	ALBANY, N.Y.
SCALE	AS SHOWN
DESIGNED BY	...
CHECKED BY	...
APPROVED BY	...
DATE	...

OCEAN VIEW WALK EAST SIDE

PLAN

DATE: 10/15/54
BY: [Name]
CHECKED BY: [Name]
APPROVED BY: [Name]

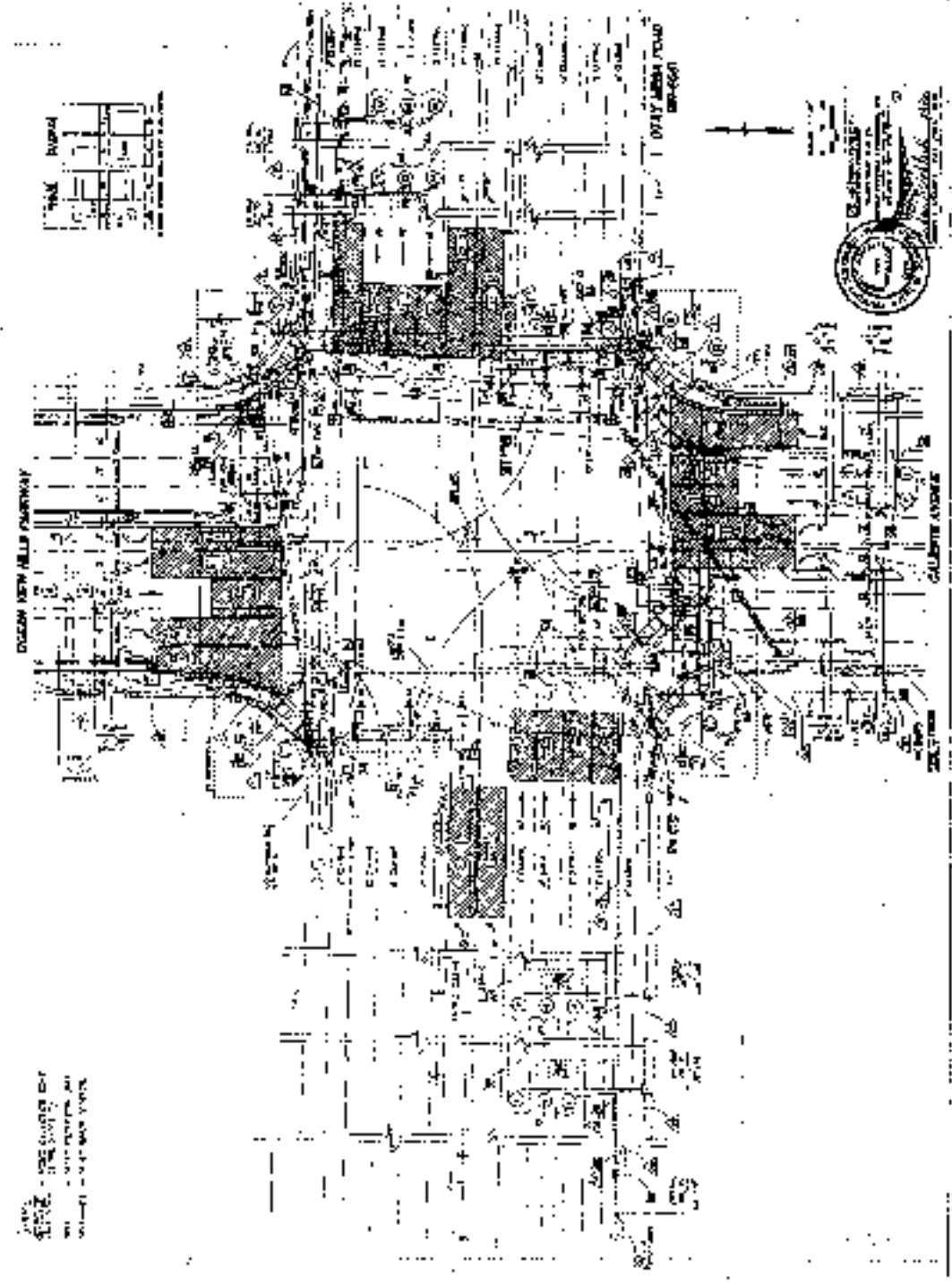


100-100000
1:100,000

100-100000
1:100,000

ROYAL CANADIAN MOUNTED POLICE
CALIFORNIA AND OREGON DIVISION
CALIFORNIA AND OREGON DIVISION
AND U.S. MARSHAL SERVICE
100-100000
1:100,000

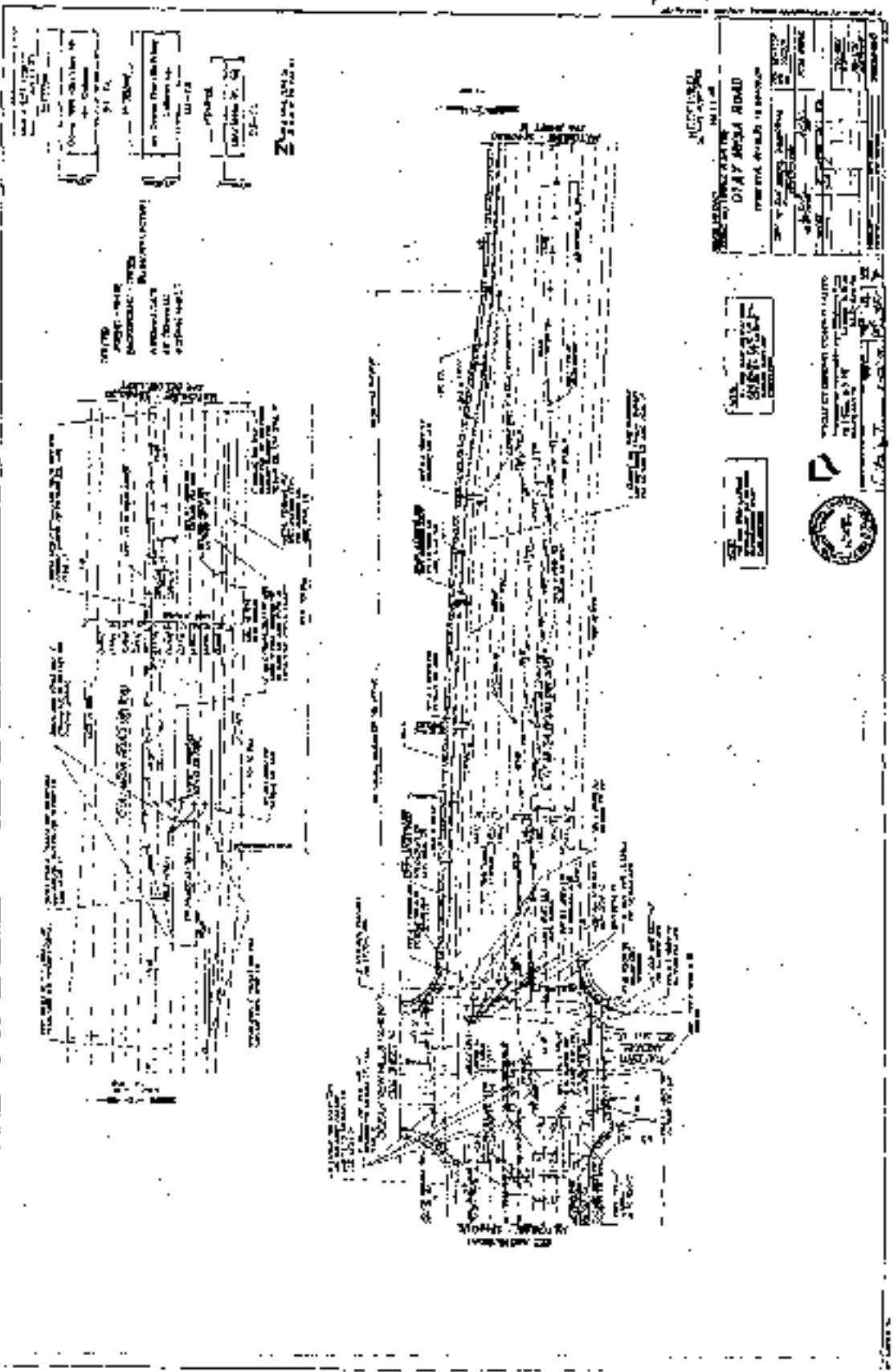
DATE	10/1/50
BY	J. H. ...
SCALE	1:100,000
PROJECTION	UTM
COORDINATE SYSTEM	UTM
ADDITIONAL DATA	



100-100000
1:100,000

DATE	10/1/50
BY	J. H. ...
SCALE	1:100,000
PROJECTION	UTM
COORDINATE SYSTEM	UTM
ADDITIONAL DATA	





NORTH
 DAY AREA ROAD
 MAY 1954
 MARYLAND
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 PROJECT NO. 10-10-10
 SHEET NO. 10-10-10-1
 SCALE: AS SHOWN
 DRAWN BY: [Name]
 CHECKED BY: [Name]



DAY AREA ROAD
 MAY 1954
 MARYLAND
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

DAY AREA ROAD
 MAY 1954
 MARYLAND
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

DAY AREA ROAD
 MAY 1954
 MARYLAND
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

DAY AREA ROAD
 MAY 1954
 MARYLAND
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

DAY AREA ROAD
 MAY 1954
 MARYLAND
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

S-A
Ex

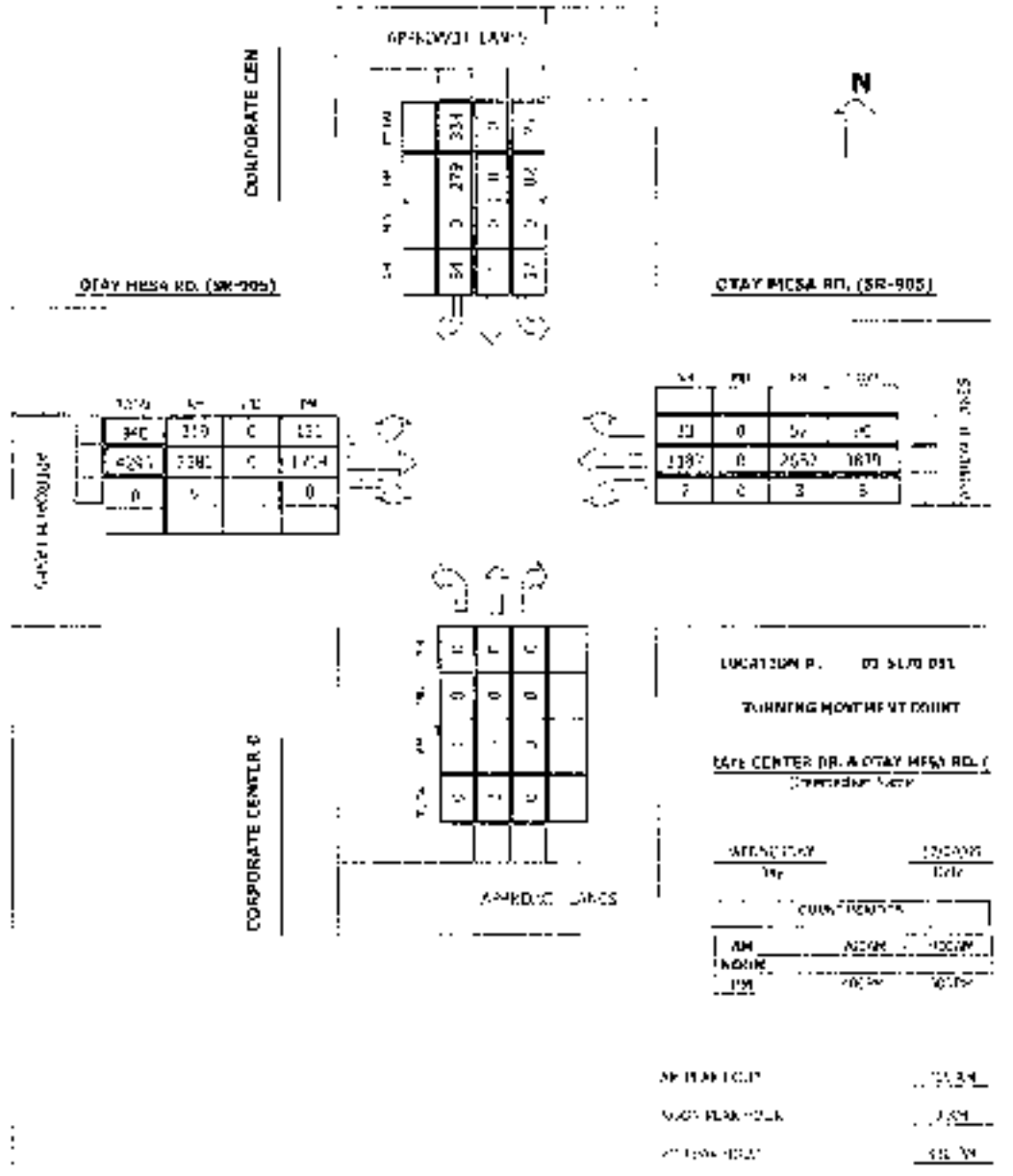
SHORT REPORT												
General Information						Site Information						
Analyst	USAI					Intersection	OTAY MESA					
Agency or Co.	USAI						RD./CORPORATE CENTER					
Date Performed	06/20/11					Area Type	All other areas					
Time Period	AM PEAK HOUR					Jurisdiction	OTAYCORPEXAM					
						Analysis Year	EXISTING 2009					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	3	0	1	3	1	0	0	0	1	0	2
Lane group	L	T		L	T	R				L		R
Volume (vph)	219	2581		2	1187	33				17		54
% Heavy veh	10	10		10	10	10				10		10
PHF	0.88	0.88		0.94	0.94	0.94				0.74		0.74
Actuated (P/A)	A	A		A	A	A				A		A
Startup lost time	2.0	2.0		2.0	2.0	2.0				2.0		2.0
Ext. eff. green	2.0	2.0		2.0	2.0	2.0				2.0		2.0
Arrival type	5	5		5	5	5				4		4
Unit Extension	3.0	3.0		3.0	3.0	3.0				3.0		3.0
Ped/Bike/RTOR Volume	10			10	5	0	10			10	5	0
Lane Width	12.0	12.0		12.0	12.0	12.0				12.0		12.0
Parking/Grade/Parking	N	0	N	N	0	N	N		N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0	0				0		0
Unit Extension	3.0	3.0		3.0	3.0	3.0				3.0		3.0
Phasing	Excl. Left	Thru & RT	03	04	SB Only	06	07	08				
Timing	G = 15.0	G = 64.0	G =	G =	G = 20.0	G =	G =	G =				
	Y = 5.2	Y = 6.7	Y =	Y =	Y = 5.6	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 116.5						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	249	2933		2	1263	35				23		73
Lane group cap.	410	2721		211	2721	1122				282		876
v/c ratio	0.61	1.08		0.01	0.46	0.03				0.08		0.08
Green ratio	0.13	0.55		0.13	0.55	0.78				0.17		0.35
Unif. delay d1	48.0	26.2		44.3	15.9	2.9				40.5		25.5
Delay factor k	0.19	0.50		0.11	0.11	0.11				0.11		0.11
Increm. delay d2	2.6	42.6		0.0	0.1	0.0				0.1		0.0
PF factor	0.901	0.262		0.901	0.187	0.226				1.000		0.945
Control delay	45.8	49.5		39.9	3.1	0.7				40.7		24.1
Lane group LOS	D	D		D	A	A				D		C
Aprpch. delay	49.2			3.1						28.1		
Approach LOS	D			A						C		
Intersec. delay	35.7			Intersection LOS						D		

5-P
EX

SHORT REPORT												
General Information						Site Information						
Analyst	USAI					Intersection	OTAY MESA					
Agency or Co.	USAI						RD./CORPORATE CENTER					
Date Performed	06/17/11					Area Type	All other areas					
Time Period	PM PEAK HOUR					Jurisdiction	OTAYCORPEXPM					
						Analysis Year	EXISTING 2009					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	3	0	1	3	1	0	0	0	1	0	2
Lane group	L	T		L	T	R				L		R
Volume (vph)	121	1714		3	2652	57				82		279
% Heavy veh	10	10		10	10	10				10		10
PHF	0.85	0.85		0.92	0.92	0.92				0.92		0.92
Actuated (P/A)	A	A		A	A	A				A		A
Startup lost time	2.0	2.0		2.0	2.0	2.0				2.0		2.0
Ext. eff. green	2.0	2.0		2.0	2.0	2.0				2.0		2.0
Arrival type	5	5		5	5	5				4		4
Unit Extension	3.0	3.0		3.0	3.0	3.0				3.0		3.0
Ped/Bike/RTOR Volume	10			10	5	0	10			10	5	0
Lane Width	12.0	12.0		12.0	12.0	12.0				12.0		12.0
Parking/Grade/Parking	N	0	N	N	0	N	N		N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0	0				0		0
Unit Extension	3.0	3.0		3.0	3.0	3.0				3.0		3.0
Phasing	Excl. Left	Thru & RT	03	04	SB Only	06	07	08				
Timing	G = 20.0	G = 67.0	G =	G =	G = 21.0	G =	G =	G =				
	Y = 5.2	Y = 6.7	Y =	Y =	Y = 5.6	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 125.5						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	142	2016		3	2883	62				89		303
Lane group cap.	508	2644		262	2644	1087				275		934
v/c ratio	0.28	0.76		0.01	1.09	0.06				0.32		0.32
Green ratio	0.16	0.53		0.16	0.53	0.75				0.17		0.37
Unif. delay d1	46.4	23.0		44.4	29.2	3.9				46.0		28.2
Delay factor k	0.11	0.31		0.11	0.50	0.11				0.11		0.11
Increm. delay d2	0.3	1.4		0.0	47.7	0.0				0.7		0.2
PF factor	0.874	0.236		0.874	0.276	0.204				1.000		0.924
Control delay	40.8	6.8		38.8	55.7	0.8				46.7		26.2
Lane group LOS	D	A		D	E	A				D		C
Approch. delay	9.0			54.6						30.9		
Approach LOS	A			D						C		
Intersec. delay	35.0			Intersection LOS						D		

Project #: 09-5170-011

TMC SUMMARY OF CORPORATE CENTER DR. & OTAY MESA RD. (SR-905)



**Intersection Turning Movement
Prepared by:**



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.8743

N-S STREET: CORPORATE CENTER DR. DATE: 12/09/09 LOCATION: SAN DIEGO
E-W STREET: GAY MESA RD. (SR-905) DAY: WEDNESDAY PROJECT#: 05-5170-011

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
6:30 AM	0	0	0	1	0	2	2	3	0	1	1	1	
6:45 AM													
7:00 AM	0	0	0	2	0	3	24	541	0	1	274	4	
7:15 AM	0	0	0	4	0	13	37	550	0	0	299	7	
7:30 AM	0	0	0	2	0	15	41	607	0	0	277	6	
7:45 AM	0	0	0	3	0	10	74	723	0	0	296	7	
8:00 AM	0	0	0	8	0	16	67	643	0	2	323	10	
8:15 AM	0	0	0	13	0	22	71	508	0	0	269	11	
8:30 AM	0	0	0	14	0	22	66	495	0	1	315	13	
8:45 AM	0	0	0	12	0	23	73	432	0	2	304	8	
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	44	0	130	439	1327	0	0	2340	67	2547
Approach %	0.00%	0.00%	0.00%	19.73%	0.00%	70.27%	8.06%	51.32%	0.00%	0.25%	95.99%	2.77%	
Approach	0	0	0	185	0	5	5065	7	4967	2422	7	2479	

AM Peak Period: 7:15 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	17	0	64	219	730	0	2	1187	15	4091
Approach %	0.00%	0.00%	0.00%	13.94%	0.00%	79.06%	7.81%	92.18%	0.00%	0.16%	97.14%	2.70%	

PEAK HV	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
FACTOR		0.000		0.710			0.876			0.640			0.918

CONTROL: SIGNAL
COMMENT 1:
COMMENT 2:

Intersection Turning Movement



N-S STREET: CORONA CENTER DR DATE: 1/10/2019 LOCATION: SAN DIEGO
 E-W STREET: OTAY MEZA RD (SR-565) DAY: WEDNESDAY PROJECT # 09-5070-011

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	0	0	14	0	54	29	421	0	1	580	11	1120
4:15 PM	0	0	0	17	0	71	35	454	0	1	607	8	1174
4:30 PM	0	0	0	21	0	93	41	497	0	0	667	14	1253
4:45 PM	0	0	0	19	0	85	33	455	0	2	608	13	1198
5:00 PM	0	0	0	24	0	92	37	363	0	0	573	17	1185
5:15 PM	0	0	0	19	0	56	20	399	0	1	774	14	1032
5:30 PM	0	0	0	15	0	41	15	397	0	1	518	14	1101
5:45 PM	0	0	0	17	0	36	18	374	0	0	591	11	1049
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	175	0	433	219	3540	0	5	6054	101	4542
Approach %	0.00	0.00	0.00	22.71	0.00	77.29	6.15	93.85	0.00	0.10	97.90	1.96	
App/Depart	0	0	0	533	0	5	3389	0	3485	5160	0	5543	

PM Peak Hour begins at: 4:30 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES	0	0	0	67	0	279	121	1714	0	4	2652	17	4616
Approach %	0.00	0.00	0.00	22.71	0.00	77.29	6.59	93.41	0.00	0.11	97.79	2.10	

PEAK HR. FACTOR	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0.000			0.702			0.853			0.916			0.879

CONTROL: SIGNAL
 COMMENT 1: 0
 COMMENT 2: 0

C	DESCRIPTION	FRASE POSITION									PRE POSITION	FRASE	Y							U	L					
		1	2	3	4	5	6	7	8	9			1	2	3	4	5	6	7							
0	WALK	1	1	1	1	1	7	1	7	CLK 250	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
1	LEFT WALK	1	1	1	1	1	19	1	33		PRI CLR	5	IND LOCK			4										1
2	NOV GREEN	5	10	1	5	5	10	1	1		ENV DEV	0	VAL LOCK													2
3	TYPE 1 OPT	1	0	0	0	0	0	0	0		ENV CLR	5	V RETALL		2				6							3
4	ADD/VER	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		ENV DEV	0	F RETALL													1
5	PASSAGE	2.0	9.5	0.9	2.4	2.0	9.5	0.9	0.5		ENV CLR	5	PRD PHASER						5							5
6	MAX RHP	2.0	7.0	0.9	2.4	2.0	7.0	0.9	0.5		ENV DEV	0	RT CLR													5
7	MIN RHP	2.0	2.3	0.9	2.0	2.0	2.0	0.9	0.9		ENV CLR	5	RT CLR													7
8	MAX LK	25	95	9	25	25	95	9	1		ENV DEV	0	LED ENCL													0
9	MAX 2									YES	ENV CLR	0	MAX 2 PHASER													0
5	MAX 0									NO	MAX EV	255	LED PHASER													0
4										NO	MAX EV	255	LED PHASER													0
0	GROUP 3 BY	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	NO			ENV 10 WALK													0
	ENV 2	1.0	0.4	1.0	1.0	1.0	0.4	1.0	1.0	NO			ENV 3 PHASER													0
Y	YELLOW	1.2	4.7	3.0	1.5	5.2	4.7	3.0	3.1	NO			YES START UP		2				6							0
P	PHL	2.0	2.1	0.0	2.0	2.0	2.0	0.0	0.1	NO			ENV PHASER					4								0
	ENV 2						99		143						1	2	3	4	5	6	7	8				0

NOTES:

VALUES IN THESE LOCATIONS CAN BE CHANGED IN CTD FLASH ONLY

ENV LONG USE	
ENV SHORT USE	
ENV	0
ENV	5

ENV	3
ENV	3
ENV	10
ENV	1.1
ENV	0.1
ENV	1.1
ENV	1.0

ENV TO SEL	1
ENV FED SEL	1
ENV 1 STR	0
ENV 2 STR	0
ENV 3 STR	1

ENV 1 STR	1
ENV 2 STR	1

LOCATION: 305 NCS & CONFERENCE CENTER RD.

CALTRANS CR Version: J

DATE: 2/1/99

PAGE 2

C PAGE

L	CONTROL PLANE									Y COORD			LAG FRAMP	PLANE													
	1	2	3	4	5	6	7	8	9	E	D	E	F	G	H	I	J	K	L	M	N	O					
0																											
1													GREEN C01														
2													GREEN C02														
3													GREEN C03														
4													NO GREEN														
5													GREEN C04														
6													GREEN C05														
7													GREEN C06														
8													NO GREEN														
9													GREEN C07														
A													GREEN C08														
B													GREEN C09														
C													GREEN C10														
D																											
E																											
F																											

000 MANUAL CP
 001 MASTER CP
 002 CURRENT CP
 003 LAST CP
 004 TRAFFIC CP
 005 MANUAL OFFSET
 006 LOCAL CYCLE TIMER
 007 MASTER CYCLE TIMER
 008 LOCAL OFFSET
 009 MASTER OFFSET

SYSTEM MASTER:
 COPY DOWN RO. YKMS.

FEATURE

OFF	ON
1	OFF
2	OFF
3	OFF
4	OFF
5	OFF
6	OFF
7	OFF
8	OFF
9	OFF

LOCATION

OFF	ON
1	OFF
2	OFF
3	OFF
4	OFF
5	OFF
6	OFF
7	OFF
8	OFF
9	OFF

000/000 OFFSET TIMER
 001/001 LAG GREEN TIMER
 002/002 POROP OFF TIMER
 003/003 LONG GREEN TIMER
 004/004 NO GREEN TIMER

000 = 2

LOCATION: BOE BUS @ CONORAGE CENTER RD
 ALTITUDE OF MOUNTAIN: 3
 D PRNK

DATE: 2/10/00

PAGE: 4

7. PRNK

D	MFR	FLASH						E	FLASH						F	FLASH					
		1	2	3	4	5	6		1	2	3	4	5	6		1	2	3	4	5	6
C	RCV							HTN							RED						
	CP 1							RED							RED						
2	CP 4							CP 1							CP 1						
1	CP 4							CP 2							CP 2						
4	CP 1							CP 3							CP 3						
	CP 5							CP 4							CP 4						
1	LD 4							CP 5							CP 5						
7	CP 2							CP 6							CP 6						
8	CP 8							CP 7							CP 7						
9	CP 9							CP 8							CP 8						
								CP 9							CP 9						
A															RCL 1						
B															RCL 2						
C																					
D																					
E																					
F																					

H	FUNCTION	PHASE						I	PHASE					
		1	2	3	4	5	6		1	2	3	4	5	6
C														
2														
1														
4														
1														
7														
8														
9														
A														
B														
C														
D														
E														
F														

LAST POWER FAILURE REGISTER

MONTH - D-A-X
 MINUTE - D-B-Y
 DAY - D-C-F

RCL 1 = TIME OF DAY MAX RECALL (1ST SELECT) PHASES
 (CALL ACTIVE LIGHTS)
 RCL 2 = TIME OF DAY MAX RECALL (2ND SELECT) PHASES
 (CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

MONTH - D-A-F
 MINUTE - D-B-T
 DAY - D-C-F

D-E-S = CG VERSION NUMBER
 D-E-F = LITHIUM BATTERY CONDITION
 04 = BAD
 05 = GOOD

LOCATION: RTE 905 N CORPORATE CENTER RD.
 CONTROL: 0 Version 1 DATE: 02/10/79
 7:30H

5 SACS

LANE - 0 OF 1

4 PHAS

000 - 2

PAGE 4

TIME OF DAY ACTIVITY TABLE											
EVENTS PER HOUR (SELECTED) - ON/OFF/PHAS/LANE											
	SE	PH	LANE	PHAS	1	2	3	4	5	6	7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

ACTIVITY CODE

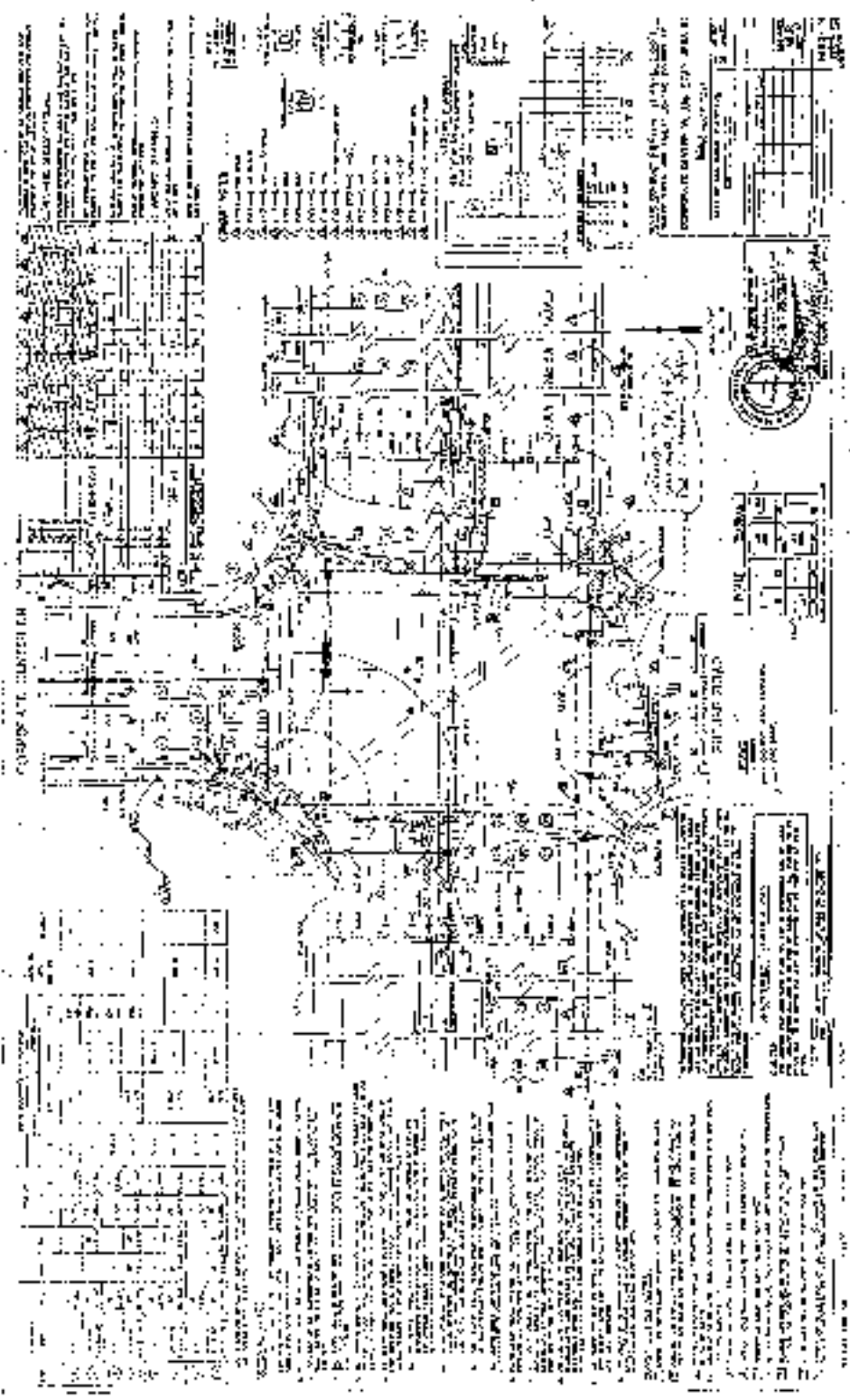
- 1 TIME OF DAY TERMINATION
- 2 MAX 1
- 3 MAX 2
- 4 TIME OF DAY MAX RECALL (1ST SELECT)
- 5 TIME OF DAY MAX RECALL (2ND SELECT)
- 6 ENLARGE MAX OUTPUT-RED
- 7 ENLARGE MAX OUTPUT-GREEN

CONTROL PLAN TIME OF DAY											
EVENTS PER HOUR (SELECTED) - ON/OFF/PHAS/LANE											
	SE	PH	LANE	PHAS	1	2	3	4	5	6	7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

8 ENLARGE MAX OUTPUT-YELLOW

- 9 TIME OF DAY MAX RECALL (1ST SELECT)
- A TRAFFIC ACT. MAX 2 OPERATION
- B TIME OF DAY MAX RECALL (2ND SELECT)
- C YELLOW YIELD COORDINATION
- D YELLOW YIELD COORDINATION
- E TIME OF DAY FREE OPERATION
- F FLASHING OPERATION

CONTROL PLAN TIME OF DAY											
EVENTS PER HOUR (SELECTED) - ON/OFF/PHAS/LANE											
	SE	PH	LANE	PHAS	1	2	3	4	5	6	7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											



NO.	DESCRIPTION
1	...
2	...
3	...
4	...
5	...
6	...
7	...
8	...
9	...
10	...

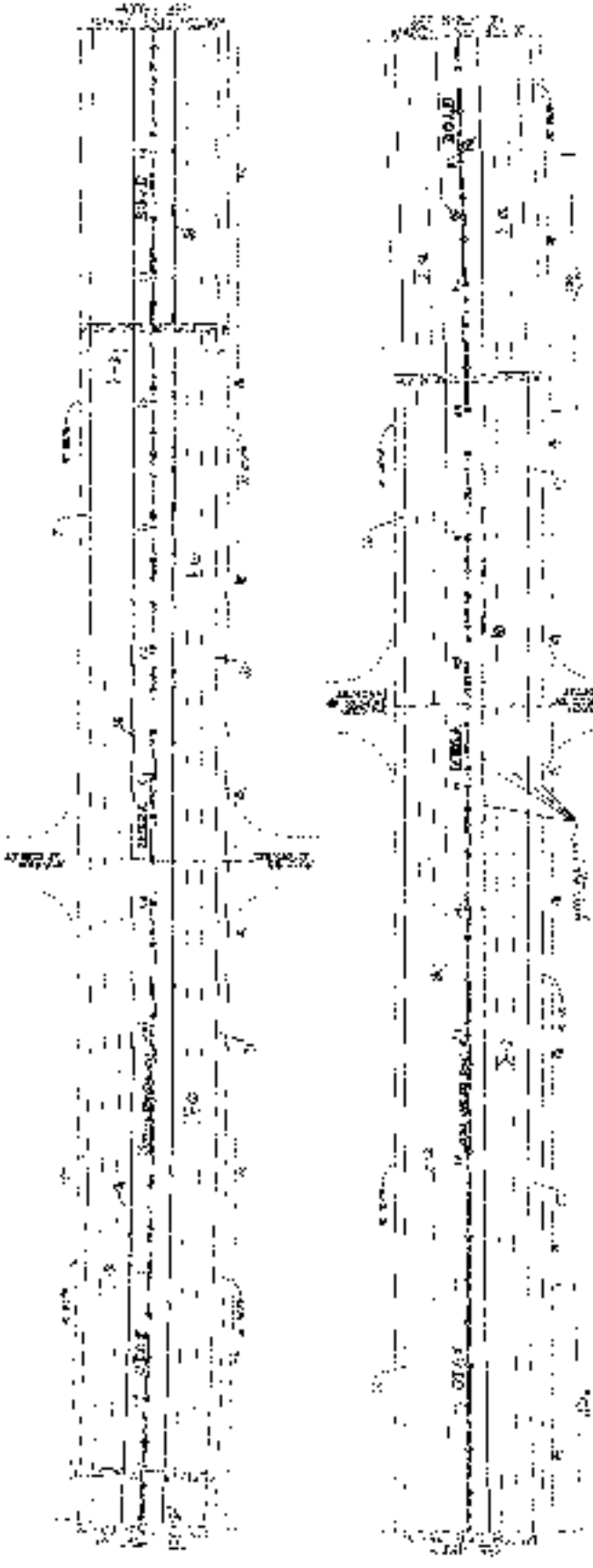
NOTES:

1. ALL DIMENSIONS ARE IN FEET AND INCHES.
2. THE PLANT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR WATERWORKS AND SEWERAGE.
3. THE DESIGN IS BASED ON A FLOW OF 10 MGD.
4. THE PLANT IS TO BE OPERATED AT A pH OF 7.0 TO 8.0.
5. THE PLANT IS TO BE MAINTAINED AT ALL TIMES.
6. THE PLANT IS TO BE INSURED AGAINST ALL RISKS.
7. THE PLANT IS TO BE OPERATED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR WATERWORKS AND SEWERAGE.
8. THE PLANT IS TO BE MAINTAINED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR WATERWORKS AND SEWERAGE.
9. THE PLANT IS TO BE OPERATED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR WATERWORKS AND SEWERAGE.
10. THE PLANT IS TO BE MAINTAINED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR WATERWORKS AND SEWERAGE.

NO.	DESCRIPTION
1	...
2	...
3	...
4	...
5	...
6	...
7	...
8	...
9	...
10	...

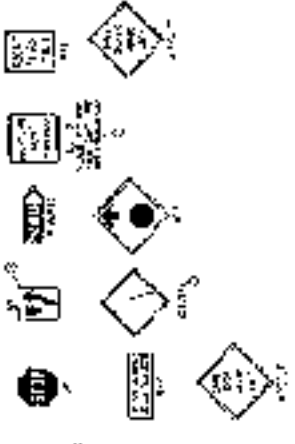
GENERAL NOTES:

1. ALL DIMENSIONS ARE IN FEET AND INCHES.
2. THE PLANT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR WATERWORKS AND SEWERAGE.
3. THE DESIGN IS BASED ON A FLOW OF 10 MGD.
4. THE PLANT IS TO BE OPERATED AT A pH OF 7.0 TO 8.0.
5. THE PLANT IS TO BE MAINTAINED AT ALL TIMES.
6. THE PLANT IS TO BE INSURED AGAINST ALL RISKS.
7. THE PLANT IS TO BE OPERATED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR WATERWORKS AND SEWERAGE.
8. THE PLANT IS TO BE MAINTAINED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR WATERWORKS AND SEWERAGE.
9. THE PLANT IS TO BE OPERATED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR WATERWORKS AND SEWERAGE.
10. THE PLANT IS TO BE MAINTAINED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR WATERWORKS AND SEWERAGE.



WIDENING & SIGNING PLAN FOR HIGHWAY NO. 22

1. ROAD WIDTH SHALL BE 15.00 METERS.
2. ROAD WIDTH SHALL BE 20.00 METERS.
3. ROAD WIDTH SHALL BE 10.00 METERS.
4. ROAD WIDTH SHALL BE 5.00 METERS.



APPROVED BY: _____
 DATE: _____

DESIGNED BY: _____

CHECKED BY: _____

SCALE: _____

PROJECT NO.: _____

DATE OF ISSUE: _____

DATE OF REVISION: _____

G-A
EX

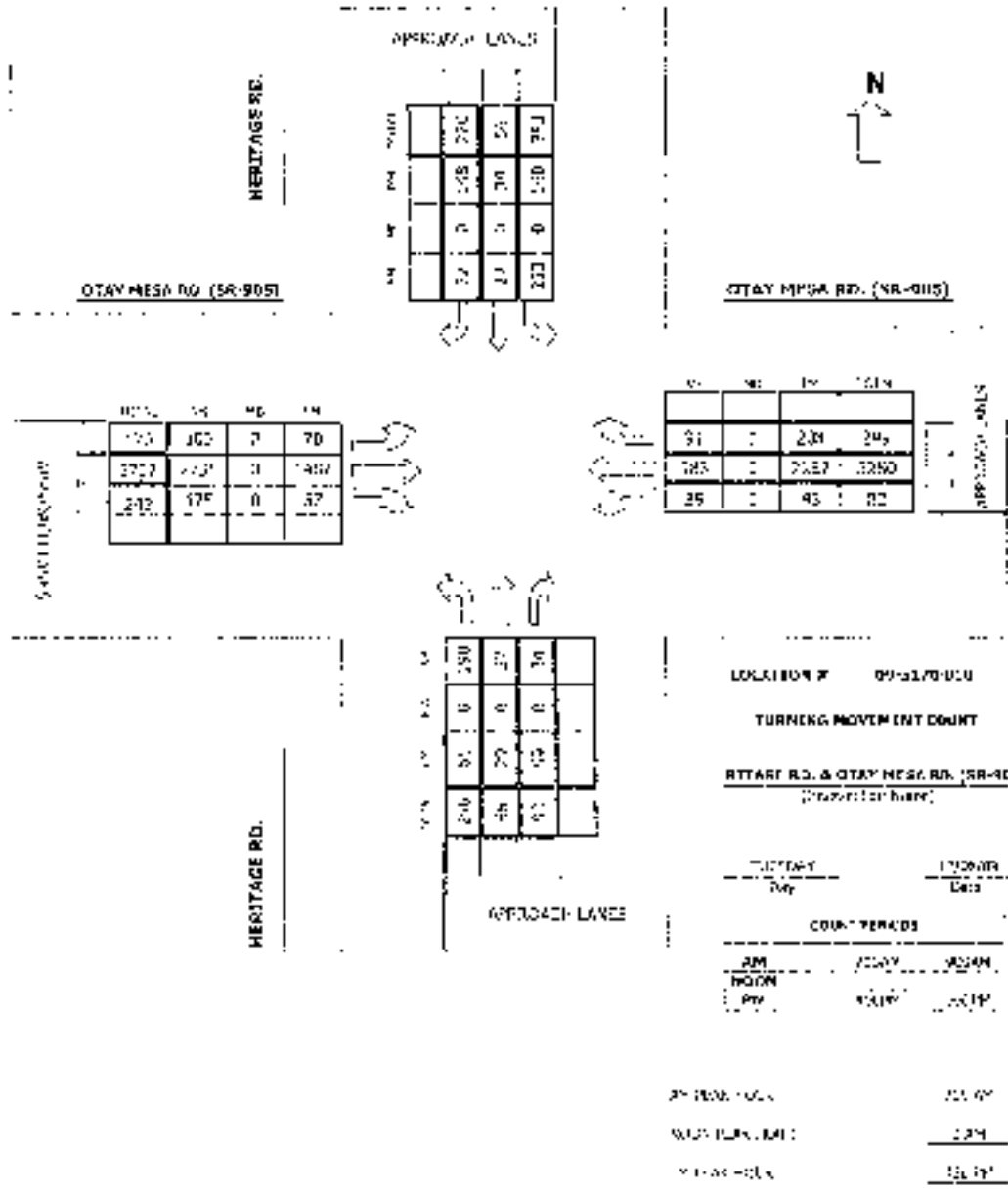
SHORT REPORT													
General Information						Site Information							
Analyst	USAI					Intersection	OTAY MESA RD./HERITAGE RD.						
Agency or Co.	USAI					Area Type	All other areas						
Date Performed	06/20/11					Jurisdiction	OMHEREXAM						
Time Period	AM PEAK HOUR					Analysis Year	EXISTING 2009						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Num. of Lanes	2	3	1	2	3	1	1	1	0	1	1	2	
Lane group	L	T	R	L	T	R	L	TR		L	T	R	
Volume (vph)	100	2235	175	39	983	91	66	29	59	213	22	72	
% Heavy veh	10	10	10	10	10	10	10	10	10	10	10	10	
PHF	0.81	0.81	0.81	0.96	0.96	0.96	0.74	0.74	0.74	0.82	0.82	0.82	
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A	
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	
Arrival type	5	5	5	5	5	5	4	4		4	4	4	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	
Ped/Bike/RTOR Volume	10	5	0	10	5	0	10	5	0	10	5	0	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/hr													
Bus stops/hr	0	0	0	0	0	0	0	0		0	0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	
Phasing	Excl. Left	Thru & RT	03			04			Excl. Left	Thru & RT	07		08
Timing	G = 15.0	G = 80.0	G =			G =			G = 20.0	G = 21.0	G =		
	Y = 5.2	Y = 6.7	Y =			Y =			Y = 5.2	Y = 6.7	Y =		
Duration of Analysis (hrs) = 0.25							Cycle Length C = 159.8						
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adj. flow rate	123	2759	216	41	1024	95	89	119		260	27	88	
Lane group cap.	299	2480	720	299	2480	720	205	209		205	239	668	
v/c ratio	0.41	1.11	0.30	0.14	0.41	0.13	0.43	0.57		1.27	0.11	0.13	
Green ratio	0.09	0.50	0.50	0.09	0.50	0.50	0.13	0.13		0.13	0.13	0.27	
Unif. delay d1	68.2	39.9	23.4	66.5	25.1	21.3	64.7	65.2		69.9	61.2	44.5	
Delay factor k	0.11	0.50	0.11	0.11	0.11	0.11	0.11	0.16		0.50	0.11	0.11	
Increm. delay d2	0.9	57.0	0.2	0.2	0.1	0.1	1.5	3.7		153.4	0.2	0.1	
PF factor	0.931	0.332	0.332	0.931	0.332	0.332	1.000	1.000		1.000	1.000	1.000	
Control delay	64.4	70.2	8.0	62.1	8.4	7.2	66.1	68.8		223.3	61.4	44.6	
Lane group LOS	E	E	A	E	A	A	E	E		F	E	D	
Approch. delay	65.7			10.2			67.7			169.7			
Approach LOS	E			B			E			F			
Intersec. delay	60.5			Intersection LOS						E			

6-1
EX

SHORT REPORT													
General Information						Site Information							
Analyst	USAI					Intersection	OTAY MESA RD./HERITAGE RD.						
Agency or Co.	USAI					Area Type	All other areas						
Date Performed	06/20/11					Jurisdiction	OMHEREXPM						
Time Period	PM PEAK HOUR					Analysis Year	EXISTING 2009						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Num. of Lanes	2	3	1	2	3	1	1	1	0	1	1	2	
Lane group	L	T	R	L	T	R	L	TR		L	T	R	
Volume (vph)	70	1487	67	43	2267	208	190	37	34	140	34	148	
% Heavy veh	10	10	10	10	10	10	10	10	10	10	10	10	
PHF	0.94	0.94	0.94	0.98	0.98	0.98	0.81	0.81	0.81	0.88	0.88	0.88	
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A	
Startup lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	
Ext. eff. green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	
Arrival type	5	5	5	5	5	5	4	4		4	4	4	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	
Ped/Bike/RTOR Volume	10	5	0	10	5	0	10	5	0	10	5	0	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/hr													
Bus stops/hr	0	0	0	0	0	0	0	0		0	0	0	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	
Phasing	Excl. Left	Thru & RT	03			04			Excl. Left	Thru & RT	07		08
Timing	G = 14.0	G = 80.0	G =	G =			G = 30.0	G = 30.0	G =		G =		
	Y = 5.2	Y = 6.7	Y =	Y =			Y = 5.2	Y = 6.7	Y =		Y =		
Duration of Analysis (hrs) = 0.25							Cycle Length C = 177.8						
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adj. flow rate	74	1582	71	44	2313	212	235	88		159	39	168	
Lane group cap.	251	2229	647	251	2229	647	277	280		277	307	716	
v/c ratio	0.29	0.71	0.11	0.18	1.04	0.33	0.85	0.31		0.57	0.13	0.23	
Green ratio	0.08	0.45	0.45	0.08	0.45	0.45	0.17	0.17		0.17	0.17	0.29	
Unif. delay d1	77.2	39.5	28.3	76.5	48.9	31.5	71.7	64.9		68.0	62.8	48.7	
Delay factor k	0.11	0.27	0.11	0.11	0.50	0.11	0.38	0.11		0.17	0.11	0.11	
Increment. delay d2	0.7	1.1	0.1	0.3	29.7	0.3	21.2	0.6		2.9	0.2	0.2	
PF factor	0.943	0.455	0.455	0.943	0.455	0.455	1.000	1.000		1.000	1.000	0.997	
Control delay	73.5	19.0	12.9	72.5	51.9	14.6	92.9	65.5		70.9	63.0	48.7	
Lane group LOS	E	B	B	E	D	B	F	E		E	E	D	
Approch. delay	21.1			49.2			85.4			59.9			
Approach LOS	C			D			F			E			
Intersec. delay	42.6			Intersection LOS						D			

Project #: 09-5170-010

TMC SUMMARY OF HERITAGE RD. & OTAY MESA RD. (SR-905)



Intersection Turning Movement
Prepared by:



NB STREET: HERRING RD. DATE: 12/18/18 LOCATION: SAN DIEGO
 SB STREET: DIXIE MESA RD. (SR-905) DAY: TUESDAY PROJECT#: 16-5173-H10

TIME	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	19	3	11	47	7	9	5	461	35	4	244	13	652
7:15 AM	14	5	16	43	5	17	17	521	39	10	235	26	546
7:30 AM	17	2	6	37	2	15	20	542	40	8	267	17	591
7:45 AM	21	11	19	65	9	27	30	701	44	6	254	24	1037
8:00 AM	19	9	16	48	7	19	13	471	52	11	228	13	938
8:15 AM	17	5	14	43	4	17	12	451	47	16	269	27	918
8:30 AM	20	7	11	37	4	30	17	432	33	11	266	21	915
8:45 AM	22	5	10	40	5	19	50	422	47	13	274	19	927
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	144	43	109	575	76	137	277	4301	438	83	2768	171	7715
Approach %	43.65	10.55	34.89	68.26	7.08	24.35	4.76	63.87	7.42	2.50	55.31	7.40	
Approach	256	7	437	551	7	400	4556	7	4479	2312	7	2339	

AM Peak Hr Begins at: 7:15 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	56	20	59	214	17	77	100	2236	175	39	967	91	4084
Approach %	42.66	18.83	38.31	65.36	7.17	23.45	3.56	69.64	6.97	3.50	66.32	3.18	

PEAK HR FACTOR	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0.710			0.815			0.810			0.952			0.816

CONTROL SIGNAL
 COMMENT 1
 COMMENT 2

Intersection Turning Movement



N-S STREET: HERITAGE RD. DATE: 12/08/09 LOCATION: SAN DIEGO
 E-W STREET: GRAY MESA RD. (SR-96) DAY: TUESDAY PROJECT#: 09-5170-013

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NP	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	33	16	11	26	4	42	15	181	24	6	108	35	1264
4:15 PM	37	1	11	32	2	30	15	158	21	6	54	58	1110
4:30 PM	43	7	8	27	6	37	20	193	17	10	57	56	1190
4:45 PM	40	12	8	23	14	41	18	161	21	3	55	61	1116
5:00 PM	51	13	7	47	7	39	17	174	9	15	54	37	1193
5:15 PM	46	5	11	43	7	32	15	155	20	5	58	34	1154
5:30 PM	34	3	9	25	4	13	11	131	15	5	54	21	1120
5:45 PM	20	1	12	4	7	16	8	113	10	7	44	19	827
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NP	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volume	323	58	77	231	16	240	119	755	148	69	424	342	3790
Approach %	70.11	12.75	16.32	43.92	8.75	47.34	3.81	61.44	4.74	1.47	91.23	7.30	
Auto/Debit	455	7	515	526	7	703	1070	7	1161	685	7	4843	

PM Peak 11:45 am to 4:00 PM

PEAK

Volume	190	37	34	148	14	115	70	149	57	44	221	208	1725
Approach %	72.00	14.10	13.02	43.48	10.56	45.95	4.31	91.36	4.10	1.71	90.03	8.25	

PEAK HR. FACTOR

	0.808		0.813		0.844		0.884		0.884		0.864		0.864
--	-------	--	-------	--	-------	--	-------	--	-------	--	-------	--	-------

CONTROL: SIGNAL
 COMMENT 1: 0
 COMMENT 2: 0

LOCATION: EPR 505 @ HERMITAGE ROAD

CALCULATED ON Version 3

DATE: 03/11/11

PAGE 1

PAGE

NO	MESSAGE	PHASE TIMING								D	DEF	EMULSION	E	F								
		1	2	3	4	5	6	7	8					9	10	11	12	13	14	15	16	17
0	BLK	1	1	1	1	1	1	1	1	0	0	0	1	2	3	4	5	6	7	8	9	10
1	NOG WALK	1	21	1	1	1	27	1	40		0	0	1	2	3	4	5	6	7	8	9	10
2	NOG GREEN	10	10	10	10	10	10	10	10		0	0	1	2	3	4	5	6	7	8	9	10
3	NOG 1 UNIT	0	0	0	0	0	0	0	0		0	0	1	2	3	4	5	6	7	8	9	10
4	NOG 2 UNIT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0	0	1	2	3	4	5	6	7	8	9	10
5	NOG 3 UNIT	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		0	0	1	2	3	4	5	6	7	8	9	10
6	NOG 4 UNIT	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		0	0	1	2	3	4	5	6	7	8	9	10
7	NOG 5 UNIT	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		0	0	1	2	3	4	5	6	7	8	9	10
8	NOG 6 UNIT	20	20	20	20	20	20	20	20		0	0	1	2	3	4	5	6	7	8	9	10
9	NOG 7 UNIT										0	0	1	2	3	4	5	6	7	8	9	10
A	NOG 8 UNIT										0	0	1	2	3	4	5	6	7	8	9	10
B											0	0	1	2	3	4	5	6	7	8	9	10
C	NOG 9 UNIT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0	0	1	2	3	4	5	6	7	8	9	10
D	NOG 10 UNIT	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		0	0	1	2	3	4	5	6	7	8	9	10
E	NOG 11 UNIT	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2		0	0	1	2	3	4	5	6	7	8	9	10
F	NOG 12 UNIT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		0	0	1	2	3	4	5	6	7	8	9	10
G	NOG 13 UNIT										0	0	1	2	3	4	5	6	7	8	9	10

NOTES: 50 MPH

EPR LONG FAILURE	
EPR SHORT FAILURE	
FOR	0
FOR	5
EPR	3
EPR	3
EPR	10
EPR	0.0
EPR	0.0
EPR	0.0

EPR TB SELECT	1
EPR TB SELECT	0
EPR TB SELECT	0
EPR TB SELECT	0
EPR TB SELECT	1

EPR TB SELECT	1
EPR TB SELECT	1

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN THE PLANT ONLY



LOCATION: RTE 985 & IRRAWADDI ROAD

CALTRANS CD Version 1

DATE: 10/11/14

PAGE 2

C PLAN

	CROSSING LANS									Y-COOKL		LWG PHASE	SEALS								
	1	2	3	4	5	6	7	8	9	10	11	B	F	1	2	3	4	5	6	7	8
0 CYCLE LENGTH	150	150	150										LWG PH PHSE		2		4		6		8
1 P21 GRN FOUR	30	30	30										GAPOUT CP1	1	LWG PH CP 1	1	4	5		8	1
2													GAPOUT CP2		LWG PH CP 2	1		4	6		8
3 P21 GRN FOUR	30	30	30										GAPOUT CP3	1	LWG PH CP 3	2		4	6		8
4 P21 GRN FOUR	30	30	30										DESN TIME		LWG PH CP 4						
5 P21 GRN FOUR	30	30	30										LWG OFFSET		LWG PH CP 5						
6													FORCE CRY		LWG PH CP 6						
7 P21 GRN FOUR	30	30	30										LWG GRN		LWG PH CP 7						
8 P21 GRN FOUR	47	47	47										NO GREEN		LWG PH CP 8						
9													GAPOUT CP9		LWG PH CP 9						
0													OFFSET		LWG C COLOR						
1															LWG D COLOR						
2															COVRD PHSE	2			6		
3																					
4																					
5																					
6																					
7																					
8																					
9																					

- CG1 MANUAL C1
- CG2 MASTER CP
- CG3 CURSENT CP
- CG4 LAST LV
- CG5 TRASH CP
- CG6 MANUAL OFFSET
- CG7 LOCAL CYCLE TIMER
- CG8 MASTER CYCLE TIMER
- CG9 LOCAL OFFSET
- CG0 MASTER OFFSET

SYSTEM MASTER:
OTAY MESA RD. TEMP.

FEATURE	OFF	ON	LOCATION	OFF	ON
1	<input type="checkbox"/>	<input type="checkbox"/>	1	<input type="checkbox"/>	<input type="checkbox"/>
2	<input type="checkbox"/>	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>
3	<input type="checkbox"/>	<input type="checkbox"/>	3	<input type="checkbox"/>	<input type="checkbox"/>
4	<input type="checkbox"/>	<input type="checkbox"/>	4	<input type="checkbox"/>	<input type="checkbox"/>
5	<input type="checkbox"/>	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>
6	<input type="checkbox"/>	<input type="checkbox"/>	6	<input type="checkbox"/>	<input type="checkbox"/>
7	<input type="checkbox"/>	<input type="checkbox"/>	7	<input type="checkbox"/>	<input type="checkbox"/>
8	<input type="checkbox"/>	<input type="checkbox"/>	8	<input type="checkbox"/>	<input type="checkbox"/>

CG0 = 3

- CCB/CCD OFFSET TIMER
- CCC/CCY LAG GREEN TIMER
- CCD/CCD FORCE GRN TIMER
- CCX/CCX LAG GREEN TIMER
- CCP/CCP NO GREEN TIMER

U WITE

F PAGE

D	CLASS						E	STAGE						F	FLAGS							
	1	2	3	4	5	6		MIN	1	2	3	4	5		6	1	2	3	4	5	6	7
1							RCL							RCL								
							CP 1						5	CP 1								
2							CP 2						5	CP 2								
3							CP 3							CP 3								
4							CP 4							CP 4								
5							CP 5							CP 5								
6							CP 6							CP 6								
7							CP 7							CP 7								
8							CP 8							CP 8								
9							CP 9							CP 9								
A														RCL 1								
B														RCL 2								
C																						
D																						
E																						
F																						
G																						
H																						
I																						
J																						
K																						
L																						

E	STAGE						F	FLAGS													
	1	2	3	4	5	6		FUNCTION	1	2	3	4	5	6							
0														COND 4							
1														COND 5							
2														C RECALL							
3														A RECALL							
4														EXC/INT/CP							
5														INT/CP							
6														3-PRD							
7														1-TCU							
8														8-PRD							
9														8-PRD							
A														CLAGD							
B														CLB-SP							
C														CLB-SP							
D														CLB-SP							
E														CLB-SP							
F																					
G																					
H																					
I																					
J																					
K																					
L																					

LAST POWER FAILURE REGISTER

HOUR - D-A-E
 MINUTE - D-B-E
 DAY - D-C-E

RCL 1 = TIME OF DAY MAX RECALL (1ST SUBJECT) PHASER
 (CALL ACTIVE LIGHTS)
 RCL 2 = TIME OF DAY MAX RECALL (2ND SUBJECT) PHASER
 (CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

HOUR - D-A-F
 MINUTE - D-B-F
 DAY - D-C-F

D-E-F = CH VERSION NUMBER
 D-E-S = LITHIUM BATTERY CONDITION
 54 = BAD
 55 = GOOD

LOCATION: RTE 905 & HERITAGE ROAD

IN DRAWING NO. Version 2

DATE: 9/11/11

1 PAGE

5 PAGE

009 - 0 of 1

3 PAGE

009 - 2

PAGE 4

TIME OF DAY AND WEEK TABLE												
EVENT/PERIOD/PHASE/CONTROL/OPERATION/STATUS												
TIME	SP	MIN	SEC	PHASE	DAY							S
					S	M	T	W	T	F	S	
	1	2	3	4	5	6	7					
0												
1												
2												
3												
4												
5												
6												
7												
8												
9												
A												
B												
C												
D												
E												
F												

ACTIVITY CODE

- 1 TIME OF DAY MAX YELLOW
- 2 MAX 2
- 3 MAX 4
- 4 COMB SEV (1ST SELECT)
- 5 COMB SEV (2ND SELECT)
- 6 ENERGIZE AXI OUTPUT-RED
- 7 ENERGIZE AXI OUTPUT-GREEN

CONTROL PLAN TIME OF DAY												
EVENT/PERIOD/PHASE/CONTROL/OPERATION/STATUS												
TIME	HR	MIN	SEC	PHASE	DAY							S
					S	M	T	W	T	F	S	
	1	2	3	4	5	6	7					
0	15	00	1	A		2	3	4	5	6	7	
1	29	00	2	A		2	3	4	5	6	7	
2	11	00	3	A		2	3	4	5	6	7	
3	20	00	4	A		2	3	4	5	6	7	
4	04	00	2	A	1							
5	19	00	R	A								
6												
7												
8												
9												
A												
B												
C												
D												
E												
F												

6 ENERGIZE AXI OUTPUT-YELLOW

- 8 TIME OF DAY MAX RED (1ST SELECT)
- A TRAFFIC ALY. MAX 2 OPERATION
- B TIME OF DAY MAX RED (2ND SELECT)
- C YELLOW YIELD COORDINATION
- D YELLOW YIELD COORDINATION
- E TIME OF DAY FREE OPERATION
- F FLASHING OPERATION

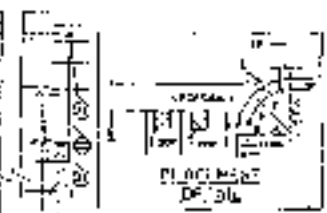
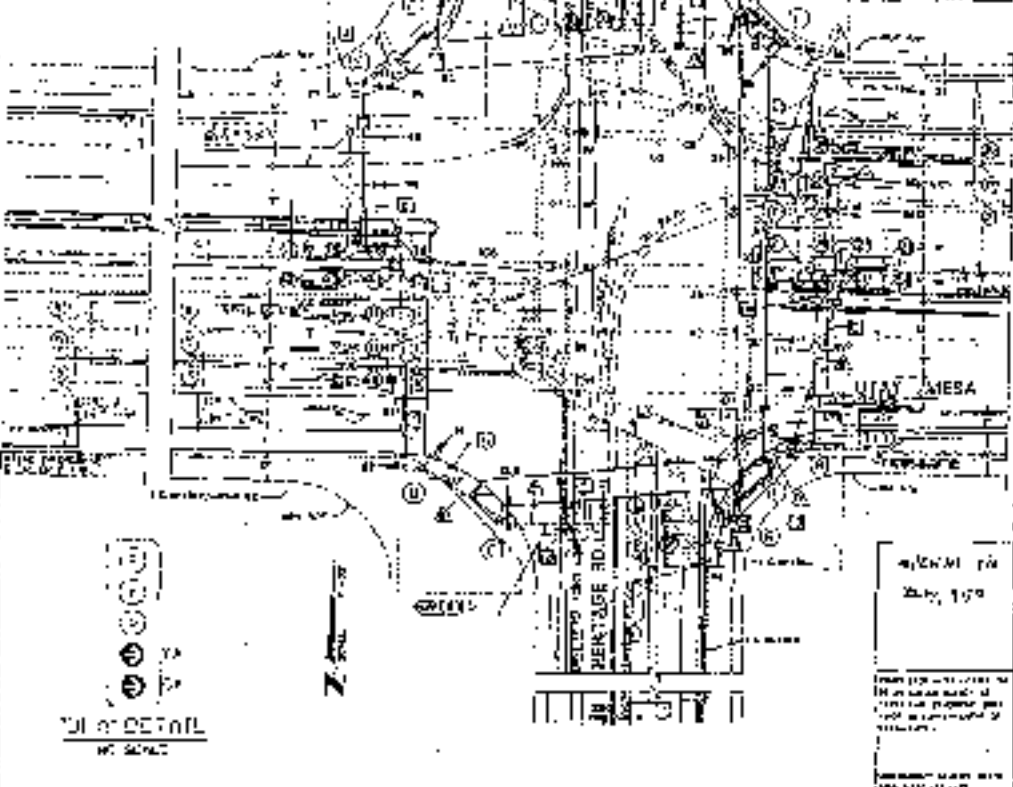
CONTROL PLAN TIME OF DAY												
EVENT/PERIOD/PHASE/CONTROL/OPERATION/STATUS												
TIME	HR	MIN	SEC	PHASE	DAY							S
					S	M	T	W	T	F	S	
	1	2	3	4	5	6	7					
0												
1												
2												
3												
4												
5												
6												
7												
8												
9												
A												
B												
C												
D												
E												
F												

CONSTRUCTION NOTES

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF MESA STANDARD SPECIFICATIONS FOR ROAD AND SIDEWALK CONSTRUCTION, LATEST EDITION, AND THE CITY OF MESA STANDARD SPECIFICATIONS FOR TRAFFIC SIGNALS AND STREET LIGHTS, LATEST EDITION.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF MESA AND THE ARIZONA DEPARTMENT OF TRANSPORTATION.
3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES.
4. ALL UTILITIES SHALL BE PROTECTED AND MARKED PRIOR TO ANY CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION AND DEPTH OF ALL UTILITIES.
5. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.
6. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE CITY OF MESA AND THE ARIZONA DEPARTMENT OF TRANSPORTATION.
7. THE CONTRACTOR SHALL MAINTAIN ADEQUATE TRAFFIC CONTROL AND SIGNAGE THROUGHOUT THE PROJECT.
8. ALL CONSTRUCTION SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF MESA AND THE ARIZONA DEPARTMENT OF TRANSPORTATION.
10. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.
11. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE CITY OF MESA AND THE ARIZONA DEPARTMENT OF TRANSPORTATION.
12. THE CONTRACTOR SHALL MAINTAIN ADEQUATE TRAFFIC CONTROL AND SIGNAGE THROUGHOUT THE PROJECT.
13. ALL CONSTRUCTION SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF MESA AND THE ARIZONA DEPARTMENT OF TRANSPORTATION.
15. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.
16. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE CITY OF MESA AND THE ARIZONA DEPARTMENT OF TRANSPORTATION.
17. THE CONTRACTOR SHALL MAINTAIN ADEQUATE TRAFFIC CONTROL AND SIGNAGE THROUGHOUT THE PROJECT.
18. ALL CONSTRUCTION SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF MESA AND THE ARIZONA DEPARTMENT OF TRANSPORTATION.
20. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.



ITEM		QUANTITY	UNIT	AMOUNT
1	TRAFFIC SIGNAL	1	EA	10,000.00
2	STREET LIGHT	1	EA	5,000.00
3	TRAFFIC SIGNAL	1	EA	10,000.00
4	STREET LIGHT	1	EA	5,000.00
5	TRAFFIC SIGNAL	1	EA	10,000.00
6	STREET LIGHT	1	EA	5,000.00
7	TRAFFIC SIGNAL	1	EA	10,000.00
8	STREET LIGHT	1	EA	5,000.00
9	TRAFFIC SIGNAL	1	EA	10,000.00
10	STREET LIGHT	1	EA	5,000.00



ITEM	DESCRIPTION	QUANTITY	UNIT	AMOUNT
1	TRAFFIC SIGNAL	1	EA	10,000.00
2	STREET LIGHT	1	EA	5,000.00
3	TRAFFIC SIGNAL	1	EA	10,000.00
4	STREET LIGHT	1	EA	5,000.00
5	TRAFFIC SIGNAL	1	EA	10,000.00
6	STREET LIGHT	1	EA	5,000.00
7	TRAFFIC SIGNAL	1	EA	10,000.00
8	STREET LIGHT	1	EA	5,000.00
9	TRAFFIC SIGNAL	1	EA	10,000.00
10	STREET LIGHT	1	EA	5,000.00



ITEM	DESCRIPTION	QUANTITY	UNIT	AMOUNT
1	TRAFFIC SIGNAL	1	EA	10,000.00
2	STREET LIGHT	1	EA	5,000.00
3	TRAFFIC SIGNAL	1	EA	10,000.00
4	STREET LIGHT	1	EA	5,000.00
5	TRAFFIC SIGNAL	1	EA	10,000.00
6	STREET LIGHT	1	EA	5,000.00
7	TRAFFIC SIGNAL	1	EA	10,000.00
8	STREET LIGHT	1	EA	5,000.00
9	TRAFFIC SIGNAL	1	EA	10,000.00
10	STREET LIGHT	1	EA	5,000.00

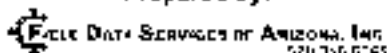
7-A
EX

SHORT REPORT													
General Information						Site Information							
Analyst	USAI					Intersection	OTAY MESA RD./CACTUS RD.						
Agency or Co.	USAI					Area Type	All other areas						
Date Performed	06/20/11					Jurisdiction	OMCACEXAM						
Time Period	AM PEAK HOUR					Analysis Year	EXISTING 2009						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Num. of Lanes	1	3	0	1	3	0	1	1	1	1	1	0	
Lane group	L	TR		L	TR		L	T	R	L	TR		
Volume (vph)	8	2370	94	69	1124	6	47	1	64	7	3	5	
% Heavy veh	10	10	10	10	10	10	10	10	10	10	10	10	
PHF	0.91	0.91	0.91	0.90	0.90	0.90	0.65	0.65	0.65	0.54	0.54	0.54	
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A	
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0		
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0		
Arrival type	5	5		5	5		4	4	4	4	4		
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0		
Ped/Bike/RTOR Volume	10	5	0	10	5	0	10	5	0	10	5	0	
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/hr													
Bus stops/hr	0	0		0	0		0	0	0	0	0		
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0		
Phasing	Excl. Left	Thru & RT	03			04			Excl. Left	Thru & RT	07		08
Timing	G = 10.0	G = 80.0	G =	G =			G = 10.0	G = 30.0	G =		G =		
	Y = 5.2	Y = 6.7	Y =	Y =			Y = 5.2	Y = 5.6	Y =		Y =		
Duration of Analysis (hrs) = 0.25							Cycle Length C = 152.7						
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adj. flow rate	9	2707		77	1256		72	2	98	13	15		
Lane group cap.	107	2577		107	2592		107	357	425	107	319		
v/c ratio	0.08	1.05		0.72	0.48		0.67	0.01	0.23	0.12	0.05		
Green ratio	0.07	0.52		0.07	0.52		0.07	0.20	0.30	0.07	0.20		
Unif. delay d1	67.0	36.3		70.0	23.2		69.8	49.4	40.3	67.2	49.8		
Delay factor k	0.11	0.50		0.28	0.11		0.24	0.11	0.11	0.11	0.11		
Increm. delay d2	0.3	32.8		20.8	0.1		15.3	0.0	0.3	0.5	0.1		
PF factor	0.953	0.266		0.953	0.266		1.000	1.000	0.987	1.000	1.000		
Control delay	64.3	42.5		87.6	6.3		85.1	49.4	40.1	67.7	49.8		
Lane group LOS	E	D		F	A		F	D	D	E	D		
Apprch. delay	42.5			11.0			59.0			58.1			
Approach LOS	D			B			E			E			
Intersec. delay	33.4			Intersection LOS						C			

7-P
EX

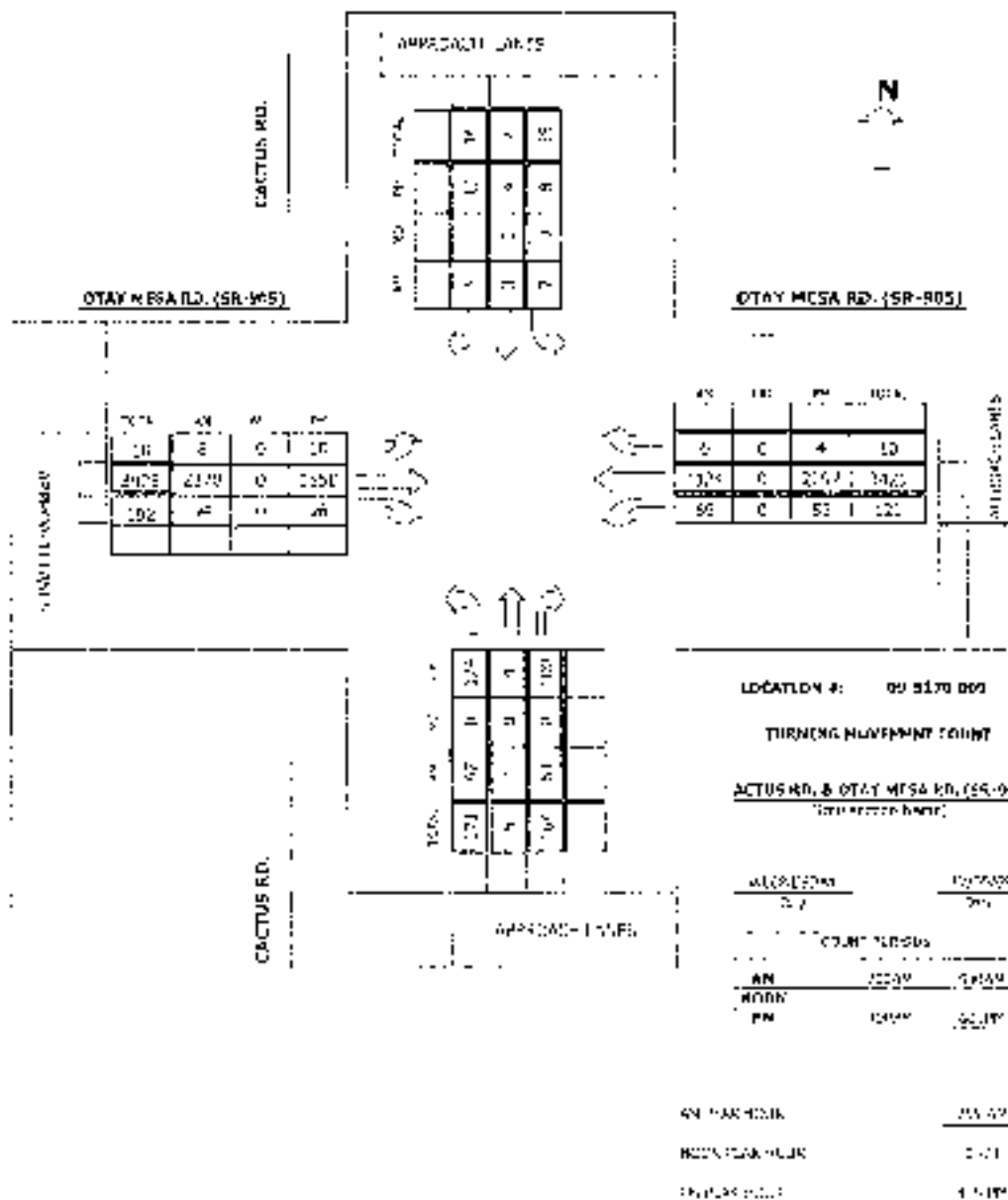
SHORT REPORT												
General Information						Site Information						
Analyst	USAI					Intersection	OTAY MESA RD./CACTUS RD.					
Agency or Co.	USAI					Area Type	All other areas					
Date Performed	06/20/11					Jurisdiction	OMCACEXP					
Time Period	PM PEAK HOUR					Analysis Year	EXISTING 2009					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	3	0	1	3	0	1	1	1	1	1	0
Lane group	L	TR		L	TR		L	T	R	L	TR	
Volume (vph)	10	1558	98	53	2297	4	124	4	100	8	4	11
% Heavy veh	10	10	10	10	10	10	10	10	10	10	10	10
PHF	0.93	0.93	0.93	0.89	0.89	0.89	0.85	0.85	0.85	0.72	0.72	0.72
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival type	5	5		5	5		5	5	5	5	5	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	10	5	0	10	5	0	10	5	0	10	5	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0	0		0	0		0	0	0	0	0	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 15.0	G = 80.0	G =	G =	G = 20.0	G = 20.0	G =	G =				
	Y = 5.2	Y = 6.7	Y =	Y =	Y = 5.2	Y = 6.6	Y =	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 158.7					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	11	1780		60	2585		146	5	118	11	21	
Lane group cap.	155	2470		155	2496		207	229	177	207	198	
v/c ratio	0.07	0.72		0.39	1.04		0.71	0.02	0.67	0.05	0.11	
Green ratio	0.09	0.50		0.09	0.50		0.13	0.13	0.13	0.13	0.13	
Unif. delay d1	65.5	30.6		67.5	39.3		66.5	60.8	66.2	61.0	61.4	
Delay factor k	0.11	0.28		0.11	0.50		0.27	0.11	0.24	0.11	0.11	
Increm. delay d2	0.2	1.1		1.6	28.0		10.4	0.0	9.2	0.1	0.2	
PF factor	0.930	0.322		0.930	0.322		0.904	0.904	0.904	0.904	0.904	
Control delay	61.1	10.9		64.4	40.7		70.6	55.0	69.0	55.3	55.8	
Lane group LOS	E	B		E	D		E	D	E	E	E	
Apprch. delay	11.2			41.3			69.6			55.6		
Approach LOS	B			D			E			E		
Intersec. delay	31.6			Intersection LOS						C		

Intersection Turning Movement
Prepared by:



Project #: 09-5170-009

TMC SUMMARY OF CACTUS RD. & OTAY MESA RD. (SR-905)



Intersection: Turning Movement
Prepared by:

1



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6743

N-S STREET: CACTUS RD

DATE: 12/09/09

LOCATION: SAN DIEGO

E-W STREET: CAY MESA RD, (SH-56)

DAY: WEDNESDAY

PROJECT#: 09-31-0009

LAYER:	WORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	4	0	11	0	1	1	1	178	16	7	260	1	803
7:15 AM	6	0	15	1	0	2	1	513	20	14	319	1	892
7:30 AM	8	1	19	0	0	0	3	627	27	9	774	2	957
7:45 AM	11	0	13	4	0	3	1	566	22	23	280	0	949
8:00 AM	22	0	71	7	3	0	3	1449	90	71	247	3	1601
8:15 AM	15	2	29	1	2	4	2	415	17	23	196	1	774
8:30 AM	28	7	18	0	4	1	3	109	19	15	161	0	756
8:45 AM	9	1	34	0	1	0	5	430	15	21	167	0	874
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	124	6	147	9	11	11	26	4129	191	135	2188	8	6981
Approach %	40.67	2.30	57.20	26.67	36.37	36.37	0.80	81.00	4.40	5.75	93.87	0.34	
Approach %	257	7	40	36	1	337	4543	7	1261	2331	7	2303	

AM Peak Hr Begins at: 7:15 AM

PEAK:

Volumes	47	1	64	7	3	5	6	2372	21	69	1129	9	2750
Approach %	41.53	0.86	57.14	46.67	20.00	33.33	0.31	95.67	1.60	5.75	93.74	0.50	

PEAK HL

HL (95%)		0.691		0.691		0.691		0.906		0.691		0.691	0.946
----------	--	-------	--	-------	--	-------	--	-------	--	-------	--	-------	-------

CONTRACT: 507691

COMMENT 1:

COMMENT 2:

Intersection Turning Movement

1



V.S. STREET: CACTUS PL. DATE: 12/09/93 LOCATION: SAN DIEGO
 E.W. STREET: OTAY MESA RD. (SR-905) DAY: WEDNESDAY PROJECT#: DS-5170-029

LANES	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	N	NR	SL	S	SR	EL	E	ER	WL	W	WR	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	18	0	26	2	0	1	0	405	23	8	519	0	996
4:15 PM	24	0	22	0	1	4	1	429	18	10	566	7	1077
4:30 PM	33	1	33	3	1	4	1	371	24	12	528	3	1071
4:45 PM	12	1	23	2	0	1	2	387	30	10	447	2	1149
5:00 PM	35	1	25	3	2	3	4	372	26	17	550	0	1029
5:15 PM	31	1	19	1	0	1	1	345	23	11	567	1	1012
5:30 PM	29	0	14	0	0	2	2	304	21	13	500	1	885
5:45 PM	17	0	17	0	0	2	2	301	16	12	470	1	831
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	N	NR	SL	S	SR	EL	E	ER	WL	W	WR	TOTAL
Volume	719	6	160	11	4	17	15	2415	181	97	1376	5	4305
Approach %	56.95	1.36	42.56	34.38	12.52	13.13	3.45	93.70	5.82	2.17	97.72	0.11	
Arr/Depart	38%	7	26%	32	7	28%	31%	7	20%	44%	7	19%	

PM Peak Hr Begins at: 4:15 PM

PEAK

Volume	124	4	100	8	4	11	13	1556	86	53	2297	4	4271
Approach %	54.35	1.73	43.69	34.76	17.35	47.63	5.70	93.52	5.86	2.25	97.56	0.17	

PEAK HR

FACTOR		0.85		0.715				1.928			0.85		1.942
--------	--	------	--	-------	--	--	--	-------	--	--	------	--	-------

CONTROL: SIGNAL
 COMMENT 1: 0
 COMMENT 2: 0

INTERVAL	PHASE TIMING									PRE-EMPTION	F										
	1	2	3	4	5	6	7	8	9		10	PHASE	1	2	3	4	5	6	7	8	
0	BLACK	1	7	1	1	1	7	1	7	OFF	OFF										
1	LEFT WALK	1	19	1	1	1	19	1	31		PRE-EM	H	RED 125%						7	1	
2	P & GREEN	10	10	10	5	10	10	10	10		PRE-EM	0	YEL 100%								
3	TYPE 2 DET	0	0	0	0	0	0	0	0		PRE-EM	5	Y REDUCE	2				6		5	
4	ADVIS	0.0	0.0	1.0	0.0	3.0	0.3	0.0	1.0		PRE-EM	0	Y REDUCE							4	
5	PERMISSIVE	2.0	9.0	2.0	2.0	3.0	9.0	3.0	2.0		PRE-EM	5								5	
6	MAX GRN	2.0	7.0	2.0	2.0	3.0	7.0	3.0	2.0		PRE-EM	0	RT 2.0							6	
7	MIN GRN	2.0	2.0	2.0	2.0	3.0	2.0	3.0	2.0		PRE-EM	5	RT 0.5							7	
8	MAX GRN	20	50	25	20	20	50	25	25		PRE-EM	0	RED ENTRY							8	
9	MAX 1									OFF	PRE-EM	5	MAX 2 PHASES							9	
10	MAX 1									OFF	MAX 2V	250	MAX PHASES							10	
11										OFF	MAX 2V	5	RED RED							11	
12	PERMISSIVE	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	OFF			RED-IN WALK							12	
13	PERMISSIVE	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	OFF			MAX 3 PHASES							13	
14	YELLOW	3.2	0.7	3.2	3.6	3.2	4.7	3.2	3.6	MAX			YEL START UP	2				6		14	
15	RED	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	MAX			YEL PHASE						6	15	
16	RED WALK		100				100		100					1	2	3	4	5	6	7	8

NOTES: 50 MPH

PRE-EMPTION FAILURES	
PRE-EMPT (COUNT)	0
PRE-EMPT (COUNT)	5

PRE-EMPT	3
PRE-EMPT	3
PRE-EMPT	10
PRE-EMPT	0.0
PRE-EMPT	0.0
PRE-EMPT	0.0

PRE-EMPT	0.0
PRE-EMPT	0.0
PRE-EMPT	1
PRE-EMPT	0
PRE-EMPT	0
PRE-EMPT	0
PRE-EMPT	1

PRE-EMPT	1
PRE-EMPT	0

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN THE PLANS COPY



LOCATION: RFE BUS & CACTUS ROAD

CONTROLS (3 Version 3)

DATE: 07/18/2009

PAGE: 3

TIME:

	CONTROL PLANS									V. CONTROL			TRIP PLANS		PLANS										
	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F	1	2	3	4	5	6	7	8	9	0
0 CYCLE LENGTH	100	100	100												LAG ON FBTE	1	2	3	4	5	6	7	8	9	0
1 FST GRN PER	40	30	30												GRAND OFF	1	2	3	4	5	6	7	8	9	0
2 FMS GRN PER	35	30	35												GRAND OFF	1	2	3	4	5	6	7	8	9	0
3 FMS GRN PER	35	25	25							PERM LNK					GRAND OFF	1	2	3	4	5	6	7	8	9	0
4 FMS GRN PER	30	30	30							LAG OFFSET					GRAND OFF	1	2	3	4	5	6	7	8	9	0
5										GRAND OFF					GRAND OFF	1	2	3	4	5	6	7	8	9	0
6										GRAND OFF					GRAND OFF	1	2	3	4	5	6	7	8	9	0
7 FMS GRN PER	30	30	30							LONG GRN					GRAND OFF	1	2	3	4	5	6	7	8	9	0
8 FMS GRN PER	30	30	30							NO GREEN					GRAND OFF	1	2	3	4	5	6	7	8	9	0
9 MULTI CYCLE															GRAND OFF	1	2	3	4	5	6	7	8	9	0
A OFFSET A	75	5	52							OFFSET					LAG 1 OFFSET										
B OFFSET B															LAG 2 OFFSET										
C OFFSET C															GRAND OFF	1	2	3	4	5	6	7	8	9	0
D 43 EXT																									
E 44 EXT																									
F OFFSET INTER																									

C01 MANUAL OP
 C02 MANUAL OP
 C03 SUSPEND OP
 C04 LAST OP
 C07 TRIP OP
 C08 MANUAL GREEN
 C09 LOCAL CYCLE TIMER
 C10 MASTER CYCLE TIMER
 C0A LOCAL OFFSET
 C0B MASTER OFFSET

FEATURE

DEF	ON
1	
2	
3	
4	
5	
6	
7	
8	

LOCATION

DEF	ON
1	
2	
3	
4	
5	
6	
7	
8	

C0B/C0A OFFSET TIMER
 C0A/C0B LAG GREEN TIMER
 C0A/C0B FORCE OFF TIMER
 C0A/C0B STOP GREEN TIMER
 C0A/C0B NO GRN TIMER

COO = 4

	D	E1-RS2					E	F1-RS2					I	FLASH											
		1	2	3	4	5		1	2	3	4	5		6	7	8	9	10	11	12					
0	MAX						MIN						FED												
1	OUT						ACC						BCA												
2	CP 1						CP 1						CP 1												
3	CP 2						CP 2						CP 2												
4	CP 3						CP 3						CP 3												
5	CP 4						CP 4						CP 4												
6	CP 5						CP 5						CP 5												
7	CP 6						CP 6						CP 6												
8	CP 7						CP 7						CP 7												
9	CP 8						CP 8						CP 8												
10	CP 9						CP 9						CP 9												
11	CP 10												BT												
12	CP 11												BCL 1												
13	CP 12																								
14	CP 13																								
15																									
16																									
17																									
18																									
19																									
20																									
21																									
22																									
23																									
24																									
25																									

	E	FLASH							F	PHASES						
		1	2	3	4	5	6	7		1	2	3	4	5	6	7
0	SECTION								SECTION							
1									CODE 1							
2									CODE 2							
3									C-RECALL							
4									D-RECALL							
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																
17																
18																
19																
20																
21																
22																
23																
24																
25																

LAST POWER FAILURE REGISTER

HRM - H-A-E
 MINUTE - D-B-E
 DAY - D-C-E

RCL 1 = TIME OF DAY MAX RECALL (1ST SELECT) PHASES
 (CALL ACTIVE LIGHTS)
 RCL 2 = TIME OF DAY MAX RECALL (2ND SELECT) PHASES
 (CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

HRM - H-A-E
 MINUTE - D-B-E
 DAY - D-C-E

D-E-E - CR VERSION NUMBER
 D-E-F = LITHIUM BATTERY CONDITION
 84 BAD
 85 = GOOD

7

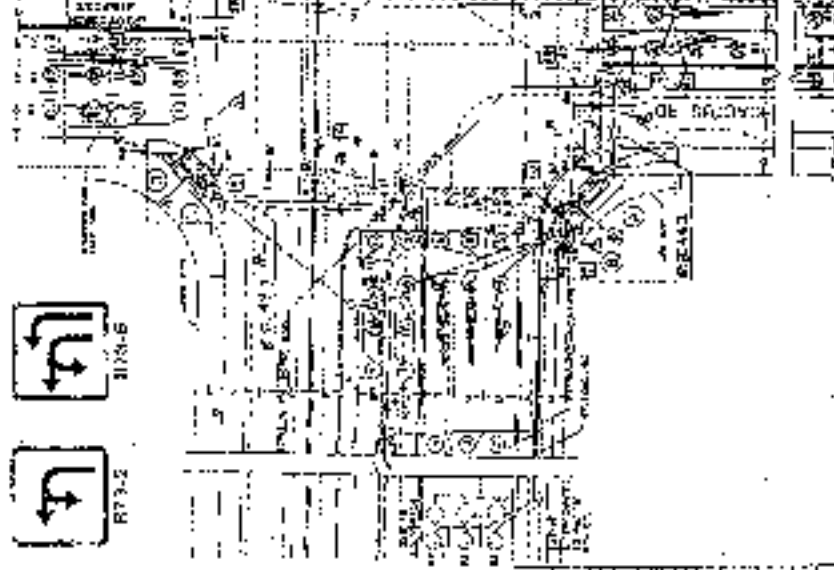
SECTION NUMBER SHEET

- 1. THE PLAN IS TO BE CONSIDERED AS A GENERAL GUIDE ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
- 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
- 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
- 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
- 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
- 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
- 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
- 8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
- 9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
- 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.

NO.	DESCRIPTION	QTY.	UNIT
1	CONCRETE	100	YD
2	STEEL	50	TON
3	BRICK	200	1000
4	CEMENT	50	TON
5	SAND	100	YD
6	GRAVEL	100	YD
7	WATER	100	YD
8	ELECTRICITY	100	YD
9	PLUMBING	100	YD
10	PAINT	100	YD

NO.	DESCRIPTION	QTY.	UNIT
1	CONCRETE	100	YD
2	STEEL	50	TON
3	BRICK	200	1000
4	CEMENT	50	TON
5	SAND	100	YD
6	GRAVEL	100	YD
7	WATER	100	YD
8	ELECTRICITY	100	YD
9	PLUMBING	100	YD
10	PAINT	100	YD

NO.	DESCRIPTION	QTY.	UNIT
1	CONCRETE	100	YD
2	STEEL	50	TON
3	BRICK	200	1000
4	CEMENT	50	TON
5	SAND	100	YD
6	GRAVEL	100	YD
7	WATER	100	YD
8	ELECTRICITY	100	YD
9	PLUMBING	100	YD
10	PAINT	100	YD



NO.	DESCRIPTION	QTY.	UNIT
1	CONCRETE	100	YD
2	STEEL	50	TON
3	BRICK	200	1000
4	CEMENT	50	TON
5	SAND	100	YD
6	GRAVEL	100	YD
7	WATER	100	YD
8	ELECTRICITY	100	YD
9	PLUMBING	100	YD
10	PAINT	100	YD

SIGNAL NO. PLAN 4-70

PLANS FOR THE MODIFICATION OF THE CITY CLERK'S OFFICE, 6003 OTAY MESA RD., OTAY MESA, CALIF. 92063

NO.	DESCRIPTION	QTY.	UNIT
1	CONCRETE	100	YD
2	STEEL	50	TON
3	BRICK	200	1000
4	CEMENT	50	TON
5	SAND	100	YD
6	GRAVEL	100	YD
7	WATER	100	YD
8	ELECTRICITY	100	YD
9	PLUMBING	100	YD
10	PAINT	100	YD

8-A
EX

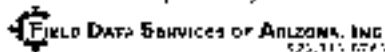
SHORT REPORT													
General Information						Site Information							
Analyst	USAI					Intersection	OTAY MESA RD./BRITANNIA BLVD.						
Agency or Co.	USAI					Area Type	All other areas						
Date Performed	06/20/11					Jurisdiction	OMBRITEXAM						
Time Period	AM PEAK HOUR					Analysis Year	EXISTING 2009						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Num. of Lanes	0	3	1	1	3	0	2	0	1	0	0	0	
Lane group		T	R	L	T		L		R				
Volume (vph)		1954	301	41	1080		109		22				
% Heavy veh		10	10	10	10		10		10				
PHF		0.92	0.92	0.93	0.93		0.82		0.82				
Actuated (P/A)		A	A	A	A	A	A		A				
Startup lost time		2.0	2.0	2.0	2.0		2.0		2.0				
Ext. eff. green		2.0	2.0	2.0	2.0		2.0		2.0				
Arrival type		5	5	5	5		4		4				
Unit Extension		3.0	3.0	3.0	3.0		3.0		3.0				
Ped/Bike/RTOR Volume	10	5	0				10	5	0	10			
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N		N	
Parking/hr													
Bus stops/hr		0	0	0	0		0		0				
Unit Extension		3.0	3.0	3.0	3.0		3.0		3.0				
Phasing	WB Only	Thru & RT	03		04		NB Only	06		07		08	
Timing	G = 20.0	G = 80.0	G =	G =	G = 30.0	G =	G =	G =	G =	G =	G =	G =	
	Y = 5.2	Y = 6.7	Y =	Y =	Y = 5.6	Y =	Y =	Y =	Y =	Y =	Y =	Y =	
Duration of Analysis (hrs) = 0.25						Cycle Length C = 147.5							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adj. flow rate		2124	327	44	1161		133		27				
Lane group cap.		2686	1126	223	3533		648		289				
v/c ratio		0.79	0.29	0.20	0.33		0.21		0.09				
Green ratio		0.54	0.79	0.14	0.71		0.20		0.20				
Unif. delay d1		27.0	4.2	56.6	7.9		48.8		47.7				
Delay factor k		0.34	0.11	0.11	0.11		0.11		0.11				
Increm. delay d2		1.7	0.1	0.4	0.1		0.2		0.1				
PF factor		0.210	0.239	0.895	0.174		1.000		1.000				
Control delay		7.4	1.1	51.1	1.4		49.0		47.8				
Lane group LOS		A	A	D	A		D		D				
Apprch. delay		6.5			3.3			48.8					
Approach LOS		A			A			D					
Intersec. delay		7.3			Intersection LOS						A		

S-P
EX

SHORT REPORT												
General Information						Site Information						
Analyst	USAI					Intersection	OTAY MESA RD./BRITANNIA BLVD.					
Agency or Co.	USAI					Area Type	All other areas					
Date Performed	06/20/11					Jurisdiction	OMBRITEXPM					
Time Period	PM PEAK HOUR					Analysis Year	EXISTING 2009					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	3	1	1	3	0	2	0	1	0	0	0
Lane group		T	R	L	T		L		R			
Volume (vph)		1610	173	38	2133		341		103			
% Heavy veh		10	10	10	10		10		10			
PHF		0.97	0.97	0.90	0.90		0.86		0.86			
Actuated (P/A)		A	A	A	A	A	A		A			
Startup lost time		2.0	2.0	2.0	2.0		2.0		2.0			
Ext. eff. green		2.0	2.0	2.0	2.0		2.0		2.0			
Arrival type		5	5	5	5		4		4			
Unit Extension		3.0	3.0	3.0	3.0		3.0		3.0			
Ped/Bike/RTOR Volume	10	5	0				10	5	0	10		
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0			
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N		N
Parking/hr												
Bus stops/hr		0	0	0	0		0		0			
Unit Extension		3.0	3.0	3.0	3.0		3.0		3.0			
Phasing	WB Only	Thru & RT	03	04	NB Only	06	07	08				
Timing	G = 28.0	G = 80.0	G =	G =	G = 32.0	G =	G =	G =				
	Y = 5.2	Y = 6.7	Y =	Y =	Y = 5.6	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 157.5						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate		1660	178	42	2370		397		120			
Lane group cap.		2516	1071	292	3560		648		289			
v/c ratio		0.66	0.17	0.14	0.67		0.61		0.42			
Green ratio		0.51	0.75	0.18	0.72		0.20		0.20			
Unif. delay d1		28.7	5.5	54.6	11.9		57.1		54.6			
Delay factor k		0.23	0.11	0.11	0.24		0.20		0.11			
Increm. delay d2		0.6	0.1	0.2	0.5		1.7		1.0			
PF factor		0.312	0.203	0.856	0.178		1.000		1.000			
Control delay		9.6	1.2	47.0	2.6		58.8		55.6			
Lane group LOS		A	A	D	A		E		E			
Apprch. delay		8.8			3.4				58.1			
Approach LOS		A			A				E			
Intersec. delay		11.4					Intersection LOS				B	

Intersection Turning Movement

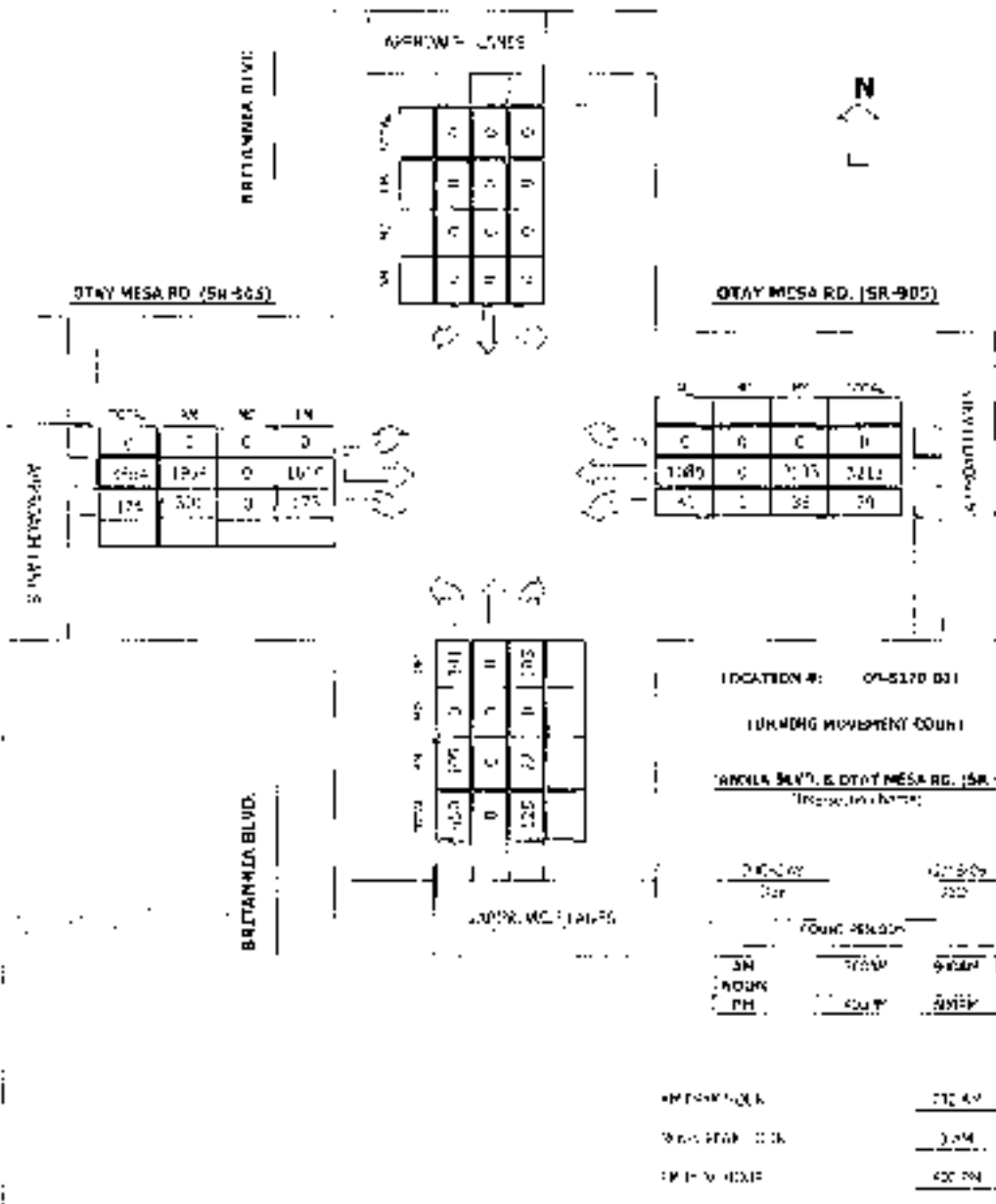
Prepared by:



3

Project #: 09-5170-001

TMC SUMMARY OF BRITANNIA BLVD. & OTAY MESA RD. (SR-905)



Intersection Turning Movement

Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.5745

N-S STREET: BRITANNIA BLVD. DATE: 12/08/05 LOCATION: SAN DIEGO
E-W STREET: OTAY MESA RD. (SR-905) DAY: TUESDAY PROJECT#: 05-5179-021

LAVES	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	HL	HT	HR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
5:00 AM													
5:15 AM													
5:30 AM													
5:45 AM													
6:00 AM	26	0	2	0	0	0	7	394	99	11	240	0	772
6:15 AM	24	0	8	0	0	0	0	421	60	11	209	0	724
6:30 AM	22	0	4	0	0	0	0	520	62	6	255	0	861
6:45 AM	24	0	2	0	0	0	0	511	75	12	277	0	891
7:00 AM	70	0	9	0	0	0	7	512	71	9	257	0	658
7:15 AM	63	0	7	0	0	0	0	381	43	12	291	0	797
7:30 AM	54	0	11	0	0	0	0	407	65	7	302	0	827
7:45 AM	42	0	11	0	0	0	1	415	74	13	294	0	811
8:00 AM													
8:15 AM													
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	VL	HT	HR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volume	233	0	20	0	0	0	0	561	682	34	2125	0	3600
Approach %	58.24	0.00	10.24	0.00	0.00	0.00	0.00	35.65	14.35	3.76	95.24	0.00	
App/Direct	231	0	0	0	0	563	4181	0	3537	2208	0	2360	

AM Peak Hr Begins at: 7:00 AM

PEAK	VL	HT	HR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volume	109	0	12	0	0	0	0	294	101	41	1038	0	1507
Approach %	64.11	0.00	10.70	0.00	0.00	0.00	0.00	36.60	13.31	3.66	95.34	0.00	

Peak Hr Factor:	0.47		0.00		0.515		0.521		0.642				
-----------------	------	--	------	--	-------	--	-------	--	-------	--	--	--	--

CONTROL SIGNAL
COMMENT 1:
COMMENT 2:

Intersection Turning Movement



N-S STREET: BRITANNIA BLVD. DATE: 12/08/09 LOCATION: SAN DIEGO
 E-W STREET: DUTY BLVD. (SR-902) DAY: TUESDAY PROJECT#: 09-5170-001

LAVES	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	VL	RL	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	73	0	22	0	0	0	0	410	22	9	459	0	1023
4:15 PM	85	0	37	0	0	0	0	417	48	13	508	0	1148
4:30 PM	95	0	33	0	0	0	0	377	43	12	507	0	1058
4:45 PM	86	0	21	0	0	0	0	400	40	7	509	0	1159
5:00 PM	66	0	19	0	0	0	0	314	27	0	317	0	767
5:15 PM	64	0	17	0	0	0	0	346	24	0	317	0	674
5:30 PM	86	0	21	0	0	0	0	344	29	14	474	0	947
5:45 PM	60	0	7	0	0	0	0	291	27	13	370	0	795
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	VL	RL	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	619	0	156	0	0	0	0	1901	290	27	3360	0	6077
Approach %	76.35	0.00	21.15	0.00	0.00	0.00	0.00	85.25	10.75	1.00	98.09	0.00	
App/Depart	735	0	0	0	0	0	3235	0	307	405	0	4579	

PM Peak on Br. rd. - 4:00 PM

PEAK	NL	VL	RL	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	34	0	100	0	0	0	0	1610	173	38	1133	0	4398
Approach %	76.30	0.00	23.20	0.00	0.00	0.00	0.00	50.30	11.00	1.70	98.70	0.00	

PEAK - PK. FACTOR:	NL	VL	RL	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0.860			0.000			0.960			0.695			0.940

CONTROL SIGNAL:
 CONTROL 1: 0
 CONTROL 2: 0

LOCATION: RW 555 Hamilton NWD

CALIBRATION OR VERSION: 1

DATE: 12/1/10

Page 1

INTERVAL	BASE TIMER									CLY REV	PULSE AMPLITUDE	F	F									
	1	2	3	4	5	6	7	8	9				1	2	3	4	5	6	7	8	9	
1 WALK	1	7	1	1	1	1	1	1	7	1	100											
2 HOLD WALK	1	29	1	1	1	1	1	1	32	1	50	5	REL LOCK	1					9	1		
3 HOLD GREET	10	10	1	1	1	1	1	1	10	1	50	0	YEL LOCK							2		
4 CYCLE 1 DWT	0	0	0	0	0	0	0	0	0	1	50	0	Y RECOLD	2				6		3		
5 ADD/VOL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50	0	F HPCAL							4		
6 HANGING	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50	5	PER PHASER							5		
7 MAX GAP	0.0	7.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	1	50	0	SP CLK							6		
8 HOLD GWT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50	5	SP CLK							7		
9 MAX AXI	20	50	5	5	5	5	50	5	50	75	50	0	DEL ENTRY							8		
0 MAX 2										NO	50	5	MAX 2 PHASER							9		
A MAX 3										NO	50	255	LAG PHASER							A		
B										NO	50	5	REL REST							B		
C										NO	50		REST IN-WALK							C		
D										OK	50		MAX 3 PHASER							D		
E										NCH	50		YEL START UP	2				6		E		
F										SIZ	50		OLST PHASA							F		
S.M											100				1	2	3	4	5	6	7	8

FOO LONG FAILURE

FOO SHORT FAILURE	
ZUF	0
FOL	5

FAD	3
FCI	3
FCZ	10
FCA	0.0
FCB	0.0
FCV	0.0
FCW	0.0

FOO IN SELECT	1
FOO PWD SELECT	0
FOO T HIRE	0
FOO PHASER SW	0
FOO OS SEEKING	1

FOO PAST CYCLE	1
FOO PENDING	1

NOTES: 50 MPH

NUMBERS IN THESE LOCATIONS CAN BE CALLED IN OR FLASH ONLY

0 DUMP

		CONTROL PLANE								Y-COORD		LAG PHASE	FLAG									
		1	2	3	4	5	6	7	8	9	10	M	F	1	2	3	4	5	6	7	8	
0	CYCLE LENGTH	180	180	180									LAG PHASE	2		4						
1	CP1 GEN CYC	30	30	30									LAG PHASE 1	2		4						
2													LAG PHASE 2	1		4						
3	CP2 GEN CYC												LAG PHASE 3	2		4						
4	CP3 GEN CYC												LAG PHASE 4									
5	CP4 GEN CYC												LAG PHASE 5									
6													LAG PHASE 6									
7	CP7 GEN CYC												LAG PHASE 7									
8	CP8 GEN CYC												LAG PHASE 8									
9	HULLY CYCLE												LAG PHASE 9									
A	OFFSET A	129	124	166									LAG C CORRD									
J	OFFSET B												LAG S CORRD									
K	OFFSET C												CODE PAXIS	2								
L	EV 3 EXT																					
M	EV 4 EXT																					
N	OFFSET INDEX																					

- 001 MANUAL CP
- 002 MASTER CP
- 003 CURRENT CP
- 004 LAST CP
- 007 TRANSIT CP
- 008 MANUAL OFFSET
- 009 LOCAL CYCLE TIMER
- 010 MASTER CYCLE TIMER
- 011 LOCAL OFFSET
- 012 MASTER OFFSET

SYSTEM MASTER:
STRY MESA RD. TEMP.

FEATURE	OFF		LOCATION	ON	
	OFF	ON		OFF	ON
1	<input type="checkbox"/>	<input type="checkbox"/>	1	<input type="checkbox"/>	<input type="checkbox"/>
2	<input type="checkbox"/>	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>
3	<input type="checkbox"/>	<input type="checkbox"/>	3	<input type="checkbox"/>	<input type="checkbox"/>
4	<input type="checkbox"/>	<input type="checkbox"/>	4	<input type="checkbox"/>	<input type="checkbox"/>
5	<input type="checkbox"/>	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>
6	<input type="checkbox"/>	<input type="checkbox"/>	6	<input type="checkbox"/>	<input type="checkbox"/>
7	<input type="checkbox"/>	<input type="checkbox"/>	7	<input type="checkbox"/>	<input type="checkbox"/>
8	<input type="checkbox"/>	<input type="checkbox"/>	8	<input type="checkbox"/>	<input type="checkbox"/>

010 = 5

- 008/009 OFFSET TIMER
- 009/010 LAG GENRY TIMER
- 009/010 FORCE OFF TIMER
- 008/009 LONG GENRY TIMER
- 008/009 NO GENRY TIMER

D	STATUS					FLASH					FLASH				
	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
0	RCL					RCL					RCL				
1	CP 1					CP 1					CP 1				
2	CP 2					CP 2					CP 2				
3	CP 3					CP 3					CP 3				
4	CP 4					CP 4					CP 4				
5	CP 5					CP 5					CP 5				
6	CP 6					CP 6					CP 6				
7	CP 7					CP 7					CP 7				
8	CP 8					CP 8					CP 8				
9	CP 9					CP 9					CP 9				
A											RCL 1				
B											RCL 2				
C															
D															
E															
F															

D	FUNCTION					FUNCTION					FLASH				
	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
0						CODE 4									
1						CODE 5									
2						RECALL									
3						RECALL									
4						RECALL									
5						RECALL									
6						RECALL									
7						RECALL									
8						RECALL									
9						RECALL									
A						RECALL									
B						RECALL									
C						RECALL									
D						RECALL									
E						RECALL									
F						RECALL									

LAST POWER FAILURE REGISTER

HOUR - D-A-E
 MINUTE - D-B-E
 DAY - D-C-K

RCL 3 = TIME OF DAY MAX RECALL (1ST SELECT) PHASES
 (CALL ACTIVE LIGHTS)
 RCL 2 = TIME OF DAY MAX RECALL (2ND SELECT) PHASES
 (CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

HOUR - D-A-F
 MINUTE - D-B-F
 DAY - D-C-F

D-E-E - CB VERSION NUMBER
 D-E-F = LITHIUM BATTERY CONDITION
 #4 = BAD
 #5 = GOOD

LOCATION: HWY 905 Kaituma Blvd.

CALTRANS DISTRICT 5

DATE: 4/1/88

7 PAGE

9 PAGE

CON - 0 of 1

PAGE 1

9 PAGE

CON - 2

TIME OF DAY ARRIVAL TIME												
EVENTS (HR-MIN) ACT 1 2 3 4 5 6 7												
	HR	MIN	ACT	1	2	3	4	5	6	7		
V												
1												
2												
3												
4												
5												
6												
7												
8												
9												
A												
B												
C												
D												
E												
F												

ACTIVITY CODE

- 1 TYPE OF MAX PERMISSION
- 2 MAX 2
- 3 MAX 3
- 4 COND SERV (1ST SELECT)
- 5 COND SERV (2ND SELECT)
- 6 ENERGIZE ASX OUTPUT-RED
- 7 ENERGIZE ASX OUTPUT GREEN

LONDON PLAN TIME OF DAY												
EVENTS (HR-MIN) ACT 1 2 3 4 5 6 7												
	HR	MIN	ACT	1	2	3	4	5	6	7		
0	05	30	A									
1	09	00	A									
2	11	00	A									
3	21	00	A									
4	09	30	A									
5	19	00	A									
6												
7												
8												
9												
A												
B												
C												
D												
E												
F												

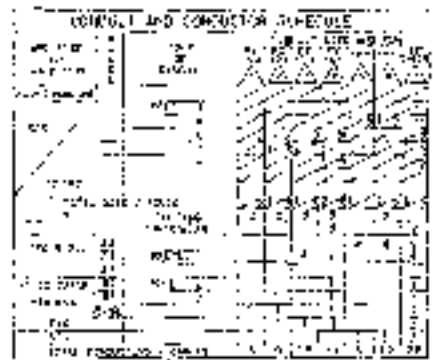
ACTIVITY CODE

- 8 ENERGIZE ASX OUTPUT YELLOW
- 9 TIME OF DAY MAX RECALL (1ST SELECT)
- A TRAFFIC ACT MAX 2 OPERATION
- B TIME OF DAY MAX RECALL (2ND SELECT)
- C YELLOW FIELD COORDINATION
- D YELLOW FIELD COORDINATION
- E TIME OF DAY FREE OPERATION
- F FLASHING OPERATION

LONDON PLAN TIME OF DAY												
EVENTS (HR-MIN) ACT 1 2 3 4 5 6 7												
	HR	MIN	ACT	1	2	3	4	5	6	7		
0												
1												
2												
3												
4												
5												
6												
7												
8												
9												
A												
B												
C												
D												
E												
F												

8

SHEET NO. 12 OF 36
 PROJECT NO. 100-100-100
 CITY OF CHANDLER TRAFFIC ELECTRICAL
 DATE: 10/15/10
 DRAWN BY: [Name]
 CHECKED BY: [Name]

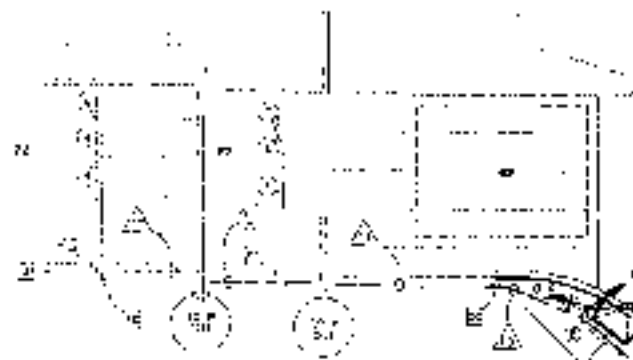


- NOTES:**
1. ALL SIGNALS SHALL BE 120V AC.
 2. ALL SIGNALS SHALL BE 120V AC.
 3. ALL SIGNALS SHALL BE 120V AC.

4. ALL SIGNALS SHALL BE 120V AC.
5. ALL SIGNALS SHALL BE 120V AC.
6. ALL SIGNALS SHALL BE 120V AC.

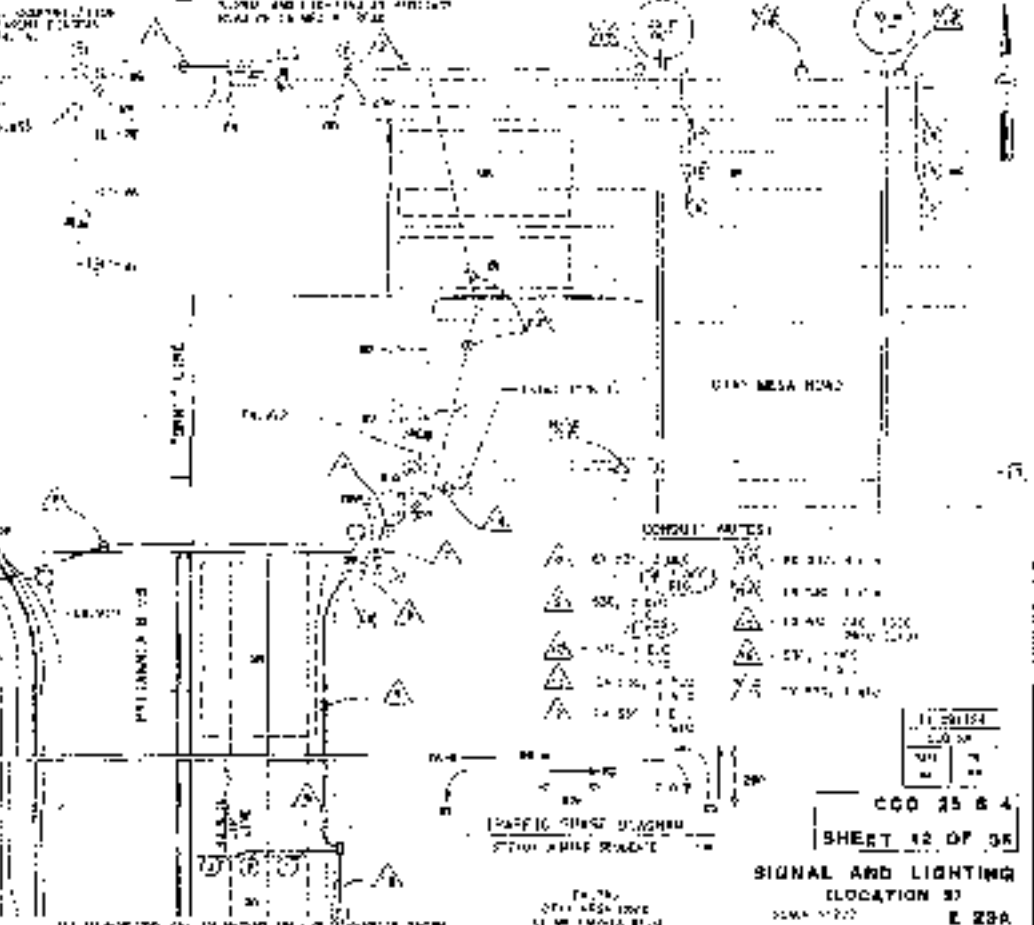


PROJECT NO. 100-100-100
 SHEET NO. 12 OF 36
 CITY OF CHANDLER TRAFFIC ELECTRICAL
 DATE: 10/15/10
 DRAWN BY: [Name]
 CHECKED BY: [Name]



CONTROL AND CONDUCTOR SCHEDULE

CONDUCTOR	CONTROL	WAVE
1	1	1
2	2	2
3	3	3
4	4	4
5	5	5
6	6	6
7	7	7
8	8	8
9	9	9
10	10	10
11	11	11
12	12	12
13	13	13
14	14	14
15	15	15
16	16	16
17	17	17
18	18	18
19	19	19
20	20	20
21	21	21
22	22	22
23	23	23
24	24	24
25	25	25
26	26	26
27	27	27
28	28	28
29	29	29
30	30	30
31	31	31
32	32	32
33	33	33
34	34	34
35	35	35
36	36	36
37	37	37
38	38	38
39	39	39
40	40	40
41	41	41
42	42	42
43	43	43
44	44	44
45	45	45
46	46	46
47	47	47
48	48	48
49	49	49
50	50	50
51	51	51
52	52	52
53	53	53
54	54	54
55	55	55
56	56	56
57	57	57
58	58	58
59	59	59
60	60	60
61	61	61
62	62	62
63	63	63
64	64	64
65	65	65
66	66	66
67	67	67
68	68	68
69	69	69
70	70	70
71	71	71
72	72	72
73	73	73
74	74	74
75	75	75
76	76	76
77	77	77
78	78	78
79	79	79
80	80	80
81	81	81
82	82	82
83	83	83
84	84	84
85	85	85
86	86	86
87	87	87
88	88	88
89	89	89
90	90	90
91	91	91
92	92	92
93	93	93
94	94	94
95	95	95
96	96	96
97	97	97
98	98	98
99	99	99
100	100	100



CONDUCTOR NOTES

1	1	1
2	2	2
3	3	3
4	4	4
5	5	5
6	6	6
7	7	7
8	8	8
9	9	9
10	10	10
11	11	11
12	12	12
13	13	13
14	14	14
15	15	15
16	16	16
17	17	17
18	18	18
19	19	19
20	20	20
21	21	21
22	22	22
23	23	23
24	24	24
25	25	25
26	26	26
27	27	27
28	28	28
29	29	29
30	30	30
31	31	31
32	32	32
33	33	33
34	34	34
35	35	35
36	36	36
37	37	37
38	38	38
39	39	39
40	40	40
41	41	41
42	42	42
43	43	43
44	44	44
45	45	45
46	46	46
47	47	47
48	48	48
49	49	49
50	50	50
51	51	51
52	52	52
53	53	53
54	54	54
55	55	55
56	56	56
57	57	57
58	58	58
59	59	59
60	60	60
61	61	61
62	62	62
63	63	63
64	64	64
65	65	65
66	66	66
67	67	67
68	68	68
69	69	69
70	70	70
71	71	71
72	72	72
73	73	73
74	74	74
75	75	75
76	76	76
77	77	77
78	78	78
79	79	79
80	80	80
81	81	81
82	82	82
83	83	83
84	84	84
85	85	85
86	86	86
87	87	87
88	88	88
89	89	89
90	90	90
91	91	91
92	92	92
93	93	93
94	94	94
95	95	95
96	96	96
97	97	97
98	98	98
99	99	99
100	100	100

CCG 15 & 4
 SHEET 12 OF 36
 SIGNAL AND LIGHTING
 (LOCATION 3)
 DATE: 10/15/10
 E 28A

9-A
EX

SHORT REPORT													
General Information						Site Information							
Analyst	USAI					Intersection	OTAY MESA RD/LA MEDIA RD.						
Agency or Co.	USAI					Area Type	All other areas						
Date Performed	06/20/11					Jurisdiction	OMLMEXAM						
Time Period	AM PEAK HOUR					Analysis Year	EXISTING 2009						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Num. of Lanes	1	3	1	1	3	0	1	1	0	2	1	0	
Lane group	L	T	R	L	TR		L	TR		L	TR		
Volume (vph)	87	1447	382	93	932	92	107	23	27	31	41	39	
% Heavy veh	10	10	10	10	10	10	10	10	10	10	10	10	
PHF	0.84	0.84	0.84	0.83	0.83	0.83	0.84	0.84	0.84	0.73	0.73	0.73	
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A	
Startup lost time	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0		
Ext. eff. green	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0		
Arrival type	5	5	5	5	5		4	4		4	4		
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0		
Ped/Bike/RTOR Volume	10	5	0	10	5	0	10	5	0	10	5	0	
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/hr													
Bus stops/hr	0	0	0	0	0		0	0		0	0		
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0		
Phasing	Excl. Left	Thru & RT	03			04			Excl. Left	Thru & RT	07		08
Timing	G = 15.0	G = 70.0	G =	G =			G = 15.0	G = 15.0	G =		G =		
	Y = 5.2	Y = 6.7	Y =	Y =			Y = 5.2	Y = 5.6	Y =		Y =		
Duration of Analysis (hrs) = 0.25							Cycle Length C = 137.7						
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adj. flow rate	104	1723	455	112	1234		127	59		42	109		
Lane group cap.	179	2518	722	179	2476		179	177		347	179		
v/c ratio	0.58	0.68	0.63	0.63	0.50		0.71	0.33		0.12	0.61		
Green ratio	0.11	0.51	0.51	0.11	0.51		0.11	0.11		0.11	0.11		
Unif. delay d1	58.4	25.5	24.5	58.7	22.3		59.2	56.7		55.4	58.6		
Delay factor k	0.17	0.25	0.21	0.21	0.11		0.27	0.11		0.11	0.19		
Increment. delay d2	4.7	0.8	1.8	6.7	0.2		12.3	1.1		0.2	5.9		
PF factor	0.919	0.311	0.311	0.919	0.311		1.000	1.000		1.000	1.000		
Control delay	58.3	8.7	9.4	60.6	7.1		71.5	57.8		55.6	64.5		
Lane group LOS	E	A	A	E	A		E	E		E	E		
Approch. delay	11.1			11.5			67.2			62.0			
Approach LOS	B			B			E			E			
Intersec. delay	15.8			Intersection LOS						B			

P-P
EX

SHORT REPORT													
General Information						Site Information							
Analyst	USAI					Intersection	OTAY MESA RD/LA MEDIA RD.						
Agency or Co.	USAI					Area Type	All other areas						
Date Performed	06/20/11					Jurisdiction	OMLMEXPM						
Time Period	PM PEAK HOUR					Analysis Year	EXISTING 2009						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Num. of Lanes	1	3	1	1	3	0	1	1	0	2	1	0	
Lane group	L	T	R	L	TR		L	TR		L	TR		
Volume (vph)	57	1425	287	83	1570	85	278	37	57	79	40	128	
% Heavy veh	10	10	10	10	10	10	10	10	10	10	10	10	
PHF	0.94	0.94	0.94	0.92	0.92	0.92	0.93	0.93	0.93	0.87	0.87	0.87	
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A	
Startup lost time	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0		
Ext. eff. green	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0		
Arrival type	5	5	5	5	5		4	4		4	4		
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0		
Ped/Bike/RTOR Volume	10	5	0	10	5	0	10	5	0	10	5	0	
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/hr													
Bus stops/hr	0	0	0	0	0		0	0		0	0		
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0		
Phasing	Excl. Left	Thru & RT	03			04			Excl. Left	Thru & RT	07		08
Timing	G = 15.0	G = 65.0	G =	G =			G = 38.0	G = 30.0	G =	G =			
	Y = 5.2	Y = 6.7	Y =	Y =			Y = 5.2	Y = 5.6	Y =	Y =			
Duration of Analysis (hrs) = 0.25						Cycle Length C = 170.7							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adj. flow rate	61	1516	305	90	1799		299	101		91	193		
Lane group cap.	144	1886	538	144	1868		365	285		709	276		
v/c ratio	0.42	0.80	0.57	0.63	0.96		0.82	0.35		0.13	0.70		
Green ratio	0.09	0.38	0.38	0.09	0.38		0.22	0.18		0.22	0.18		
Unif. delay d1	73.8	47.2	41.7	75.1	51.7		63.1	61.8		53.1	66.1		
Delay factor k	0.11	0.35	0.16	0.21	0.47		0.36	0.11		0.11	0.27		
Increm. delay d2	2.0	2.6	1.4	6.2	13.2		13.7	0.8		0.1	7.6		
PF factor	0.936	0.590	0.590	0.936	0.590		1.000	1.000		1.000	1.000		
Control delay	71.0	30.5	26.0	78.6	43.7		76.8	62.6		53.2	73.7		
Lane group LOS	E	C	C	E	D		E	E		D	E		
Apprch. delay	31.1			45.3			73.2			67.1			
Approach LOS	C			D			E			E			
Intersec. delay	43.2			Intersection LOS						D			

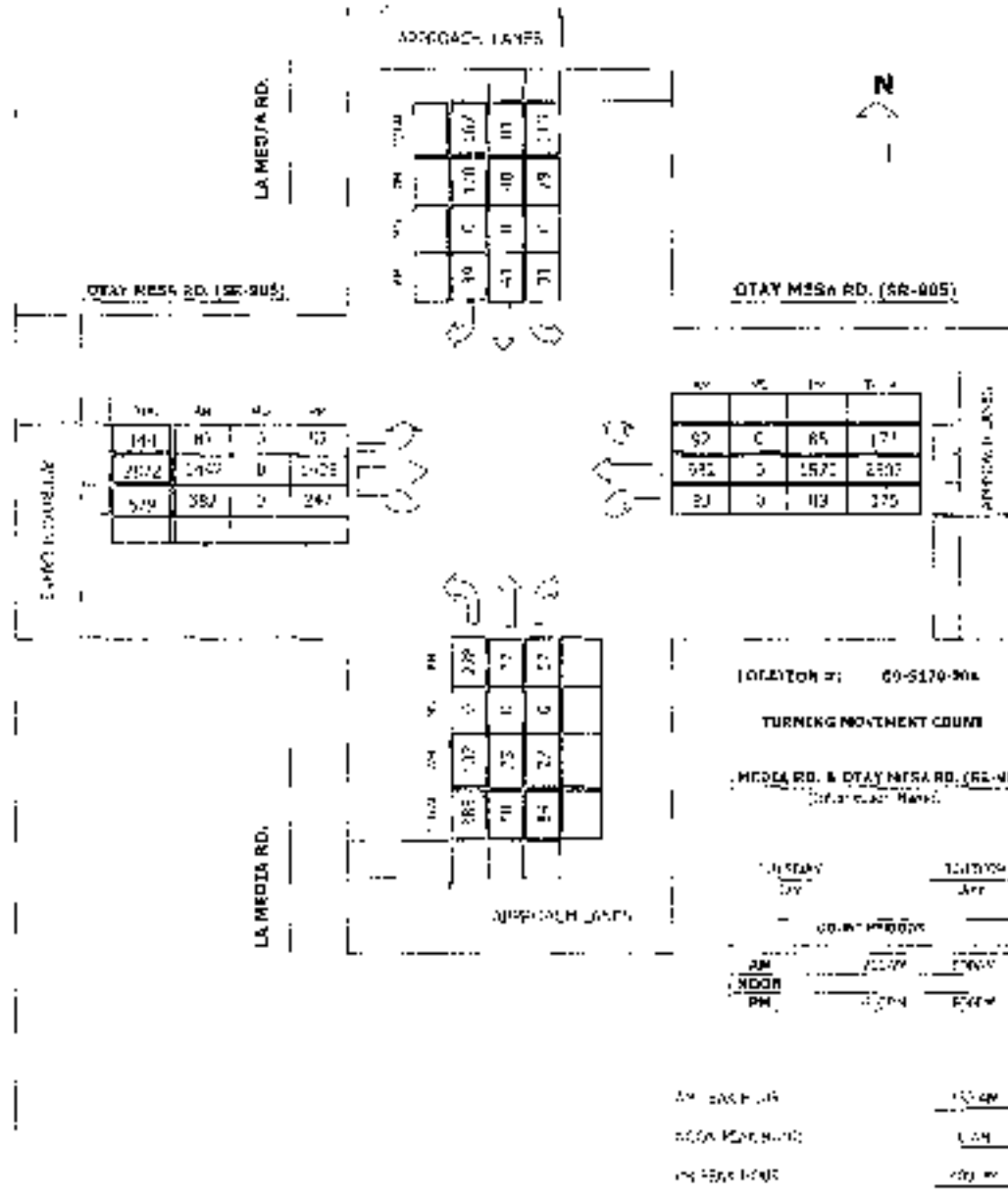
Intersection Turning Movement
Prepared by:



9

Project #: 09-517B-004

TMC SUMMARY OF LA MEDIA RD. & OTAY MESA RD. (SR-905)



Intersection Turning Movement

Prepared by:



N-S STREET JAMICA RD. DATE: 12/08/09 LOCATION: SAN DIEGO
 E-W STREET OTAY MESA RD, (SR-94) DAY: TUESDAY PROJECT #: 09-010-016

LANES	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	18	1	7	5	4	10	14	356	57	21	235	30	644
7:15 AM	24	1	3	3	3	6	16	285	57	20	221	20	663
7:30 AM	24	4	7	4	6	6	20	362	82	27	288	21	846
7:45 AM	37	5	12	6	12	6	26	423	115	22	236	23	922
8:00 AM	22	5	4	10	14	15	25	324	110	22	205	19	785
8:15 AM	25	11	5	11	19	12	16	326	66	22	203	25	738
8:30 AM	47	3	10	18	17	13	15	291	76	17	240	17	717
8:45 AM	34	5	7	13	10	9	18	264	69	21	216	23	588
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volume	225	33	50	70	70	77	163	2507	640	172	1944	172	6519
Approach %	23.05	10.71	10.23	32.26	32.26	35.46	4.64	72.87	16.35	7.06	64.28	7.86	
App/Dept	30%	7	25%	217	7	10%	3300	7	2527	718%	7	21%	

ACT Peak Hr Beg at 7:30 AM

PEAK

VOLUME	127	29	27	31	41	30	87	1447	351	53	952	92	3311
Approach %	68.15	14.85	17.20	27.53	35.94	35.34	4.54	73.52	15.94	8.13	83.44	8.24	

PEAK HR FACTOR:

	0.435		0.735		0.940		0.891		0.892		0.892		
--	-------	--	-------	--	-------	--	-------	--	-------	--	-------	--	--

CONTROL SIGNAL
 COMMENT 1:
 COMMENT 2:

Intersection Turning Movement



N-S STREET: LA MEDIA RD. DATE: 12/08/08 LOCATION: SAN DIEGO
 E-W STREET: OTAY MESA RD. (SR-905) DAY: TUESDAY PROJECT#: 09-5170 C34

LANE'S	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	1	1	1	1	2.5	0.5	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	56	9	22	23	10	38	17	316	56	19	432	20	1015
4:15 PM	62	0	6	20	10	15	14	364	22	27	418	20	1031
4:30 PM	69	12	19	20	3	35	12	373	63	20	351	19	595
4:45 PM	71	10	16	19	12	40	14	177	75	17	168	0	1045
5:00 PM	62	10	17	18	9	30	15	270	44	10	350	18	965
5:15 PM	75	14	13	33	14	35	30	160	49	14	457	18	1017
5:30 PM	60	7	11	10	16	40	11	446	16	11	279	9	835
5:45 PM	55	10	14	14	12	27	13	338	50	14	265	11	624
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	531	78	112	154	91	250	130	2879	136	190	2821	141	7727
Approach %	73.65	10.62	15.54	21.11	18.38	33.51	4.82	85.36	12.89	3.33	30.94	4.55	
Approaches	721	7	349	495	7	607	3005	7	3105	3107	7	3652	

PM Peak H Begins at: 4:00 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	278	37	57	79	40	128	57	1425	247	63	1570	85	4086
Approach %	24.74	3.55	15.52	31.86	16.19	51.82	3.33	81.47	14.29	4.75	30.14	4.89	

PEAK HR. FACTOR	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0.930			0.870			0.035			0.925		0.978

CONTROL SIGNAL
 CONTROL 1 0
 CONTROL 2 0

LOCATION: RTR 301 & LA MEDIA ROAD
 COUNTY OF MARIETTA
 PROJECT: 01/14/00

DATE: 01/14/00

PAGE 3

INTERVAL	PLANE FINISH									USE EMPLOY	F									
	1	2	3	4	5	6	7	8	9		FLASH	1	2	3	4	5	6	7	8	9
0	WALL	1	1	1	1	1	1	1	1	1	CONC	1	1	1	1	1	1	1	1	1
1	DOOR CASE	1	1	1	1	1	1	1	1	1	SKT CLR	5	SKT CLR							
2	MIN BRICK	15	10	10	15	10	10	10	10	10	SKT CLR	0	SKT CLR							
3	TYPE 3 DET	0	0	0	0	0	0	0	0	0	SKT CLR	5	SKT CLR							
4	MIN BRICK	0.0	0.0	0.0	4.0	0.0	2.0	0.0	0.0	0.0	SKT CLR	0	SKT CLR							
5	BRICK	4.0	9.0	9.0	4.0	4.0	9.0	4.0	4.0	4.0	SKT CLR	5	SKT CLR							
6	MAX GAP	4.0	7.0	4.0	4.0	4.0	7.0	4.0	4.0	4.0	SKT CLR	3	SKT CLR							
7	MIN GAP	4.0	2.0	4.0	4.0	4.0	2.0	4.0	4.0	4.0	SKT CLR	5	SKT CLR							
8	MAX EXT	20	50	25	25	25	50	20	25	25	SKT CLR	3	SKT CLR							
9	MAX 2										SKT CLR	5	SKT CLR							
10	MAX 1										SKT CLR	255	SKT CLR							
11											SKT CLR	5	SKT CLR							
12	BRICK ON	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	SKT CLR		SKT CLR							
13	BRICK	1.0	0.1	1.0	1.0	1.0	0.1	1.0	1.0	1.0	SKT CLR		SKT CLR							
14	BRICK	3.2	4.7	3.2	4.6	3.2	4.7	3.2	4.6	3.2	SKT CLR		SKT CLR							
15	BRICK	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	SKT CLR		SKT CLR							
16	BRICK		92			94		133			SKT CLR		SKT CLR							

NOTES: 50 MPH

NOTES IN OTHER LOCATIONS CAN BE CHANGED TO ONE PLANE ONLY

FOR CODE FAILURE	
FOR SHORT FAILURE	
FOR	20
FOR	5
FOR	3
FOR	4
FOR	10
FOR	0.3
FOR	0.3
FOR	1.0
FOR	3.0
FOR ON BRICK	1
FOR FOR BRICK	0
FOR T WALK	0
FOR CEMENTIVE	0
FOR OF BRICK	1
FOR FLASH CODE	0
FOR DOWNSIDE	1

LOCATION: BTR 905 & LA MEDJA ROAD
 CONTRACT NO: 04/01/00-03
 U. PAGE

DATE: 01/11/09

PAGE: 2

	CYCLE LENGTH	OFFSET PHASE								Y COORD			LAW PHASE		PHASE								
		1	2	3	4	5	6	7	8	9	C	D	E	F	1	2	3	4	5	6	7	8	
0	100	180	180											LAG P2 PAKF	2		4	6					
1	25	25	25											REPORT C/1	1		4	6					
2														REPORT C/2	1		4	6					
3	25	25	25											REPORT C/3	1		4	6					
4	25	25	25								PLSN TIME			REPORT C/4									
5	25	25	25								LAG OFFSET			REPORT C/5									
6											YELLOW C/P			REPORT C/6									
7	30	30	30								LONG GRN			REPORT C/7									
8	26	26	26								NO GREEN			REPORT C/8									
9														REPORT C/9									
A	179	179	179								OFFSET												
B																							
C																							
D																							
E																							
F																							

C01 MANUAL CP
 C02 MASTER CP
 C03 CONSTANT CP SYSTEM MASTER
 C04 LAG CP UTAY WARR RD. SAMP.
 C05 LAGSET CP
 C06 MANUAL OFFSET
 C07 LOCAL CYCLE TIMER
 C08 MASTER CYCLE TIMER
 C0A LOCAL OFFSET
 C0B MASTER OFFSET

FEATURE	OFF	ON	LOCATION	OFF	ON
1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	4	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	5	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7	<input checked="" type="checkbox"/>	<input type="checkbox"/>	7	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	8	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(0) = 5

C01/C0B OFFSET : 179P
 C02/C0C LAG GREEN TIMER
 C03/C0D FORCE OFF TIMER
 C04/C0E LONG GREEN TIMER
 C05/C0F NO GREEN TIMER

9

	C	FLASH							M.M	FLASH							F	FLASH						
		1	2	3	4	5	6	7		1	2	3	4	5	6	7		1	2	3	4	5	6	7
0	REL								REL								REL							
1	CP 1								CP 1				5			CP 1								
2	CP 2								CP 2				6			CP 2								
3	CP 3								CP 3				7			CP 3								
4	CP 4								CP 4							CP 4								
5	CP 5								CP 5							CP 5								
6	CP 6								CP 6							CP 6								
7	CP 7								CP 7							CP 7								
8	CP 8								CP 8							CP 8								
9	CP 9								CP 9							CP 9								
A																REL 1								
B																REL 2								
C																								
D																								
E																								
F																								

	E	FLASH							FUNCTION	FLASH													
		1	2	3	4	5	6	7		1	2	3	4	5	6	7							
0									CODE 4														
1									CODE 5														
2									U-STATUS														
3									U-STATUS														
4																							
5																							
6																							
7																							
8																							
9																							
A																							
B																							
C																							
D																							
E																							
F																							

LAST POWER FAILURE REGISTER

HOUR = D-A-E
 MINUTE = D-B-E
 DAY = D-C-E

REL 1 = TIME OF DAY MAX RECALL (1ST SELECT) FLASHS
 (CALL ACTIVE LIGHTS)
 REL 2 = TIME OF DAY MAX RECALL (2ND SELECT) FLASHS
 (CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

HOUR = D-A-F
 MINUTE = D-B-F
 DAY = D-C-F

D-E-E = CS VERSION NUMBER
 D-E-F = LITHIUM BATTERY CONDITION
 54 = BAD
 50 = GOOD

TIME OF DAY ACTIVITY TABLE											
EVENT+HE+M+MIN+CS+SE+DOW											
	SR	NR	OR	CS	1	2	3	4	5	6	7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

ACTIVITY CODES

- 1 CYCLE OF MAX PERMITTING
- 2 MAX 2
- 3 MAX 3
- 4 COND SERV (1ST SELECT)
- 5 COND SERV (2ND SELECT)
- 6 ENFORCE AXK OUTPUT-RED
- 7 ENFORCE AXK OUTPUT-GRN

CONTROL PLAN TIME OF DAY											
EVENT+HE+M+MIN+CS+SE+DOW											
	SR	NR	OR	CS	1	2	3	4	5	6	7
0	06	03	1	A		2	3	4	5	6	7
1	09	00	2	A		2	3	4	5	6	7
2	21	00	3	A		2	3	4	5	6	7
3	21	00	3	A		2	3	4	5	6	7
4	09	00	2	A	1						
5	19	00	3	A	1						
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

ACTIVITY CODES

- 8 ENFORCE AXK OUTPUT-YELLOW
- 9 TIME OF DAY MAX BECALL 1ST SELECT
- A TRAFFIC ACT. MAX 2 OPERATION
- B TIME OF DAY MAX BECALL 2ND SELECT
- C YELLOW YIELD COORDINATION
- D YELLOW YIELD COORDINATION
- E TIME OF DAY FREE OPERATION
- F FLASHING OPERATION

CONTROL PLAN TIME OF DAY											
EVENT+HE+M+MIN+CS+SE+DOW											
	SR	NR	OR	CS	1	2	3	4	5	6	7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

4

LABORATORY WORK SHEET

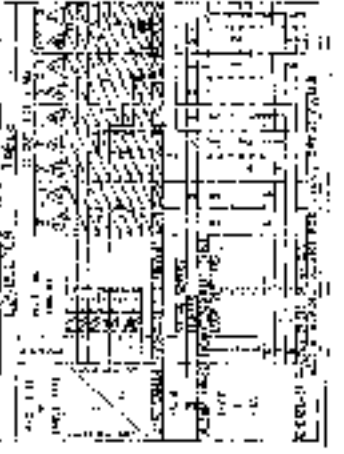
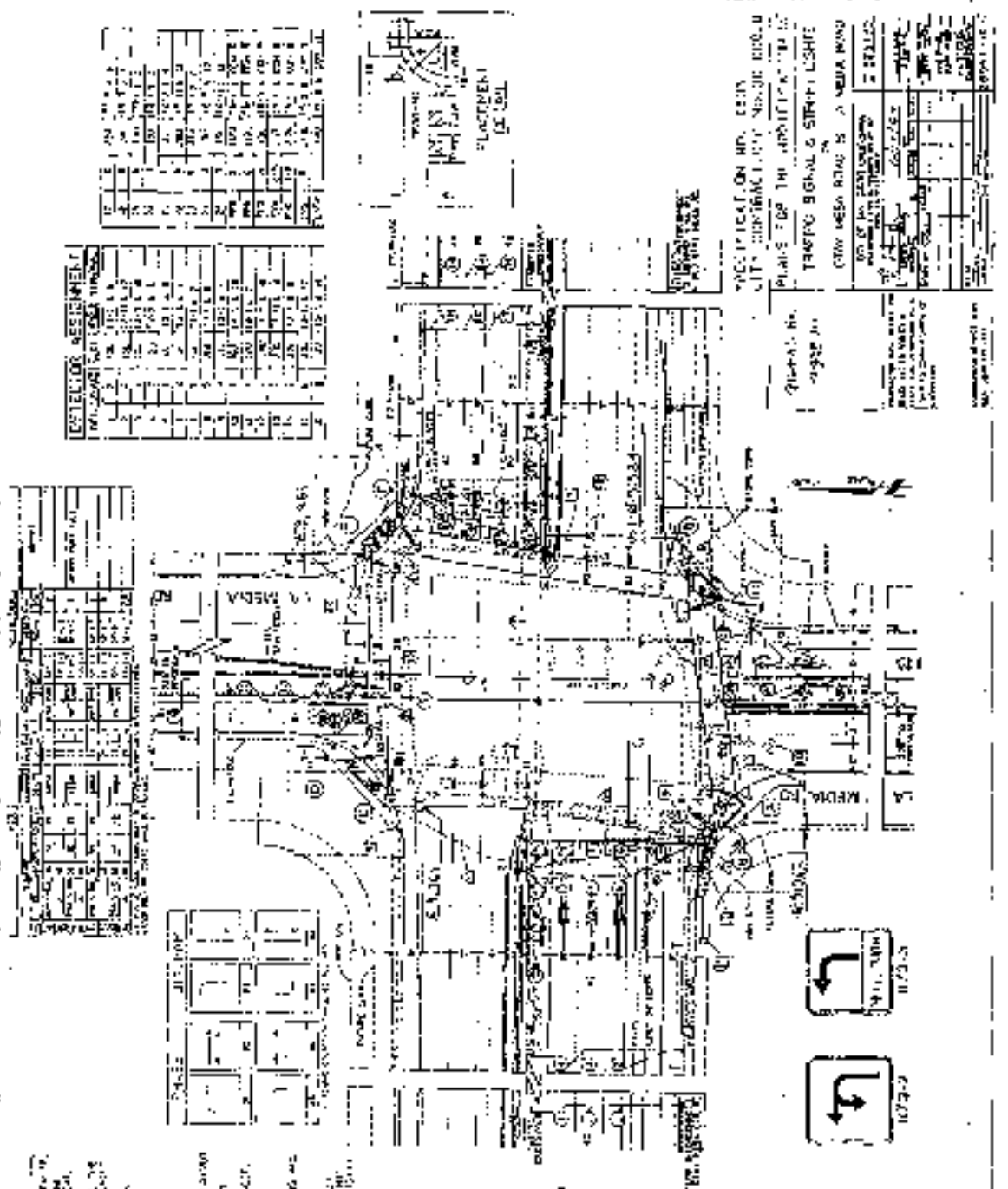
- 1. The purpose of this work is to determine the effect of the various factors on the rate of reaction.
- 2. The reaction studied is the reaction between hydrogen peroxide and potassium iodide.
- 3. The rate of reaction is measured by the volume of iodine formed in a given time.
- 4. The reaction is first order with respect to hydrogen peroxide and first order with respect to iodide ions.
- 5. The overall order of reaction is 2.
- 6. The rate constant, k, is determined from the slope of the plot of log [H₂O₂] vs. time.
- 7. The activation energy, E_a, is determined from the slope of the plot of log k vs. 1/T.
- 8. The rate of reaction increases with increasing concentration of hydrogen peroxide and iodide ions.
- 9. The rate of reaction decreases with increasing temperature.
- 10. The reaction is exothermic.
- 11. The reaction is reversible.
- 12. The reaction is catalyzed by various substances.
- 13. The reaction is affected by the presence of various ions.
- 14. The reaction is affected by the presence of various acids and bases.
- 15. The reaction is affected by the presence of various salts.
- 16. The reaction is affected by the presence of various solvents.
- 17. The reaction is affected by the presence of various catalysts.
- 18. The reaction is affected by the presence of various inhibitors.
- 19. The reaction is affected by the presence of various promoters.
- 20. The reaction is affected by the presence of various poisons.
- 21. The reaction is affected by the presence of various activators.
- 22. The reaction is affected by the presence of various modifiers.
- 23. The reaction is affected by the presence of various enhancers.
- 24. The reaction is affected by the presence of various suppressors.
- 25. The reaction is affected by the presence of various neutralizers.
- 26. The reaction is affected by the presence of various buffers.
- 27. The reaction is affected by the presence of various chelators.
- 28. The reaction is affected by the presence of various complexing agents.
- 29. The reaction is affected by the presence of various precipitants.
- 30. The reaction is affected by the presence of various flocculants.
- 31. The reaction is affected by the presence of various stabilizers.
- 32. The reaction is affected by the presence of various emulsifiers.
- 33. The reaction is affected by the presence of various dispersants.
- 34. The reaction is affected by the presence of various surfactants.
- 35. The reaction is affected by the presence of various detergents.
- 36. The reaction is affected by the presence of various soaps.
- 37. The reaction is affected by the presence of various cleansers.
- 38. The reaction is affected by the presence of various sanitizers.
- 39. The reaction is affected by the presence of various disinfectants.
- 40. The reaction is affected by the presence of various antiseptics.
- 41. The reaction is affected by the presence of various antibiotics.
- 42. The reaction is affected by the presence of various antivirals.
- 43. The reaction is affected by the presence of various antifungals.
- 44. The reaction is affected by the presence of various antiparasitics.
- 45. The reaction is affected by the presence of various anticancer drugs.
- 46. The reaction is affected by the presence of various immunosuppressants.
- 47. The reaction is affected by the presence of various immunomodulators.
- 48. The reaction is affected by the presence of various vaccines.
- 49. The reaction is affected by the presence of various diagnostic reagents.
- 50. The reaction is affected by the presence of various therapeutic agents.

Run	[H ₂ O ₂] (M)	[I ⁻] (M)	Time (min)	Volume of I ₂ (ml)
1	0.001	0.001	10	0.0
2	0.002	0.001	10	0.0
3	0.004	0.001	10	0.0
4	0.008	0.001	10	0.0
5	0.016	0.001	10	0.0
6	0.032	0.001	10	0.0
7	0.064	0.001	10	0.0
8	0.128	0.001	10	0.0
9	0.256	0.001	10	0.0
10	0.512	0.001	10	0.0
11	1.024	0.001	10	0.0
12	2.048	0.001	10	0.0
13	4.096	0.001	10	0.0
14	8.192	0.001	10	0.0
15	16.384	0.001	10	0.0
16	32.768	0.001	10	0.0
17	65.536	0.001	10	0.0
18	131.072	0.001	10	0.0
19	262.144	0.001	10	0.0
20	524.288	0.001	10	0.0
21	1048.576	0.001	10	0.0
22	2097.152	0.001	10	0.0
23	4194.304	0.001	10	0.0
24	8388.608	0.001	10	0.0
25	16777.216	0.001	10	0.0
26	33554.432	0.001	10	0.0
27	67108.864	0.001	10	0.0
28	134217.728	0.001	10	0.0
29	268435.456	0.001	10	0.0
30	536870.912	0.001	10	0.0
31	1073741.824	0.001	10	0.0
32	2147483.648	0.001	10	0.0
33	4294967.296	0.001	10	0.0
34	8589934.592	0.001	10	0.0
35	17179869.184	0.001	10	0.0
36	34359738.368	0.001	10	0.0
37	68719476.736	0.001	10	0.0
38	137438953.472	0.001	10	0.0
39	274877906.944	0.001	10	0.0
40	549755813.888	0.001	10	0.0
41	1099511627.776	0.001	10	0.0
42	2199023255.552	0.001	10	0.0
43	4398046511.104	0.001	10	0.0
44	8796093022.208	0.001	10	0.0
45	17592186044.416	0.001	10	0.0
46	35184372088.832	0.001	10	0.0
47	70368744177.664	0.001	10	0.0
48	140737488355.328	0.001	10	0.0
49	281474976710.656	0.001	10	0.0
50	562949953421.312	0.001	10	0.0

EXPLORE ASSIGNMENT

Q. No.	Q. Text	A. Text
1	What is the rate of reaction?	Rate of reaction is the change in concentration of reactants or products per unit time.
2	What is the order of reaction?	Order of reaction is the sum of the powers of the concentration terms in the rate law.
3	What is the rate constant?	Rate constant is a proportionality constant between the rate of reaction and the concentration of reactants.
4	What is the activation energy?	Activation energy is the minimum energy required for a reaction to occur.
5	What is the Arrhenius equation?	Arrhenius equation is $k = A e^{-E_a/RT}$.
6	What is the effect of temperature on the rate of reaction?	Rate of reaction increases with increasing temperature.
7	What is the effect of concentration on the rate of reaction?	Rate of reaction increases with increasing concentration of reactants.
8	What is the effect of catalyst on the rate of reaction?	Catalyst increases the rate of reaction by providing an alternative path with lower activation energy.
9	What is the effect of solvent on the rate of reaction?	Solvent affects the rate of reaction by changing the dielectric constant and the solvation of reactants and products.
10	What is the effect of pressure on the rate of reaction?	Pressure affects the rate of reaction by changing the concentration of reactants in a gaseous reaction.

Q. No.	Q. Text	A. Text
11	What is the effect of pH on the rate of reaction?	pH affects the rate of reaction by changing the concentration of H ⁺ or OH ⁻ ions.
12	What is the effect of ionic strength on the rate of reaction?	Ionic strength affects the rate of reaction by changing the activity coefficients of the reactants and products.
13	What is the effect of dielectric constant on the rate of reaction?	Dielectric constant affects the rate of reaction by changing the electrostatic interaction between the reactants and products.
14	What is the effect of viscosity on the rate of reaction?	Viscosity affects the rate of reaction by changing the diffusion coefficient of the reactants and products.
15	What is the effect of surface area on the rate of reaction?	Surface area affects the rate of reaction by changing the number of active sites available for the reaction.
16	What is the effect of particle size on the rate of reaction?	Particle size affects the rate of reaction by changing the surface area of the reactants.
17	What is the effect of stirring on the rate of reaction?	Stirring affects the rate of reaction by increasing the contact between the reactants and products.
18	What is the effect of light on the rate of reaction?	Light affects the rate of reaction by providing energy to the reactants.
19	What is the effect of sound on the rate of reaction?	Sound affects the rate of reaction by providing energy to the reactants.
20	What is the effect of magnetic field on the rate of reaction?	Magnetic field affects the rate of reaction by changing the magnetic interaction between the reactants and products.
21	What is the effect of electric field on the rate of reaction?	Electric field affects the rate of reaction by changing the electrostatic interaction between the reactants and products.



SPECIFICATION NO. 001
 CITY CONTRACT NO. 1000.0
 PLEASE USE THE UNIT PRICE LIST
 TRAFFIC SIGNAL & SIGN PLAN SHEET
 CITY DESIGN NO. 1000.0
 NO. OF THE DRAWING
 NO. OF THE SHEET
 NO. OF THE PROJECT
 NO. OF THE CONTRACT
 NO. OF THE DRAWING
 NO. OF THE SHEET
 NO. OF THE PROJECT
 NO. OF THE CONTRACT

2

10A
6x

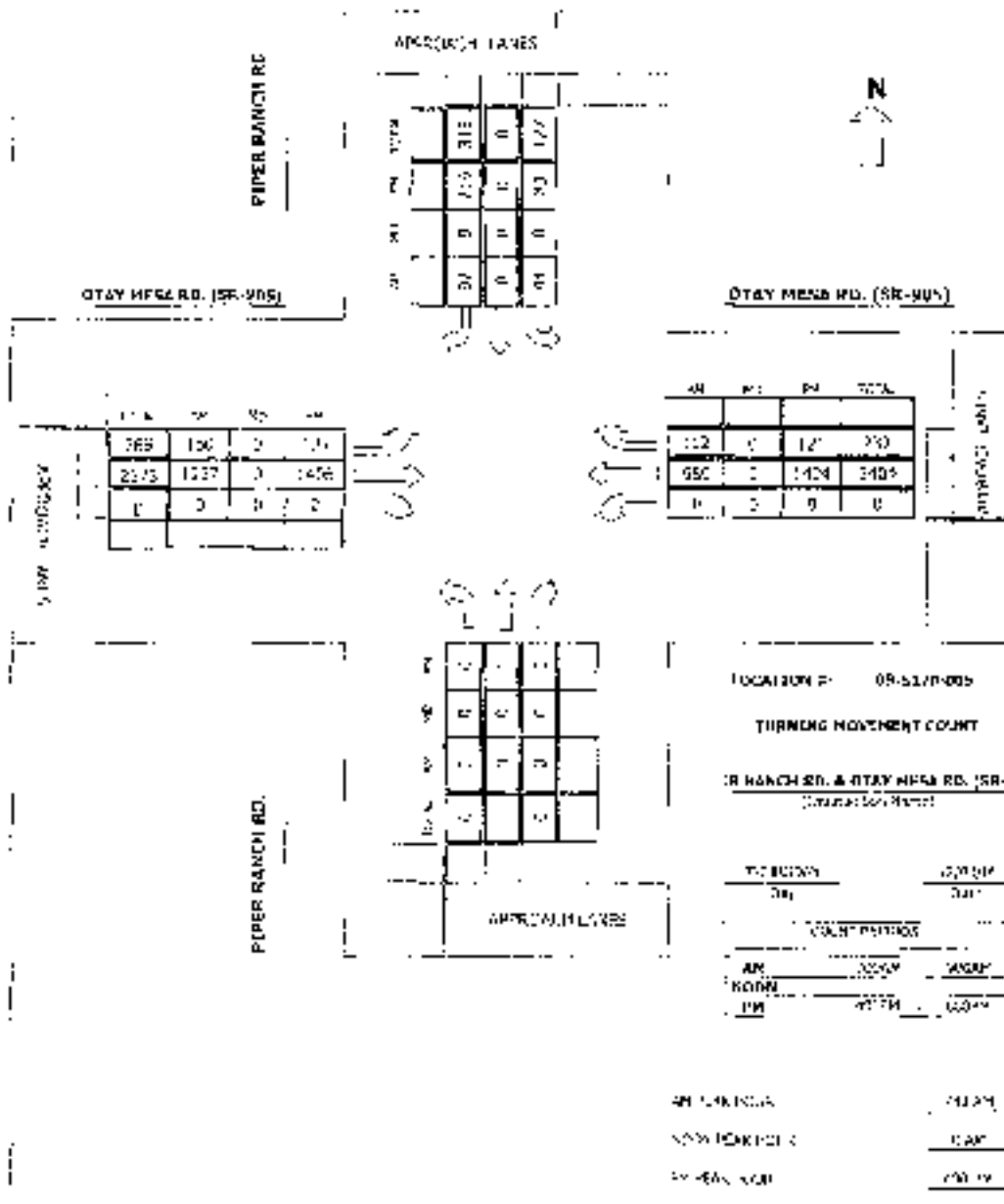
SHORT REPORT												
General Information						Site Information						
Analyst	USAI					Intersection	OTAY MESA RD./PIPER RANCH RD.					
Agency or Co.	USAI					Area Type	All other areas					
Date Performed	06/20/11					Jurisdiction	OMPIPEREXAM					
Time Period	AM PEAK HOUR					Analysis Year	EXISTING 2009					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	2	0	0	3	0	0	0	0	2	0	1
Lane group	L	T			TR					L	LR	R
Volume (vph)	160	1267			980	112				44		97
% Heavy veh	10	10			10	10				10		10
PHF	0.91	0.91			0.95	0.95				0.77		0.77
Actuated (P/A)	A	A			A	A				A		A
Startup lost time	2.0	2.0			2.0					2.0	2.0	2.0
Ext. eff. green	2.0	2.0			2.0					2.0	2.0	2.0
Arrival type	5	5			5					4	4	4
Unit Extension	3.0	3.0			3.0					3.0	3.0	3.0
Ped/Bike/RTOR Volume				10	5	0	10			10	5	0
Lane Width	12.0	12.0			12.0					12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N		N	N	0	N
Parking/hr												
Bus stops/hr	0	0			0					0	0	0
Unit Extension	3.0	3.0			3.0					3.0	3.0	3.0
Phasing	EB Only	Thru & RT	03		04		SB Only	06		07		08
Timing	G = 15.0	G = 48.7	G =		G =		G = 22.0	G =		G =		G =
	Y = 4.2	Y = 5.7	Y =		Y =		Y = 4.6	Y =		Y =		Y =
Duration of Analysis (hrs) = 0.25							Cycle Length C = 100.2					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	176	1392			1150					57	0	126
Lane group cap.	246	2346			2362					700	431	313
v/c ratio	0.72	0.59			0.49					0.08	0.00	0.40
Green ratio	0.15	0.68			0.49					0.22	0.22	0.22
Unif. delay d1	40.6	8.7			17.3					31.1	30.5	33.5
Delay factor k	0.28	0.18			0.11					0.11	0.11	0.11
Increm. delay d2	9.5	0.4			0.2					0.1	0.0	0.8
PF factor	0.883	0.155			0.370					1.000	1.000	1.000
Control delay	45.3	1.8			6.6					31.1	30.5	34.3
Lane group LOS	D	A			A					C	C	C
Apprch. delay	6.6			6.6						33.3		
Approach LOS	A			A						C		
Intersec. delay	8.3			Intersection LOS						A		

b-f
ex

SHORT REPORT												
General Information						Site Information						
Analyst	USAI					Intersection	OTAY MESA RD./PIPER RANCH RD.					
Agency or Co.	USAI					Area Type	All other areas					
Date Performed	06/20/11					Jurisdiction	OMPIPEREXPM					
Time Period	PM PEAK HOUR					Analysis Year	EXISTING 2009					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	2	0	0	3	0	0	0	0	2	0	1
Lane group	L	T			TR					L	LR	R
Volume (vph)	105	1406			1424	120				83		219
% Heavy veh	10	10			10	10				10		10
PHF	0.95	0.95			0.95	0.95				0.95		0.95
Actuated (P/A)	A	A			A	A				A		A
Startup lost time	2.0	2.0			2.0					2.0	2.0	2.0
Ext. eff. green	2.0	2.0			2.0					2.0	2.0	2.0
Arrival type	5	5			5					4	4	4
Unit Extension	3.0	3.0			3.0					3.0	3.0	3.0
Ped/Bike/RTOR Volume				10	5	0	10			10	5	0
Lane Width	12.0	12.0			12.0					12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N		N	N	0	N
Parking/hr												
Bus stops/hr	0	0			0					0	0	0
Unit Extension	3.0	3.0			3.0					3.0	3.0	3.0
Phasing	EB Only	Thru & RT	03	04	SB Only	06	07	08				
Timing	G = 15.0	G = 48.7	G =	G =	G = 22.0	G =	G =	G =				
	Y = 4.2	Y = 5.7	Y =	Y =	Y = 4.6	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.2						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	111	1480			1625					87	0	231
Lane group cap.	246	2346			2373					700	431	313
w/c ratio	0.45	0.63			0.68					0.12	0.00	0.74
Green ratio	0.15	0.68			0.49					0.22	0.22	0.22
Unif. delay d1	38.8	9.1			19.8					31.4	30.5	36.4
Delay factor k	0.11	0.21			0.25					0.11	0.11	0.30
Increm. delay d2	1.3	0.6			0.8					0.1	0.0	8.9
PF factor	0.883	0.155			0.370					1.000	1.000	1.000
Control delay	35.6	2.0			8.2					31.5	30.5	45.3
Lane group LOS	D	A			A					C	C	D
Apprch. delay	4.3			8.2						41.5		
Approach LOS	A			A						D		
Intersec. delay	9.4			Intersection LOS						A		

Project #: 09-5170-005

TMC SUMMARY OF PIPER RANCH RD. & OTAY MESA RD. (SR-905)



Intersection Turning Movement
Prepared by:

10



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.8745

N/S STREET: HYPER RANCH RD. DATE: 12/09/09 LOCATION: SAN DIEGO
E/W STREET: OLAY MESA RD (SR-905) DAY: THURSDAY PROJECT#: 04-5170-J05

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	E	ET	ER	WL	WT	WR	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	12	0	16	22	200	0	0	236	17	559
7:15 AM	0	0	0	12	0	16	17	309	0	0	241	21	614
7:30 AM	0	0	0	9	0	19	36	356	0	0	246	21	589
7:45 AM	0	0	0	13	0	22	44	336	0	0	258	29	702
8:00 AM	0	0	0	9	0	23	47	302	0	0	272	26	631
8:15 AM	0	0	0	13	0	33	14	271	0	0	284	44	638
8:30 AM	0	0	0	15	0	22	24	254	0	0	281	23	612
8:45 AM	0	0	0	8	0	22	27	291	0	0	285	20	591
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	E	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	59	0	177	230	2349	0	0	1394	113	5046
Approach %	0.00	0.00	0.00	14.10	0.00	65.90	9.62	90.30	0.00	0.00	91.29	8.82	
App/Depar	0	0	443	201	0	0	2598	0	2437	2157	0	2166	

AM Peak Period: 7:30 AM

PEAK	NL	NT	NR	SL	ST	SR	E	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	44	0	27	161	1267	0	0	980	117	2640
Approach %	0.00	0.00	0.00	31.21	0.00	50.75	11.21	63.79	0.00	0.00	95.74	10.26	

PEAK HR. FACTOR	NL	NT	NR	SL	ST	SR	E	ET	ER	WL	WT	WR	TOTAL
				0.000			0.760			0.905			0.947

CONTROL: SIGNAL
COMMENT 1:
COMMENT 2:

Intersection Turning Movement



N-S STREET: PIPER MARCH RD. DATE: 12/03/09 LOCATION: SAN DIEGO
 E-W STREET: OTAY MESA RD. (SR-905) DAY: THURSDAY PROJECT #: 09-5170-005

LAMP	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM	0	0	0	19	0	50	41	330	0	0	420	37	939
1:15 PM	0	0	0	20	0	42	23	139	0	0	338	24	766
1:30 PM	0	0	0	22	0	43	23	144	0	0	344	34	867
1:45 PM	0	0	0	16	0	38	28	253	0	0	325	25	765
2:00 PM	0	0	0	31	0	34	15	261	0	0	368	28	855
2:15 PM	0	0	0	28	0	49	24	193	0	0	316	27	813
2:30 PM	0	0	0	27	0	37	21	138	0	0	204	22	730
2:45 PM	0	0	0	24	0	41	24	315	0	0	257	25	698
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	0	0	24	0	50	41	330	0	0	420	37	939
4:15 PM	0	0	0	20	0	42	23	139	0	0	338	24	766
4:30 PM	0	0	0	22	0	43	23	144	0	0	344	34	867
4:45 PM	0	0	0	16	0	38	28	253	0	0	325	25	765
5:00 PM	0	0	0	31	0	34	15	261	0	0	368	28	855
5:15 PM	0	0	0	28	0	49	24	193	0	0	316	27	813
5:30 PM	0	0	0	27	0	37	21	138	0	0	204	22	730
5:45 PM	0	0	0	24	0	41	24	315	0	0	257	25	698
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	194	0	400	180	2311	0	0	2559	220	4473
Approach %	0.000	0.000	0.000	32.86	0.000	67.64	6.30	94.70	0.000	0.000	93.16	7.64	
App/Depart	0	0	0	561	0	0	6000	0	6000	0	0	0	

PM Peak Hr Beg/End: 4:00 PM

PEAK

Volumes	0	0	0	83	0	219	35	1405	0	0	1424	120	3357
Approach %	0.000	0.000	0.000	22.46	0.000	72.57	6.95	93.03	0.000	0.000	97.23	7.77	

PEAK HR FACTOR

	0.000		0.657		0.928		0.854		0.694				
--	-------	--	-------	--	-------	--	-------	--	-------	--	--	--	--

CONTROL: SIGNAL
 COMMENT 1: 0
 COMMENT 2: 0

LOCATION: CITY MESA ROAD AND PIPER RANCH ROAD

CALIFORNIA HIGHWAY 9

DATE: 2/10/79

SHEET 1

V. PAGE

INTERVAL	BAR COUNTS									E	E	FLAG	F								
	1	2	3	4	5	6	7	8	9				1	2	3	4	5	6	7	8	9
1. DATE	1	1	1	1	1	1	1	1	1	CLK											
2. DATE DATE	1	1	1	25	1	22	1	1		REL CLR	5	NOI LOCK								1	
3. MAX GAP	1	5	1	5	5	2	1	1		ERR DLY	0	YEL FLK								2	
4. TYPE 1 PRT	0	0	0	0	0	0	0	0		ERR CLR	5	V. BRKTH		2			6			3	
5. ADD/DEL	0	0	0	0	0	0	0	0		ERR TCM	0	F. RECAL								4	
6. PASSAGE	0.9	9.0	0.9	2.0	2.0	9.0	1.9	0.9		ERR CLR	5									5	
7. MAX GAP	0.9	1.5	0.9	2.0	2.0	7.0	1.9	0.9		ERR DLY	0	RT. DLA								5	
8. MIN GAP	0.9	2.0	0.9	2.0	2.0	7.0	0.9	0.9		ERR CLR	5	RT. DLA								7	
9. MAX. XCL	5	5	9	20	20	53	9	9		ERR DLY	0	DR. ENDR								6	
10. MAX 2				15	15					YA	ERR CLR	5	MAX 2 PHASE			4	5		3		
11. MAX 3										NO	MAX NY	255	LOW PHASE						4		
12. R										RAY	RRZ PH	5	RED REST						2		
13. REDUC BY	2.0	0.1	0.0	0.0	0.0	0.2	0.0	0.1		LOW		FEET TO WALK							7		
14. RYBRK	1.0	0.4	1.0	1.0	1.0	0.4	1.0	1.0		SE		MAX 3 PHASE							3		
15. YFLYIN	3.0	4.7	3.0	1.6	1.2	4.7	3.0	3.0		MS		YEL STAY IN		2			6		6		
16. RED	0.0	1.0	0.3	1.0	1.0	1.0	0.0	0.0		SP		FIRST BEAK			4				7		
17. RED. SEC				99		99							1	2	1	4	5	5	7	0	

Notes:

SPRINKS IN THESE INSTALLATIONS CAN BE CHANGED TO ONE SPASH ONLY



EX. LONG FAILURE	
POU SHORT FAILURE	
FCI	0
FOV	5

FTD	5
FVI	5
FOZ	10
FOA	0.0
FAD	0.0
FDC	0.0
FUD	0.0

TRD 24 SECT	1
TRD 24 SECT	0
TRD 24 SECT	0
TRD 24 SECT	0
TRD 24 SECT	1

U.S. FLAG TYPE	1
U.S. FLAG TYPE	1

LOCAL NO: STRAY MESSA ROAD AND PIPER MESSA ROAD

CALTRANS IS Version 3

DATE: 12/13/04

PAGE 2

C 6032

		CONTROL PLANS									Y SCORE			LAG PHASE	PHASE									
		1	2	3	4	5	6	7	8	9	C	D	E	F	1	2	3	4	5	6	7	8	9	
0	CYCLE LENGTH	100	100	100	100									LAG PHASE	LAG PHASE	2	4	6	8					
1	P21 GRN PHSE													DEFAULT OFF	LAG PH OFF 1	2	4	6	8					
2														DEFAULT OFF	LAG PH OFF 2	2	4	6	8					
3	P23 GRN PHSE													DEFAULT OFF	LAG PH OFF 3	2	4	6	8					
4	P24 GRN PHSE	20	20	20	20								FIXED TIME LAG OFFSET	DEFAULT OFF	LAG PH OFF 4	2	4	6	8					
5	P25 GRN PHSE	20	20	20	20									DEFAULT OFF	LAG PH OFF 5									
6														DEFAULT OFF	LAG PH OFF 6									
7	P27 GRN PHSE													DEFAULT OFF	LAG PH OFF 7									
8	P28 GRN PHSE													NO GREEN	DEFAULT OFF	LAG PH OFF 8								
9	PHASE CYCLE													DEFAULT OFF	LAG PH OFF 9									
A	OFFSET A	0	0	0	0								OFFSET		LAG C CORRE									
B	OFFSET B														LAG D LOGGED									
C	OFFSET C														DEFAULT PHASE	2								
D	P21 EXT																							
E	P21 EXT																							
F	DEFAULT PHASE																							

001 MANUAL OP

VENTURE

VENTURE	GEN	ON
1		
2		
3		
4		
5		
6		
7		
8		

LOCATION

LOCATION	OFF	ON
1		X
2		
3		
4		X
5		
6		
7		
8		

003/006 OFFSET TIMER

004/007 LAG GREEN TIMER

005/008 PHASE OFF TIMER

006/009 LONG GREEN TIMER

007/010 NO GREEN TIMER

002 MASTER OP

SYSTEM MASTER:

003 COMMAND OP

STRAY MESSA AL. TIME:

004 LAST OP

005 TRAFFIC OP

006 MANUAL OFFER:

007 LOCAL CYCLE TIMER

008 MASTER CYCLE TIMER

009 LOCAL OFFSET

010 MASTER OFFSET

CUB - 9

D	FLASH						E	FLASH						F	FLASH							
	MAX	1	2	3	4	5		MIN	1	2	3	4	5		REQ	1	2	3	4	5	6	7
0	RCL						RCL						REQ									
1	CP 1						CP 1			4			CP 1									
2	CP 2						CP 2			4			CP 2									
3	CP 3						CP 3			4			CP 3									
4	CP 4						CP 4			4			CP 4									
5	CP 5						CP 5						CP 5									
6	CP 6						CP 6						CP 6									
7	CP 7						CP 7						CP 7									
8	CP 8						CP 8						CP 8									
9	CP 9						CP 9						CP 9									
A													RCL 1									
B													RCL 2									
C																						
D																						
E																						
F																						

E	FLASH						F	FLASH					
	CONDITION	1	2	3	4	5		FUNCTION	1	2	3	4	5
0							MODE 4						
1							MODE 5						
2							C-RECALL						
3							D-RECALL						
4													
5													
6													
7													
8													
9													
A													
B													
C													
D													
E													
F													

LAST POWER FAILURE REGISTER

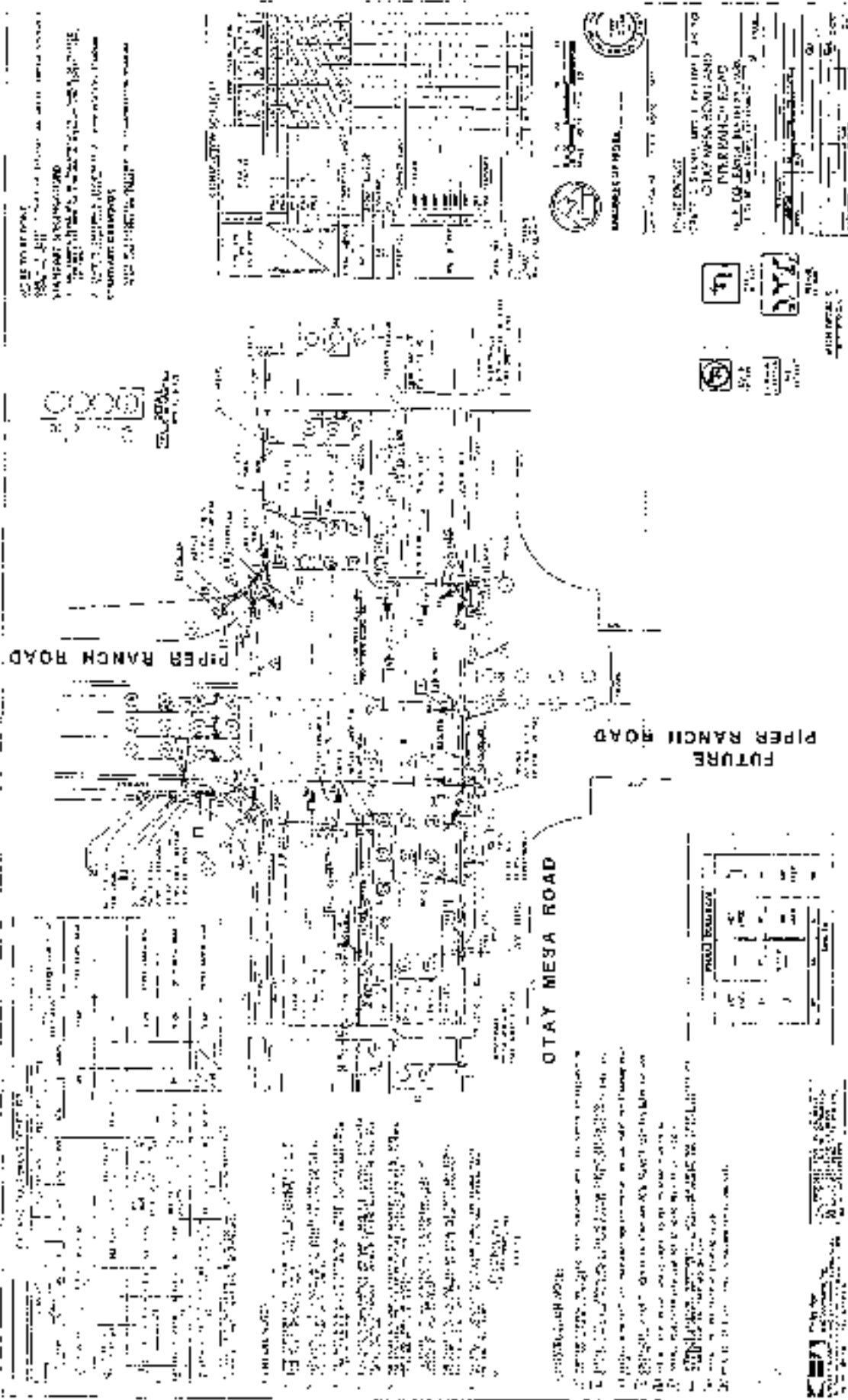
HOUR - D A F
 MINUTE - H D S
 DAY - D-C-E

RCL 1 = TIME OF DAY MAX RECALL (1ST SELECT) PHASES
 (CALL ACTIVE LIGHTS)
 RCL 2 = TIME OF DAY MAX RECALL (2ND SELECT) PHASES
 (CALL ACTIVE LIGHTS)

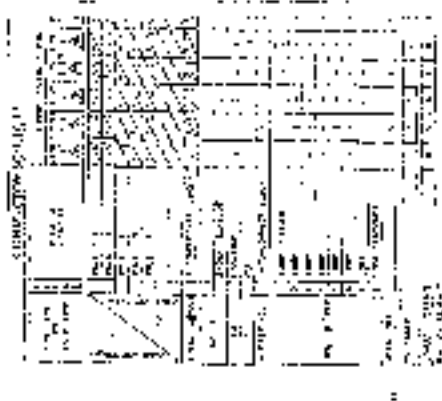
LAST FLASH TIME REGISTER

HOUR - D-A-F
 MINUTE - C-D-F
 DAY - D-C-E

D-E-E = CD VERSION NUMBER
 T-R-F = LITHIUM BATTERY CONDITION
 84 = BAD
 85 = GOOD



1. ALL UTILITIES TO BE SHOWN AS WITH EXISTING CONDITIONS.
 2. ALL UTILITIES TO BE SHOWN AS WITH EXISTING CONDITIONS.
 3. ALL UTILITIES TO BE SHOWN AS WITH EXISTING CONDITIONS.
 4. ALL UTILITIES TO BE SHOWN AS WITH EXISTING CONDITIONS.
 5. ALL UTILITIES TO BE SHOWN AS WITH EXISTING CONDITIONS.



OTAY MESA ROAD
 FUTURE
 EXISTING
 WATER
 SEWER
 GAS
 ELECTRIC
 PAVED PAVEMENT
 UNPAVED PAVEMENT
 CONCRETE
 ASPHALT
 GRAVEL
 SAND
 SOIL

CONSTRUCTION NOTES:
 1. ALL UTILITIES TO BE SHOWN AS WITH EXISTING CONDITIONS.
 2. ALL UTILITIES TO BE SHOWN AS WITH EXISTING CONDITIONS.
 3. ALL UTILITIES TO BE SHOWN AS WITH EXISTING CONDITIONS.
 4. ALL UTILITIES TO BE SHOWN AS WITH EXISTING CONDITIONS.
 5. ALL UTILITIES TO BE SHOWN AS WITH EXISTING CONDITIONS.

11A
EX

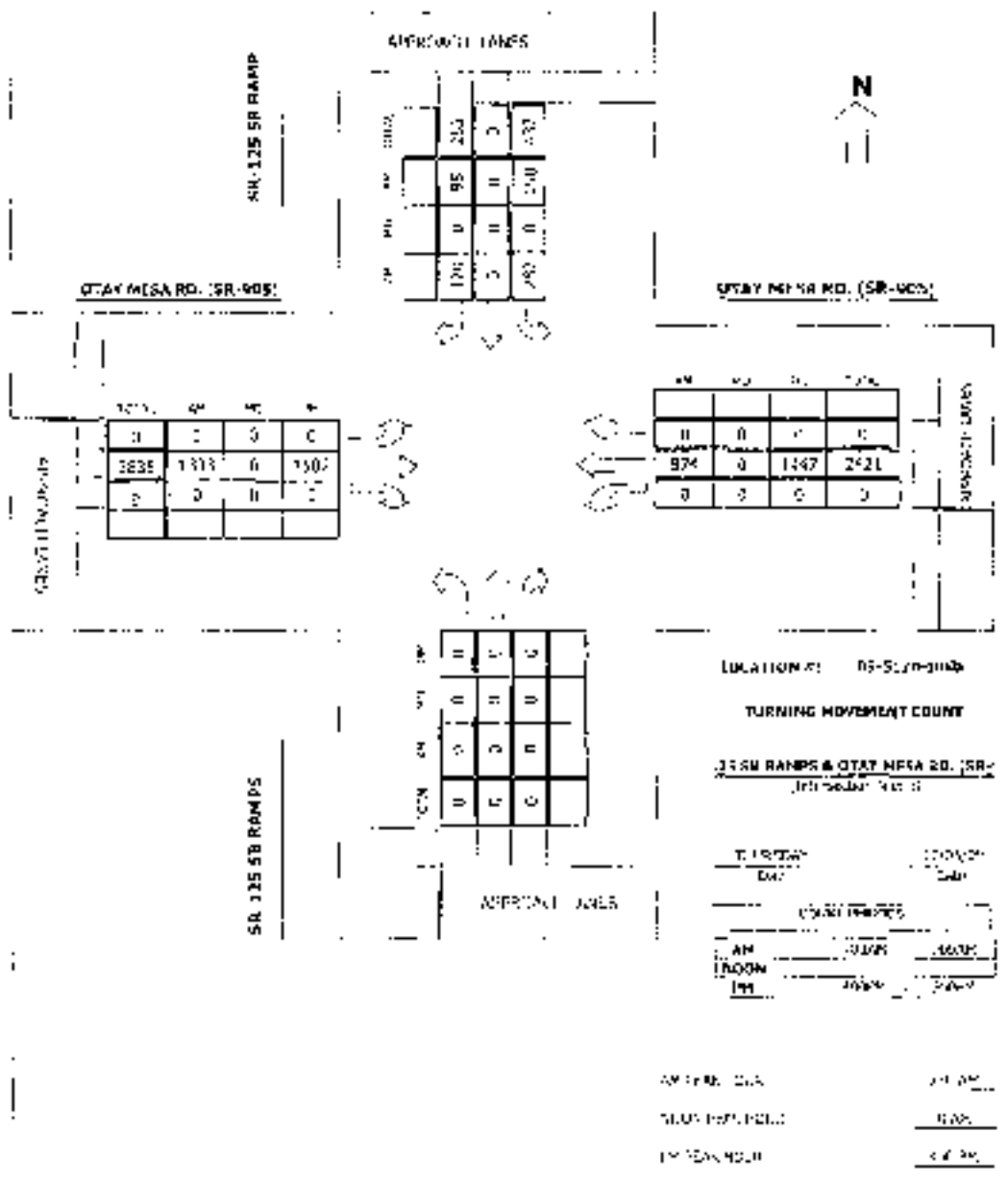
SHORT REPORT												
General Information						Site Information						
Analyst	USAI					Intersection	SR-125SB OFF-RAMP/OTAY					
Agency or Co.	USAI						MESA RD					
Date Performed	06/20/11					Area Type	All other areas					
Time Period	AM PEAK HOUR					Jurisdiction	125SBOMEXAM					
						Analysis Year	EXISTING 2009					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	3	0	0	3	0	0	0	0	2	0	1
Lane group		T			T					L		R
Volume (vph)		1333			974					282		170
% Heavy veh		10			10					10		10
PHF		0.91			0.96					0.87		0.87
Actuated (P/A)		A			A					A		A
Startup lost time		2.0			2.0					2.0		2.0
Ext. eff. green		2.0			2.0					2.0		2.0
Arrival type		5			5					4		4
Unit Extension		3.0			3.0					3.0		3.0
Ped/Bike/RTOR Volume							10			10		0
Lane Width		12.0			12.0					12.0		12.0
Parking/Grade/Parking	N	0	N	N	0	N	N		N	N	0	N
Parking/hr												
Bus stops/hr		0			0					0		0
Unit Extension		3.0			3.0					3.0		3.0
Phasing	Thru Only	02	03	04	SB Only	06	07	08				
Timing	G = 67.0	G =	G =	G =	G = 20.4	G =	G =	G =				
	Y = 7	Y =	Y =	Y =	Y = 5.6	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate		1465			1015					324		195
Lane group cap.		3319			3319					650		299
v/c ratio		0.44			0.31					0.50		0.65
Green ratio		0.67			0.67					0.20		0.20
Unif. delay d1		7.7			6.8					35.3		36.5
Delay factor k		0.11			0.11					0.11		0.23
Increm. delay d2		0.1			0.1					0.6		5.0
PF factor		0.152			0.152					1.000		1.000
Control delay		1.3			1.1					35.9		41.5
Lane group LOS		A			A					D		D
Apprch. delay		1.3			1.1					38.0		
Approach LOS		A			A					D		
Intersec. delay		7.6			Intersection LOS							A

11-P
EX

SHORT REPORT												
General Information						Site Information						
Analyst	USAI					Intersection	SR-125SB OFF-RAMP/OTAY					
Agency or Co.	USAI						MESA RD					
Date Performed	06/20/11					Area Type	All other areas					
Time Period	PM PEAK HOUR					Jurisdiction	125SBOMEXPM					
						Analysis Year	EXISTING 2009					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	3	0	0	3	0	0	0	0	2	0	1
Lane group		T			T					L		R
Volume (vph)		1502			1447					130		95
% Heavy veh		10			10					10		10
PHF		0.92			0.91					0.91		0.91
Actuated (P/A)		A			A					A		A
Startup lost time		2.0			2.0					2.0		2.0
Ext. eff. green		2.0			2.0					2.0		2.0
Arrival type		5			5					4		4
Unit Extension		3.0			3.0					3.0		3.0
Ped/Bike/RTOR Volume							10			10		0
Lane Width		12.0			12.0					12.0		12.0
Parking/Grade/Parking	N	0	N	N	0	N	N		N	N	0	N
Parking/hr												
Bus stops/hr		0			0					0		0
Unit Extension		3.0			3.0					3.0		3.0
Phasing	Thru Only	02	03	04	SB Only	06	07	08				
Timing	G = 67.0	G =	G =	G =	G = 20.4	G =	G =	G =				
	Y = 7	Y =	Y =	Y =	Y = 5.6	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate		1633			1590					143		104
Lane group cap.		3319			3319					650		299
v/c ratio		0.49			0.48					0.22		0.35
Green ratio		0.67			0.67					0.20		0.20
Unif. delay d1		8.1			8.0					33.2		34.1
Delay factor k		0.11			0.11					0.11		0.11
Increm. delay d2		0.1			0.1					0.2		0.7
PF factor		0.152			0.152					1.000		1.000
Control delay		1.3			1.3					33.3		34.8
Lane group LOS		A			A					C		C
Approch. delay		1.3			1.3					34.0		
Approach LOS		A			A					C		
Intersec. delay		3.7					Intersection LOS					A

Project #: 09-5170-006b

IMC SUMMARY OF SR-125 SB RAMPS & DTAY MESA RD. (SR-905)



Intersection Turning Movement

Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.
520.345.6745

N-S STREET: SR-103 SR RAMP

DATE: 12/03/05

LOCATION: SAN DIEGO

E-W STREET: OTAY MESA RD (SR 905)

DAY: THURSDAY

PROJECT#: 00 5170 0060

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	55	0	25	0	271	0	0	235	0	537
7:15 AM	0	0	0	66	0	23	0	315	0	0	239	0	653
7:30 AM	0	0	0	77	0	35	0	353	0	0	241	0	721
7:45 AM	0	0	0	59	0	42	0	345	0	0	233	0	701
8:00 AM	0	0	0	62	0	44	0	315	0	0	224	0	645
8:15 AM	0	0	0	84	0	46	0	308	0	0	254	0	692
8:30 AM	0	0	0	53	0	35	0	283	0	0	203	0	579
8:45 AM	0	0	0	57	0	32	0	260	0	0	221	0	602
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	513	0	265	0	2403	0	0	1910	0	5171
Approach %	###	###	###	64.29	0.00	35.71	0.00	100.00	0.00	0.00	100.00	0.00	
App/Direct	0	0	0	718	0	0	2453	0	2076	1910	0	2155	

AM Peak-Hr Begins at: 7:30 AM

PEAK

Volumes	0	0	0	262	0	170	0	1333	0	0	574	0	2759
Approach %	###	###	###	63.39	0.00	37.61	0.00	100.00	0.00	0.00	100.00	0.00	

PEAK HR

FACTOR	0.000	0.969	0.913	0.925	0.957
--------	-------	-------	-------	-------	-------

CONTROL: SIGNAL

COMMENT 1:

COMMENT 2:

Intersection Turning Movement



V-S STREET: SR-175 SR RAMP DATE: 12/03/09 LOCATION: SAN DIEGO
 W-S STREET: OLAY MESA RD (SR-90N) DAY: THURSDAY PROJECT# 09 0175-006n

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	0	0	26	0	28	0	257	0	0	431	0	594
4:15 PM	0	0	0	38	0	25	0	361	0	0	540	0	764
4:30 PM	0	0	0	45	0	22	0	401	0	0	567	0	834
4:45 PM	0	0	0	39	0	19	0	374	0	0	515	0	747
5:00 PM	0	0	0	28	0	10	0	395	0	0	575	0	813
5:15 PM	0	0	0	34	0	23	0	424	0	0	615	0	786
5:30 PM	0	0	0	27	0	21	0	371	0	0	585	0	704
5:45 PM	0	0	0	35	0	19	0	339	0	0	528	0	667
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	254	0	173	0	3042	0	0	2701	0	6160
Approach %	0.00	0.00	0.00	55.48	0.00	40.52	0.00	100.00	0.00	0.00	100.00	0.00	
ADWDivision	0	0	0	427	0	0	3037	0	2886	2701	0	2874	

PM Peak Hour Volume at: 400 -N-

PEAK

Volumes	0	0	0	150	0	95	0	1502	0	0	1447	0	3191
Approach %	0.00	0.00	0.00	61.17	0.00	38.73	0.00	100.00	0.00	0.00	100.00	0.00	

PEAK F3

FACTOR	1	0.00		0.914		0.916		0.916		0.919		0.945	
--------	---	------	--	-------	--	-------	--	-------	--	-------	--	-------	--

CONTROL SIGNAL
 CONTROL 1: 1
 CONTROL 2: 1

LOCATION: SR 125 TO 131K / OTAY MESA ROAD
 CALIFORNIA 94
 E 131K

07/02/00

PAGE 1 OF 4

STANDARD	PHASE TIMING									PHASE	PLANE	F								
	1	2	3	4	5	6	7	8	9			1	2	3	4	5	6	7	8	9
0 WALK	1	0	1	1	1	7	1	1	1	CLK REF										
1 INIT WALK	1	1	1	1	1	16	1	1	1	SR1 CLR	5	RED LOCK							1	
2 MID GREEN	2	5	2	2	1	2	1	1	1	ENR CLR	0	YEL LOCK						2		
3 TYPE 1 INIT	0	0	3	0	0	0	0	0	0	ENR CLR	5	Y REDLOCK	2				6	3		
4 MUTEEN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	ENR CLR	0	D SIGNAL						0		
5 PACELINE	1.9	2.0	0.0	2.0	0.9	2.0	0.9	0.9	0.9	ENR CLR	5							0		
6 HIN GAP	0.9	2.0	0.0	2.0	0.9	2.0	0.9	0.9	0.9	ENR CLR	0	RI DMA						0		
7 HIN GAP	0.9	2.0	0.9	2.0	0.9	2.0	0.9	0.9	0.9	ENR CLR	5	RT CLR						7		
8 HIN GAP	0	0	0	0	0	0	0	0	0	ENR CLR	0	ENR DMA						8		
9 MAX 2										ENR CLR	5	MAX / DENISE						9		
A MAX 3										NO	MAX EV	255	LAG PHASE	READ UNIT					A	
B										ENR CLR	5	LAG FIRST						B		
C GROUP BY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	ENR CLR	5	LAG IN WALK						C		
D TRK	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	ENR CLR	5	LAG PHASE						D		
E YELLOW	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	ENR CLR	5	YEL START UP	7			6		E		
F PFC	0.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	ENR CLR	5	LAG FIRST			4			F		
RED LOCK F						61							2	3	4	5	6	7	8	

POC LONG FAILURE	
500 CHAS FAILURE	
PDC	0
EIF	4

PDC	8
PDC	7
PDC	10
TR	0.0
PDC	0.0
TR	0.0
PDC	3.0

NO TO SELECT	1
NO TO SELECT	0
NO 7 MISS	0
NO FROM DRIVE	0
NO TO PARKING	1

NO TRASH TYPE	1
NO DOWNLOAD	1

MINUTES IN TRUCK LOCATIONS CAN BE CHANGED IN THE MENU ONLY

Phase	120 seconds							
	1	2	3	4	5	6	7	8
Phase Total Change Time	10	20	10	30	10	50	10	10
Max. Yellow/Red	20	70	50	50	30	70	50	70
Total Phase Time	130	620	130	350	130	620	130	130
% of cycle	11%	52%	11%	29%	11%	52%	11%	11%

LOCATION: SR - 125 5th LANE / GRAY ROAD ROAD

DATE/TIME: 07/22/00

0 PAGE

PAGE 2 OF 4

0 PAGE (0) = 0 (1)

NO	DESCRIPTION	CONTROL PLANS								V-CORR		LAG ELIMIN	FLAS									
		1	2	3	4	5	6	7	8	9	C	D	E	F	1	2	3	4	5	6	7	8
2	CYCLE LENGTH	100	100	100	100								LAS EX TRK	2		4		6		8		0
1	RED CAR ENTER												GRANT CPT	1		3		5		7		9
2													GRANT CPT	2		4		6		8		0
3	RED CAR EXIT												GRANT CPT	3		5		7		9		1
4	RED CAR ENTER	30	30	30	30								LAS EX TRK	4		6		8		0		2
5	RED CAR HOLD												GRANT CPT	5		7		9		1		3
6													GRANT CPT	6		8		0		2		4
7	RED CAR EXIT												LAS EX TRK	7		9		1		3		5
8	RED CAR ENTER												GRANT CPT	8		0		2		4		6
9	RED CAR HOLD												GRANT CPT	9		1		3		5		7
7	RESET A	90	90	90	90								GRANT CPT	A		2		4		6		8
8	RESET B												GRANT CPT	B		3		5		7		9
9	RESET C												GRANT CPT	C		4		6		8		0
10	RESET D												GRANT CPT	D		5		7		9		1
11	RESET E												GRANT CPT	E		6		8		0		2
12	RESET F												GRANT CPT	F		7		9		1		3
13	RESET G												GRANT CPT	G		8		0		2		4
14	RESET H												GRANT CPT	H		9		1		3		5
15	RESET I												GRANT CPT	I		0		2		4		6
16	RESET J												GRANT CPT	J		1		3		5		7
17	RESET K												GRANT CPT	K		2		4		6		8
18	RESET L												GRANT CPT	L		3		5		7		9
19	RESET M												GRANT CPT	M		4		6		8		0
20	RESET N												GRANT CPT	N		5		7		9		1
21	RESET O												GRANT CPT	O		6		8		0		2
22	RESET P												GRANT CPT	P		7		9		1		3
23	RESET Q												GRANT CPT	Q		8		0		2		4
24	RESET R												GRANT CPT	R		9		1		3		5
25	RESET S												GRANT CPT	S		0		2		4		6
26	RESET T												GRANT CPT	T		1		3		5		7
27	RESET U												GRANT CPT	U		2		4		6		8
28	RESET V												GRANT CPT	V		3		5		7		9
29	RESET W												GRANT CPT	W		4		6		8		0
30	RESET X												GRANT CPT	X		5		7		9		1
31	RESET Y												GRANT CPT	Y		6		8		0		2
32	RESET Z												GRANT CPT	Z		7		9		1		3

CONTROL PLAN TIME OF DAY												
ELEVATION-DURATION-UP-DOWN												
	PH	MIN	UP	DN	1	2	3	4	5	6	7	8
0	05	00	4	A								
1	09	00	4	B								
2	14	00	4	A								
3	19	00	4	B								
4												
5												
6												
7												
8												
9												
A												
B												
C												
D												
E												
F												

- 001 MANUAL CP
- 002 MASTER CP
- 003 TURNING CP
- 004 WAIT CP
- 005 TRANSIT CP
- 006 MANDAY OFFSET
- 007 LOCAL CYCLE TIMER
- 008 MASTER CYCLE TIMER
- 009 LOCAL GREEN
- 010 MANDAY OFFSET

NO	OFF	ON	LOCATION	NO	OFF	ON
1	<input checked="" type="checkbox"/>	<input type="checkbox"/>		1	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	<input checked="" type="checkbox"/>	<input type="checkbox"/>		2	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3	<input checked="" type="checkbox"/>	<input type="checkbox"/>		3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4	<input checked="" type="checkbox"/>	<input type="checkbox"/>		4	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5	<input checked="" type="checkbox"/>	<input type="checkbox"/>		5	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6	<input checked="" type="checkbox"/>	<input type="checkbox"/>		6	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7	<input checked="" type="checkbox"/>	<input type="checkbox"/>		7	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8	<input checked="" type="checkbox"/>	<input type="checkbox"/>		8	<input checked="" type="checkbox"/>	<input type="checkbox"/>

CYC = 10

- 001/002 UPSET TIMES
- 003/004 LAG GREEN TIMES
- 005/006 LAGS OFF TIMES
- 007/008 LAGS GREEN TIMES
- 009/010 NO GREEN TIMER

LOCATION: SR - 125 SR 056 / STAY HEBA ROAD

COMPAND 28

2 PAGE

000000

PAGE 2 OF 2

6 PAGE

D	FLAGE							P	FLAGE							F	FLAGE													
	NX	J	1	4	7	E	N/D		1	2	3	4	5	6	7		8	1	2	3	4	5	6	7	8	1	2	3	4	5
0	ROL						ROL																							
1	CP 1						CP 1	0																						
2	CP 2						CP 2	4																						
3	CP 3						CP 3	4																						
4	CP 4						CP 4	4																						
5	CP 5						CP 5																							
6	CP 6						CP 6																							
7	CP 7						CP 7																							
8	CP 8						CP 8																							
9	CP 9						CP 9																							
10																														
11																														
12																														
13																														
14																														
15																														
16																														
17																														
18																														
19																														
20																														
21																														
22																														
23																														
24																														
25																														
26																														
27																														
28																														
29																														
30																														
31																														

LAST POWER FAILURE REGISTER

HOUR = 0-9-E
 MINUTE = 0-9-F
 DAY = 0-9-F

ROL 1 = TIME OF DAY MAX RECALL (1ST SELECT) MIBROS
 (CALL ACTIVE LIGHTS)
 ROL 2 = TIME OF DAY MAX RECALL (2ND SELECT) MIBROS
 (CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

HOUR = 0-9-F
 MINUTE = 0-9-F
 DAY = 0-9-F

0-2-E = CB VERSION NUMBER
 0-8-F = LITHIUM BATTERY CONDITION
 56 = BAD
 80 = GOOD

E	FLAGE							F	FLAGE									
	FUNCTION	1	2	3	4	5	6		7	8	FUNCTION	1	2	3	4	5	6	7
0																		
1								CODE 1										
2								CODE 2										
3								0-RECALL										
4								0-RECALL										
5																		
6																		
7																		
8																		
9																		
10																		
11																		
12																		
13																		
14																		
15																		
16																		
17																		
18																		
19																		
20																		
21																		
22																		
23																		
24																		
25																		
26																		
27																		
28																		
29																		
30																		
31																		

TIME OF DAY ACTIVITY BOARD											
THEVENTHSDININANTP210S/OTFL0W 178											
	HR	MIN	ACT	OFF	S	M	T	W	TH	F	S
0	05	00	E	OFF	1	2	3	4	5	6	7
1	14	00	E	OFF		2	3	4	5	6	7
2	19	00	E	OFF	1	7	3	4	5	6	7
3	27	00	E	OFF	1	2	3	4	5	6	7
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

ACTIVITY CODES

- 1 TYPE OF MAX VEHLINATION
- 2 MAX 2
- 3 MAX 4
- 4 COND SERV (1ST SELECT)
- 5 COND SERV (2ND SELECT)
- 6 ENERGY MAX OUTPUT-RED
- 7 ENERGY MAX OUTPUT-YELLOW
- 8 ENERGY MAX OUTPUT-GREEN
- 9 TIME OF DAY MAX PATROL (1ST SELECT)

F+D-T+1+2+3+4+5+6+D+P-REFS BY TYPE+VEN+NO											
	PHASE	TYPE	PHASES				TYPE				
			C	D	E	F	C	D	E	F	
0	IL	1	5.6		01	5		5.6			
1	12U	1	5.6		02	6		5.6			
2	12L	2	5.6		03	6		5.6			
3	13U	2	5.6		04	6		5.6			
4	13L	2	5		05	6		5			
5	14	2	7.8	1	06	6		7.8		5	
6	15	3	5.6		07	7	6	5.6			
7	16U	4	5.6		08	8		5.6			
8	16L	4	5.6		09	8		5.6			
9	17U	4	5.6		10	8		5.6			
A	17L	4	5		11	8		5			
B	18	4	7.8	5	12	8		7.8		5	
C	19U	1	5.6		13	5		5.6			
D	19L	1	5.6		14	5		5.6			

MISSIONS DETECTORS TO VARIOUS PHASES / VEHLINATION

E-C, F MISS EQUAL ZERO WHEN FINISHED

LOWER CASE NUMBERS ARE DEFAULT VALUES

BLANK NUMBERS CONTAIN DEFAULTS (DO NOT ZERO OUT)

ACTIVITY CODES DEFINED

- A TRAFFIC MCH. MAX 2 OPERATION
- B TIME OF DAY MAX RECALL (2ND SELECT)
- C YELLOW YIELD COORDINATION
- D YELLOW YIELD COORDINATION
- E TIME OF DAY FERR OPERATION
- F FLASHING OPERATION

DETECTOR SETTINGS							
I FILE				J FILE			
DELAY	CARRYOVER	DELAY	CARRYOVER	DELAY	CARRYOVER	DELAY	CARRYOVER
01	010	010		01	020	020	
02	011	011		02	021	021	
03	012	012		03	022	022	
04	013	013		04	023	023	
05	014	014		05	024	024	
06	015	015		06	025	025	
07	016	016		07	026	026	
08	017	017		08	027	027	
09	018	018		09	028	028	
10	019	019		10	029	029	
11	01A	01A		11	02A	02A	
12	01B	01B		12	02B	02B	
13	01C	01C		13	02C	02C	
14	01D	01D		14	02D	02D	

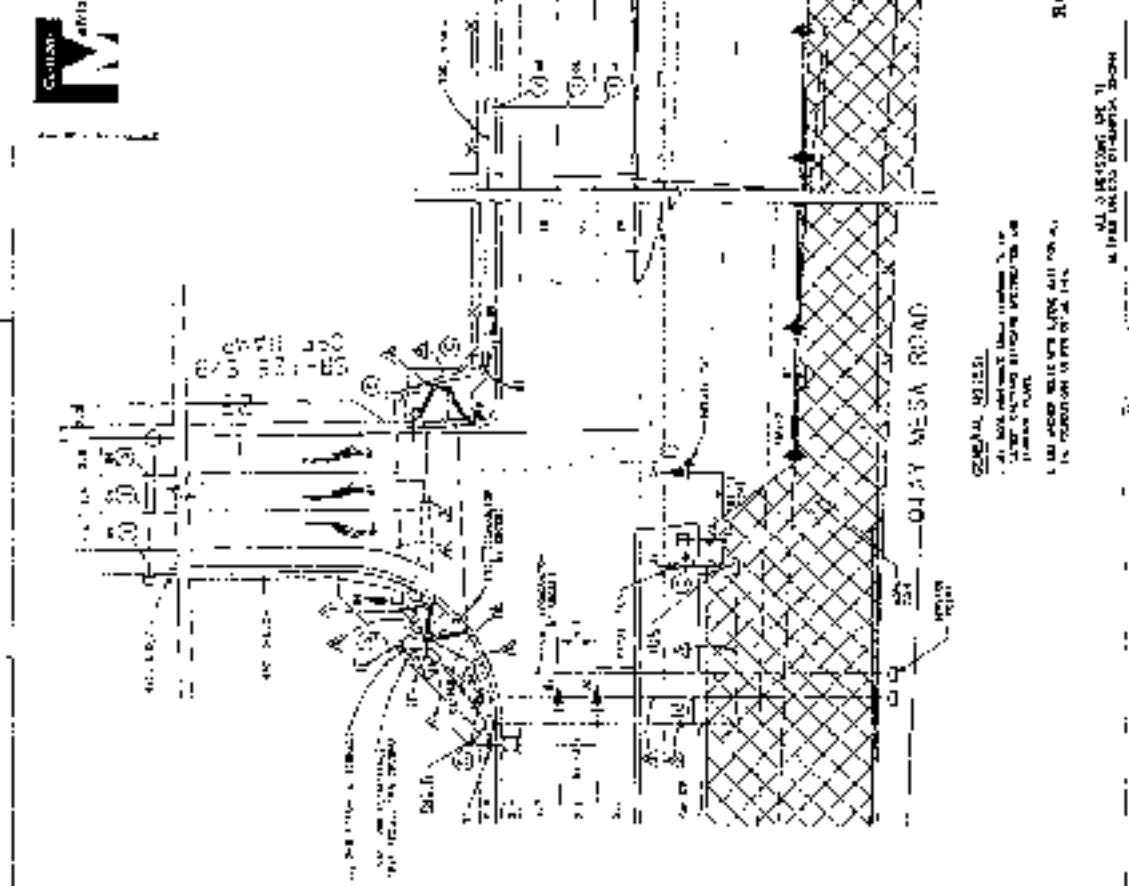
OFFICER USE

- 1 MISS LOW
- 2 MISS HIGH
- 3 EXTENSION
- 4 COUNT
- 5 CALLING
- 6 TYPE 3 ASSIGNMENT

PROJECT: Temporary Traffic Signal
 DRAWING NO.: 100-100-100-100
 DATE: 10/15/10
 SCALE: AS SHOWN
 PROJECT LOCATION: OJAY MESA ROAD, SEGMENT 1A

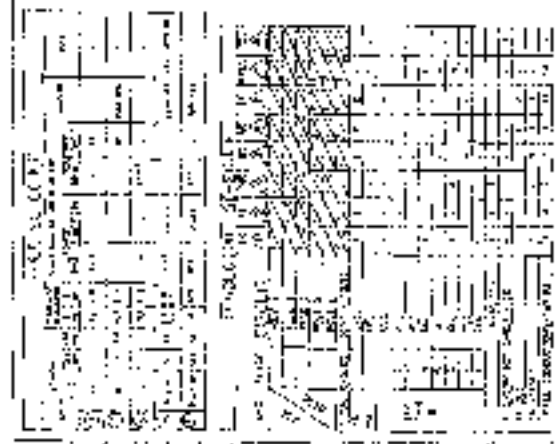


ALL DIMENSIONS IN FEET UNLESS OTHERWISE NOTED.
 ALL DIMENSIONS TO FACE UNLESS OTHERWISE NOTED.
 ALL DIMENSIONS TO CENTERLINE UNLESS OTHERWISE NOTED.
 ALL DIMENSIONS TO SURFACE UNLESS OTHERWISE NOTED.
 ALL DIMENSIONS TO CENTERLINE UNLESS OTHERWISE NOTED.
 ALL DIMENSIONS TO SURFACE UNLESS OTHERWISE NOTED.

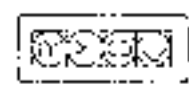


TEMPORARY OJAY MESA ROAD / SR-128 BB OFF RAMP TRAFFIC SIGNAL.

SCALE: AS SHOWN
 DATE: 10/15/10



- GENERAL NOTES:**
1. ALL DIMENSIONS TO FACE UNLESS OTHERWISE NOTED.
 2. ALL DIMENSIONS TO CENTERLINE UNLESS OTHERWISE NOTED.
 3. ALL DIMENSIONS TO SURFACE UNLESS OTHERWISE NOTED.
 4. ALL DIMENSIONS TO CENTERLINE UNLESS OTHERWISE NOTED.
 5. ALL DIMENSIONS TO SURFACE UNLESS OTHERWISE NOTED.
 6. ALL DIMENSIONS TO CENTERLINE UNLESS OTHERWISE NOTED.
 7. ALL DIMENSIONS TO SURFACE UNLESS OTHERWISE NOTED.
 8. ALL DIMENSIONS TO CENTERLINE UNLESS OTHERWISE NOTED.
 9. ALL DIMENSIONS TO SURFACE UNLESS OTHERWISE NOTED.
 10. ALL DIMENSIONS TO CENTERLINE UNLESS OTHERWISE NOTED.



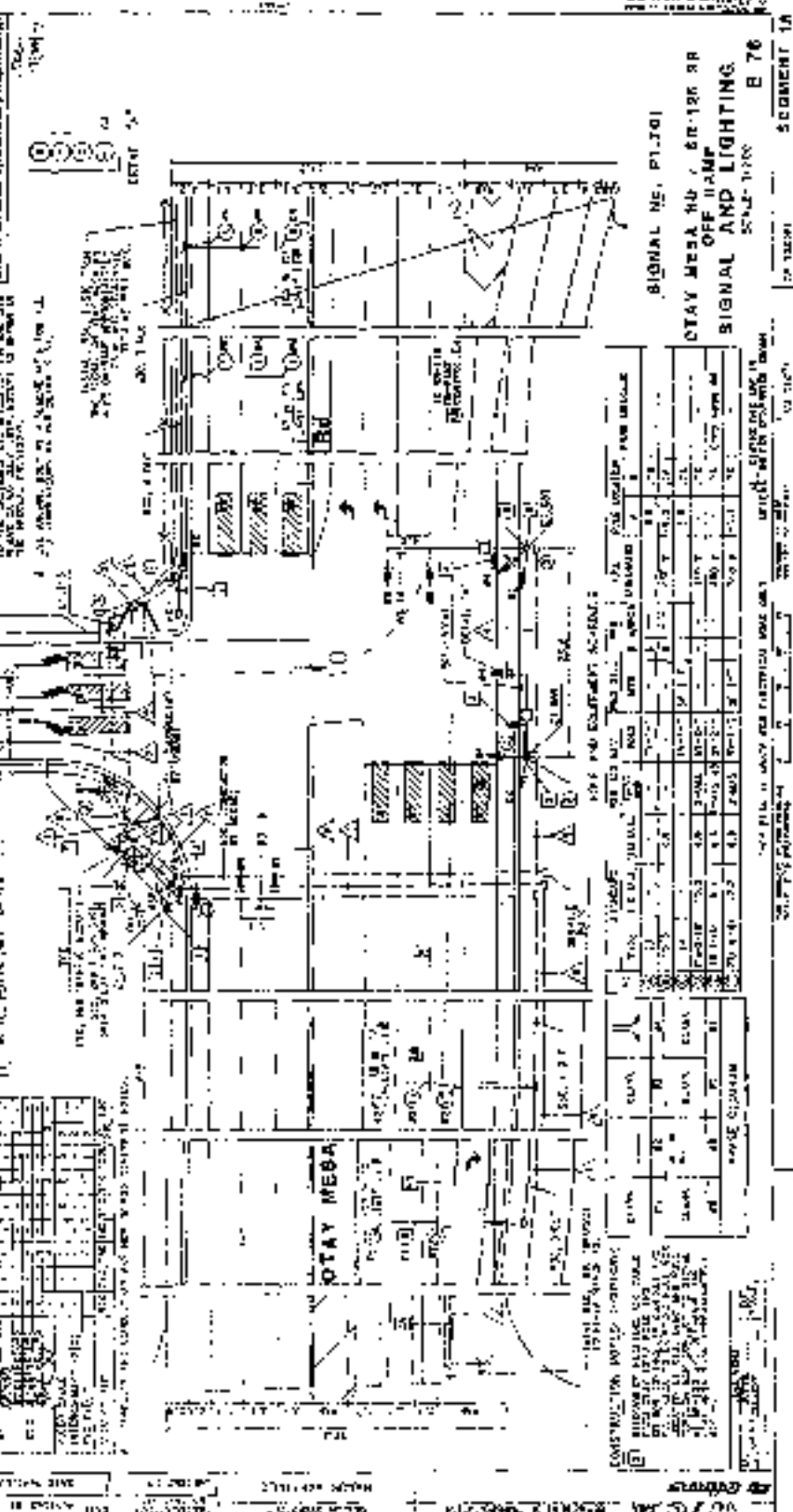
SIGNAL: 100-100-100-100

ALL DIMENSIONS IN FEET UNLESS OTHERWISE NOTED.
 ALL DIMENSIONS TO FACE UNLESS OTHERWISE NOTED.
 ALL DIMENSIONS TO CENTERLINE UNLESS OTHERWISE NOTED.
 ALL DIMENSIONS TO SURFACE UNLESS OTHERWISE NOTED.

RECEIVED
 1955
 U.S. ARMY
 ENGINEERING CENTER
 FORT BELLEVILLE, ILL.

CONSTRUCTION NOTES
 1. SEE DRAWING SHEET 17 FOR
 CONSTRUCTION NOTES AND
 SPECIFICATIONS.
 2. ALL DIMENSIONS ARE IN FEET
 UNLESS OTHERWISE NOTED.
 3. ALL DIMENSIONS ARE TO FACE
 UNLESS OTHERWISE NOTED.
 4. ALL DIMENSIONS ARE TO CENTER
 UNLESS OTHERWISE NOTED.
 5. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.
 6. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.
 7. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.
 8. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.
 9. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.
 10. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.

CONSTRUCTION NOTES (continued)
 11. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.
 12. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.
 13. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.
 14. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.
 15. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.
 16. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.
 17. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.
 18. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.
 19. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.
 20. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.



SIGNAL NO. PL701
 STAY MESA NO. 6R-126 RP
 OFF LIGHTING
 SIGNAL AND LIGHTING
 SCALE: 1/8" = 1'-0"
 E 76
 SHEET 17

NO.	DESCRIPTION	QUANTITY		UNIT	REMARKS
		REQ'D	INSTL'D		
1	STAY MESA	1	1		
2	OFF LIGHTING	1	1		
3	SIGNAL	1	1		
4	EQUIPMENT	1	1		
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20

CONSTRUCTION NOTES (continued)
 21. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.
 22. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.
 23. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.
 24. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.
 25. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.
 26. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.
 27. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.
 28. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.
 29. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.
 30. ALL DIMENSIONS ARE TO
 CENTER UNLESS OTHERWISE
 NOTED.

12-A
EX

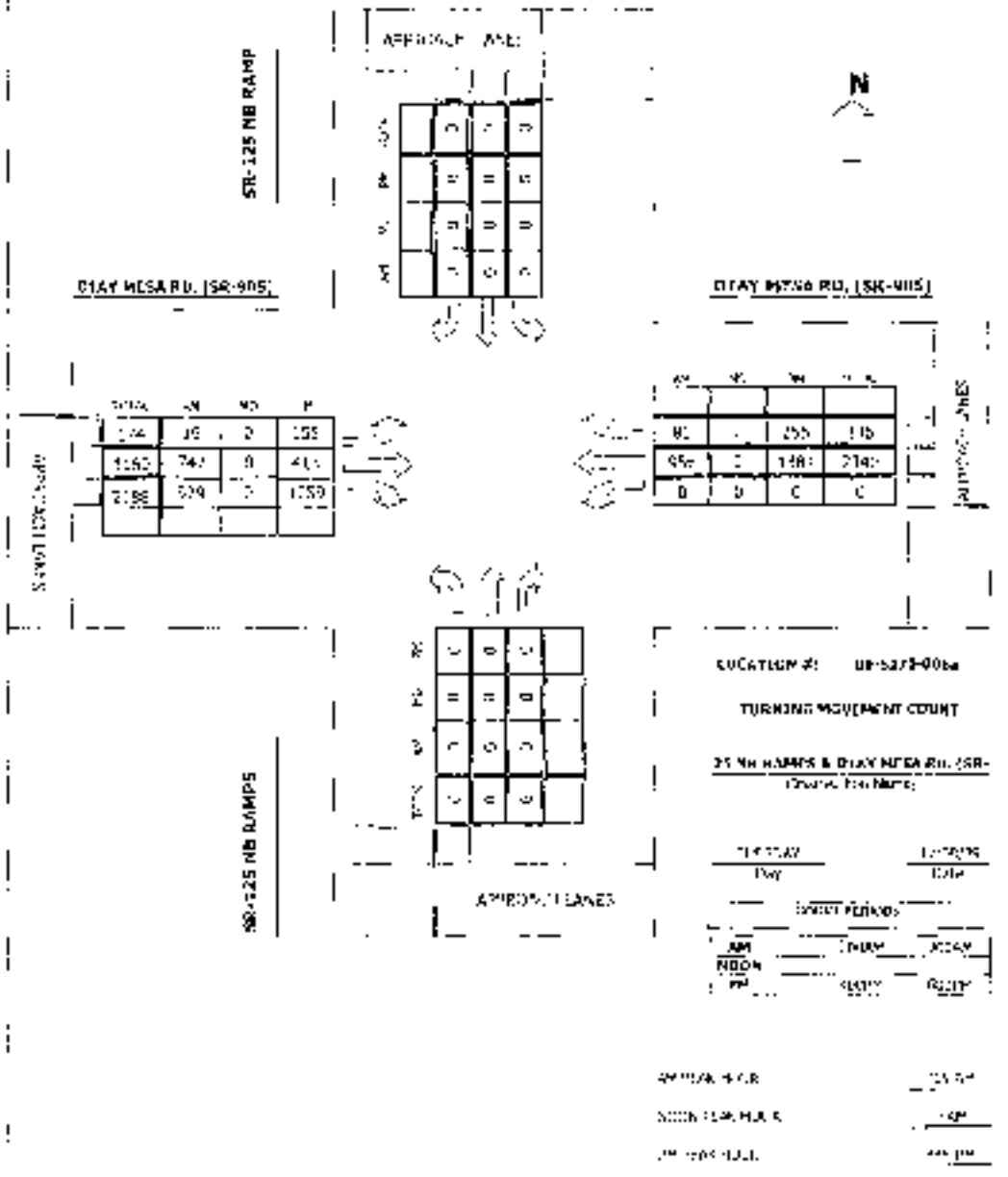
SHORT REPORT												
General Information						Site Information						
Analyst	USAJ					Intersection	SR-125NB ON-RAMP/OTAY MESA RD.					
Agency or Co.	USAJ					Area Type	All other areas					
Date Performed	06/20/11					Jurisdiction	125NBOTAYEXAM					
Time Period	AM PEAK HOUR					Analysis Year	EXISTING 2009					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	2	0	0	3	1	0	0	0	0	0	0
Lane group	L	T			TR	R						
Volume (vph)	19	747			956	81						
% Heavy veh	10	10			10	10						
PHF	0.85	0.85			0.96	0.96						
Actuated (P/A)	A	A			A	A						
Startup lost time	2.0	2.0			2.0	2.0						
Ext. eff. green	2.0	2.0			2.0	2.0						
Arrival type	5	5			5	5						
Unit Extension	3.0	3.0			3.0	3.0						
Ped/Bike/RTOR Volume				10		0						
Lane Width	12.0	12.0			12.0	12.0						
Parking/Grade/Parking	N	0	N	N	0	N	N		N	N		N
Parking/hr												
Bus stops/hr	0	0			0	0						
Unit Extension	3.0	3.0			3.0	3.0						
Phasing	EB Only	Thru & RT	03	04	05	06	07	08				
Timing	G = 15.0	G = 74.8	G =	G =	G =	G =	G =	G =				
	Y = 4.2	Y = 6	Y =	Y =	Y =	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	22	879			1034	46						
Lane group cap.	478	3462			3685	1098						
v/c ratio	0.05	0.25			0.28	0.04						
Green ratio	0.15	1.00			0.75	0.75						
Unif. delay d1	36.4	0.0			4.0	3.3						
Delay factor k	0.11	0.11			0.11	0.11						
Increm. delay d2	0.0	0.0			0.0	0.0						
PF factor	0.882	0.950			0.198	0.198						
Control delay	32.1	0.0			0.8	0.7						
Lane group LOS	C	A			A	A						
Approch. delay	0.8			0.8								
Approach LOS	A			A								
Intersec. delay	0.8			Intersection LOS						A		

12 P
EX

SHORT REPORT												
General Information						Site Information						
Analyst	USAI					Intersection	SR-125NB ON-RAMP/OTAY MESA RD.					
Agency or Co.	USAI					Area Type	All other areas					
Date Performed	06/20/11					Jurisdiction	125NBOTAYEXPM					
Time Period	PM PEAK HOUR					Analysis Year	EXISTING 2009					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	2	0	0	3	1	0	0	0	0	0	0
Lane group	L	T			TR	R						
Volume (vph)	155	413			1384	255						
% Heavy veh	10	10			10	10						
PHF	0.92	0.92			0.94	0.94						
Actuated (P/A)	A	A			A	A						
Startup lost time	2.0	2.0			2.0	2.0						
Ext. eff. green	2.0	2.0			2.0	2.0						
Arrival type	5	5			5	5						
Unit Extension	3.0	3.0			3.0	3.0						
Ped/Bike/RTOR Volume				10		0						
Lane Width	12.0	12.0			12.0	12.0						
Parking/Grade/Parking	N	0	N	N	0	N	N		N	N		N
Parking/hr												
Bus stops/hr	0	0			0	0						
Unit Extension	3.0	3.0			3.0	3.0						
Phasing	EB Only	Thru & RT	03	04	05	06	07	08				
Timing	G = 15.0	G = 74.8	G =	G =	G =	G =	G =	G =				
	Y = 4.2	Y = 6	Y =	Y =	Y =	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	168	449			1594	149						
Lane group cap.	478	3462			3662	1098						
v/c ratio	0.35	0.13			0.44	0.14						
Green ratio	0.15	1.00			0.75	0.75						
Unif. delay d1	38.1	0.0			4.7	3.5						
Delay factor k	0.11	0.11			0.11	0.11						
Increm. delay d2	0.4	0.0			0.1	0.1						
PF factor	0.882	0.950			0.198	0.198						
Control delay	34.1	0.0			1.0	0.8						
Lane group LOS	C	A			A	A						
Apprch. delay	9.3			1.0								
Approach LOS	A			A								
Intersec. delay	3.2			Intersection LOS						A		

Project #: 09-5170-006a

TMC SUMMARY OF SR-125 NB RAMP & OTAY MESA RD. (SR-905)



Intersection Turning Movement
Prepared by:



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.8745

N-S STREET: SR-125 ND RAVENS DATE: 12/08/09 LOCATION: SAN DIEGO
E-W STREET: OTAY MESA RD. (SR-902) DAY: TUESDAY PROJECT#: 09-5170-006

LANE	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	2	0	0	0	7	156	168	0	224	14	402
7:15 AM	0	0	0	0	0	0	6	170	172	0	774	15	824
7:30 AM	0	0	0	0	0	0	1	165	225	0	240	20	651
7:45 AM	0	0	0	0	0	0	1	217	260	0	249	21	757
8:00 AM	0	0	0	0	0	0	1	160	272	0	228	12	707
8:15 AM	0	0	0	0	0	0	5	125	168	0	251	23	597
8:30 AM	0	0	0	0	0	0	3	111	190	0	215	17	519
8:45 AM	0	0	0	0	0	0	4	141	204	0	252	19	625
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	0	0	0	44	200	1683	0	1008	149	5004
Approach %	0.00	0.00	0.00	0.00	0.00	0.00	1.15	49.95	55.60	0.00	92.33	7.69	
App:Depart	0	0	203	0	0	0	665	3927	1300	2057	7	1915	

AM Peak Hr Begins at: 7:15 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	0	0	0	19	747	929	0	956	81	2732
Approach %	0.00	0.00	0.00	0.00	0.00	0.00	1.11	74.07	54.81	0.00	92.19	7.61	

PEAK HR FACTOR:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0.000			1.000			0.852			0.960		0.810

CONTROL: SIGNAL
COMMENT 1:
COMMENT 2:

Intersection Turning Movement



N-S STREET: 50-125 N RAVENS DATE: 12/08/08 LOCATION: SAN DIEGO
 E-W STREET: UTAY MESA RD (SR 904) DAY: TUESDAY PROJECT#: 00-4170-006a

LANES	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	0	0	0	0	0	30	62	110	0	413	92	806
4:15 PM	0	0	0	0	0	0	28	54	300	0	340	75	817
4:30 PM	0	0	0	0	0	0	47	89	268	0	444	55	804
4:45 PM	0	0	0	0	0	0	74	104	300	0	519	69	826
5:00 PM	0	0	0	0	0	0	48	103	116	0	372	65	934
5:15 PM	0	0	0	0	0	0	49	114	338	0	314	56	876
5:30 PM	0	0	0	0	0	0	29	31	275	0	379	55	890
5:45 PM	0	0	0	0	0	0	35	66	391	0	274	45	717
5:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	0	0	0	304	636	2437	0	2745	421	3403
Approach (%)	0.00	0.00	0.00	0.00	0.00	0.00	8.67	18.82	71.11	0.00	84.13	15.37	
Appro/Depart	0	0	0	0	0	2437	3427	0	666	1276	0	2750	

PH Peak Hr Begins at: 4:45 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	0	0	0	154	413	1149	0	1384	254	1966
Approach (%)	0.00	0.00	0.00	0.00	0.00	0.00	8.49	22.01	58.51	0.00	84.44	15.56	

PEAK HR FACTOR	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0.000			0.000			0.919			0.926		0.929

COMMENTS: NONE
 COMMENT 1: 0
 COMMENT 2: 0

LOCATION: 01 125 MP OR RAMP / GRAY MARK ROAD
 CALIPANS CB 1/2/08
 P DATE

PAGE 1 OF 4
 4 PAGE 010 - C of 1

		CONTROL PLANS									Y COORD		LAG PHASE	FLAG								
		1	2	3	4	5	6	7	8	9	C	D	E	1	2	3	4	5	6	7	8	9
0	SCALE LAGGED	100	100	100	100									LAG PHASE	2	4	6				8	10
1	SCALE ORN 1. TR													WARRANT CP1	2	4	6				8	10
2														WARRANT CP2	2	4	6				8	10
3	TRD GPH PCH													WARRANT CP3	2	4	6				8	10
4	TRD GEN DATA												WARRANT CP4	2	4	6				8	10	
5	TRD GEN DATA	25	26	25	25								LAG OFFSET	WARRANT CP5	2	4	6				8	10
6													EDGE GEN	WARRANT CP6	2	4	6				8	10
7	TRD GEN DATA												LAG GEN	WARRANT CP7	2	4	6				8	10
8	TRD GPH PCH												NO GREEN	WARRANT CP8	2	4	6				8	10
9	WARRANT CYCLES												WARRANT CP9	2	4	6				8	10	
A	OFFSET A	55	55	55	55								OFFSET	COORD TAPER	2						6	10
B	OFFSET B																					10
C	OFFSET C																					10
D	LAG 1 MARK																					10
E	LAG 2 MARK																					10
F	OFFSET OFFSET																					10

CONTROL PLAN TIME OF DAY													
WARRANT CYCLES OPERATION													
	HE	HS	TP	OS	1	2	3	4	5	6	7	8	9
0	06	09	A	X	2	3	3	5	6	7			
1	09	09	E	A	1	2	4	4	5	6	7		
2	14	09	A	A	2	7	4	5	6	7			
3	10	09	K	A	1	2	3	4	5	6	7		
4													
5													
6													
7													
8													
9													
A													
B													
C													
D													
E													
F													

- 001 WARRANT CP
- 002 WARRANT CP
- 003 WARRANT CP
- 004 LAG CP
- 005 WARRANT CP
- 006 WARRANT CP
- 007 WARRANT CP
- 008 WARRANT CP
- 009 WARRANT CP
- 010 WARRANT CP
- 011 WARRANT CP
- 012 WARRANT CP
- 013 WARRANT CP
- 014 WARRANT CP
- 015 WARRANT CP
- 016 WARRANT CP
- 017 WARRANT CP
- 018 WARRANT CP
- 019 WARRANT CP
- 020 WARRANT CP

FEATURE	OFF	ON	LOCATION	OFF	ON
1			1		
2			2		
3			3		
4			4		
5			5		
6			6		
7			7		
8			8		

010 - 11

- 000/000 OFFSET TIMES
- 000/000 LAG GREEN TIMES
- 000/000 LAG'S GEN TIMES
- 000/000 LAG GREEN TIMES
- 000/000 NO GREEN TIMES

12

LOCATION: SB - 102 NH ON RAMP / ODAY MESA ROAD
 DATE/TIME: 08
 PAGE

08/20/84

PAGE 2 of 4

PAGE

D	MAX	CLASS							MIN	RCS	F	CLASS						
		1	2	3	4	5	6	7				1	2	3	4	5	6	7
0	001										001							
1	002										002							
2	003										003							
3	004										004							
4	005										005							
5	006										006							
6	007										007							
7	008										008							
8	009										009							
A																		
B																		
C																		
D																		
E																		
F																		

LAST POWER FAILURE REGISTER

TIME - D H S
 MINUTE - D H S
 DAY - D C-Y

REL 1 - TIME OF DAY MAX RECORD (1ST SELECT) BEAPEN
 (CALL ACTIVE LIGHTS)
 REL 2 - TIME OF DAY MAX RECORD (2ND SELECT) BEAPEN
 (CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

TIME - D H S
 MINUTE - D H S
 DAY - D C-Y

D-R-S - CB VERSION NUMBER
 D-R-F - LITHIUM BATTERY CONDITION
 04 - BAD
 05 - GOOD

FUNCTION	CLASS							FUNCTION	CLASS						
	1	2	3	4	5	6	7		1	2	3	4	5	6	7
0								001							
1								002							
2								003							
3								004							
4								005							
5								006							
6								007							
7								008							
8								009							
A															
B															
C															
D															
E															
F															

LOCATION: SR 125 NB ON RAMP / OTAY MESA ROAD
 CALTRANS ID: 7 PAGE

PAGE 4 OF 4

TIME OF DAY ACTIVITY RANGE										
TYPE	TR	SR	DIR	ACT	PHASE	1	2	3	4	5
U	38	00	E	OFF		1	2	3	4	5
J	14	00	E	OFF		2	3	4	5	6
Z	19	00	E	OFF		7	2	3	4	5
J	22	00	R	OFF		1	2	3	4	5
A										
B										
C										
D										
E										
F										

ACTIVITY CODE

- 1 TYPE OF MAX VERBINATION
- 2 MAX 1
- 3 MAX 3
- 4 LOAD SERV (1ST SELECT)
- 5 LOAD SERV (2ND SELECT)
- 6 UNFREQD MAX OUTPUT-RED
- 7 FREQDIVE MAX OUTPUT-GREEN
- 8 UNFREQD MAX OUTPUT-YELLOW
- 9 TIME OF DAY MAX PFCALL (1ST SELECT)

PHASES TYPE PHASES TYPE										
PHASES	TYPE	PHASES	TYPE							
1	120	7	5.8							
2	121	1	5.8							
3	122	2	5.8							
4	123	3	5.8							
5	14	1	7.8							
6	15	2	7.8							
7	16	3	7.8							
8	16L	4	7.8							
9	17	5	7.8							
A	7L	4	7.8							
B	18	4	7.8							
C	19	5	7.8							
D	20	7	7.8							

PHASES MUST BE EQUAL TO PART OF PHASES 1 AND 2 ONLY

PHASES MUST BE EQUAL TO PART OF PHASES 1 AND 2 ONLY

LOWEST VALUE WINS UNLESS ANOTHER VALUE

PHASES MUST BE EQUAL TO PART OF PHASES 1 AND 2 ONLY

ACTIVITY CODE CONTINUED

- A TRAFFIC ACT. MAX 2 OPERATION
- B TIME OF DAY MAX PFCALL (2ND SELECT)
- C YELLOW YIELD COORDINATION
- D YELLOW YIELD COORDINATION
- E TIME OF DAY MAX PFCALL (1ST SELECT)
- F FLASHING OPERATION

DETECTION SCHEDULE					
1 EOP			2 PTE		
DELAY	CARRIAGE	DELAY	CARRIAGE		
11	010	010	020		
120	011	020	021		
121	012	021	022		
130	013	022	023		
131	014	023	024		
14	015	024	025		
15	016	025	026		
160	017	026	027		
161	018	027	028		
170	019	028	029		
171	020	029	030		
18	021	030	031		
190	022	031	032		
191	023	032	033		

DETECTION TYPE

- 1 RED LOCK
- 2 YELLOW LOCK
- 3 EXTENSION
- 4 COUNT
- 5 FLASHING
- 6 TYPE 2 DISCONNECT

DATE: 7/26/2004

12



DRY MESA
ON RAMP

RA
RA-1
RA-2
RA-3

LEARN MOTOR
AT

RA
RA-1
RA-2
RA-3

NO.	NAME	MOUNTING DATA			MOUNTING DATA		MOUNTING DATA	MOUNTING DATA
		HEIGHT	WIDTH	DEPTH	HEIGHT	WIDTH		
1	RA	15.0	1.5	1.5	15.0	1.5	1.5	
2	RA-1	15.0	1.5	1.5	15.0	1.5	1.5	
3	RA-2	15.0	1.5	1.5	15.0	1.5	1.5	
4	RA-3	15.0	1.5	1.5	15.0	1.5	1.5	

NO.	NAME	MOUNTING DATA			MOUNTING DATA		MOUNTING DATA	MOUNTING DATA
		HEIGHT	WIDTH	DEPTH	HEIGHT	WIDTH		
1	RA	15.0	1.5	1.5	15.0	1.5	1.5	
2	RA-1	15.0	1.5	1.5	15.0	1.5	1.5	
3	RA-2	15.0	1.5	1.5	15.0	1.5	1.5	
4	RA-3	15.0	1.5	1.5	15.0	1.5	1.5	

DRY MESA RD / SR-123 NB

SIGNAL AND LIGHTING

SCALE: 1/8" = 1'-0"

8/77

SEGMENT 1A

13A
EX

SHORT REPORT												
General Information						Site Information						
Analyst	USAI					Intersection	SIEMPRE VIVA RD./SR-905					
Agency or Co.	USAI						SB OFF					
Date Performed	06/20/11					Area Type	All other areas					
Time Period	AM PEAK HOUR					Jurisdiction	SR905SBSIEMEXAM					
						Analysis Year	EXISTING 2009					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	3	0	2	0	0	0	0	2	0	0	0
Lane group		TR		L					R			
Volume (vph)		286	51	45					503			
% Heavy veh		10	10	10					10			
PHF		0.89	0.89	0.89					0.76			
Actuated (P/A)		A	A	A					A			
Startup lost time		2.0		2.0					2.0			
Ext. eff. green		2.0		2.0					2.0			
Arrival type		5		5					4			
Unit Extension		3.0		3.0					3.0			
Ped/Bike/RTOR Volume	10	5	0				10		0			
Lane Width		12.0		12.0					12.0			
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N		N
Parking/hr												
Bus stops/hr		0		0					0			
Unit Extension		3.0		3.0					3.0			
Phasing	WB Only	EB Only	03	04	NB Only	06	07	08				
Timing	G = 15.4	G = 47.0	G =	G =	G = 14.4	G =	G =	G =				
	Y = 4	Y = 4.6	Y =	Y =	Y = 4.6	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 90.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate		378		51					662			
Lane group cap.		2520		545					993			
v/c ratio		0.15		0.09					0.67			
Green ratio		0.52		0.17					0.38			
Unif. delay d1		11.1		31.4					23.0			
Delay factor k		0.11		0.11					0.24			
Increm. delay d2		0.0		0.1					1.7			
PF factor		0.271		0.862					0.913			
Control delay		3.1		27.2					22.8			
Lane group LOS		A		C					C			
Apprch. delay		3.1		27.2					22.8			
Approach LOS		A		C					C			
Intersec. delay		16.1		Intersection LOS							B	

13 P
CX

SHORT REPORT												
General Information						Site Information						
Analyst	USAI					Intersection	SIEMPRE VIVA RD./SR-905					
Agency or Co.	USAI						SB OFF					
Date Performed	06/20/11					Area Type	All other areas					
Time Period	PM PEAK HOUR					Jurisdiction	SR905SBSIEMEXPM					
						Analysis Year	EXISTING 2009					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	3	0	2	0	0	0	0	2	0	0	0
Lane group		TR		L					R			
Volume (vph)		395	227	213					261			
% Heavy veh		10	10	10					10			
PHF		0.84	0.84	0.88					0.92			
Actuated (P/A)		A	A	A					A			
Startup lost time		2.0		2.0					2.0			
Ext. eff. green		2.0		2.0					2.0			
Arrival type		5		5					4			
Unit Extension		3.0		3.0					3.0			
Ped/Bike/RTOR Volume	10	5	0				10		0			
Lane Width		12.0		12.0					12.0			
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N		N
Parking/hr												
Bus stops/hr		0		0					0			
Unit Extension		3.0		3.0					3.0			
Phasing	WB Only	EB Only	03	04	NB Only	06	07	08				
Timing	G = 15.4	G = 47.0	G =	G =	G = 14.4	G =	G =	G =				
	Y = 4	Y = 4.6	Y =	Y =	Y = 4.6	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 90.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate		740		242					284			
Lane group cap.		2427		545					993			
v/c ratio		0.30		0.44					0.29			
Green ratio		0.52		0.17					0.38			
Unif. delay d1		12.2		33.5					19.3			
Delay factor k		0.11		0.11					0.11			
Incram. delay d2		0.1		0.6					0.2			
PF factor		0.271		0.862					0.913			
Control delay		3.4		29.4					17.8			
Lane group LOS		A		C					B			
Apprch. delay		3.4		29.4				17.8				
Approach LOS		A		C				B				
Intersec. delay		11.6		Intersection LOS							B	

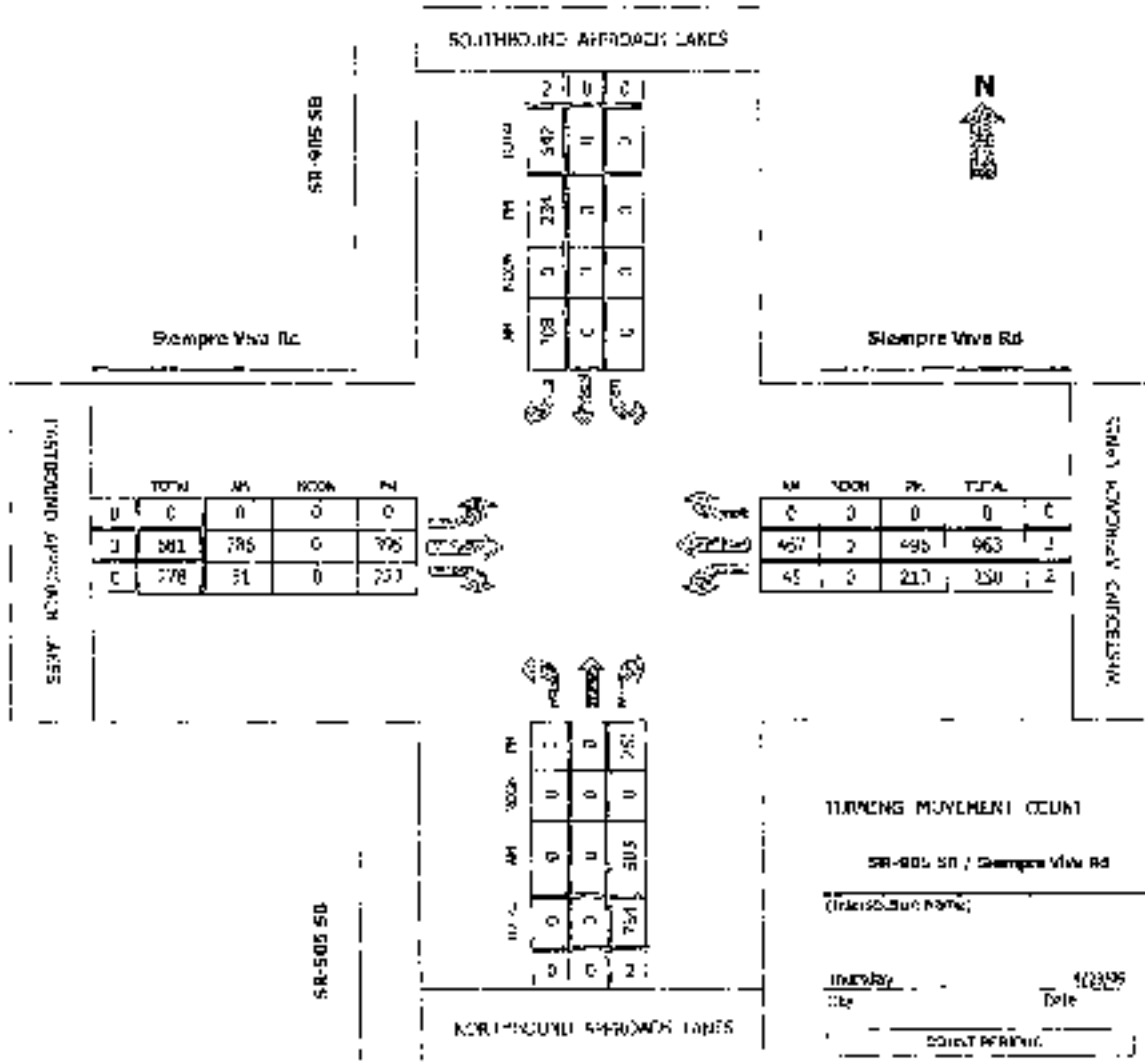
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of SR-905 SB/Siempre Viva Rd

Project #: 09 AVEJ-015



Project: 09avej-015

AM PEAK HOUR	7:00 AM
NOON PEAK HOUR	8 AM
PM PEAK HOUR	4:00 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: SR 905 SR

DATE: 04/23/2009

LOCATION: City of Gray Mesa

E-W STREET: Skyway Viva Rd

DAY: THURSDAY

PROJECT# 09-4161-015

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
6:00 AM	0	0	2	0	0	7	0	3	0	2	3	0	
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM			65			37		56	0	9	84		277
7:15 AM			84			68		56	0	18	67		319
7:30 AM			130			76		58	13	11	97		381
7:45 AM			166			95		76	10	13	131		491
8:00 AM			108			69		78	17	13	112		397
8:15 AM			93			68		74	11	8	131		391
8:30 AM			65			45		73	27	5	125		360
8:45 AM			82			62		79	24	15	116		385
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	839	0	0	527	0	590	124	52	879	0	3031

AM Peak Hr Begins at: 7:30 AM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	503	0	0	303	0	286	51	45	467	0	1662
PEAK HR. FACTOR.			0.758			0.611		0.987			0.809		0.945

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: SR-905 SB

DATE: 04/23/2008

LOCATION: City of Gray Mesa

E-W STREET: George Viva Rd

DAY: THURSDAY

PROJECT#: 05-4161-015

LAVES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NI	NT	NR	SI	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM	0	0	2	0	0	2	0	0	0	2	3	0	
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM			55			53		95	47	41	109		401
4:15 PM			39			48		120	47	30	117		375
4:30 PM			58			47		108	47	36	135		445
4:45 PM			71			77		86	53	45	112		444
5:00 PM			60			60		115	70	60	135		507
5:15 PM			62			50		85	57	60	108		430
5:30 PM			53			56		54	47	33	89		342
5:45 PM			36			35		71	65	35	93		369
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	SI	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
	0	0	416	0	0	457	0	710	424	352	904	0	3317

PM Peak (1- Beginning at: 4:00 PM)

PEAK VOLUMES =	SI	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL			
	0	0	261	0	0	234	0	395	227	213	455	0	1925
PEAK HR FACTOR:	0.919			0.950			0.841			0.877			0.500

CONTROL: Signalized

LOCATION: E2B 905 A SB WILMERS VIVA ROAD

CAMERA OR VERSION:

DATE: 02/12/09

PAGE 1

F 0007

ID	INTERVAL	TRAMP TIMES								TRAMP	FOR EMPLOY	CLASS	P									
		1	2	3	4	5	6	7	8				9	10	11	12	13	14	15	16	17	18
0	START	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
1	SOFT WALK	1	22	1	1	1	1	1	1		RED CLR	5	RED WALK								1	
2	HIV GREEN	1	5	1	1	1	1	1	1		SWA WLY	0	YEL WALK								1	
3	TYPE 1 DET	1	0	0	0	0	0	0	0		HVS CLR	5	V BRNLL		2						1	
4	ADDYPER	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		SWA WLY	0	V BRNLL								1	
5	FASTTRK	0.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9		SWA WLY	5	RED WALK								1	
6	MAX GAP	0.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9		HVS CLR	5	RED WALK								1	
7	MIN GAP	0.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9		HVS CLR	5	RED WALK								1	
8	MAX EXP	25	25	9	9	9	9	9	9		SWA WLY	5	RED WALK								1	
9	MAX 2									25	SWA WLY	5	RED WALK								1	
10	MAX 3									255	SWA WLY	5	RED WALK								1	
11	REMARK IN	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0				RED WALK								1	
12	REMARK	1.0	0.9	1.0	1.0	1.0	1.0	1.0	1.0				RED WALK								1	
13	YELLOW	3.0	3.6	3.0	3.0	3.0	3.0	3.0	3.0				RED WALK		2						1	
14	RED	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0				RED WALK		1						1	
15	RED	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0				RED WALK		1	2	3	4	5	6	7	8

NOTES: 25 mph

ENTRIES IN TRAMP LOCATIONS CAN BE CHANGED IN CCI FILES ONLY

FOR LONG STATIONS	
FOR SHORT STATIONS	
RED	1
SWA	5

RED	1
FC1	3
FC2	10
FC3	3.0
FC4	0.0
FC5	0.0
FC6	0.0

MAX 2 SELECT	2
RED FOR DETECT	1
RED 2 WALK	0
RED PERMISSIVE	0
RED OR PERMISS	1

RED FLASH MODE	1
RED FLASH	1

C PAGE

	CONTROL PLANE									Y-COORD		LVC DIASE	FLAG										
	1	2	3	4	5	6	7	8	9	C	D	E	F	1	2	3	4	5	6	7	0		
00000 LENGTH													LAG OF FLAG		2		4			6		8	0
00001 GEN FOUT												SAPOUT CP1	LAG F8 CP 1										1
00002 GEN FOUT												SAPOUT CP2	LAG F8 CP 2										2
00003 GEN FOUT												SAPOUT CP3	LAG F8 CP 3										3
00004 GEN FOUT										PEAK TIME		SAPOUT CP4	LAG F8 CP 4										4
00005 GEN FOUT										LAG OFFSET		SAPOUT CP5	LAG F8 CP 5										5
00006 GEN FOUT										FORCK OFF		SAPOUT CP6	LAG F8 CP 6										6
00007 GEN FOUT										LONG RUN		SAPOUT CP7	LAG F8 CP 7										7
00008 GEN FOUT										NO GREEN		SAPOUT CP8	LAG F8 CP 8										8
00009 MUNIT CYCLE												SAPOUT CP9	LAG F8 CP 9										9
00010 MUNIT A										OFFSET			LAG O FLAG										10
00011 MUNIT B													LAG O FLAG										11
00012 MUNIT C													LAG O FLAG										12
00013 MUNIT EXT													LAG O FLAG		7					6			13
00014 MUNIT EXT																							14
00015 OFFSET LAGOFF																							15

- 001 MANUAL CP
- 002 MASTER CP
- 003 CURRENT CP SYSTEM MASTER
- 004 LAST CP NA SIMPAN VIVA
- 007 LAGOFF CP
- 008 MANUAL OFFSET
- 009 LOCAL CYCLE TIMER
- 010 MASTER CYCLE TIMER
- 011 LOCAL OFFSET
- 012 MASTER OFFSET

FEATURE

OFF	ON
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>

LOCATION

OFF	ON
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>

006/008 OFFSET TIMER

- 007/110 LAG BRANV TIMER
- 003/009 FORCK OFF TIMER
- 006/008 LONG GREEN TIMER
- 003/008 NO GREEN TIMER

LOU = 2

LOCATION: RVE 506 @ BB SIEMPRE VIVA ROAD

CONTROLS OF VERSION 3

1 PAGE

DATE: 02/17/01

PAGE 2

2 PAGES

H	PHASE						M	PLACE						P	FLASH										
	MAX	3	2	1	A	1		2	3	4	5	6	7		8	9	0	1	2	3	4	5	6	7	8
0	PH						PH						PH												
1	CP 1						CP 1						CP 1												
2	CP 2						CP 2						CP 2												
3	CP 3						CP 3						CP 3												
4	CP 4						CP 4						CP 4												
5	CP 5						CP 5						CP 5												
6	CP 6						CP 6						CP 6												
7	CP 7						CP 7						CP 7												
8	CP 8						CP 8						CP 8												
9	CP 9						CP 9						CP 9												
A													REL 1												
B													REL 2												
C																									
D																									
E																									
F																									

LAST POWER FAILURE REGISTER

HOUR - D-A-S
 MINUTE - 1-B-X
 DAY - D-C-F

REL 1 - TIME OF DAY MAX RECALL (1ST SELECT) PHASES
 (CALL ACTIVE LIGHTS)
 REL 2 - TIME OF DAY MAX RECALL (2ND SELECT) PHASES
 (CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

HOUR - D-A-S
 MINUTE - D-E-F
 DAY - D-C-F

D-E-E = CB VERSION NUMBER
 D-E-F = LITHIUM BATTERY CONSUMPTION
 84 = BAD
 85 = GOOD

E	FLASH						F	ELMS									
	FUNCTION	1	2	3	4	5		6	7	8	9	0	1	2	3	4	5
0																	
1																	
2																	
3																	
4																	
5																	
6																	
7																	
8																	
9																	
A																	
B																	
C																	
D																	
E																	
F																	

62

TIME OF DAY ACTIVITY TABLE											
EVENT - MIN - MIN - MIN - MIN - MIN - MIN - MIN - MIN - MIN - MIN - MIN - MIN											
HR	MIN	ACT	OFF	LTS							
				1	2	3	4	5	6	7	8
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

ACTIVITY CODE

- 1 TYPE OF MAX VELOCITY
- 2 MAX 2
- 3 MAX 3
- 4 COND SPAN (1ST SELECT)
- 5 COND SPAN (2ND SELECT)
- 6 ENERGIZE AUX OUTPUT-RED
- 7 ENERGIZE AUX OUTPUT-GREEN

CONTROL PLAN TIME OF DAY											
EVENT - MIN - MIN - MIN - MIN - MIN - MIN - MIN - MIN - MIN - MIN - MIN - MIN											
HR	MIN	ACT	OFF	LTS							
				1	2	3	4	5	6	7	8
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

ACTIVITY CODE

- 1 ENERGIZE AUX OUTPUT YELLOW
- 2 TIME OF DAY MAX RECALL (1ST SELECT)
- 3 TRAFFIC ACT. MAX 2 OPERATION
- 4 TIME OF DAY MAX RECALL (2ND SELECT)
- 5 YELLOW FIELD COORDINATION
- 6 YELLOW FIELD COORDINATION
- 7 TIME OF DAY FREE OPERATION
- 8 FLASHING OPERATION

CONTROL PLAN TIME OF DAY											
EVENT - MIN - MIN - MIN - MIN - MIN - MIN - MIN - MIN - MIN - MIN - MIN - MIN											
HR	MIN	ACT	OFF	LTS							
				1	2	3	4	5	6	7	8
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

13

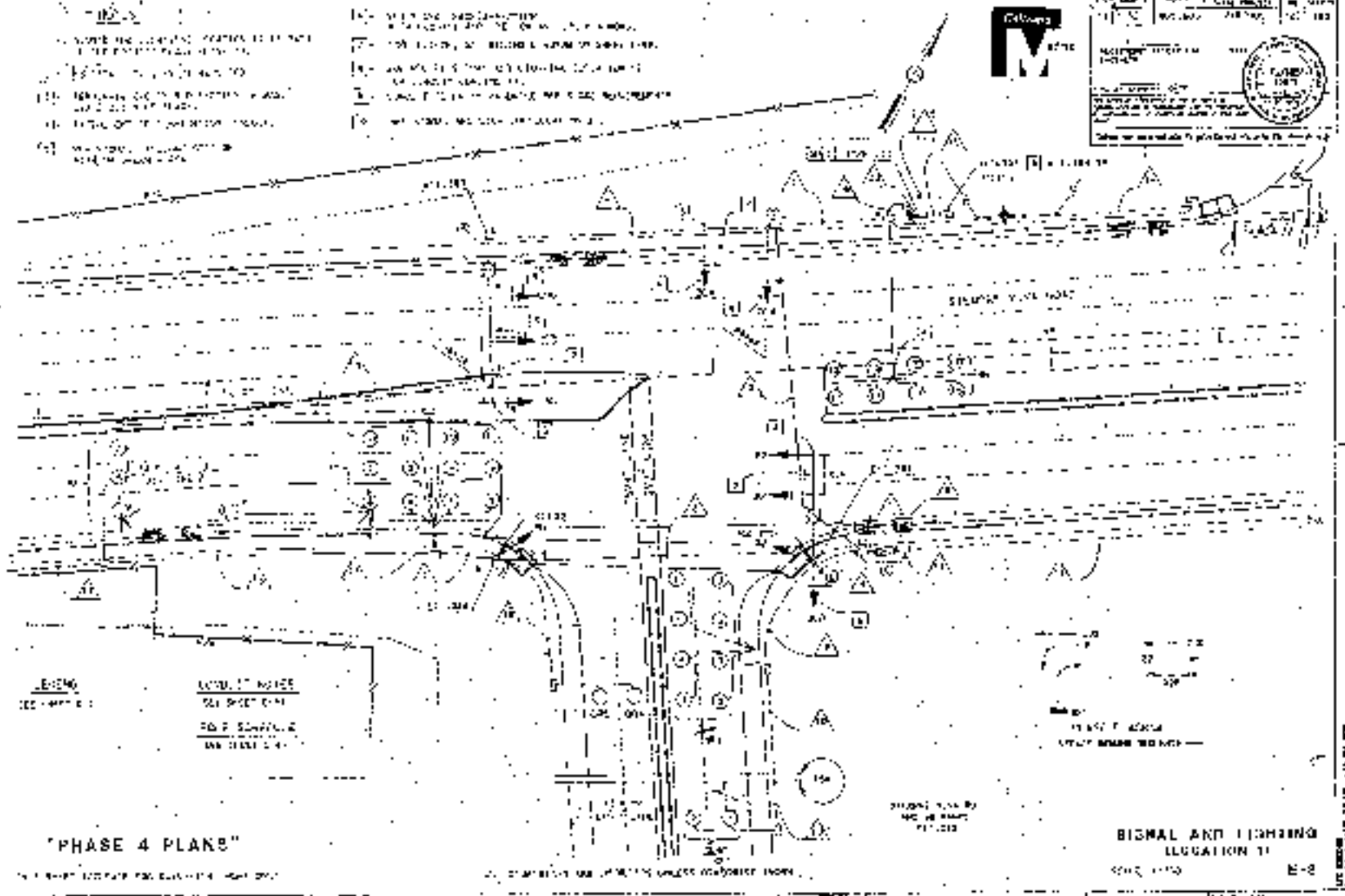
ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED
 DATE 08-14-2011 BY 60322 UCBAW/BJS/STP
 E. P. BERRAS
 TRAFFIC ELECTRICAL

1. SHOW THE LOCATION OF THE SIGNALS TO BE PLACED AT THE INTERSECTION OF THE MAIN AND CROSS STREETS.
2. SHOW THE LOCATION OF THE SIGNALS TO BE PLACED AT THE INTERSECTION OF THE MAIN AND CROSS STREETS.
3. SHOW THE LOCATION OF THE SIGNALS TO BE PLACED AT THE INTERSECTION OF THE MAIN AND CROSS STREETS.
4. SHOW THE LOCATION OF THE SIGNALS TO BE PLACED AT THE INTERSECTION OF THE MAIN AND CROSS STREETS.
5. SHOW THE LOCATION OF THE SIGNALS TO BE PLACED AT THE INTERSECTION OF THE MAIN AND CROSS STREETS.

6. SHOW THE LOCATION OF THE SIGNALS TO BE PLACED AT THE INTERSECTION OF THE MAIN AND CROSS STREETS.
7. SHOW THE LOCATION OF THE SIGNALS TO BE PLACED AT THE INTERSECTION OF THE MAIN AND CROSS STREETS.
8. SHOW THE LOCATION OF THE SIGNALS TO BE PLACED AT THE INTERSECTION OF THE MAIN AND CROSS STREETS.
9. SHOW THE LOCATION OF THE SIGNALS TO BE PLACED AT THE INTERSECTION OF THE MAIN AND CROSS STREETS.
10. SHOW THE LOCATION OF THE SIGNALS TO BE PLACED AT THE INTERSECTION OF THE MAIN AND CROSS STREETS.



DATE	NOV 19 1957
PROJECT	TRAFFIC ELECTRICAL
NO.	100



SIGNAL
 CONTROL
 SYSTEM
 FOR THE INTERSECTION OF
 W 14th St AND W 15th St

"PHASE 4 PLANS"

1. SHOW THE LOCATION OF THE SIGNALS TO BE PLACED AT THE INTERSECTION OF THE MAIN AND CROSS STREETS.

2. SHOW THE LOCATION OF THE SIGNALS TO BE PLACED AT THE INTERSECTION OF THE MAIN AND CROSS STREETS.

PLANS FOR THE
 INTERSECTION OF
 W 14th St AND W 15th St

**SIGNAL AND LIGHTING
 LOCATION TO**

NOV 19 1957

E-2

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED
 DATE 08-14-2011 BY 60322 UCBAW/BJS/STP

123

14A
2X

SHORT REPORT												
General Information						Site Information						
Analyst	USAI					Intersection	SR905 NB RAMPS/ SIEMPRE VIVA R					
Agency or Co.	USAI					Area Type	All other areas					
Date Performed	06/20/11					Jurisdiction	SAN DIEGO					
Time Period	AM PEAK HOUR					Analysis Year	EXISTING 2009					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	3	0	0	3	1	0	1	2	0	0	0
Lane group	L	T			TR	R		LT	R			
Volume (vph)	121	636			302	273	234	1	234			
% Heavy veh	10	10			10	10	10	10	10			
PHF	0.79	0.79			0.87	0.87	0.89	0.89	0.89			
Actuated (P/A)	A	A			A	A	A	A	A			
Startup lost time	2.0	2.0			2.0	2.0		2.0	2.0			
Ext. eff. green	2.0	2.0			2.0	2.0		2.0	2.0			
Arrival type	5	5			5	5		4	4			
Unit Extension	3.0	3.0			3.0	3.0		3.0	3.0			
Ped/Bike/RTOR Volume				0	0	0	0	0	0	0		
Lane Width	12.0	12.0			12.0	12.0		12.0	12.0			
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N		N
Parking/hr												
Bus stops/hr	0	0			0	0		0	0			
Unit Extension	3.0	3.0			3.0	3.0		3.0	3.0			
Phasing	EB Only	Thru & RT	03	04	NB Only	06	07	08				
Timing	G = 15.0	G = 52.0	G =	G =	G = 19.6	G =	G =	G =				
	Y = 4.2	Y = 4.6	Y =	Y =	Y = 4.6	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	153	805			378	283		264	263			
Lane group cap.	478	3527			2543	763		339	509			
v/c ratio	0.32	0.23			0.15	0.37		0.78	0.52			
Green ratio	0.15	0.71			0.52	0.52		0.20	0.20			
Unif. delay d1	37.9	5.0			12.5	14.3		38.1	36.0			
Delay factor k	0.11	0.11			0.11	0.11		0.33	0.12			
Incram. delay d2	0.4	0.0			0.0	0.3		11.0	0.9			
PF factor	0.882	0.174			0.278	0.278		1.000	1.000			
Control delay	33.9	0.9			3.5	4.3		49.2	36.9			
Lane group LOS	C	A			A	A		D	D			
Approch. delay	6.2			3.8			43.0					
Approach LOS	A			A			D					
Intersec. delay	14.5			Intersection LOS						B		

1A-P
EX

SHORT REPORT												
General Information						Site Information						
Analyst	USAI					Intersection	SR905 NB RAMPS/ SIEMPRE VIVA R					
Agency or Co.	USAI					Area Type	All other areas					
Date Performed	06/20/11					Jurisdiction	SAN DIEGO					
Time Period	PM PEAK HOUR					Analysis Year	EXISTING 2009					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	2	3	0	0	3	1	0	1	2	0	0	0
Lane group	L	T			TR	R		LT	R			
Volume (vph)	262	396			636	613	69	2	159			
% Heavy veh	10	10			10	10	10	10	10			
PHF	0.92	0.92			0.81	0.81	0.82	0.82	0.82			
Actuated (P/A)	A	A			A	A	A	A	A			
Startup lost time	2.0	2.0			2.0	2.0		2.0	2.0			
Ext. eff. green	2.0	2.0			2.0	2.0		2.0	2.0			
Arrival type	5	5			5	5		4	4			
Unit Extension	3.0	3.0			3.0	3.0		3.0	3.0			
Ped/Bike/RTOR Volume				0	0	0	0	0	0	0		
Lane Width	12.0	12.0			12.0	12.0		12.0	12.0			
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N		N
Parking/hr												
Bus stops/hr	0	0			0	0		0	0			
Unit Extension	3.0	3.0			3.0	3.0		3.0	3.0			
Phasing	EB Only	Thru & RT	03	04	NB Only	06	07	08				
Timing	G = 15.0	G = 52.0	G =	G =	G = 19.6	G =	G =	G =				
	Y = 4.2	Y = 4.6	Y =	Y =	Y = 4.6	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adj. flow rate	285	430			861	681		86	194			
Lane group cap.	478	3527			2541	763		340	509			
v/c ratio	0.60	0.12			0.34	0.89		0.25	0.38			
Green ratio	0.15	0.71			0.52	0.52		0.20	0.20			
Unif. delay d1	39.7	4.5			14.0	21.5		34.0	34.9			
Delay factor k	0.19	0.11			0.11	0.42		0.11	0.11			
Increm. delay d2	2.0	0.0			0.1	12.9		0.4	0.5			
PF factor	0.882	0.174			0.278	0.278		1.000	1.000			
Control delay	37.0	0.8			4.0	18.8		34.4	35.4			
Lane group LOS	D	A			A	B		C	D			
Approch. delay	15.2			10.5			35.1					
Approach LOS	B			B			D					
Intersec. delay	14.6			Intersection LOS						B		

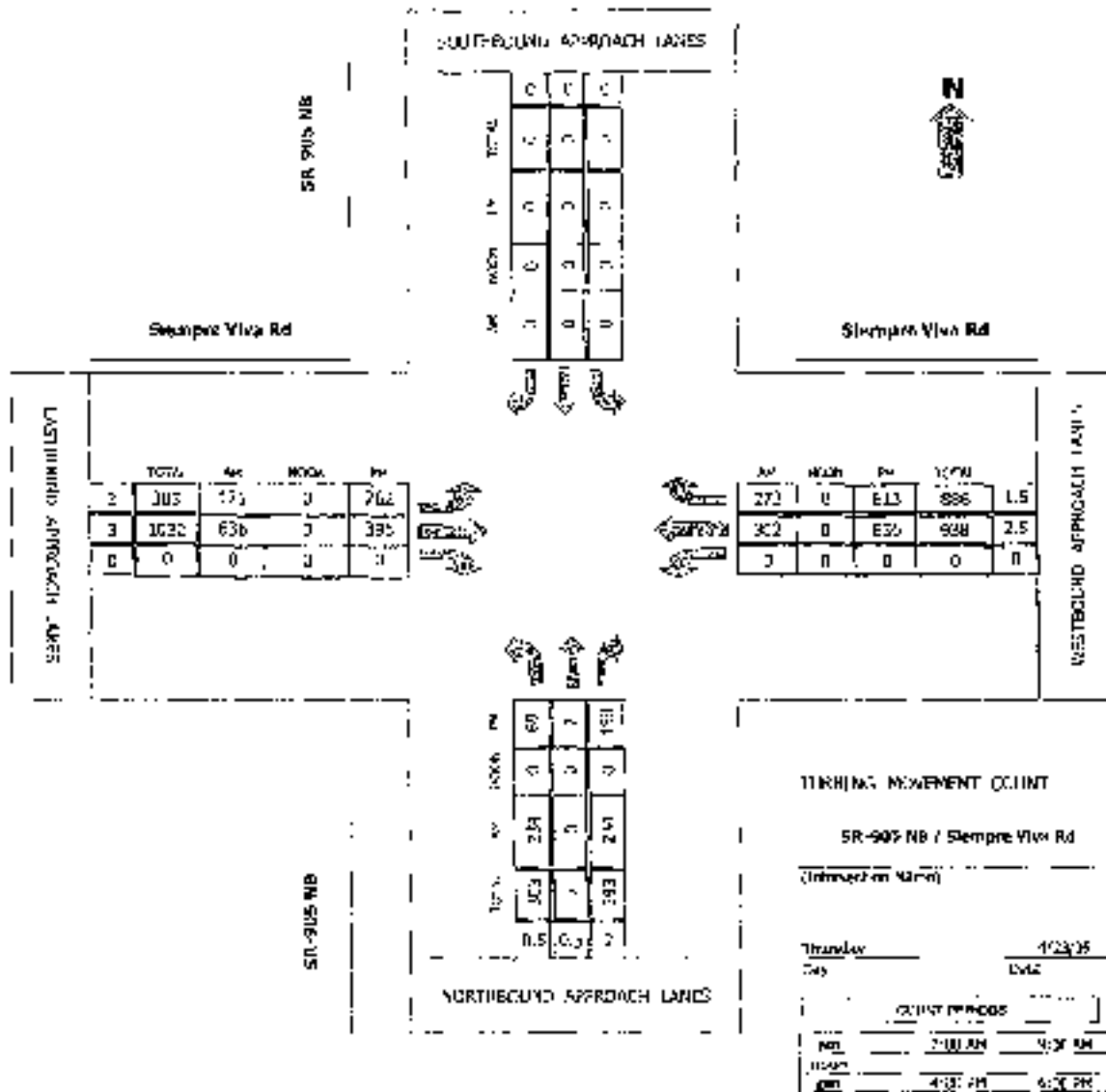
Intersection Turning Movement



National Data & Surveying Services

IMC Summary of SR-905 NB/Siempre Viva Rd

Project # 15-41F1-016



DATE: 5/20/16

AM PLAK HOUR: 7:05 AM
 AM PM - EAR HOUR: 8 AM
 PM PLAK HOUR: 4:30 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: SR-905 NB

DATE: 01/23/2029

LOCATION: City of Dby Mesa

E-W STREET: Skidmore Vista Rd

DAY: THURSDAY

PROJECT# 29-4161-010

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
0:00 AM													
0:15 AM													
0:30 AM													
0:45 AM													
1:00 AM	46	1	40				25	115		47	68	423	
1:15 AM	46	1	57				29	110		59	52	353	
1:30 AM	56	1	56				25	164		51	50	405	
1:45 AM	68	0	04				77	703		73	55	511	
2:00 AM	61	0	43				27	150		66	54	421	
2:15 AM	51	0	65				37	134		75	66	430	
2:30 AM	44	0	62				24	134		88	78	430	
2:45 AM	37	2	58				32	129		95	71	424	
3:00 AM													
3:15 AM													
3:30 AM													
3:45 AM													
4:00 AM													
4:15 AM													
4:30 AM													
4:45 AM													
5:00 AM													
5:15 AM													
5:30 AM													
5:45 AM													
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM													
7:15 AM													
7:30 AM													
7:45 AM													
8:00 AM													
8:15 AM													
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUME =	419	4	447	0	0	0	232	1155	0	0	354	494	3305

AM Peak Hr Beg: 6:00

7:45 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	134	0	234	0	0	0	121	636	0	0	302	773	1000
PEAK FR. FACTOR		0.286			0.000			0.785			0.166		0.881

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: SR-903 NB

DATE: 01/23/2009

LOCATION: City of Olay Mesa

E-W STREET: Siempre Viva Rd

DAY: THURSDAY

PROJECT#: 09-4151-010

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0.5	0.5	2	0	0	0	3	3	0	0	2.5	1.5	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	14	0	37				46	110			135	142	490
4:15 PM	13	1	40				44	53			122	101	421
4:30 PM	13	0	42				38	111			161	124	519
4:45 PM	22	1	31				54	100			174	141	483
5:00 PM	22	0	48				79	98			182	202	631
5:15 PM	12	1	38				51	87			159	146	504
5:30 PM	12	0	49				47	69			109	111	397
5:45 PM	17	0	29				48	61			112	101	368
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	125	3	314	0	0	0	449	726	0	0	1128	1068	3816

PM Peak Hr Begins at: 4:30 PM

PEAK VOLUMES	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	69	2	159	0	0	0	262	396	0	0	636	613	2137
PEAK HR. FACTOR:	0.821			0.000			0.919			0.813			0.847

CONTROL: Signalized

MODEL NO: MTK 905 1 MB SIEMENS VINA BOARD
 CONTRACT NO: Version 1
 7 PAGES

DATE: 01/10/98

PAGE 1

INTERVAL	PHASE TAPING									DPC POSITION	F										
	1	2	3	4	5	6	7	8	9		1	2	3	4	5	6	7	8	9		
1 WAVE	1	7	1	1	1	7	1	1	1	PIR 001	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	0	
2 TOST MARK	1	10	1	1	1	9	1	1	1		RR1 CLR	5	RED LOCK				5			1	
3 MIN GEAR	1	5	1	1	10	5	1	5	5		RYA CLR	0	YEL LOCK							2	
4 TYPE 2 REV	0	0	0	0	0	0	0	0	0		RVA CLR	5	V REDACT	2			5			3	
5 APPROVED	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		RVB CLR	5	B REDACT						4		
6 PASSAGE	0.0	8.9	0.9	0.9	2.0	3.9	0.9	3.0	3.0		RVR CLR	5	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	5		
7 RYA CLR	1.9	5.9	1.9	0.0	2.0	5.9	0.0	3.0	3.0		RVS CLR	5	RT CLR						6		
8 RYB CLR	0.9	3.0	0.9	0.9	2.0	3.0	0.9	3.0	3.0		RVC CLR	5	RT CLR						7		
9 MAX 100	9	35	9	9	25	35	9	35	35		RVD CLR	0	COL EMPTY						8		
10 MAX 2										YS	RVE CLR	5	MAX 2 PHASES						9		
A MAX 4										MY	MAX 4V	250	LAG PHASE	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	10		
B										RY	MAX CLR	5	MAX 4VST						11		
C PHASE BY	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	SK			PHASE IN MARK						12		
D SEVERE	1.0	0.9	1.0	1.0	1.0	0.9	1.0	1.0	1.0	RR			MAX 3 PHASES						13		
E YELLOW	3.0	3.6	3.0	2.0	3.2	2.6	3.0	2.6	2.6	RH			YEL STAGE ON	2			5		14		
F RED	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	RY			FIRST PHASE					0	15		
PHASE BY		0.1				0.1								1	2	3	4	5	6	7	8

FOR LONG ERROR	
FOR SHORT FAILURE	
FOR	0
FOR	5

FOR	3
FOR	2
FOR	10
FOR	0.0
FOR	0.0
FOR	0.0

FOR 10 SEVERE	1
FOR 10 SELECT	1
FOR 10 MARK	0
FOR 10 PHASES	0
FOR 10 PHASES	0

FOR 10 FLAG 100	1
FOR 10 DOWNLOAD	1

NOTE: 50 HPS

ENTRIES IN THESE LOCATIONS CAN BE CHANGED BY LOCAL PERSON ONLY



	CONTROL PLANS									ADDRESS			TAG CLASS					PLANS									
	1	2	3	4	5	6	7	8	9	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
0 ENCL. ENCL																											
1 721 GRN PSTR																											
2																											
3 723 GRN PSTR																											
4 724 GRN PSTR																											
5 725 GRN PSTR																											
6																											
7 727 GRN PSTR																											
8 728 GRN PSTR																											
9 729 GRN PSTR																											
A OFFSET A																											
B OFFSET B																											
C OFFSET C																											
D CA 3 EXT																											
E CA 1 EXT																											
F OFFSET CONTROL																											

- CG1 MANUAL CP
- CG2 MANUAL CP
- CG3 COMMAND CP
- CG4 LAST CP
- CG5 TRASH CP
- CG6 MANUAL OFFSET
- CG7 LOCAL CYCLE TIMER
- CG8 MASTER CYCLE TIMER
- CG9 LOCAL OFFSET
- CGA MASTER OFFSET

SYSTEM MASTER:
NE STIMPRE VIVA

SPARE	OFF	ON	LOCATION	OFF	ON
1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	4	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	5	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7	<input checked="" type="checkbox"/>	<input type="checkbox"/>	7	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	8	<input checked="" type="checkbox"/>	<input type="checkbox"/>

CGI = 1

- CGB/CGB OFFSET TIMER
- CGC/CGC LAG GREEN TIMER
- CGD/CGD FORCE OFF TIMER
- CGE/CGE LONG GREEN TIMER
- CGF/CGF NO GREEN TIMER

D	FLASH						MIN	FLASH						F	FLASH					
	1	2	3	4	5	6		1	2	3	4	5	6		1	2	3	4	5	6
C	101						000						100							
L	CE 1												CP 1							
2	CP 2												CP 2							
3	CP 3												CP 3							
4	CP 4												CP 4							
5	CP 5												CP 5							
6	CP 6												CP 6							
7	CP 7												CP 7							
8	CP 8												CP 8							
9	CP 9												CP 9							
J													RCL 1							
K													RCL 2							
L																				
M																				
N																				
O																				

LAST POWER FAILURE REGISTER

HOURL - D-A-E
 MINUTE - D-B-F
 DAY - D-C-P

RCL 1 - TIME OF DAY MAX RECALL (1ST SELECT) PHASRS
 (CALL ACTIVE LIGHTS)
 RCL 2 - TIME OF DAY MAX RECALL (2ND SELECT) PHASRS
 (CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

CODE - D-A-F
 MINUTE - D-B-F
 DAY - D-C-P

D B E - CS VERSION NUMBER
 D-B-F = LITHIUM BATTERY CONDITION
 00 = BAD
 05 = GOOD

E	FLASH						FUNCTION	FLASH					
	1	2	3	4	5	6		1	2	3	4	5	6
C							CODE 9						
D							CODE 0						
E							C-RECALL						
F							D-RECALL						
G													
H													
I													
J													
K													
L													
M													
N													
O													
P													
Q													
R													
S													
T													
U													
V													
W													
X													
Y													
Z													

LOCATION: RMC 905 E NW SIEMPRE VIVA ROAD
 DATE: 02/27/09
 PAGE: 7

9 PAGE

003 - 001

9 PAGE

003 - 001

003 - 001

TIME OF DAY ACTIVITY CODE											
EVENTS: 1-10:00 AM 11:00 AM 12:00 PM 1:00 PM 2:00 PM 3:00 PM 4:00 PM 5:00 PM 6:00 PM 7:00 PM 8:00 PM 9:00 PM 10:00 PM 11:00 PM 12:00 AM											
	1	2	3	4	5	6	7	8	9	10	11
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

ACTIVITY CODE

- 1 TIME OF DAY MAX DEMAND
- 2 MAX 2
- 3 MAX 3
- 4 COND SHW (1ST SELECT)
- 5 COND SHW (2ND SELECT)
- 6 EXERCISE ALL OUTPUT-RED
- 7 EXERCISE ALL OUTPUT-GREEN

CONTROL PLAN TIME OF DAY											
EVENTS: 1-10:00 AM 11:00 AM 12:00 PM 1:00 PM 2:00 PM 3:00 PM 4:00 PM 5:00 PM 6:00 PM 7:00 PM 8:00 PM 9:00 PM 10:00 PM 11:00 PM 12:00 AM											
	1	2	3	4	5	6	7	8	9	10	11
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

ACTIVITY CODE

- 8 EXERCISE ALL OUTPUT-YELLOW
- 9 TIME OF DAY MAX RECALL (1ST SELECT)
- A TRAFFIC ACT. MAX 2 OPERATION
- B TIME OF DAY MAX RECALL (2ND SELECT)
- C YELLOW YIELD COORDINATION
- D YELLOW YIELD COORDINATION
- E TIME OF DAY FREE OPERATION
- F FLASHING OPERATION

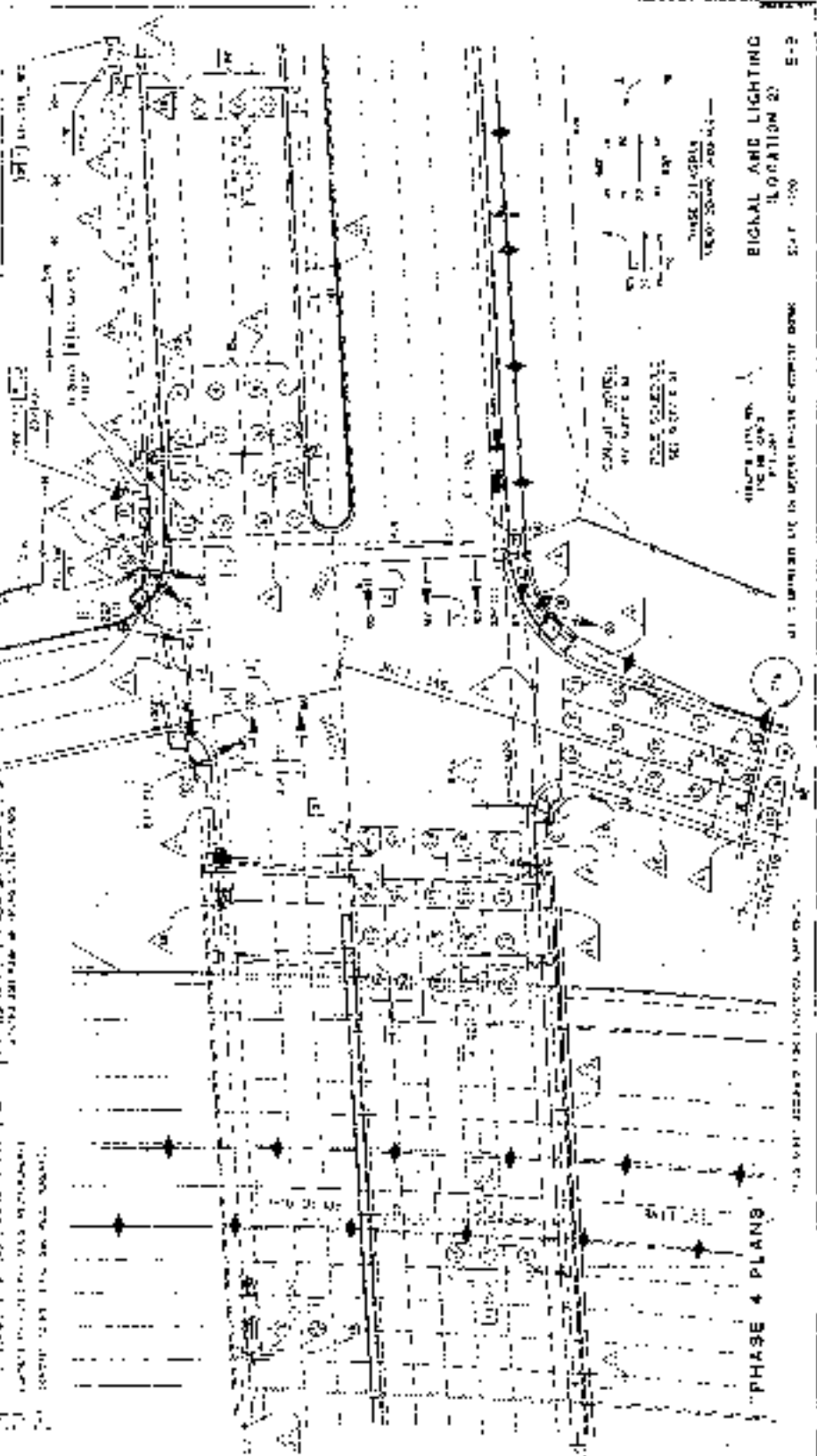
CONTROL PLAN TIME OF DAY											
EVENTS: 1-10:00 AM 11:00 AM 12:00 PM 1:00 PM 2:00 PM 3:00 PM 4:00 PM 5:00 PM 6:00 PM 7:00 PM 8:00 PM 9:00 PM 10:00 PM 11:00 PM 12:00 AM											
	1	2	3	4	5	6	7	8	9	10	11
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

14

PROJECT: **STATE COLLEGE**
 DRAWING NO: **100**
 DATE: **10/1/50**
 SHEET NO: **100** OF **100**
 SCALE: **AS SHOWN**
 DRAWN BY: **J. H. BROWN**
 CHECKED BY: **J. H. BROWN**
 APPROVED BY: **J. H. BROWN**
 TITLE: **SIGNAL AND LIGHTING**



- NOTES:**
1. ALL SIGNALS TO BE SET AT 15' HGT.
 2. ALL SIGNALS TO BE SET AT 15' HGT.
 3. ALL SIGNALS TO BE SET AT 15' HGT.
 4. ALL SIGNALS TO BE SET AT 15' HGT.
 5. ALL SIGNALS TO BE SET AT 15' HGT.
 6. ALL SIGNALS TO BE SET AT 15' HGT.
 7. ALL SIGNALS TO BE SET AT 15' HGT.
 8. ALL SIGNALS TO BE SET AT 15' HGT.
 9. ALL SIGNALS TO BE SET AT 15' HGT.
 10. ALL SIGNALS TO BE SET AT 15' HGT.



PHASE 4 PLANS

SIGNAL AND LIGHTING LOCATION 100

Sheet 100 of 100