

MAJESTIC AIRWAY

TRANSPORTATION IMPACT STUDY

PTS# 632813



OCTOBER 2023

Prepared By:

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EXECUTIVE SUMMARY

The following Transportation Impact Study (“TIS”) has been prepared to determine and evaluate potential transportation impacts associated with the Majestic Airway project (“Project”) and to recommend mitigation measures for any impacts due to the Project. The Project intends to tier off the Level Of Service (LOS)-based Otay Mesa Community Plan Final Program Environmental Impact Report (EIR), dated March 2014; therefore, a Vehicle Miles Traveled (VMT) analysis is not required. A LOS-based analysis has been prepared for this project following guidance outlined in the City of San Diego *Traffic Impact Study Manual* (TISM) (July 1998).

Project Description

The Project is located within the Otay Mesa Community Planning Area, on the northeast corner of La Media Road and Airway Road, within the City of San Diego. This project proposes to construct three (3) industrial warehouse buildings consisting of a total of 408,607 square-feet on an existing undeveloped vacant lot. The Project will be constructed in a single development phase and is anticipated to be constructed and in operation in 2025, following the completion of the City’s Capital Improvement Project (CIP) #S-15018 for the La Media Road improvements. Access to the Project site will be provided along Airway Road only. The proposed primary access to the Project site is a full-access, signalized driveway approximately 700-feet east of La Media Road. A secondary access would be provided via an unsignalized right-in/right-out only driveway on the east side of the site. An emergency access only driveway is also proposed on Airway Road on the west side of the site. The Project is expected to generate a total of 2,043 daily trips with 306 morning peak-hour trips (215 in, 91 out) and 327 afternoon peak-hour trips (131 in, 196 out).

Study Area

The study area was determined based on the Project’s trip assignment and coordination with City staff. The study area reflects the main access routes to and from the Project site, mainly providing access to the adjacent freeways and use of Airway Road and La Media Road. Based on the expected traffic generated, distribution patterns and TISM requirements, the study area consists of seven (7) intersections, including the two (2) proposed access driveways, and eleven (11) roadway segments.

The intersections identified for evaluation include:

1. La Media Rd & Otay Mesa Rd
2. La Media Rd & St. Andrews Avenue/SR-905 WB Ramps
3. La Media Road & SR-905 EB Ramps
4. La Media Road & Airway Road
5. Airway Road & Project Driveway 1
6. Airway Road & Project Driveway 2
7. Avenida Costa Azul/Private Driveway & Airway Road

The roadway segments identified for evaluation include:

1. La Media Road, between Otay Mesa Road and SR 905 WB Ramps/St. Andrews Avenue
2. La Media Road, between SR 905 WB Ramps/St. Andrews Avenue and SR 905 EB Ramps
3. La Media Road, between SR 905 EB Ramps and Airway Road
4. La Media Road, between Airway Road and Avenida de la Fuente
5. La Media Road, between Avenida de la Fuente and Siempre Viva Road

6. Airway Road, between La Media Road and Project Driveway 1
7. Airway Road, between Project Driveway 1 and Avenida Costa Azul
8. Airway Road, between Avenida Costa Azul and Piper Ranch Road
9. Airway Road, between Piper Ranch Road to Avenida de la Fuente N
10. Airway Road, between Avenida de la Fuente N and Harvest Road
11. Airway Road, between Harvest Road and Sanyo Avenue

Analysis Scenarios

Six (6) scenarios were evaluated as part of this TIS, listed below:

- Existing (2022) Conditions
- Existing (2022) Plus Project
- Opening Day (Year 2025) Conditions
- Opening Day (Year 2025) Plus Project
- Horizon Year (2062) Conditions
- Horizon Year (2062) Plus Project

Analysis Findings – Existing (2022) Conditions

Under the Existing (2022) Conditions, all study area intersections operate at LOS D or better during both peak periods. All study area roadway segments operate at LOS D or better, except for the following locations:

- La Media Road, between SR 905 EB Ramps and Airway Road – LOS E
- Airway Road, between La Media Road and Project Driveway 1 – LOS F
- Airway Road, between Project Driveway 1 and Avenida Costa Azul – LOS E

Analysis Findings – Existing (2022) Plus Project

Under the Existing (2022) Plus Project conditions, all study area intersections are expected to continue to operate at LOS D or better during both peak periods, except for the intersection of:

- La Media Road & Airway Road (LOS F – AM and PM peak periods)

All study area roadway segments are expected to continue to operate at LOS D or better, except for the following locations:

- La Media Road, between SR 905 EB Ramps and Airway Road – LOS F
- Airway Road, between La Media Road and Project Driveway 1 – LOS F
- Airway Road, between Project Driveway 1 and Avenida Costa Azul – LOS E

The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project # S-15018, which will construct improvements along the Project's La Media frontage and a portion of the Project's Airway Road frontage. In this hypothetical situation, the Project would have significant direct impacts at these four locations and would be mitigated by the Project's frontage requirements on La Media Road [half width improvements to this roadway segment (with an ultimate roadway classification as a 6-Lane Prime Arterial) to provide a 5-Lane Collector] and Airway Road [half width improvements to this roadway segment (with an ultimate roadway classification as a 4-Lane Major Arterial) to provide a 3-Lane Collector]. The intersection of La Media Road & Airway Road is currently signalized but functions as an All-Way Stop Control with the existing traffic signal set to flashing red. This intersection would be mitigated by modifying the existing traffic signal as part of the project's frontage improvements and returning the modified traffic signal system to normal operations.

Figure E-1 illustrates the geometrics of the study intersections and roadway segments with the addition of the Existing (2022) Plus Project hypothetical improvements.

Analysis Findings – Opening Day (Year 2025) Conditions

Under the Opening Day (Year 2025) Conditions, all study area intersections are expected to operate at LOS D or better during both peak periods. All study area roadway segments are expected to operate at LOS D or better, except for the following locations:

- Airway Road, between La Media Road and Project Driveway 1 – LOS F
- Airway Road, between Project Driveway 1 and Avenida Costa Azul – LOS E

Analysis Findings – Opening Day (Year 2025) Plus Project

Under the Opening Day (Year 2025) Plus Project conditions, all study area intersections are expected to continue to operate at LOS D or better during both peak periods. All study area roadway segments are expected to operate at LOS D or better, except for the following locations:

- Airway Road, between La Media Road and Project Driveway 1 – LOS F
- Airway Road, between Project Driveway 1 and Avenida Costa Azul – LOS E

The Project would have a significant direct impact on these two street segments under Opening Day (Year 2025) Plus Project conditions, which would be mitigated by the Project by construction of a raised median across the full project frontage to Avenida Costa Azul and second eastbound lane on Airway Road, between La Media Road and Avenida Costa Azul, to provide a 4-Lane Major Arterial.

Analysis Findings – Horizon Year (2062) Conditions

Under Horizon Year (2062) Conditions, as evaluated in the OMCPU EIR, all study area intersections are expected to operate at LOS F during both peak periods:

- La Media Rd & Otay Mesa Rd (LOS F – AM and PM peak periods)
- La Media Rd & St. Andrews Avenue/SR-905 WB Ramps (LOS F – AM and PM peak periods)
- La Media Road & SR-905 EB Ramps (LOS F – AM and PM peak periods)
- La Media Road & Airway Road (LOS F – AM and PM peak periods)
- Avenida Costa Azul/Private Driveway & Airway Road (LOS F – AM and PM peak periods)

The intersection of Avenida Costa Azul/Private Driveway & Airway Road was not evaluated in the OMCPU EIR; however, this intersection is included in the OM PFFP as a planned signalized intersection (Project OM T-35).

All study roadway segments are expected to operate at LOS D or better, except for the following locations:

- La Media Road between SR-905 WB Ramps and SR-905 EB Ramps – LOS F
- La Media Road, between SR 905 EB Ramps and Airway Road – LOS F
- Airway Road, between La Media Road and Project Driveway 1 – LOS F
- Airway Road, between Project Driveway 1 and Avenida Costa Azul – LOS F
- Airway Road, between Avenida Costa Azul and Piper Ranch Road – LOS F
- Airway Road, between Piper Ranch Road and Avenida de la Fuente N – LOS F
- Airway Road, between Avenida de la Fuente N and Harvest Road – LOS F
- Airway Road, between Harvest Road and Sanyo Avenue – LOS F

Analysis Findings – Horizon Year (2062) Plus Project

Under Horizon Year (2062) Plus Project conditions, as evaluated in the OMCPU EIR, all study area intersections are expected to continue to operate at LOS D or better during both peak periods, except for the following locations:

- La Media Rd & Otay Mesa Rd (LOS F – AM and PM peak periods)
- La Media Rd & St. Andrews Avenue/SR-905 WB Ramps (LOS F – AM and PM peak periods)
- La Media Road & SR-905 EB Ramps (LOS F – AM and PM peak periods)
- La Media Road & Airway Road (LOS F – AM and PM peak periods)
- Airway Road & Project Driveway 1 (LOS F AM peak period)
- Avenida Costa Azul/Private Driveway & Airway Road (LOS F – AM and PM peak periods)

The intersections of Airway Road & Project Driveway 1, and Avenida Costa Azul/Private Driveway & Airway Road were not evaluated in the OMCPU EIR. The intersection of Airway Road and Project Driveway 1 is required to provide access to the proposed project; and therefore, was not analyzed as part of the OMCPU EIR. The intersection of Avenida Costa Azul/Private Driveway and Airway Road was also not analyzed as part of the OMCPU EIR, however, this intersection is included in the OM PFFP as a planned signalized intersection (Project OM T-35).

All study area roadway segments are expected to operate at LOS D or better, except for the following locations:

- La Media Road between SR-905 WB Ramps and SR-905 EB Ramps – LOS F
- La Media Road, between SR 905 EB Ramps and Airway Road – LOS F
- Airway Road, between La Media Road and Project Driveway 1 – LOS F
- Airway Road, between Project Driveway 1 and Avenida Costa Azul – LOS F
- Airway Road, between Avenida Costa Azul and Piper Ranch Road – LOS F
- Airway Road, between Piper Ranch Road and Avenida de la Fuente N – LOS F
- Airway Road, between Avenida de la Fuente N and Harvest Road – LOS F
- Airway Road, between Harvest Road and Sanyo Avenue – LOS F

The Project would have significant cumulative impacts at six (6) study intersections and eight (8) roadway segments under Horizon Year (2062) Plus Project conditions, which would be mitigated by fair share contributions to improvements recommended by the OMCPU EIR, described below.

Site Improvements

Two access driveways and one emergency access only driveway are proposed along Airway Road. The middle driveway (Project Driveway 1) is proposed to be a full-access, signalized driveway, approximately 700-feet east of La Media Road with a southbound shared left/right-turn (outbound) lane and a single inbound lane. A 200-foot eastbound left-turn pocket will be provided by the Project. The queueing analysis indicates that the proposed 200-foot eastbound left-turn pocket would provide sufficient storage capacity for the Project's inbound traffic. Signalization of Project Driveway 1 would allow full-access movements into/out of the site along Airway Road which has an ultimate roadway classification as a 4-Lane Major Arterial per the Otay Mesa Community Plan. The easternmost driveway (Project Driveway 2) would be a right-in/right-out only, stop-controlled driveway with a single inbound/outbound lane.

The Project would construct non-contiguous sidewalk within the parkway along its frontage on Airway Road connecting to the City's CIP improvements to the west and the existing contiguous sidewalk at the site's eastern limits.

The Project would install a buffered Class II bike lane along the north side of Airway Road for the westbound direction, which would extend to Avenida Costa Azul, approximately 185-feet east of the site's eastern limits.

Per Section 142.0527 of the City of San Diego's Municipal Code, the Project is required to provide 1 parking space per every 1,000 square feet of gross floor area. Therefore, the Project's minimum parking requirement would be 410 spaces. The proposed site plan includes 416 vehicle spaces (+6 spaces from required), including 16 accessible spaces (15 spaces required). The Project is also required to provide 22 bicycle spaces, 9 motorcycle spaces, 51 clean air vehicle spaces, and 46 electric vehicle charging spaces. The Project would provide 34 bicycle spaces (+12 spaces from required), 9 motorcycle spaces, 52 clean air vehicle spaces (+1 space from required), and 48 electric vehicle charging spaces (+2 spaces from required). The Project would also provide 85 truck spaces, in addition to the 99 truck dock stalls. Therefore, the Project's proposed parking spaces would exceed the minimum requirements.

Opening Day (Year 2025) Plus Project Mitigations

Roadway Segments:

Airway Road, between La Media Road & Project Driveway 1

Prior to issuance of the first building permit, the Project shall assure by permit and bond to widen this roadway segment (east of the CIP S-15018 eastern project limit) from a 3-Lane Collector to a 4-Lane Major Arterial and construct a full width raised median. All improvements shall be constructed and operational prior to first occupancy to the satisfaction of the City Engineer. This segment would operate at LOS B with the recommended mitigation measure under Opening Day (Year 2025) with Project Mitigated Conditions. **Appendix L** contains a conceptual design of the Project's proposed improvements along Airway Road.

Airway Road, between Project Driveway 1 and Avenida Costa Azul

Prior to issuance of the first building permit, the Project shall assure by permit and bond to widen this roadway segment from a 3-Lane Collector to a 4-Lane Major Arterial and construct a full width raised median. All improvements shall be constructed and operational prior to first occupancy to the satisfaction of the City Engineer. This segment would operate at LOS A with the recommended mitigation measure under Opening Day (Year 2025) with Project Mitigated Conditions. **Appendix L** contains a conceptual design of the Project's proposed improvements along Airway Road.

Figure E-2 illustrates the geometrics of the study intersections and roadway segments with the Opening Day (Year 2025) Plus Project mitigation measures.

Horizon Year (2062) Plus Project Mitigations

Intersections:

La Media Road & Otay Mesa Road

The OMCPU recommends the widening of all approaches along Otay Mesa Road and La Media Road to accommodate dual left-turn lanes and dual right-turn lanes on each intersection approach, two southbound thru lanes, and three through lanes on the northbound, eastbound, and westbound approaches. This intersection would continue to operate at LOS F during both the AM and PM peak hours with implementation of the recommended mitigation measures under Horizon Year (2062) Plus Project Mitigated conditions, which is consistent with findings of the OMCPU EIR. Prior to issuance of any building permit, the Owner/Permittee shall pay an 0.77% fair share towards these intersection improvements, satisfactory to the City Engineer. See **Appendix I** for OMCPU EIR recommendations and fair share calculations.

La Media Road & St. Andrews Avenue/SR-905 WB Ramps

The OMCPU recommends restriping the west leg to restrict the EBT movement providing an eastbound left-turn lane and right-turn lane. It also includes restriping the south leg to provide dual left-turn lanes, three thru lanes, and right-turn pocket. This intersection would continue to operate at LOS F during both the AM and PM peak hours with implementation of the recommended mitigation measures under Horizon Year (2062) Plus Project Mitigated conditions, which is consistent with findings of the OMCPU EIR. Prior to issuance of any building permit, the Owner/Permittee shall pay a 2.63% fair share towards these intersection improvements, satisfactory to the City Engineer. See **Appendix I** for OMCPU EIR recommendations and fair share calculations.

La Media Road & SR-905 EB Ramps

The OMCPU recommends widening the southbound La Media Road approach to accommodate three thru lanes and a right-turn lane. This intersection would continue to operate at LOS F during both the AM and PM peak hours with implementation of the recommended mitigation measures under Horizon Year (2062) Plus Project Mitigated conditions, which is consistent with findings of the OMCPU EIR. Prior to issuance of any building permit, the Owner/Permittee shall pay a 3.46% fair share towards this intersection improvement, satisfactory to the City Engineer. See **Appendix I** for OMCPU EIR recommendations and fair share calculations.

La Media Road & Airway Road

This intersection would operate at LOS F during both the AM and PM peak hours, which is consistent with findings of the OMCPU EIR. Since the City's CIP #S-15018 would construct the intersection to its ultimate intersection geometrics, as identified in the currently adopted Otay Mesa Community Plan, no project mitigation measures are required.

Airway Road and Project Driveway 1

This intersection would improve from LOS F to LOS B by constructing a signalized driveway with a shared left/right-turn southbound lane as part of the site improvements, and by the implementation of the recommended mitigation measures under Opening Day (Year 2025) Plus Project Mitigated conditions, which includes widening Airway Road between La Media Road and Avenida de la Fuente from a 3-Lane Collector to a 4-Lane Major Arterial and constructing a full width raised median. These improvements would provide the following intersection conditions:

- SB: Shared left/right-turn lane;

- EB: Left-turn lane (200-foot pocket) and two thru lanes; and
- WB: Future left-turn lane (200-foot pocket), one thru lane, and a thru/right-turn lane.

These intersection improvements would accommodate a future driveway on the south leg of intersection (northbound approach), which would provide a full-access driveway for the property on south side of Airway. This intersection is not explicitly covered by OMCPU EIR Statement of Overriding Considerations.

Avenida Costa Azul/Private Driveway & Airway Road

Prior to issuance of any building permit, the Owner/Permittee shall pay a 3.57% fair share towards signaling Avenida Costa Azul/Private Driveway & Airway Road, as stated by PFFP OM T-35, and restriping to provide a northbound left-turn/thru lane and right-turn pocket, satisfactory to the City Engineer. This intersection would improve from LOS F to LOS D with the implementation of the recommended mitigation measures under Horizon Year (2062) Plus Project conditions. See **Appendix I** for fair share calculations. This intersection is not explicitly covered by OMCPU EIR Statement of Overriding Considerations.

Roadway Segments:

La Media Road, between St. Andrews Avenue/ SR-905 WB Ramps and SR-905 EB Ramps

The OMCPU recommends constructing a raised median to provide a 6-Lane Primary Arterial. This roadway segment would continue to operate at LOS F with implementation of the recommended mitigation measures under Horizon Year (2062) Plus Project Mitigation conditions, which is consistent with findings of the OMCPU EIR. Prior to issuance of any building permit, the Owner/Permittee shall pay a 2.62% fair share towards this roadway improvement, satisfactory to the City Engineer. See **Appendix I** for OMCPU EIR recommendations and fair share calculations.

La Media Road, between SR-905 EB Ramps & Airway Road

Since the City’s CIP #S-15018 would construct the roadway to its ultimate classification as a 6-lane Primary Arterial, as identified in the currently adopted Otay Mesa Community Plan, no project mitigation measures are required. This roadway segment would continue to operate at LOS F, which is consistent with the findings of the OMCPU EIR.

Airway Road, between La Media Road & Project Driveway 1

In the Opening Day (Year 2025) Plus Project Mitigations scenario, the project would widen this roadway segment from a 3-Lane Collector to a 4-Lane Major Arterial and construct a full width raised median. This roadway segment would operate at LOS D with implementation of the recommended mitigation measures under Opening Day (Year 2025) Plus Project Mitigated conditions. Therefore, no further mitigation is required. **Appendix L** contains a conceptual design of the Project’s proposed improvements along Airway Road.

Airway Road, between Project Driveway 1 & Avenida Costa Azul

In the Opening Day (Year 2025) Plus Project Mitigations scenario, the project would widen this roadway segment from a 3-Lane Collector to a 4-Lane Major Arterial and construct a full width raised median. This roadway segment would operate at LOS D with implementation of the recommended mitigation measures under Opening Day (Year 2025) Plus Project Mitigated conditions. Therefore, no further mitigation is required. **Appendix L** contains a conceptual design of the Project’s proposed improvements along Airway Road.

Airway Road, between Avenida Costa Azul & Piper Ranch Road

The OMCPU recommends widening to provide a 4-Lane Major Arterial. This segment was previously constructed to 4-Lane Major Arterial standards, including 78-foot curb-to-curb width and a raised median. Therefore, only restriping of the segment is required to improve to a 4-Lane Major Arterial. This roadway segment would operate at LOS D with implementation of the recommended mitigation measures under Horizon Year (2062) Plus Project Mitigation conditions. Prior to issuance of any building permit, the Owner/Permittee shall pay a 1.21% fair share towards this roadway improvement, satisfactory to the City Engineer. See **Appendix I** for OMCPU EIR recommendations and fair share calculations.

Airway Road, between Piper Ranch Road & Avenida de la Fuente N

The OMCPU recommends widening the roadway and constructing a raised median to provide a 4-Lane Major Arterial. This roadway segment would operate at LOS D with implementation of the recommended mitigation measures under Horizon Year (2062) Plus Project Mitigation conditions. Prior to issuance of any building permit, the Owner/Permittee shall pay a 1.21% fair share towards these roadway improvements, satisfactory to the City Engineer. See **Appendix I** for OMCPU EIR recommendations and fair share calculations.

Airway Road, between Avenida de la Fuente N & Harvest Road

The OMCPU recommends widening the roadway and constructing a raised median to provide a 4-Lane Major Arterial. This roadway segment would operate at LOS D with implementation of the recommended mitigation measures under Horizon Year (2062) Plus Project Mitigated conditions. Prior to issuance of any building permit, the Owner/Permittee shall pay a 1.21% fair share towards these roadway improvements, satisfactory to the City Engineer. See **Appendix I** for OMCPU EIR recommendations and fair share calculations.

Airway Road, between Harvest Road & Sanyo Avenue

The OMCPU recommends widening the roadway and constructing a raised median to provide a 4-Lane Major Arterial. This roadway segment would operate at LOS C with implementation of the recommended mitigation measures under Horizon Year (2062) Plus Project Mitigation conditions. Prior to issuance of any building permit, the Owner/Permittee shall pay a 1.70% fair share towards this roadway improvement, satisfactory to the City Engineer. See **Appendix I** for OMCPU EIR recommendations and fair share calculations. PRJ-1042571, the Sanyo Logistics project, is currently under construction and includes widening the north side of Airway Road for a 4-Lane Major Arterial, constructing raised median along the project site's frontage, and restriping the segment with four travel lanes. Therefore, fair-share contributions will be based on the cost of constructing the remaining portion of raised median between Harvest Road and this PRJ-1042571 project's limits (approximately 450-feet), and any other improvements required to provide a 4-Lane Major Arterial, satisfactory to City Engineer.

Figure E-3 illustrates the geometrics of the study intersections and roadway segments with the Horizon Year (2062) Plus Project mitigation measures.

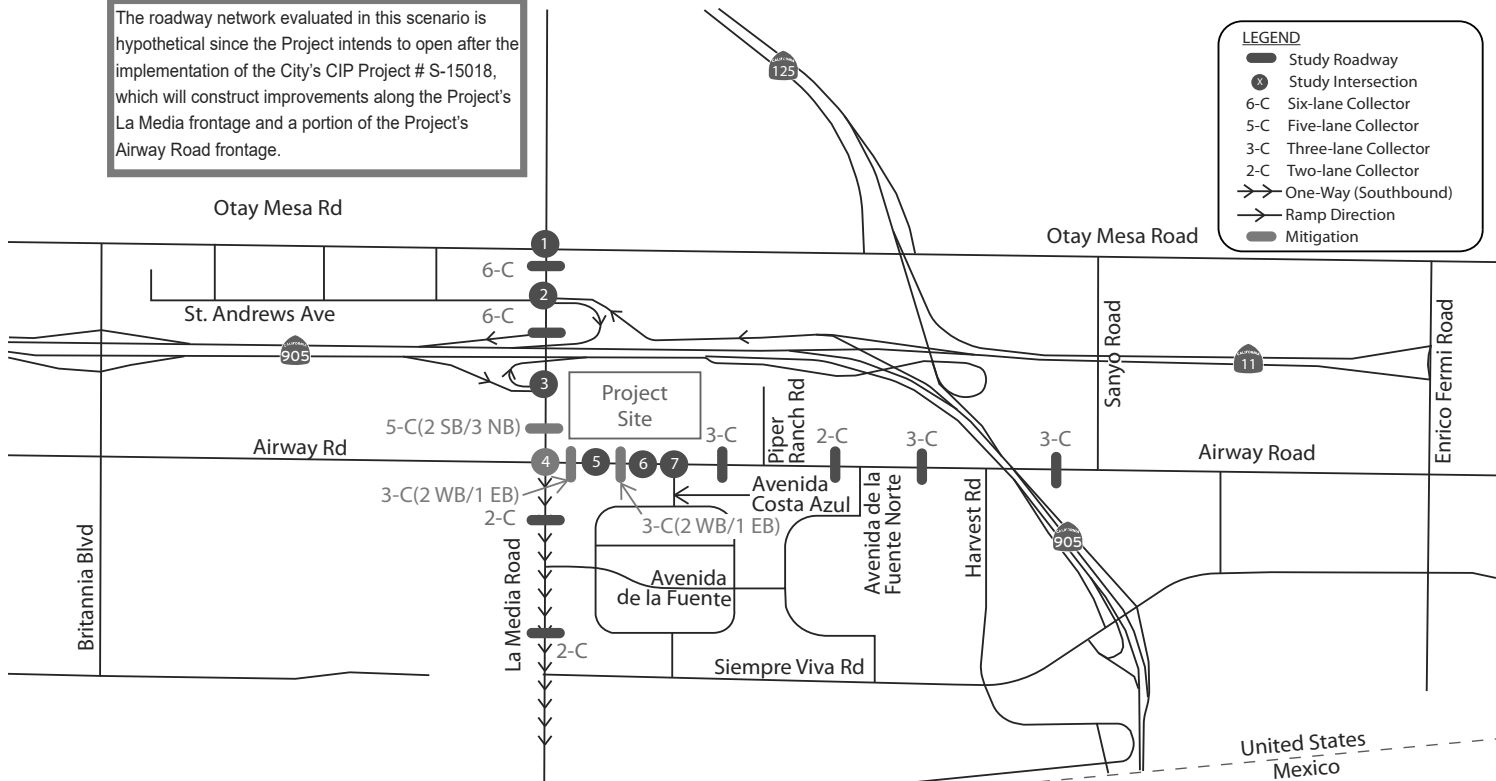
Table E-1 summarizes the intersection impacts and recommended mitigations. **Table E-2** summarizes the roadway segment impacts and recommended mitigations.

FIGURE E-1

<p>La Media Road/ Otay Mesa Road</p>	<p>La Media/ SR-905 WB Ramps</p>	<p>La Media Road/ SR-905 EB Ramp</p>	<p>La Media Road/ Airway Road</p>
<p>Project Driveway 1/ Airway Road</p>	<p>Project Driveway 2/ Airway Road</p>	<p>Avenida Costa Azul/ Airway Road</p>	<p>LEGEND</p> <ul style="list-style-type: none"> (X) Signalized (X) Unsignalized STOP Stop Controlled Leg (XX) Storage Length █ Mitigation

* The intersection is signalized but operates on flashing red for all-way stop. Westbound left and eastbound right movements are restricted by signage. Mitigation includes placing traffic signal back in operation.

The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project # S-15018, which will construct improvements along the Project's La Media frontage and a portion of the Project's Airway Road frontage.

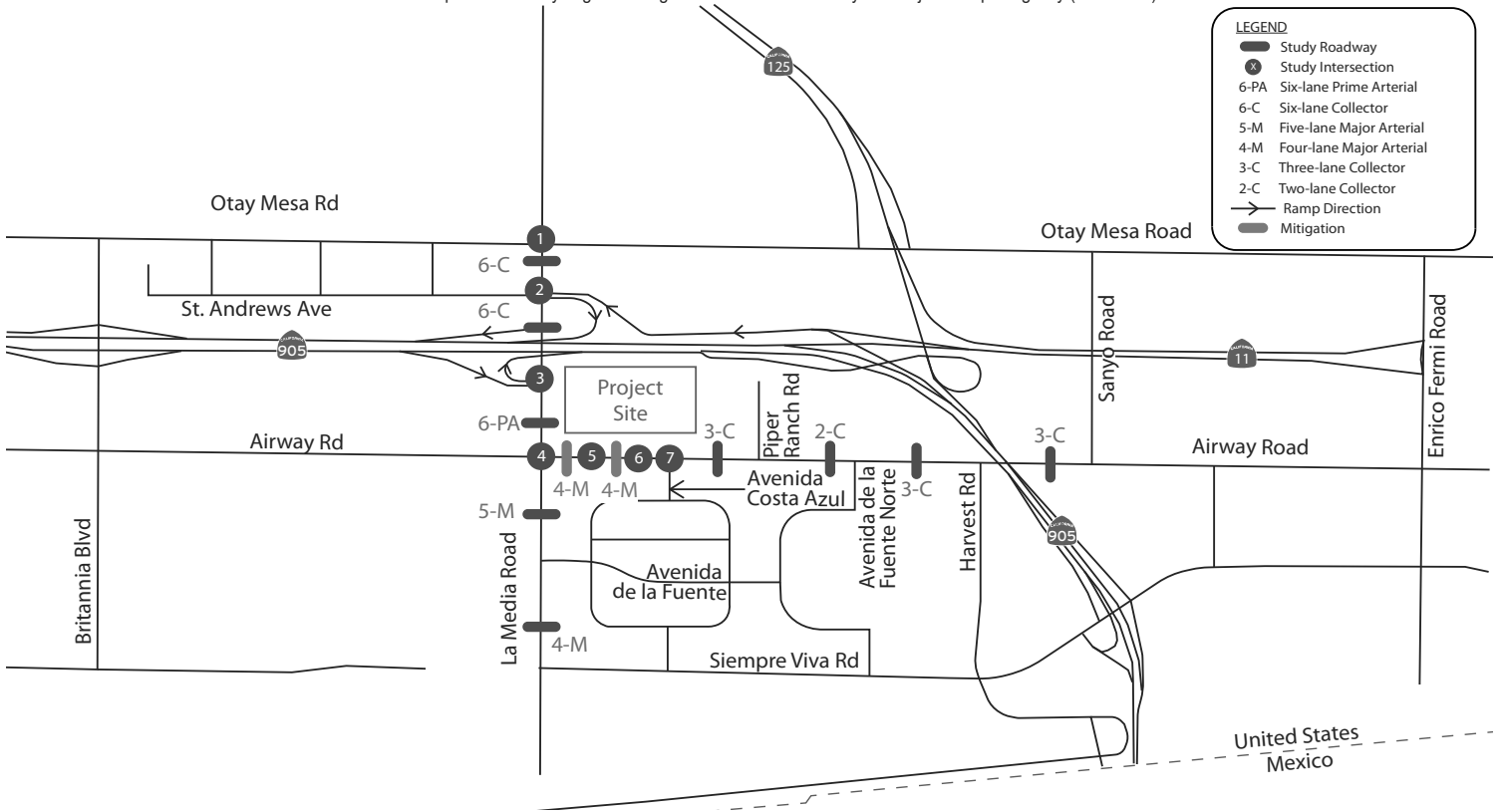


Existing (2022) Plus Project Mitigated (Hypothetical) Intersection and Roadway Segment Geometrics

FIGURE E-2

<p>La Media Road/ Otay Mesa Road</p>	<p>La Media/ SR-905 WB Ramps</p>	<p>La Media Road/ SR-905 EB Ramp</p>	<p>La Media Road/ Airway Road</p>
<p>Project Driveway 1/ Airway Road</p>	<p>Project Driveway 2/ Airway Road</p>	<p>Avenida Costa Azul/ Airway Road</p>	<p>LEGEND</p> <ul style="list-style-type: none"> (X) Signalized (X) Unsignalized (STOP) Stop Controlled Leg (xx) Storage Length █ Mitigation

* Additional eastbound lane added as part of roadway segment mitigation to be constructed by the Project at Opening Day (Year 2025).

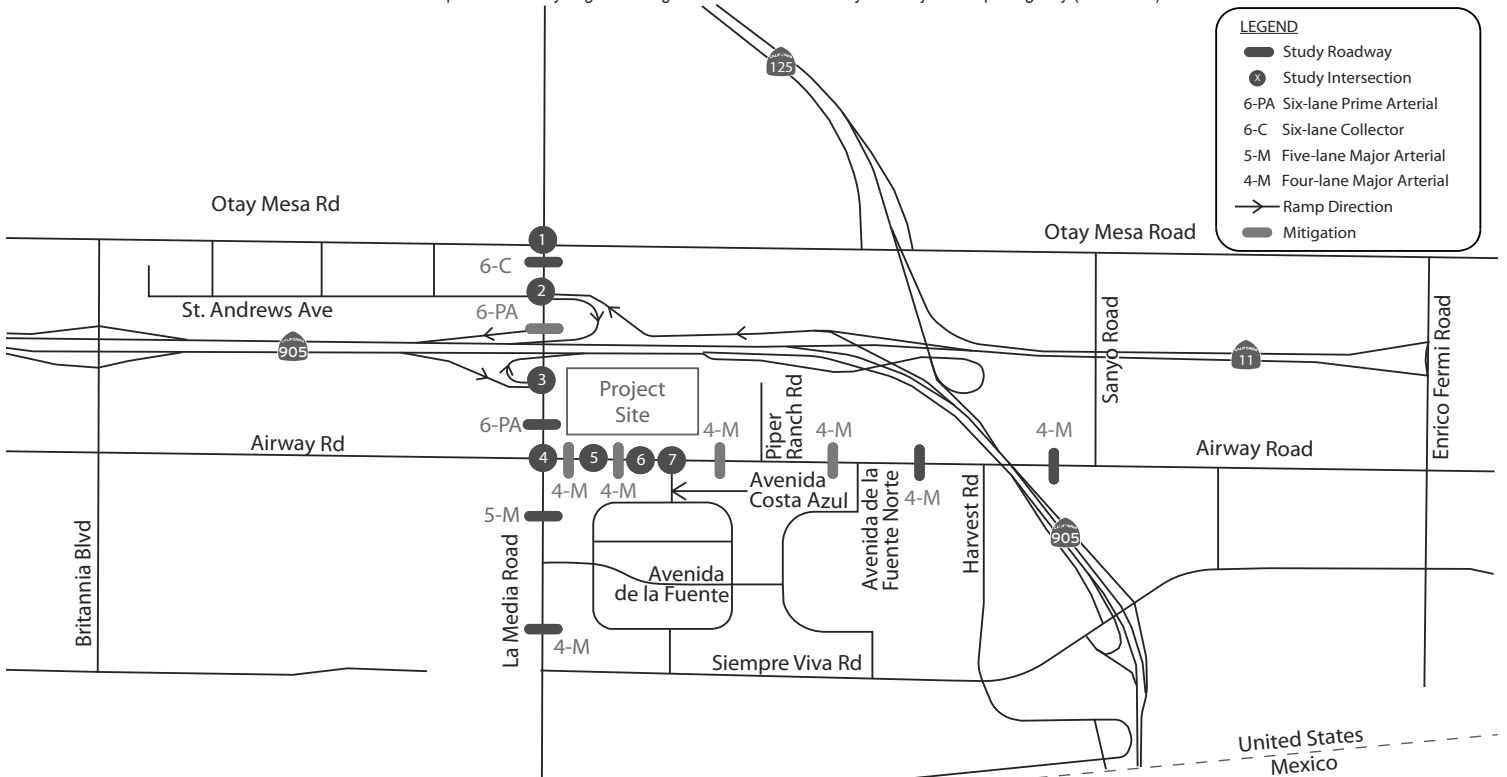


Opening Day (Year 2025) Plus Project Mitigated Intersection and Roadway Segment Geometrics

FIGURE E-3

<p>La Media Road/ Otay Mesa Road</p>	<p>La Media/ SR-905 WB Ramps</p>	<p>La Media Road/ SR-905 EB Ramp</p>	<p>La Media Road/ Airway Road</p>
<p>Project Driveway 1/ Airway Road</p>	<p>Project Driveway 2/ Airway Road</p>	<p>Avenida Costa Azul/ Airway Road</p>	<p>LEGEND</p> <ul style="list-style-type: none"> (X) Signalized (X) Unsignalized (STOP) Stop Controlled Leg (xx) Storage Length █ Mitigation

* Additional eastbound lane added as part of roadway segment mitigation to be constructed by the Project at Opening Day (Year 2025).



Horizon Year (2062) Plus Project Mitigated Intersection and Roadway Segment Geometrics

STUDY INTERSECTION SIGNIFICANT IMPACTS AND MITIGATION MEASURES

#	Significantly Impacted Intersection	Scenario Impacted		Required Mitigation Measure	PFPF Project(s)?	Project Responsibility
		Existing (2022) Plus Project	Opening Day (Year 2025) Plus Project Cumulative			
1	La Media Road & Otay Mesa Road		X	Mitigation Measure 1.0: The OMCPU recommends the widening of all approaches along Otay Mesa Road and La Media Road to accommodate dual left-turn lanes and dual right-turn lanes on each intersection approach, two southbound thru lanes, and three through lanes on the northbound, eastbound, and westbound approaches. This intersection would continue to operate at LOS F during both the AM and PM peak hours with implementation of the recommended mitigation measures under Horizon Year (2022) Plus Project. Mitigated conditions, which is consistent with findings of the OMCPU EIR. Prior to issuance of any building permit, the Owner/Permittee shall pay an 0.77% fair share towards these intersection improvements, satisfactory to the City Engineer.	No	Project Responsibility: 0.77% Fair Share (a)
2	La Media Road & St. Andrews Avenue/SF 905 WB Ramps		X	Mitigation Measure 2.0: The OMCPU recommends restricting the west leg to restrict the EB movement providing an eastbound left-turn lane and right-turn lane. It also includes restriping the south leg to provide dual left-turn lanes, three thru lanes, and right-turn pocket. This intersection would continue to operate at LOS F during both the AM and PM peak hours with implementation of the recommended mitigation measures under Horizon Year (2022) Plus Project. Mitigated conditions, which is consistent with findings of the OMCPU EIR. Prior to issuance of any building permit, the Owner/Permittee shall pay a 2.63% fair share towards these intersection improvements, satisfactory to the City Engineer.	No	Project Responsibility: 2.63% Fair Share (a)
3	La Media Road & SF 905 EB Ramps		X	Mitigation Measure 3.0: The OMCPU recommends widening the southbound La Media Road approach to accommodate three thru lanes and a right-turn lane. This intersection would continue to operate at LOS F during both the AM and PM peak hours with implementation of the recommended mitigation measures under Horizon Year (2022) Plus Project. Mitigated conditions, which is consistent with findings of the OMCPU EIR. Prior to issuance of any building permit, the Owner/Permittee shall pay a 3.46% fair share towards this intersection improvement, satisfactory to the City Engineer.	No	Project Responsibility: 3.46% Fair Share (a)
4	La Media Road & Airway Road	X	X	Existing (2022) Plus Project: The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project # S-15018. Therefore, no mitigation measures are required. Horizon Year (2022) Plus Project: This intersection would operate at LOS F during both the AM and PM peak hours, which is consistent with findings of the OMCPU EIR. Since the City's CIP #S-15018 would construct the intersection to its ultimate intersection geometrics, as identified in the currently adopted Otay Mesa Community Plan, no project mitigation measures are required.	No	-
5	Airway Road & Project Driveway 1		X	Horizon Year (2022) Plus Project: This intersection would improve from LOS F to LOS B by constructing a signalized driveway with a shared left/right-turn, southbound lane as part of the site improvements, and by the implementation of the recommended mitigation measures under Opening Day (Year 2025) Plus Project. Mitigated conditions, which includes widening Airway Road between La Media Road and Avenida de la Fuente from a 3-Lane Collector to a 4-Lane Major Arterial and constructing a full width raised median. These improvements would provide the following intersection conditions: +SB: Shared left/right-turn lane; +EB: Left-turn lane (200-foot pocket) and two thru lanes; and +WB: Future left-turn lane (200-foot pocket), one thru lane, and a thru/right-turn lane. These intersection improvements would accommodate a future driveway on the south leg of intersection (northbound approach), which would provide a full-access driveway for the property on south side of Airway.	No	(b)
7	Avenida Costa Azul/Private Driveway & Airway Road		X	Mitigation Measure 5.0: Prior to issuance of any building permit, the Owner/Permittee shall pay a 3.57% fair share towards signaling Avenida Costa Azul/Private Driveway & Airway Road, as stated by PFPF OM T-35, and restriping to provide a northbound left-turn/thru lane and right-turn pocket, satisfactory to the City Engineer. This intersection would improve from LOS F to LOS D with the implementation of the recommended mitigation measures under Horizon Year (2022) Plus Project conditions.	Yes (OM T-35 Traffic Signals)	Project Responsibility: 3.57% Fair Share (a)(c)

Note:
 OMCPU = Otay Mesa Community Plan Update
 (a) Because the funding sources identified in the 2025 Otay Mesa PFPF would only cover a maximum of 78% of the total funding needed for the improvements (bore of the improvements would have less than 28% funding), fair share payments to mitigate Horizon Year (2022) impacts would only be partial mitigation. However, the Otay Mesa Community Plan Update EIR (2022) includes a funding plan for the improvements, which would be updated at sufficient LOS F or F+ with the recommended improvements under Community Plan Update conditions. Therefore, the Community Plan Update EIR findings are consistent with the Horizon Year (2022) conditions finding if the project's horizon year (2022) impacts cannot be fully mitigated through fair share payments due to lack of funding for the improvements.
 (b) Intersection was not evaluated in the OMCPU EIR. The intersection is required to provide access to the proposed project.
 (c) Intersection was not evaluated in the OMCPU EIR. However, intersection is included in the OM PFPF as a planned signalized intersection (Project OMT-33).

STUDY ROADWAY SEGMENT SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Significantly Impacted Roadway Segment	Scenario Impacted		Horizon Year (2022) Plus Project Cumulative	Required Mitigation Measure	FFF Project(s)?	Project Responsibility
	Existing (2022) Plus Project	Opening Day (Year 2025) Plus Project				
La Media Road between SR 905 WB Ramps/SL Andrews Ave and SR 905 EB Ramps			X	Mitigation Measure 3A: The OMCPU recommends constructing a raised median to provide a 6-Lane Primary Arterial. This roadway segment would continue to operate at LOS F with implementation of the recommended mitigation measures under Horizon Year (2022) Plus Project Mitigation conditions, which is consistent with findings of the OMCPU ER. Prior to issuance of any building permit, the Owner/Permitter shall pay a 2.62% fair share towards the roadway improvement, satisfactory to the City Engineer.	Yes (OM T-2.5.3)	Project Responsibility: 2.62% Fair-Share (a)
	X		X	Existing (2022) Plus Project: This roadway segment would continue to operate at LOS F with implementation of the recommended mitigation measures under Opening Day (Year 2025) Plus Project Mitigation conditions. Therefore, no further fair share contribution is required. Horizon Year (2022) Plus Project: Since the City's CIP #5-15018 would construct the roadway to its ultimate classification as a 6-Lane Primary Arterial, as identified in the currently adopted Clay Mesa Community Plan, no project mitigation measures are required. This roadway segment would continue to operate at LOS F, which is consistent with the findings of the OMCPU ER.	No	-
Alway Road				Existing (2022) Plus Project: The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project #5-15018. Therefore, no mitigation measures are required. Opening Day (Year 2025) Plus Project: The OMCPU recommends widening to provide a 4-Lane Major Arterial. Prior to issuance of the first building permit, the Project shall widen this roadway segment (east of the CIP #5-15018 eastern project limit) from a 3-Lane Collector to a 4-Lane Major Arterial and construct a full width raised median. All improvements shall be constructed and operational prior to first occupancy to the satisfaction of the City Engineer. This segment would operate at LOS B with the recommended mitigation measure under Opening Day (Year 2025) Plus Project Mitigation conditions. Mitigation Measure 2B (Opening Day (Year 2025) Plus Project): The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project #5-15018. Therefore, no mitigation measures are required. Existing (2022) Plus Project: The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project #5-15018. Therefore, no mitigation measures are required.	Yes (OM T-10.6)	-
between La Media Rd and Project Driveway 1	X	X	X	Mitigation Measure 2B (Opening Day (Year 2025) Plus Project): The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project #5-15018. Therefore, no mitigation measures are required. Existing (2022) Plus Project: The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project #5-15018. Therefore, no mitigation measures are required.	Yes (OM T-10.6)	Project Responsibility: 3.00%
between Project Driveway 1 and Avenida Costa Azul	X	X	X	Mitigation Measure 2B (Opening Day (Year 2025) Plus Project): The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project #5-15018. Therefore, no mitigation measures are required. Existing (2022) Plus Project: The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project #5-15018. Therefore, no mitigation measures are required.	Yes (OM T-10.6)	Project Responsibility: 7.00% Fair-Share (a)
between Avenida Costa Azul and Piper Ranch Rd			X	Mitigation Measure 5A (Horizon Year (2022) Plus Project): The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project #5-15018. Therefore, no mitigation measures are required. Opening Day (Year 2025) Plus Project: The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project #5-15018. Therefore, no mitigation measures are required. Mitigation Measure 5A (Horizon Year (2022) Plus Project): The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project #5-15018. Therefore, no mitigation measures are required. Existing (2022) Plus Project: The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project #5-15018. Therefore, no mitigation measures are required.	Yes (OM T-10.6)	-
between Piper Ranch Rd and Avenida de la Fuente N			X	Mitigation Measure 5A (Horizon Year (2022) Plus Project): The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project #5-15018. Therefore, no mitigation measures are required. Opening Day (Year 2025) Plus Project: The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project #5-15018. Therefore, no mitigation measures are required. Mitigation Measure 5A (Horizon Year (2022) Plus Project): The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project #5-15018. Therefore, no mitigation measures are required. Existing (2022) Plus Project: The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project #5-15018. Therefore, no mitigation measures are required.	Yes (OM T-10.7)	Project Responsibility: 1.21% Fair-Share (a)
between Avenida de la Fuente N and the west foud			X	Mitigation Measure 5A (Horizon Year (2022) Plus Project): The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project #5-15018. Therefore, no mitigation measures are required. Opening Day (Year 2025) Plus Project: The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project #5-15018. Therefore, no mitigation measures are required. Mitigation Measure 5A (Horizon Year (2022) Plus Project): The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project #5-15018. Therefore, no mitigation measures are required. Existing (2022) Plus Project: The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project #5-15018. Therefore, no mitigation measures are required.	Yes (OM T-10.8)	Project Responsibility: 1.21% Fair-Share (a)
between Harvest Road and Sainjo Road			X	Mitigation Measure 3A (Horizon Year (2022) Plus Project): The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project #5-15018. Therefore, no mitigation measures are required. Opening Day (Year 2025) Plus Project: The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project #5-15018. Therefore, no mitigation measures are required. Mitigation Measure 3A (Horizon Year (2022) Plus Project): The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project #5-15018. Therefore, no mitigation measures are required. Existing (2022) Plus Project: The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project #5-15018. Therefore, no mitigation measures are required.	Yes (OM T-10.9)	Project Responsibility: 1.70% Fair-Share (a)

NOTE:
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Appendix B Existing Traffic Counts & Volume Development

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Appendix C3 Intersection LOS Worksheets – Existing (2022) Plus Project Mitigated

Appendix C4 Intersection LOS Worksheets – Opening Day (Year 2025) Conditions

Appendix C5 Intersection LOS Worksheets – Opening Day (Year 2025) Plus Project

Appendix C6 Intersection LOS Worksheets – Horizon Year (2062) Conditions

Appendix C7 Intersection LOS Worksheets – Horizon Year (2062) Plus Project

Appendix C8 Intersection LOS Worksheets – Horizon Year (2062) Plus Project Mitigated

Appendix C9 Project Driveway Queueing Worksheet – Opening Day (Year 2025) Plus Project

Appendix C10 Project Driveway Queueing Worksheet – Horizon Year (2062) Plus Project

Appendix D Opening Day (Year 2025) Growth Rate Calculation

Appendix E Cumulative Project Information

Appendix F Planned City CIP #S-15018 Improvements

Appendix G Otay Mesa Community Plan Update & Projected Horizon Year 2062 Volumes

Appendix H Projected Horizon Year 2062 Volumes

Appendix I OMCPU EIR Mitigations & Fair Share Calculations

Appendix J Transit Information

Appendix K CA MUTCD Signal Warrant Analysis

Appendix L Airway Road Recommended Widening Concept

Appendix M Otay Mesa Truck Route Phase 4 Estimated Project Schedule

1 INTRODUCTION

The following Transportation Impact Study (“TIS”) has been prepared to determine and evaluate potential transportation impacts associated with the Majestic Airway project (“Project”) and to recommend mitigation measures for any impacts due to the Project. **Figure 1-1** depicts the Project location in a regional context. The Project intends to tier off the Level Of Service (LOS)-based Otay Mesa Community Plan Environmental Impact Report (EIR), dated March 2014; therefore, a Vehicle Miles Traveled (VMT) analysis is not required. A LOS-based analysis has been prepared for this project following guidance outlined in the City of San Diego *Traffic Impact Study Manual* (TISM) (July 1998).

1.1 PROJECT DESCRIPTION

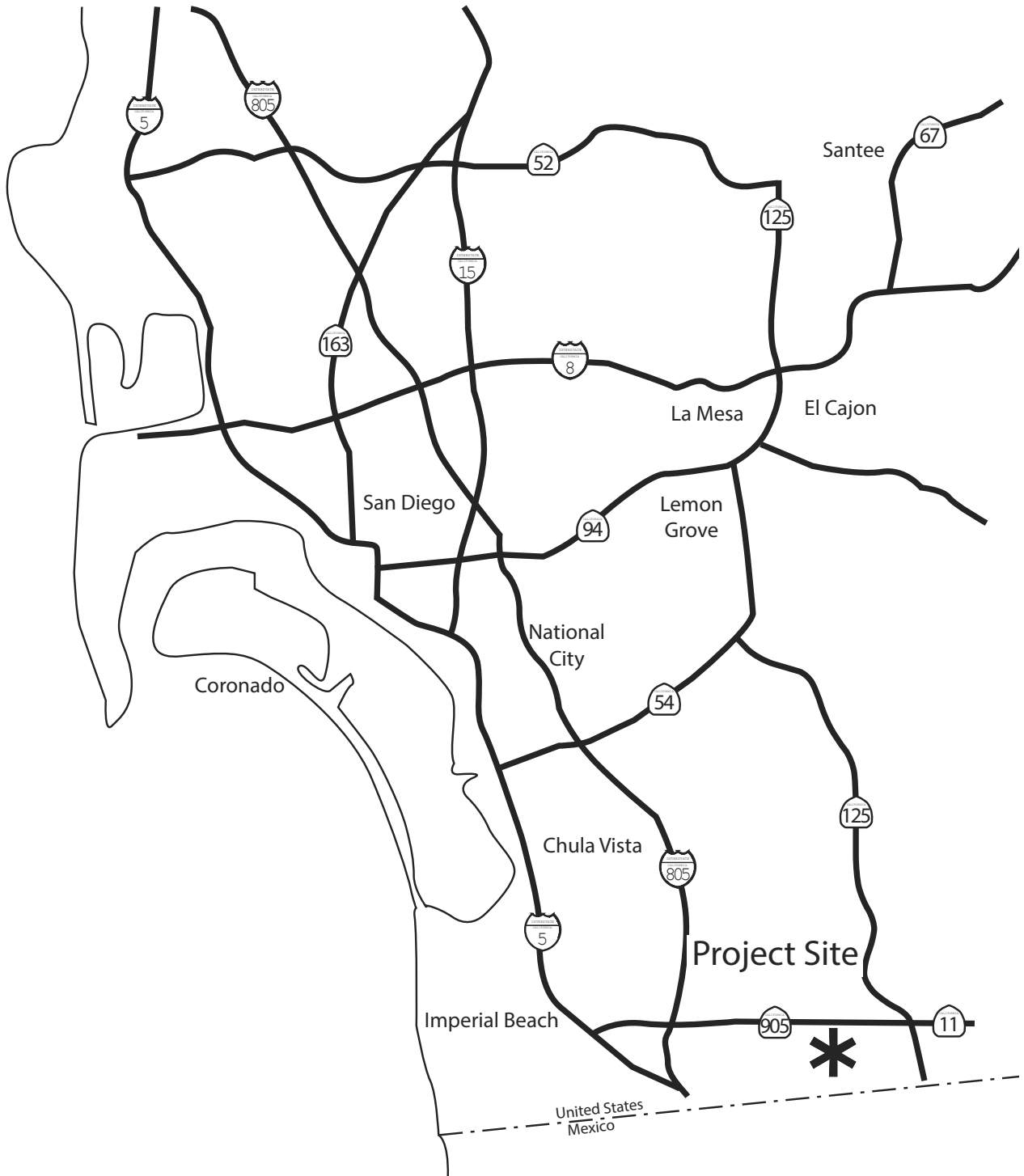
The Project is located within the Otay Mesa Community Planning Area, on the northeast corner of La Media Road and Airway Road, within the City of San Diego. The development is located in the IL-3-1 zone for industrial development, including a wide range of manufacturing and distribution activities. This project proposes to construct three (3) industrial warehouse buildings consisting of a total of 408,607 square-feet on an existing undeveloped vacant lot. The Project will be constructed in a single development phase and is anticipated to be constructed and in operation in 2025, following the completion of the City’s Capital Improvement Project (CIP) #S-15018 for the La Media Road improvements, described in further detail in Section 6.2. Access to the Project site will be provided along Airway Road only. The proposed primary access to the Project site is a full-access, signalized driveway (signal warrant analysis included in Section 11.4) approximately 700-feet east of La Media Road. A secondary access would be provided via an unsignalized right-in/right-out only driveway on the east side of the site. An emergency access only driveway is also proposed on Airway Road on the west side of the site. The proposed site plan is presented in **Figure 1-2**.

1.2 ANALYSIS SCENARIOS

Six (6) scenarios were evaluated as part of this TIS, listed below:

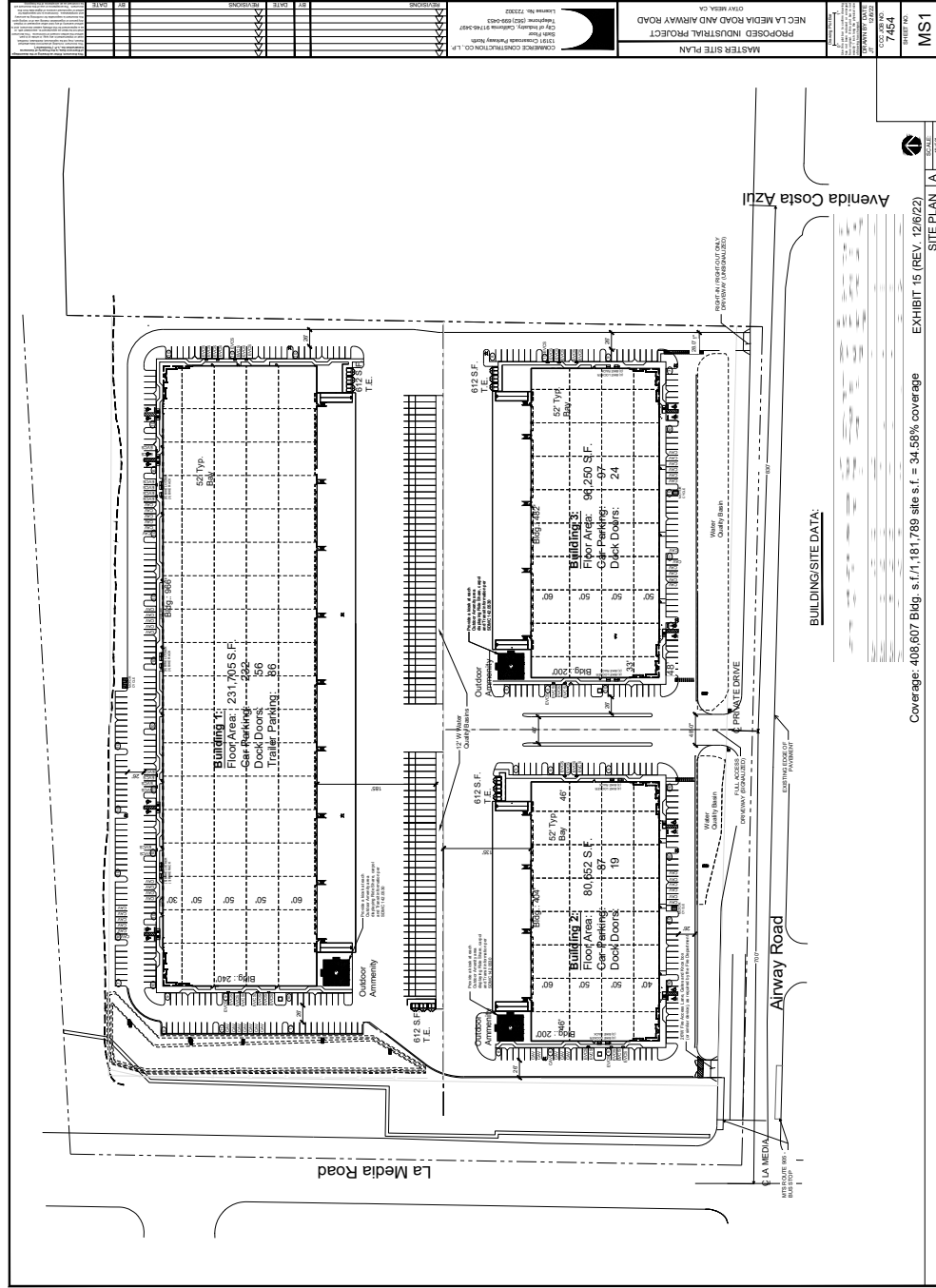
- **Existing (2022) Conditions:** Represents the traffic conditions of the existing street network in place in 2022. Traffic counts were collected in August 2022.
- **Existing (2022) Plus Project:** Represents the traffic conditions on the existing street network with the addition of the Project. The roadway network evaluated in this scenario is hypothetical, since the Project intends to open after the implementation of the City’s CIP Project # S-15018, which will construct improvements along the project’s La Media frontage and a portion of the project’s Airway Road frontage.
- **Opening Day (Year 2025) Conditions:** Represents the traffic conditions of the street network assumed in year 2025, the projected opening year. Volumes associated with reasonably foreseeable cumulative projects in the area were included.
- **Opening Day (Year 2025) Plus Project:** Represents the traffic conditions under Opening Day (Year 2025) with the addition of the Project. Comparison of this scenario to the Opening Day (Year 2025) Baseline Conditions scenario determines direct project impacts associated with the Project.
- **Horizon Year (2062) Conditions:** Represents the projected traffic conditions in year 2062 under the buildout of Otay Mesa, as described in the OMCPU EIR and TIS, with the removal of traffic generated by the Project.
- **Horizon Year (2062) Plus Project:** Represents the projected traffic conditions in year 2062 under the buildout of Otay Mesa, as described in the OMCPU EIR and TIS, with the traffic generated by the Project. Comparison of this scenario to the Horizon Year (2062) Baseline Conditions Scenario determines cumulative project impacts associated with the Project.

FIGURE 1-1



Vicinity Map

FIGURE 1-2



2 METHODOLOGY

The following section describes the methodology used to establish the geographic study area, analyze study area conditions, and determine significant transportation impacts. This scope is based on the City's TISM requirements.

2.1 STUDY AREA

The study area was determined based on the Project's trip assignment and coordination with City staff. The study area reflects the main access routes to and from the Project site, mainly providing access to the adjacent freeways and use of Airway Road and La Media Road.

According to the City's TISM, the contents and geographic extent of a transportation impact study depend on the location and size of the proposed development and the conditions prevailing in the surrounding area. At a minimum, the study must address site access and adjacent intersections, plus the first major signalized intersection in each direction from the site. Beyond this minimum requirement, all known congested or potentially congested locations that may be impacted by the proposed development should be studied. The geographic area examined in the TIS must include the following:

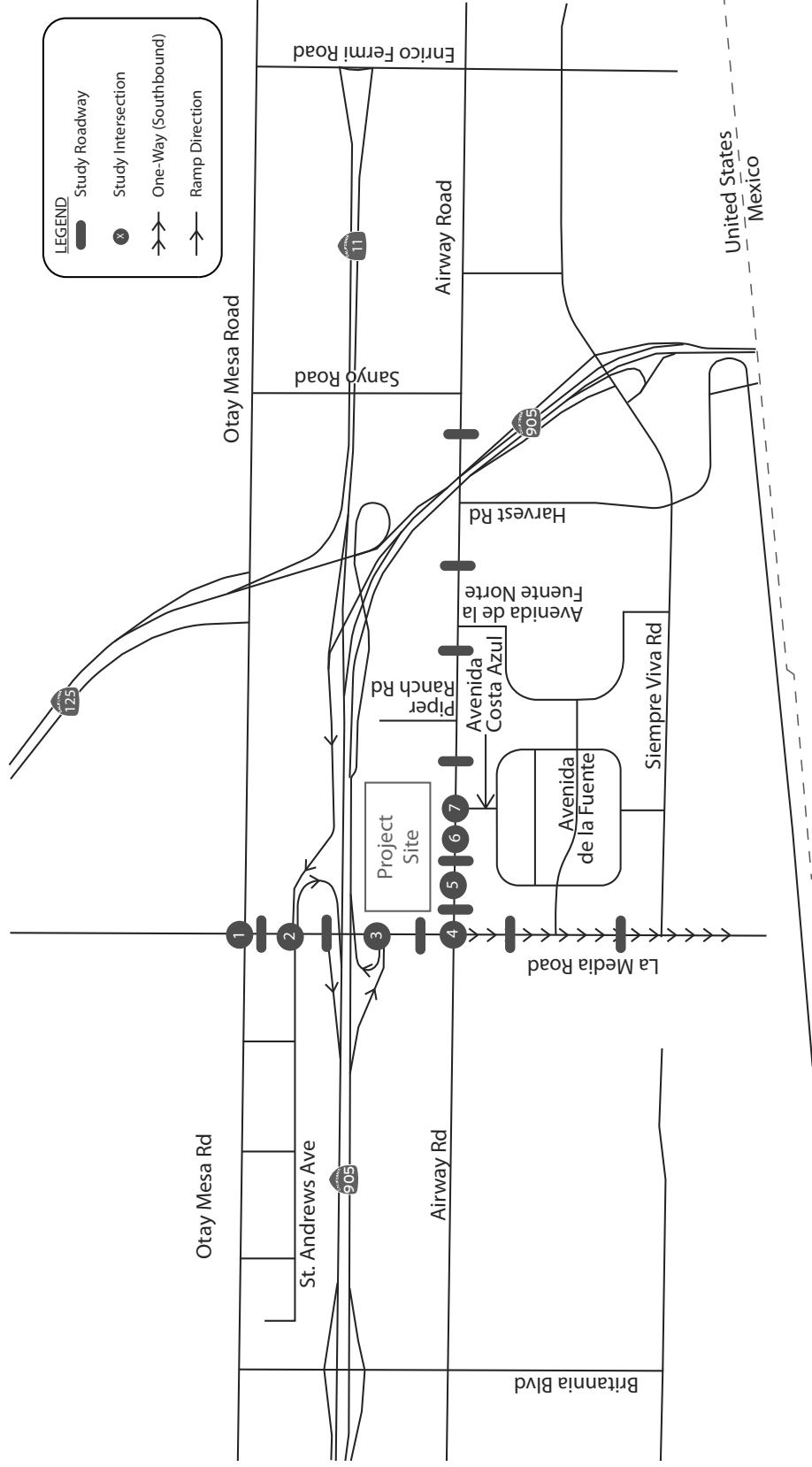
- All Regionally Significant Arterial system segments and intersections, including freeway on/off ramp intersections, where the Project will add 50 or more peak hour trips in either direction to adjacent street traffic.
- Mainline freeway locations where the Project will add 150 or more peak hour trips in either direction.

Based on the requirements above, the study area consists of seven (7) intersections, including the two (2) proposed access driveways, and eleven (11) roadway segments. The study area locations are shown in **Figure 2-1**. The intersections identified for evaluation are listed in **Table 2-1**.

The roadway segments identified for evaluation include:

1. La Media Road, between Otay Mesa Road and SR 905 WB Ramps/St. Andrews Avenue
2. La Media Road, between SR 905 WB Ramps/St. Andrews Avenue and SR 905 EB Ramps
3. La Media Road, between SR 905 EB Ramps and Airway Road
4. La Media Road, between Airway Road and Avenida de la Fuente
5. La Media Road, between Avenida de la Fuente and Siempre Viva Road
6. Airway Road, between La Media Road and Project Driveway 1
7. Airway Road, between Project Driveway 1 and Avenida Costa Azul
8. Airway Road, between Avenida Costa Azul and Piper Ranch Road
9. Airway Road, between Piper Ranch Road to Avenida de la Fuente N
10. Airway Road, between Avenida dl la Fuente N and Harvest Road
11. Airway Road, between Harvest Road and Sanyo Avenue

FIGURE 2-1



Study Area

Table 2-1 Study Intersections

Intersection		Traffic Control (a)
1	La Media Rd & Otay Mesa Rd	Signal
2	La Media Rd & St. Andrews Avenue/SR-905 WB Ramps	Signal
3	La Media Road & SR-905 EB Ramps	Signal
4	La Media Road & Airway Road*	AWSC/Signal
5	Airway Road & Project Driveway 1	Future Signal
6	Airway Road & Project Driveway 2	Future SSSC
7	Avenida Costa Azul/Private Driveway & Airway Road	SSSC

- (a) Signal = Traffic Signal;
 SSSC = Side Street Stop Control
 AWSC = All-Way Stop Control
 Future Signal = Traffic Signal built as a project feature
 *Intersection is signalized but currently functions as an AWSC (flashing red).
 Intersection is evaluated as ASWC under Existing conditions and as Signal for the
 Opening Day (Year 2025) and Horizon conditions.

Mainline freeway locations were not analyzed since less than 150 Project-related peak hour trips are expected to travel along the SR-905 in a single direction.

2.2 ANALYSIS PROCESS

The City’s TISM provides guidelines for preparing a traffic impact analysis. The analysis process includes determining the operations at the study intersections for the a.m. and p.m. peak periods and operations along the roadway segments. Intersection analysis was quantified using the Synchro 11 traffic analysis software package. Roadway segments were quantified by the applicable roadway classifications’ capacity and average daily traffic (ADT) volume. Analysis results were compared to the City’s thresholds for significance to determine if the Project has any significant impacts.

2.2.1 ANALYSIS SOFTWARE

To analyze the operations of both signalized and unsignalized intersections, Synchro 11 (Trafficware), using the methodologies outlined in the Highway Capacity Manual (HCM) 6th Edition, was used for the analysis. Roadway segment analysis was conducted using Excel spreadsheet software.

2.2.2 SIGNALIZED AND UNSIGNALIZED INTERSECTIONS

The *HCM* published by the Transportation Research Board establishes procedures to evaluate highway facilities and rate their ability to process traffic volumes. The terminology LOS is used to provide a qualitative evaluation based on certain quantitative calculations, which are related to empirical values. The criteria for the various levels of service designations for intersections are given in **Table 2-2**.

LOS for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and loss of travel time. Specifically, LOS criteria are stated in terms of the

average control delay per vehicle for the peak 15-minute period within the hour analyzed. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time in addition to the stop delay.

LOS for unsignalized intersections is determined by the computed or measured control delay and is defined for each movement. At an all-way stop control intersection, the delay reported is the average control delay of all movements at the intersection. At a one-way or two-way stop control intersection, the delay reported represents the worst movement, which is typically the left-turn from the minor street approach.

The following list contains the assumptions used for the intersection analyses:

- HCM 6th Edition methodology
- Peak-hour factor (PHF) – Measured in field PHFs were used for the existing and opening day scenarios; default value of 0.92 was used for horizon year
- Percent of heavy vehicle (PHV) – 16 percent on all intersection turning movements with the exception of La Media Road & Airway Road, which has a PHV of 32 percent applied to all turning movements due to the truck-border crossing.
- Signal Timing – Existing signal timing was used for existing and opening day scenarios; signal timing was optimized for the horizon year scenarios to account for future traffic demand.

Appendix A contains the existing traffic signal timing plans at the signalized study intersections. The acceptable LOS standard for intersections in the City of San Diego is LOS D.

Table 2-2 LOS Criteria for Intersections

LOS	Control Delay (sec/veh)		Description
	Signalized Intersections (a)	Unsignalized Intersections (b)	
A	≤10.0	≤10.0	Operations with very low delay and most vehicles do not stop.
B	>10.0 and ≤20.0	>10.0 and ≤15.0	Operations with good progression but with some restricted movement.
C	>20.0 and ≤35.0	>15.0 and ≤25.0	Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	>35.0 and ≤55.0	>25.0 and ≤35.0	Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines
E	>55.0 and ≤80.0	>35.0 and ≤50.0	Operations where there is significant delay, extensive queuing, and poor progression.
F	>80.0	>50.0	Operations that is unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.

Notes:

- (a) 6th Edition of the HCM, Chapter 18, Page 6, Exhibit 18-4
- (b) 6th Edition of the HCM, Chapter 19, Page 2, Exhibit 19-1
6th Edition of the HCM, Chapter 20, Page 3, Exhibit 20-2

ROADWAY SEGMENTS

To determine the impacts on the study area roadway segments, capacity thresholds and associated LOS documented in the City's TISM were utilized, as shown in **Table 2-3**. The segment traffic volumes under LOS E is considered at capacity because the v/c Ratio is equal to 1.0.

Table 2-3 City of San Diego Roadway Segment Capacity and LOS

Road		LOS				
Class	Lanes	A	B	C	D	E
Expressway	6	30,000	42,000	60,000	70,000	80,000
Prime Arterial	6	25,000	35,000	50,000	55,000	60,000
Major Arterial	6	20,000	28,000	40,000	45,000	50,000
Major Arterial	4	15,000	21,000	30,000	35,000	40,000
Collector	4	10,000	14,000	20,000	25,000	30,000
Collector (No center lane) (Continuous left-turn lane)	4 2	5,000	7,000	10,000	13,000	15,000
Collector (No fronting property)	2	4,000	5,500	7,500	9,000	10,000
Collector (Commercial/Industrial fronting)	2	2,500	3,500	5,000	6,500	8,000
Collector (Multi-family)	2	2,500	3,500	5,000	6,500	8,000
Sub-Collector (Single family)	2	---	---	2,200	---	---

Notes:

XXXX = Approximate recommended ADT based on the City of San Diego Street Design Manual.

The volumes and the average daily level of service listed above are only intended as a general planning guideline.

LOS are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic.

LOS normally apply to roads carrying through traffic between major trip generators and attractors.

Source: City of San Diego Traffic Impact Study Manual, Table 2, Page 8, July 1998.

2.3 SIGNIFICANCE DETERMINATION

The City of San Diego and Caltrans have developed acceptable threshold standards to determine the significance of project impacts to intersections, roadway segments, freeway segments, and metered freeway on-ramps. At intersections, the measurement of effectiveness (MOE) is based on allowable increases in delay. Along roadway segments and freeway segments, the MOE is based on allowable increases in the v/c ratio.

For intersections, LOS D is considered acceptable. If vehicle trips from a project cause a signalized intersection to operate at LOS E or LOS F, this would be considered a significant project traffic impact that requires mitigation. At intersections that are expected to operate at LOS E or F without the project, the allowable increase in delay is two seconds overall at LOS E and one second overall at LOS F, with the addition of the project. If vehicle trips from a project cause the delay at an intersection to increase by more than the allowable threshold, this would be considered a significant project impact that requires mitigation by the project.

For roadway segments that are forecasted to operate at LOS E or F with the project, the allowable increase in v/c ratio is 0.02 at LOS E and 0.01 at LOS F. If vehicle trips from a project cause the v/c ratio to increase by more than the allowable threshold, this would be considered a significant project traffic impact that requires mitigation by the project.

In certain instances, if a roadway segment operates at LOS E or LOS F and the following three conditions are met:

1. the roadway is built to its ultimate classification per the community plan;
2. the intersections on both ends of the failing segment operate at an acceptable LOS; and
3. an HCM arterial analysis indicates an acceptable LOS on the segment;

then the project impact could be determined to be less than significant and no mitigation would be required.

Table 2-4 summarizes the criteria for determining levels of significance for the different facilities in the study area.

Table 2-4 Significance Criteria for Facilities in the Study Area

Facility	MOE	Significance Threshold (a)
Intersection	Seconds of delay	>2.0 seconds at LOS E or >1.0 seconds at LOS F
Roadway Segment	ADT, v/c ratio	>0.02 at LOS E or >0.01 at LOS F

Note: If a project adds any increment of delay to cause the operations of an intersection or segment to go from LOS D to either LOS E or LOS F, then the project is considered to cause a significant impact.

Source: City of San Diego Significance Determination Thresholds, page 71, January 2011.

(a) Significance threshold applies only when the type of facility operates at LOS E or F.

3 EXISTING (2022) CONDITIONS

This section summarizes the existing roadway circulation network, daily and peak-hour traffic volumes, and operations at the study intersections and roadway segments.

3.1 ROADWAY NETWORK

The following provides a description of the existing street system within the study area as of Thursday, August 4, 2022, when traffic counts were collected.

Otay Mesa Road provides east-west connectivity through the community and currently functions as a six-lane prime arterial between Ocean View Hills Parkway and SR-125, and as a four-lane collector between SR-125 and Sanyo Avenue. The *Otay Mesa Community Plan Mobility Element* designates Otay Mesa Road as a six-lane prime arterial with a planned buffered Class II bike facility. The posted speed limit along Otay Mesa Road is generally 55 mph and reduces to 50 mph east of La Media Road. Parking is prohibited on both sides of Otay Mesa Road. Within the study area, portions of Class II bike lanes are present along the south side of Otay Mesa Road between Ailsa Court and Otay Mesa Center Road, and between La Media Road and SR-125 SB Ramps. Striped shoulders are present along the north side of road and on the south side of road where the bike lanes have not yet been installed.

La Media Road is a major north-south connection within the study area. The segment between Otay Mesa Road and St Andrews Avenue functions as a six-lane collector with four southbound lanes and two northbound lanes. Between St Andrews Avenue and SR-905 WB Ramps, La Media Road functions as a five-lane collector with three southbound lanes and two northbound lanes. Between SR-905 WB Ramps and SR-905 EB, La Media Road functions as a six-lane major arterial with three lanes in each direction. Between SR-905 EB Ramps and Airway Road, there are two southbound lanes and one northbound lane that expands into three lanes at the intersection of La Media Road/SR-905 EB Ramps. South of Airway Road, La Media Road is one-way (southbound) truck route with two travel lanes. La Media Road is designated as a six-lane prime arterial between Otay Mesa Road to Airway Road and a five-lane major road (two northbound lanes and three southbound lanes) between Airway Road and Siempre Viva in the *Otay Mesa Community Plan Mobility Element*, with a planned buffered Class II bike facility. La Media Road, south of Airway Road, currently serves laden trucks travelling south on La Media Road to the one-way truck route along the Mexican Border. Upon completion of the Otay Mesa Truck Route Phase 4 project (S11060), La Media Road will be used by Unladen trucks for access to the Port of Entry. As of August 2023, these improvements are expected to be completed around the end of 2025. **Appendix M** contains the current project schedule for S11060 project. The speed limit on La Media Road is 35 miles per hour south of Otay Mesa Road. Parking is prohibited on both sides. Within the study area, Class II bicycle lanes are present on both sides of road, from Otay Mesa Road to just south of the SR-905 EB Ramps. Between SR-905 EB Ramps and Airway Road, Class II bicycle lane is present for the SB direction only.

Airway Road provides east-west connectivity through the community and currently functions as a two-lane collector between La Media Road and Avenida Costa Azul, and between Piper Ranch Road and Avenida de la Fuente N. Between Avenida Costa Azul and Piper Ranch Road, the road functions as a three-lane collector (two westbound lanes and one eastbound lane) with a raised median constructed for the ultimate roadway classification as a four-lane major roadway. Between Avenida de la Fuente N and Sanyo Avenue, the road functions as a three-lane collector (two westbound lanes and one eastbound lane) with a striped

median. The segment west of La Media Road was under an extended closure to traffic as of August 2022. The *Otay Mesa Community Plan Mobility Element* designates Airway Road as a four-lane major road with a planned buffered Class II bike facility and planned Class I bike path along the south side of Airway Road. The posted speed limit along Airway Road is 40 miles per hour and parking is prohibited on both sides of road. Currently, Airway Road does not provide bicycle facilities within the study area.

SR-905 is a six-lane freeway that provides east-west connectivity within the vicinity of the project site. There are currently interchanges at Caliente Avenue, Britannia Boulevard, La Media Road, and Siempre Viva Road. The posted speed limit along SR-905 is 65 miles per hour.

Figure 3-1 shows the existing geometrics of the study intersections and functional classification for the roadways within the study area.

3.2 TRAFFIC VOLUMES

Peak-Hour intersection turning movement counts and 24-Hour roadway segment volumes were collected by National Data and Surveying Services (NDS) on Thursday August 4, 2022. Vehicular classifications were obtained along La Media Road, north of Airway Road, for the development of PHV assumptions. It should be noted that these traffic counts were collected when local schools were on summer break. Because the study area roadways and intersections are not located near residential uses or schools, an insignificant seasonal variation of traffic is expected. Southwestern College is located along Airway Road, just west of the study area. However, this location is not currently accessible from La Media Road because of the long-term closure of Airway Road, just west of La Media Road. Prior to collection of this data, approval was obtained from City staff.

Due to the closure of the west leg of La Media Road & Airway Road, recent traffic data is not available for the SBR, EBL, EBT and WBT movements. Additionally, data is not available for the prohibited EBR movement. To account for these turning movement volumes that would occur with the removal of Airway Road closure, traffic volumes at this location were developed based on traffic data collected in November 2015 for the Plaza La Media North Traffic Impact Study (PTS# 334235, dated January 2021). A 14 percent growth rate (to account for 7 years of traffic growth) was applied to these 2015 traffic volumes for the SBR, EBL, EBT, EBR and WBT turning movement volumes to develop the assumptions of existing traffic for these movements. The traffic data collected in 2022 for the SBL, SBT, WBL and WBR was utilized. Furthermore, to account for the reduction in traffic along roadway segment of La Media Road, between SR-905 EB Ramps and Airway Road, a 21.8 percent increase in traffic was assumed based on the comparison of ADT evaluated by the La Media Retail TIS.

Appendix B contains the existing traffic counts at the study intersections and roadway segments, and documentation of the City's approval for summer counts. Appendix B also contains the historic counts, assumptions, and calculations for normalizing the existing peak hour turning movement volumes at La Media Road & Airway Road, and the existing ADT collected along La Media Road, between SR-905 EB Ramps and Airway Road.

Based on the vehicle classification information obtained along La Media Road, a 32-percent heavy vehicle factor was applied to the intersection of Airway Road and La Media Road. For all other intersections on the network, a 16 percent heavy vehicles factor was assumed based on vehicle classification counts collected

by NDS in February 2018 as part of the Sunroad Otay Mesa TIA (PTS# 538140), prepared by Kimley-Horn and Associates. This 16 percent classification is consistent with recent traffic studies approved in the area.

Figure 3-2 illustrates the existing traffic volumes at the study intersections and ADT volumes along the roadway segments.

3.3 INTERSECTION ANALYSIS

Table 3-1 displays the LOS analysis results for the study intersections under Existing (2022) Conditions. As shown in the table, all intersections currently operate at LOS D or better during both peak periods.

Appendix C1 contains the Existing (2022) Conditions intersection LOS calculation worksheets.

Table 3-1 Existing (2022) Conditions Intersection LOS Summary

Intersection		Traffic Control	Peak Hour	Existing (2022)	
				Delay (a)	LOS (b)
1	La Media Rd & Otay Mesa Rd	Signal	AM	46.6	D
			PM	46.9	D
2	La Media Rd & St. Andrews Avenue/SR-905 WB Ramps	Signal	AM	12.4	B
			PM	22.7	C
3	La Media Road & SR-905 EB Ramps	Signal	AM	8.5	A
			PM	8.1	A
4	La Media Road & Airway Road	AWSC*	AM	31.2	D
			PM	34.1	D
5	Airway Road & Project Driveway 1	SSSC	AM	Future Driveway	
			PM		
6	Airway Road & Project Driveway 2	SSSC	AM	Future Driveway	
			PM		
7	Avenida Costa Azul/Private Driveway & Airway Road	SSSC	AM	13.9	B
			PM	17.1	C

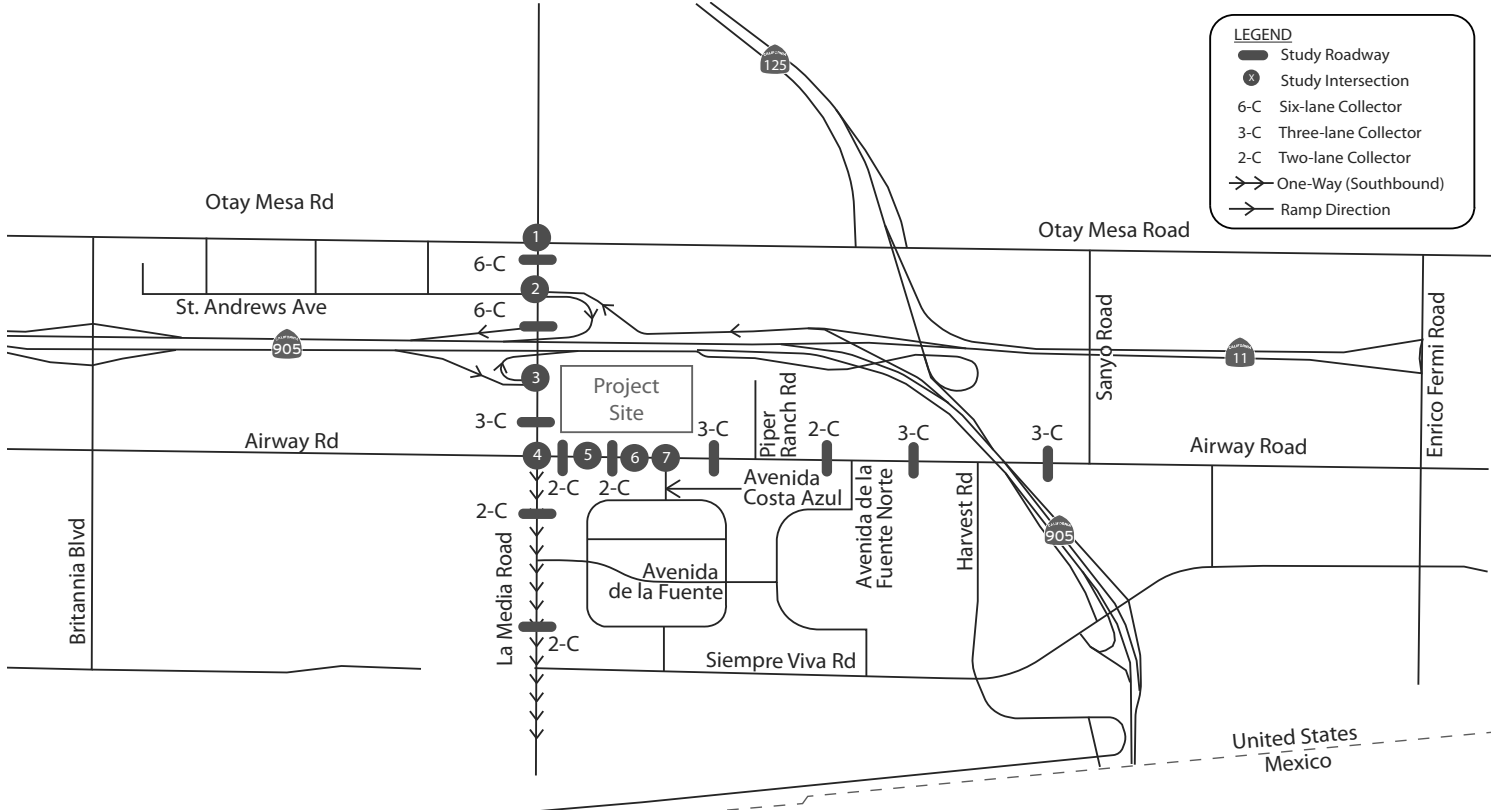
Bold values indicate intersections operating at LOS E or F. SSSC = Side Street Stop Control; AWSC = All Way Stop Control

- (a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At SSSC intersections, delay refers to the worst movement.
 - (b) LOS calculations are based on the methodology outlined in the HCM 6th Edition and performed using Synchro 11.
- *Intersection is signalized, but operating in flashing all-red mode.

FIGURE 3-1

<p>La Media Road/ Otay Mesa Road</p> <p>1</p>	<p>La Media/ SR-905 WB Ramps</p> <p>2</p>	<p>La Media Road/ SR-905 EB Ramp</p> <p>3</p>	<p>La Media Road/ Airway Road</p> <p>4</p>
<p>Project Driveway 1/ Airway Road</p>	<p>Project Driveway 2/ Airway Road</p>	<p>Avenida Costa Azul/ Airway Road</p> <p>7</p>	<p>LEGEND</p> <ul style="list-style-type: none"> (X) Signalized (X) Unsignalized (STOP) Stop Controlled Leg (xx) Storage Length
<p>Future Driveway</p>	<p>Future Driveway</p>		

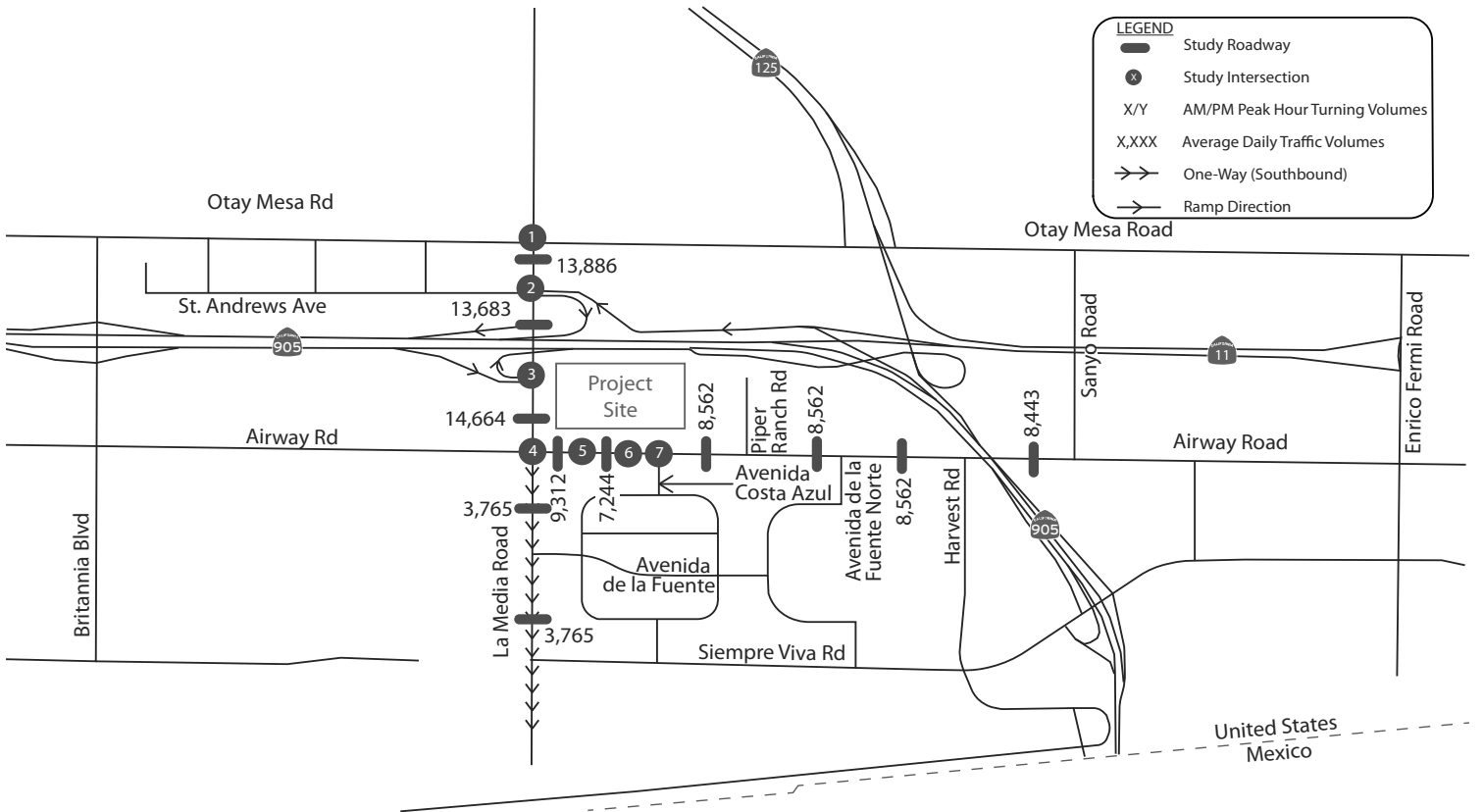
* The intersection is signalized but operates on flashing red for all-way stop. Westbound left and eastbound right movements are restricted by signage.



Existing (2022) Intersection and Roadway Segment Geometrics

FIGURE 3-2

<p>1</p> <table border="1"> <tr> <td>23 / 22 ↻ ↻</td> <td>52 / 118 ↻ ↻</td> <td>19 / 33 ↻ ↻</td> <td>La Media Rd</td> <td>26 / 29 ↻ ↻</td> <td>243 / 172 ↻ ↻</td> <td>260 / 301 ↻ ↻</td> </tr> <tr> <td colspan="3">Otay Mesa Rd</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>39 / 37 ↻ ↻</td> <td>188 / 178 ↻ ↻</td> <td>80 / 129 ↻ ↻</td> <td></td> <td>45 / 44 ↻ ↻</td> <td>65 / 44 ↻ ↻</td> <td>241 / 112 ↻ ↻</td> </tr> </table>	23 / 22 ↻ ↻	52 / 118 ↻ ↻	19 / 33 ↻ ↻	La Media Rd	26 / 29 ↻ ↻	243 / 172 ↻ ↻	260 / 301 ↻ ↻	Otay Mesa Rd							39 / 37 ↻ ↻	188 / 178 ↻ ↻	80 / 129 ↻ ↻		45 / 44 ↻ ↻	65 / 44 ↻ ↻	241 / 112 ↻ ↻	<p>2</p> <table border="1"> <tr> <td>36 / 9 ↻ ↻</td> <td>399 / 569 ↻ ↻</td> <td>La Media Rd</td> <td>60 / 40 ↻ ↻</td> <td>50 / 25 ↻ ↻</td> <td>28 / 54 ↻ ↻</td> <td>SR-905 WB Ramps</td> </tr> <tr> <td colspan="3">SR-905 WB Ramps</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>4 / 7 ↻ ↻</td> <td>1 / 2 ↻ ↻</td> <td>66 / 147 ↻ ↻</td> <td></td> <td>92 / 80 ↻ ↻</td> <td>325 / 177 ↻ ↻</td> <td>120 / 285 ↻ ↻</td> </tr> </table>	36 / 9 ↻ ↻	399 / 569 ↻ ↻	La Media Rd	60 / 40 ↻ ↻	50 / 25 ↻ ↻	28 / 54 ↻ ↻	SR-905 WB Ramps	SR-905 WB Ramps							4 / 7 ↻ ↻	1 / 2 ↻ ↻	66 / 147 ↻ ↻		92 / 80 ↻ ↻	325 / 177 ↻ ↻	120 / 285 ↻ ↻	<p>3</p> <table border="1"> <tr> <td>51 / 147 ↻ ↻</td> <td>159 / 229 ↻ ↻</td> <td>La Media Rd</td> <td>318 / 130 ↻ ↻</td> <td>391 / 311 ↻ ↻</td> <td>5 / 18 ↻ ↻</td> <td>228 / 400 ↻ ↻</td> </tr> <tr> <td colspan="3">SR-905 EB Ramps</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	51 / 147 ↻ ↻	159 / 229 ↻ ↻	La Media Rd	318 / 130 ↻ ↻	391 / 311 ↻ ↻	5 / 18 ↻ ↻	228 / 400 ↻ ↻	SR-905 EB Ramps							<p>4</p> <table border="1"> <tr> <td>55 / 42 ↻ ↻</td> <td>258 / 295 ↻ ↻</td> <td>297 / 249 ↻ ↻</td> <td>La Media Rd</td> <td>234 / 418 ↻ ↻</td> <td>52 / 67 ↻ ↻</td> <td>5 / 7 ↻ ↻</td> </tr> <tr> <td colspan="3">Airway Rd</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>10 / 43 ↻ ↻</td> <td>47 / 81 ↻ ↻</td> <td>26 / 40 ↻ ↻</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	55 / 42 ↻ ↻	258 / 295 ↻ ↻	297 / 249 ↻ ↻	La Media Rd	234 / 418 ↻ ↻	52 / 67 ↻ ↻	5 / 7 ↻ ↻	Airway Rd							10 / 43 ↻ ↻	47 / 81 ↻ ↻	26 / 40 ↻ ↻				
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Existing (2022) Peak Hour and ADT Volumes

3.4 ROADWAY SEGMENT ANALYSIS

Table 3-2 displays the roadway segments analysis under Existing (2022) Conditions. As shown in the table, all roadway segments within the study area currently operate at LOS D or better with the exception of the following locations:

- La Media Road, between SR 905 EB Ramps and Airway Road – LOS E
- Airway Road, between La Media Road and Project Driveway 1 – LOS F
- Airway Road, between Project Driveway 1 and Avenida Costa Azul – LOS E

Table 3-2 Existing (2022) Conditions Roadway Segment LOS Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing (2022)		
			ADT (b)	V/C Ratio(c)	LOS
La Media Road					
Otay Mesa Rd to SR 905 WB Ramps/St. Andrews Ave	6L Collector(d)	45,000	13,886	0.309	A
SR 905 WB Ramps/St. Andrews Ave to SR 905 EB Ramps	6L Collector(d)	45,000	13,683	0.304	A
SR 905 EB Ramps to Airway Road	3L Collector (2L SB, 1L NB) (e)	15,000	14,664	0.978	E
Airway Road to Avenida de la Fuente	2L Collector (One-Way) (f)	8,000	3,765	0.471	A
Avenida de la Fuente to Siempre Viva Road	2L Collector (One-Way) (f)	8,000	3,765	0.471	A
Airway Road					
La Media Road to Project Driveway 1	2 Lane Collector (f)	8,000	9,312	1.164	F
Project Driveway 1 to Avenida Costa Azul	2 Lane Collector (f)	8,000	7,244	0.906	E
Avenida Costa Azul to Piper Ranch Road	3 Lane Collector (2L WB, 1L EB) (g)	15,000	8,562	0.571	C
Piper Ranch Road to Avenida de la Fuente N	2 Lane Collector (TWLTL) (h)	15,000	8,562	0.571	C
Avenida de la Fuente N to Harvest Road	3 Lane Collector (2L WB, 1L EB) (i)	15,000	8,562	0.571	C
Harvest Road to Sanyo Avenue	3 Lane Collector (j)	15,000	8,443	0.563	C

#L = total number of lanes; TWLTL = Two-way left-turn lane. **Bold** values indicate segment operating at LOS E or F.

(a) Existing roads street classification is based on field observations.

(b) ADT volumes for the roadway segments were collected by NDS in August 2022.

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(d) Collector roadway due to lack of raised median

(e) Collector roadway – no fronting property

(f) Collector roadway – commercial/industrial fronting property

(g) Collector roadway – existing raised median and left-turn pockets

(h) Collector roadway – with continuous two-way left-turn lane or left-turn pockets

(i) Collector roadway – existing painted median

(j) Collector roadway – north half of roadway under construction (West Half: 2L WB / 1L EB with painted median | East Half: 1L WB / 1L EB with TWLTL)

4 PROJECT TRAFFIC

The following section describes the trip generation, distribution and assignment related to the Project, which includes the addition of 408,607 square feet of warehousing on an undeveloped vacant lot within the Otay Mesa area of San Diego.

4.1 TRIP GENERATION

The City of San Diego *Trip Generation Manual* (May 2003) was referenced to calculate the estimated trip generation for the Project. The “Warehousing” land use was used to forecast daily and peak-hour trips for the Project. Due to the land use type and the location of the site, no pass-by trips, internal capture, nor transit, bicycle, or pedestrian credits were applied.

The proposed Project would construct three (3) industrial warehouse buildings consisting of a total of 408,607 square feet. Using the trip generation rate for warehousing, the Project is expected to generate a total of 2,043 daily trips with 306 morning peak-hour trips (215 in, 91 out) and 327 afternoon peak-hour trips (131 in, 196 out). **Table 4-1** summarizes the trip generation for the site.

Table 4-1 Project Trip Generation

Land Use	Units ¹	Trip Rate	Daily Trips	AM Peak Hour					PM Peak Hour				
				% ADT ²	In:Out Ratio ²	In	Out	Total	% ADT ²	In:Out Ratio ²	In	Out	Total
Warehousing	408.61 KSF	5 / KSF	2,043	15%	7 : 3	215	91	306	16%	4 : 6	131	196	327
Proposed Total			2,043			215	91	306			131	196	327

Notes:

1. KSF = 1,000 square feet
2. Trip rates referenced from the City of San Diego Land Development Code – Trip Generation Manual, May 2003.

4.2 TRIP DISTRIBUTION AND ASSIGNMENT

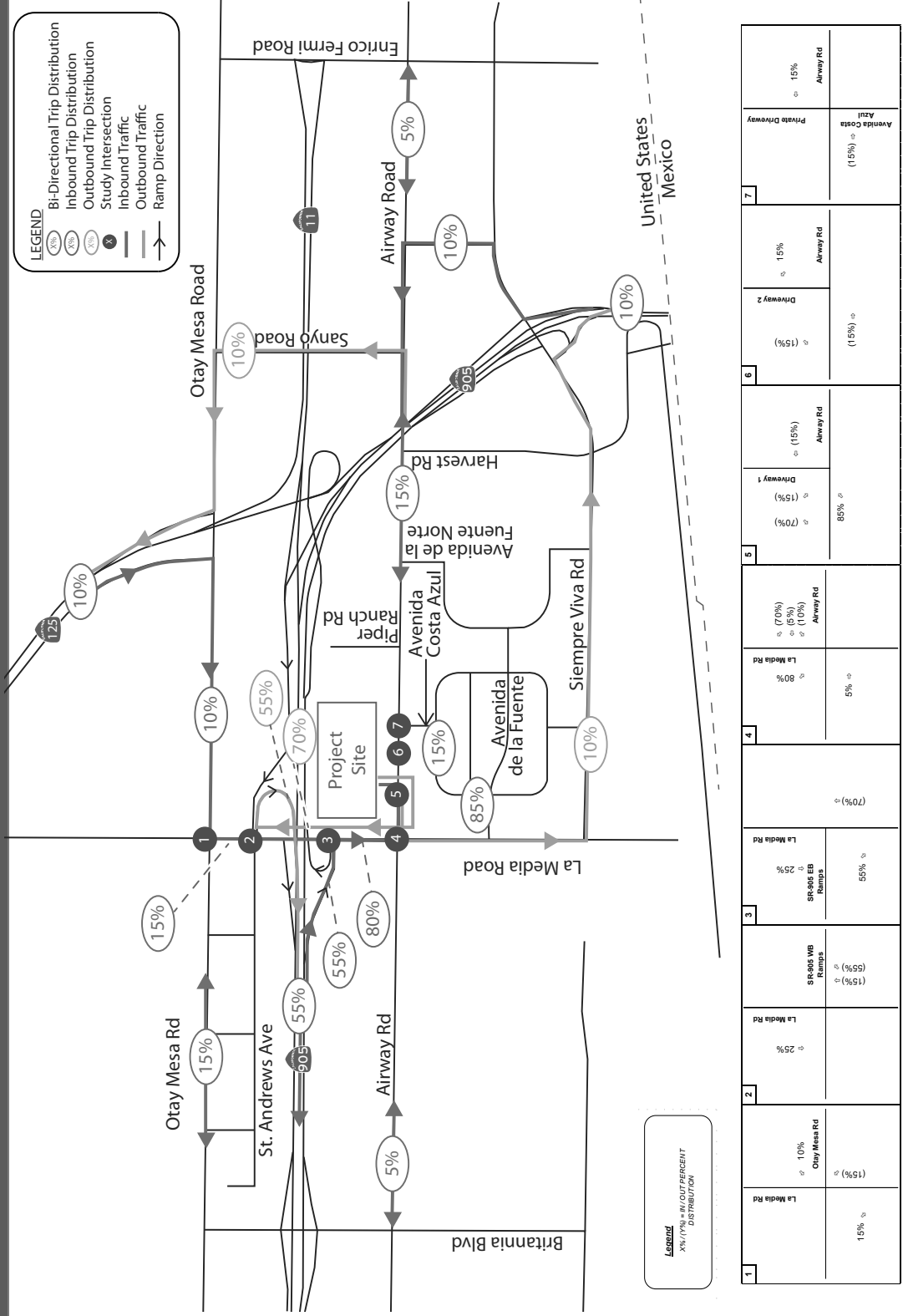
The Project traffic distribution was based on current network configuration, knowledge of the area, and a review of recent traffic studies in the area. The trip distribution is presented in **Figure 4-1**.

- 10% to/from SR 125 north of Otay Mesa Road On/Off Ramps
- 15% to/from Otay Mesa Road west of La Media Road
- 55% to/from SR 905 west of La Media Road
- 5% to/from Airway Road west of La Media Road
- 5% to/from Airway Road west of Enrico Fermi Drive
- 10% to/from SR 905 south of Siempre Viva Road

Based on the Project trip generation and trip distribution, project trips were assigned to the local roadway network and through the study intersections.

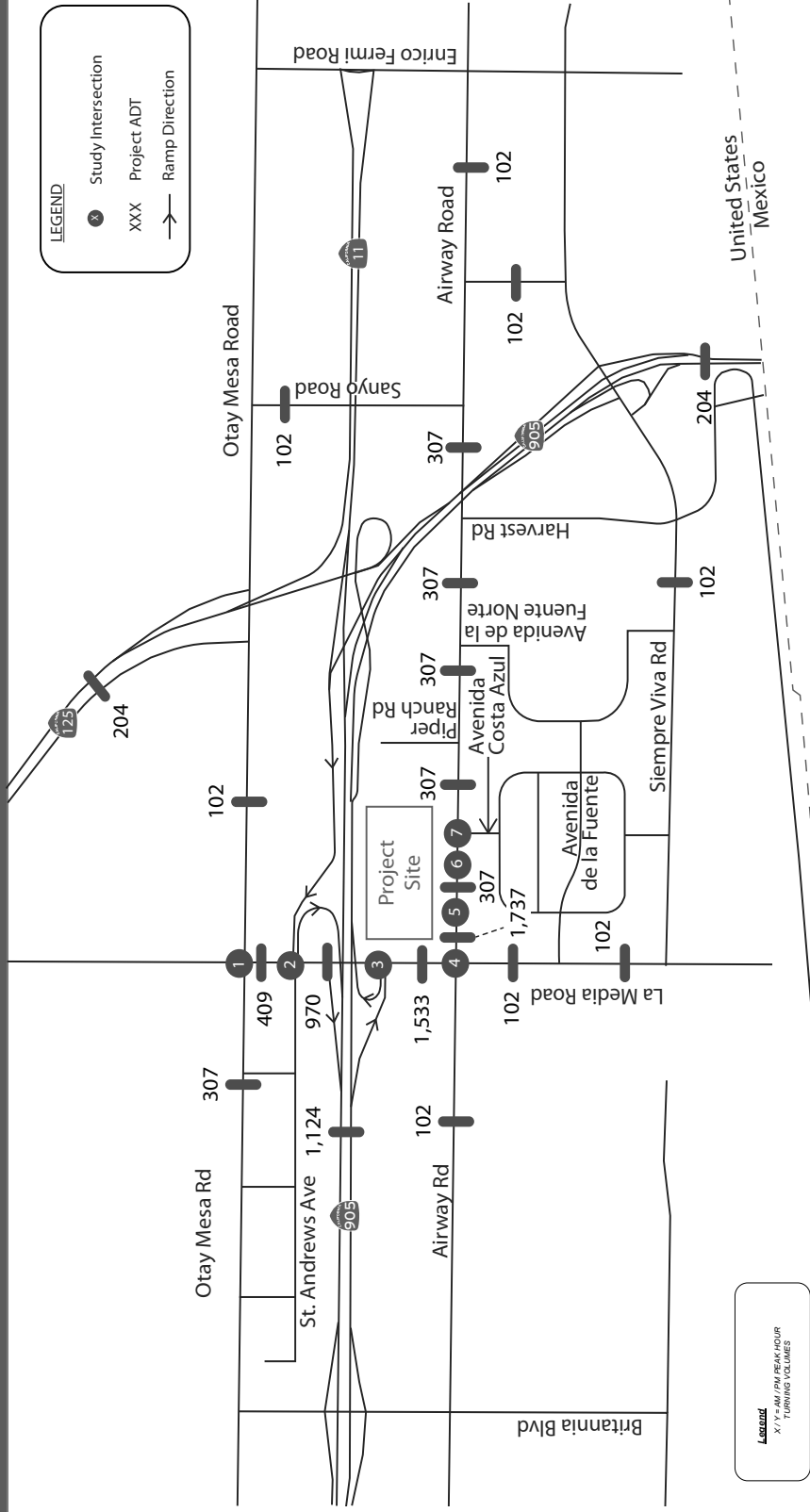
Figure 4-2 shows the trip assignment for the Project at the study intersections and roadway segments within the study area.

FIGURE 4-1



Project Trip Distribution

FIGURE 4-2



1	2	3	4	5	6	7
La Media Rd 32 / 20	La Media Rd 14 / 29 22 / 13 Otay Mesa Rd	La Media Rd 54 / 33 SR-905 WB Ramps 14 / 29 50 / 108	La Media Rd 172 / 105 64 / 137 5 / 10 9 / 29 Avney Rd 11 / 7	La Media Rd 64 / 138 14 / 29 14 / 29 183 / 111	Avney Rd 14 / 29 14 / 29	Avney Rd 14 / 29 32 / 20 Private Driveway 32 / 20

Project Trip Assignment

5 EXISTING (2022) PLUS PROJECT

This section provides a description of the Existing (2022) Conditions with the addition of the Project. The roadway network evaluated in this scenario is hypothetical, since the Project intends to open after the implementation of the City's CIP Project # S-15018, which will construct improvements along the project's La Media frontage and a portion of the project's Airway Road frontage.

5.1 TRAFFIC VOLUMES

The Project is expected to generate 2,043 Daily trips, with 306 trips (215 in, 91 out) during the AM Peak, and 327 trips (131 in, 196 out) during the PM Peak. Existing (2022) Plus Project volumes were determined by adding the Project traffic to the Existing (2022) Conditions volumes. These volumes are shown in **Figure 5-1**.

5.2 ROADWAY NETWORK CHANGES

Since the Existing (2022) Plus Project scenario is hypothetical, the roadway network conditions were assumed to be the same as the Existing (2022) Conditions, with the addition the Project's driveways only. Therefore, improvements that would normally be required as part of the Project's frontage requirements on La Media Road were not assumed.

The two (2) access driveways and one (1) emergency access only driveway are proposed along Airway Road. The middle driveway (Project Driveway 1) is proposed to be a full-access, signalized driveway (signal warrant analysis discussed in Section 11) approximately 700-feet east of La Media Road with a southbound shared left/right-turn (outbound) lane and a single inbound lane. In addition to the traffic volume demand, the signalization of Project Driveway 1 would allow full-access movements into/out of the site along Airway Road, which has an ultimate classification as a 4-Lane Major Arterial in the Otay Mesa Community Plan. The eastern driveway (Project Driveway 2) would be a right-in/right-out only, stop-controlled driveway with a single inbound/outbound lane.

Figure 5-2 shows the assumed geometrics of the study intersections with the addition of the Project.

5.3 INTERSECTION ANALYSIS

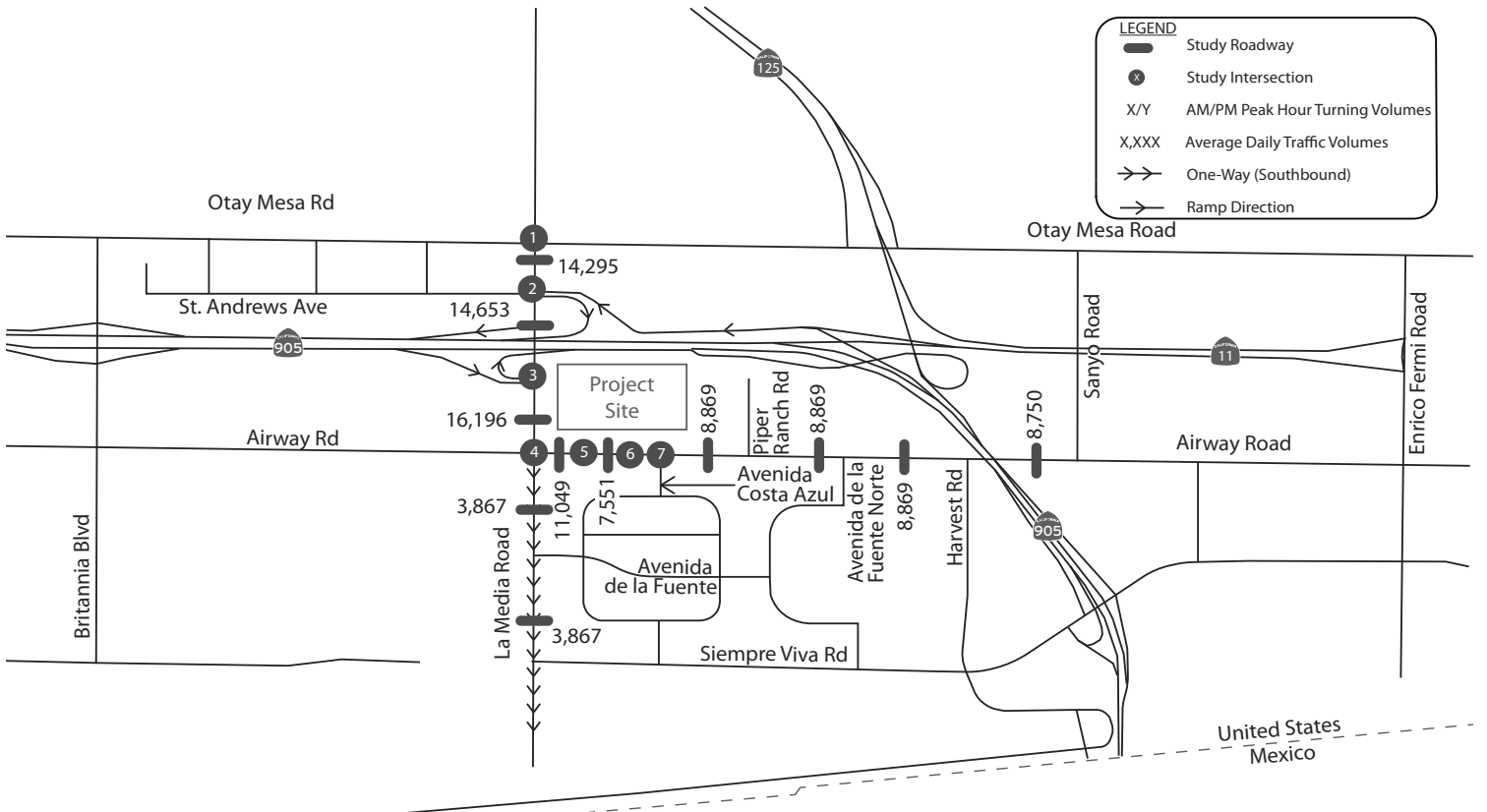
Table 5-1 displays the LOS analysis results for the study intersections under the Existing (2022) Plus Project conditions. As shown in the table, all intersections within the study area would operate at LOS D or better during both peak periods with the addition of the Project except for the following intersection:

- La Media Road & Airway Road (LOS F – AM and PM Peak)

Appendix C2 contains the Existing (2022) Plus Project intersection LOS calculation worksheets.

FIGURE 5-1

<p>1</p> <p>23 / 22 52 / 118 19 / 33</p> <p>La Media Rd</p> <p>26 / 29 243 / 172 282 / 314</p> <p>Otay Mesa Rd</p> <p>39 / 37 188 / 178 112 / 149</p> <p>59 / 73 65 / 44 241 / 112</p>	<p>2</p> <p>36 / 9 453 / 592</p> <p>La Media Rd</p> <p>60 / 40 50 / 25 28 / 54</p> <p>SR-905 WB Ramps</p> <p>4 / 7 1 / 2 66 / 147</p> <p>92 / 80 339 / 206 170 / 393</p>	<p>3</p> <p>51 / 147 213 / 262</p> <p>La Media Rd</p> <p>SR-905 EB Ramps</p> <p>318 / 130</p> <p>509 / 383</p> <p>5 / 18 292 / 537</p>	<p>4</p> <p>55 / 42 258 / 295 469 / 354</p> <p>La Media Rd</p> <p>298 / 555 57 / 77 14 / 27</p> <p>Airway Rd</p> <p>10 / 43 58 / 88 26 / 40</p>
<p>5</p> <p>64 / 138 14 / 29</p> <p>Driveway 1</p> <p>191 / 435</p> <p>Airway Rd</p> <p>183 / 111 281 / 210</p>	<p>6</p> <p>14 / 29</p> <p>Driveway 2</p> <p>32 / 20 177 / 406</p> <p>Airway Rd</p> <p>295 / 239</p>	<p>7</p> <p>2 / 16 1 / 1 0 / 3</p> <p>Private Driveway</p> <p>2 / 1 140 / 236 25 / 50</p> <p>Airway Rd</p> <p>12 / 0 202 / 161 87 / 42</p> <p>Avenida Costa Azul</p> <p>68 / 158 2 / 0 15 / 24</p>	

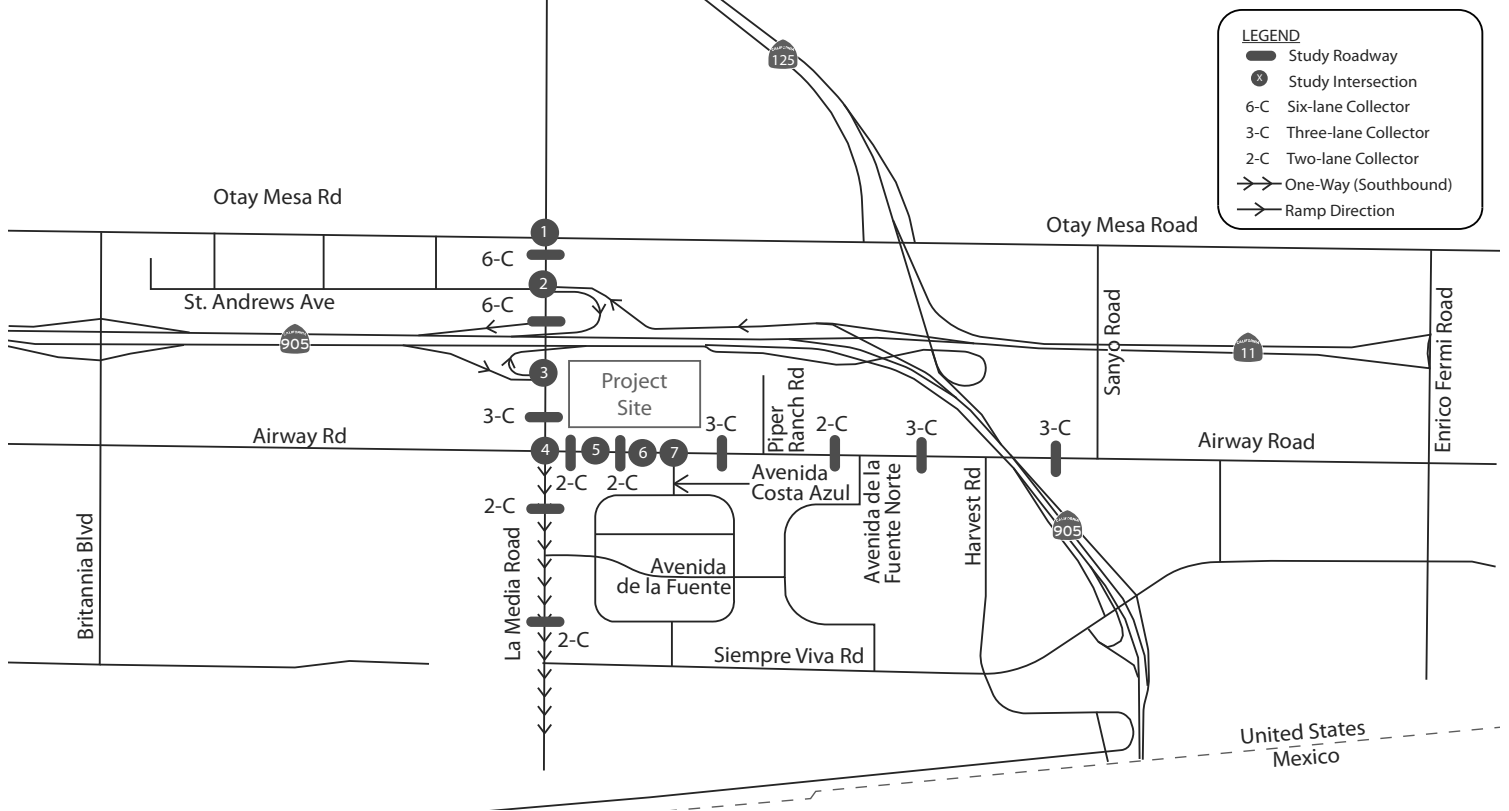


Existing (2022) Plus Project Peak Hour and ADT Volumes

FIGURE 5-2

<p>La Media Road/ Otay Mesa Road</p>	<p>La Media/ SR-905 WB Ramps</p>	<p>La Media Road/ SR-905 EB Ramp</p>	<p>La Media Road/ Airway Road</p>
<p>Project Driveway 1/ Airway Road</p>	<p>Project Driveway 2/ Airway Road</p>	<p>Avenida Costa Azul/ Airway Road</p>	<p>LEGEND</p> <ul style="list-style-type: none"> (X) Signalized (X) Unsignalized (STOP) Stop Controlled Leg (XX) Storage Length

* The intersection is signalized but operates on flashing red for all-way stop. Westbound left and eastbound right movements are restricted by signage.



Existing (2022) Plus Project Intersection and Roadway Segment Geometrics

Table 5-1 Existing (2022) Plus Project Intersection LOS Summary

Intersection	Traffic Control	Peak Hour	Existing (2022)		Existing (2022) Plus Project		$\Delta(c)$	Significant
			Delay (a)	LOS (b)	Delay (a)	LOS (b)		
1 La Media Rd & Otay Mesa Rd	Signal	AM	46.6	D	46.6	D	0.0	NO
		PM	46.9	D	47.2	D	0.3	NO
2 La Media Rd & St. Andrews Avenue/SR-905 WB Ramps	Signal	AM	12.4	B	12.3	B	-0.1	NO
		PM	22.7	C	22.4	C	-0.3	NO
3 La Media Road & SR-905 EB Ramps	Signal	AM	8.5	A	9.2	A	0.7	NO
		PM	8.1	A	8.6	A	0.5	NO
4 La Media Road & Airway Road	AWSC*	AM	31.2	D	114.0	F	82.8	YES
		PM	34.1	D	98.2	F	64.1	YES
5 Airway Road & Project Driveway 1	Signal	AM	Future Driveway		6.3	A	-	NO
		PM	Future Driveway		7.6	A	-	NO
6 Airway Road & Project Driveway 2	SSSC	AM	Future Driveway		9.3	A	-	NO
		PM	Future Driveway		10.3	B	-	NO
7 Avenida Costa Azul/Private Driveway & Airway Road	SSSC	AM	13.9	B	14.5	B	0.6	NO
		PM	17.1	C	18.6	C	1.5	NO

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact. SSSC = Side Street Stop Control; AWSC = All Way Stop Control

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the HCM 6th Edition and performed using Synchro 11.

(c) Change in delay due to addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

*Intersection is signalized, but operating in flashing all-red mode.

5.4 ROADWAY SEGMENT ANALYSIS

Table 5-2 displays the roadway segments analysis under the Existing (2022) Plus Project Conditions. As shown in the table, all roadway segments within the study area would operate at LOS D or better with the addition of the Project traffic with the exception of the following locations:

- La Media Road, between SR 905 EB Ramps and Airway Road – LOS F
- Airway Road, between La Media Road and Project Driveway 1 – LOS F
- Airway Road, between Project Driveway 1 and Avenida Costa Azul – LOS E

5.5 FINDINGS AND CONCLUSIONS

The results of the analysis indicates that the Project would have a significant direct impact under the Existing (2022) Plus Project scenario at the following intersection:

- La Media Road & Airway Road

The results of the analysis indicate that the Project would have significant direct impacts under the Existing (2022) Plus Project scenario at the following roadway segments:

- La Media Road, between SR 905 EB Ramps and Airway Road
- Airway Road, between La Media Road and Project Driveway 1
- Airway Road, between Project Driveway 1 and Avenida Costa Azul

The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project # S-15018, which will construct improvements along the Project's La Media frontage and a portion of the Project's Airway Road frontage. In this hypothetical situation, the Project would have significant direct impacts at these four locations, and would be mitigated by the Project's frontage requirements on La Media Road [half width improvements to this roadway segment (with an ultimate roadway classification as a 6-Lane Prime Arterial) to provide a 5-Lane Collector] and Airway Road [half width improvements to this roadway segment (with an ultimate roadway classification as a 4-Lane Major Arterial) to provide a 3-Lane Collector]. The intersection of La Media Road & Airway Road is currently signalized but functions as an All-Way Stop Control with the existing traffic signal set to flashing red. This intersection would be mitigated by modifying the existing traffic signal as part of the project's frontage improvements and returning the modified traffic signal system to normal operations.

As shown in **Table 5-3**, the intersection would operate at LOS B during the AM peak and LOS D during the PM peak, with the hypothetical mitigations recommended. As shown in **Table 5-4**, the roadway segments would operate at LOS D or better with the hypothetical mitigations recommended. **Figure 5-3** illustrates the geometrics of the study intersections and roadway segments with the addition of these hypothetical improvements. **Appendix C3** contains the Existing (2022) Plus Project Mitigated intersection LOS calculation worksheets.

Table 5-2 Existing (2022) Plus Project Roadway Segment LOS Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing (2022)			Existing (2022) Plus Project			Δ V/C	Significant?
			ADT (b)	V/C Ratio(c)	LOS	ADT	V/C Ratio	LOS		
La Media Road										
Otay Mesa Rd to SR 905 WB Ramps/St. Andrews Ave	6L Collector(d)	45,000	13,886	0.309	A	14,295	0.318	A	0.009	NO
SR 905 WB Ramps/St. Andrews Ave to SR 905 EB Ramps	6L Collector(d)	45,000	13,683	0.304	A	14,653	0.326	A	0.022	NO
SR 905 EB Ramps to Airway Road	3L Collector (2L SB, 1L NB) (e)	15,000	14,664	0.978	E	16,196	1.08	F	0.102	YES
Airway Road to Avenida de la Fuente	2L Collector (One-Way) (f)	8,000	3,765	0.471	A	3,867	0.483	A	0.012	NO
Avenida de la Fuente to Siempre Viva Road	2L Collector (One-Way) (f)	8,000	3,765	0.471	A	3,867	0.483	A	0.012	NO
Airway Road										
La Media Road to Project Driveway 1	2 Lane Collector (f)	8,000	9,312	1.164	F	11,049	1.381	F	0.217	YES
Project Driveway 1 to Avenida Costa Azul	2 Lane Collector (f)	8,000	7,244	0.906	E	7,551	0.944	E	0.038	YES
Avenida Costa Azul to Piper Ranch Road	3L Collector (2L WB, 1L EB) (g)	15,000	8,562	0.571	C	8,869	0.591	C	0.020	NO
Piper Ranch Road to Avenida de la Fuente N	2L Collector (TWL,TL) (h)	15,000	8,562	0.571	C	8,869	0.591	C	0.020	NO
Avenida de la Fuente N to Harvest Road	3L Collector (2L WB, 1L EB) (i)	15,000	8,562	0.571	C	8,869	0.591	C	0.020	NO
Harvest Road to Sanyo Avenue	3L Collector (j)	15,000	8,443	0.563	C	8,750	0.583	C	0.020	NO

#L = total number of lanes; TWL,TL = Two-way left-turn lane; **Bold** values indicate roadway segment operating at LOS E or F. **Bold and shaded** values indicate a project significant impact.

(a) Existing roads street classification is based on field observations.

(b) ADT volumes for the roadway segments were collected by NDS in August 2022.

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(d) Collector roadway due to lack of raised median

(e) Collector roadway – no fronting property

(f) Collector roadway – commercial/industrial fronting property

(g) Collector roadway – existing raised median and left-turn pockets

(h) Collector roadway – with continuous two-way left-turn lane or left-turn pockets

(i) Collector roadway – existing painted median

(j) Collector roadway – north half of roadway under construction

- West Half: 2L WB / 1L EB with painted median

- East Half: 1L WB / 1L EB with TWL,TL

Table 5-3 Existing Plus Project Mitigation Intersection LOS Summary

Intersection		Peak Hour	Existing Plus Project – Before Mitigation		Existing Plus Project – After Mitigation	
			Delay (a)	LOS (b)	Delay (a)	LOS (b)
4	La Media Road & Airway Road	AM	114.0	F	17.3	B
		PM	98.2	F	53.7	D

Notes:

Bold values indicate intersections operating at LOS E or F.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.

At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *HCM 6th Edition* and performed using Synchro 11.0

Table 5-4 Existing Plus Project Mitigation Roadway Segment LOS Summary

Roadway Segment	Existing Plus Project ADT	Before Mitigation		After Mitigation		Significant Impact Mitigated?
		Classification / LOS E Capacity	V/C LOS	Classification / LOS E Capacity	V/C LOS	
La Media Road						
SR 905 EB Ramps to Airway Road	16,196	3L Collector ^a / 15,000	1.080 F	5L Collector ^c / 37,500	0.432 B	Yes
Airway Road						
La Media Road to Project Driveway 1	11,049	2L Collector ^b / 8,000	1.381 F	3L Collector ^d / 15,000	0.737 D	Yes
Project Driveway 1 to Avenida Costa Azul	7,551	2L Collector ^b / 8,000	0.944 E	3L Collector ^d / 15,000	0.503 C	Yes

Notes:

Bold values indicate roadway segment operating at LOS E or F.

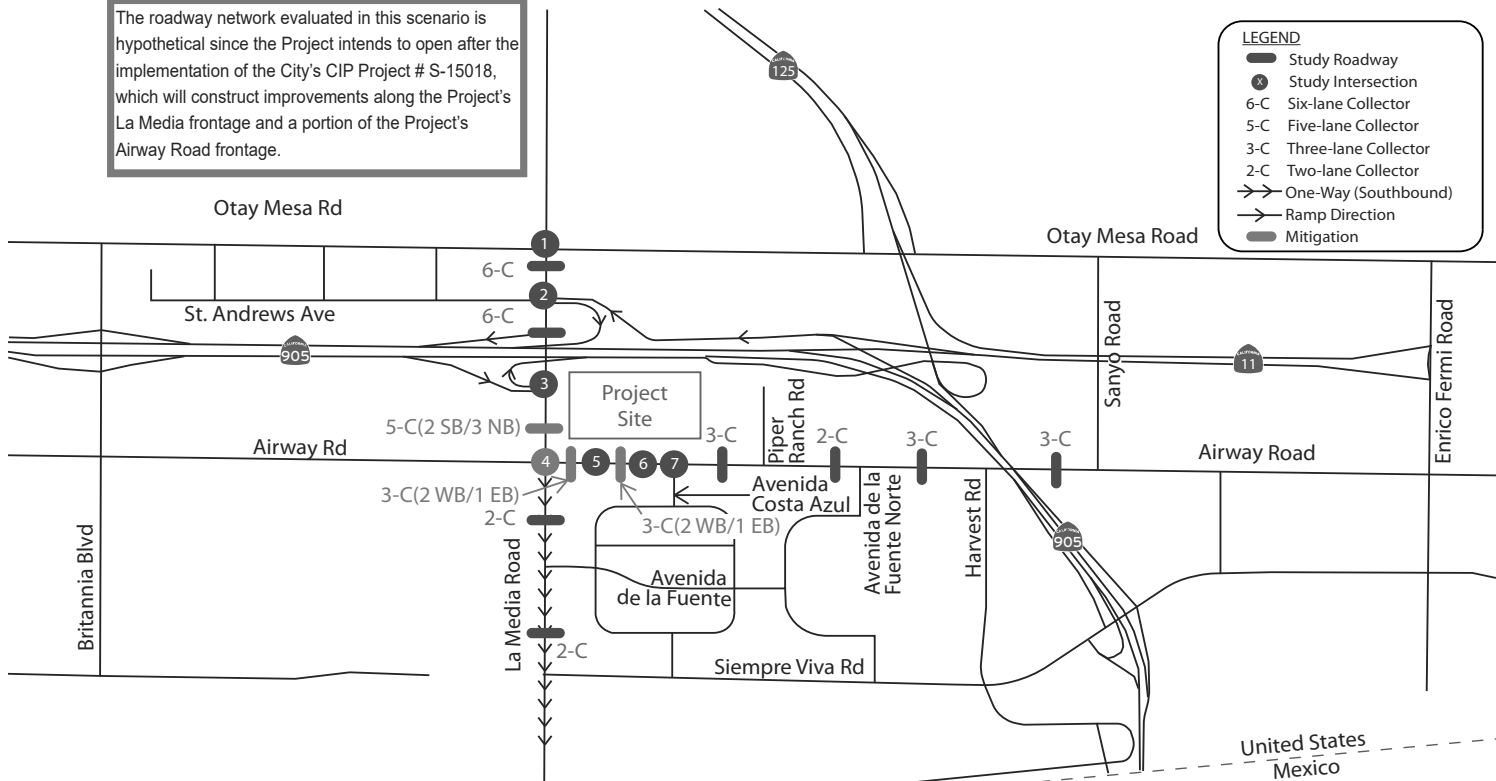
- a) Collector roadway – no fronting property (2 lanes southbound | 1 lane northbound)
- b) Collector roadway – commercial/industrial fronting property
- c) Collector roadway – no fronting property (2 lanes southbound | 3 lanes northbound)
- d) Collector roadway – commercial/industrial fronting property (2 lanes westbound | 1 lane eastbound)

FIGURE 5-3

<p>La Media Road/ Otay Mesa Road</p>	<p>La Media/ SR-905 WB Ramps</p>	<p>La Media Road/ SR-905 EB Ramp</p>	<p>La Media Road/ Airway Road</p>
<p>Project Driveway 1/ Airway Road</p>	<p>Project Driveway 2/ Airway Road</p>	<p>Avenida Costa Azul/ Airway Road</p>	<p>LEGEND</p> <ul style="list-style-type: none"> (X) Signalized (X) Unsignalized STOP Stop Controlled Leg (XX) Storage Length █ Mitigation

* The intersection is signalized but operates on flashing red for all-way stop. Westbound left and eastbound right movements are restricted by signage. Mitigation includes placing traffic signal back in operation.

The roadway network evaluated in this scenario is hypothetical since the Project intends to open after the implementation of the City's CIP Project # S-15018, which will construct improvements along the Project's La Media frontage and a portion of the Project's Airway Road frontage.



Existing (2022) Plus Project Mitigated (Hypothetical) Intersection and Roadway Segment Geometrics

6 OPENING DAY (YEAR 2025) CONDITIONS

This section provides a description of the Opening Day (Year 2025) Conditions. 2025 is expected to be the opening year of the Project. This scenario establishes a baseline to compare against plus project scenario to determine the Project's direct impacts.

6.1 TRAFFIC VOLUMES

Since the Opening Day (Year 2025) scenario includes the completion of La Media Road CIP Project #S-15018, and the addition of northbound travel lanes and traffic volumes, traffic volumes at the intersection of La Media Road and Airway Road were developed based on traffic data collected in 2015 for the Plaza La Media North Traffic Impact Study (PTS# 334235, dated January 2021). The intersection turning movement volumes were increased by 21 percent total, or 3 percent annually over 7 years (2015 to 2022, when existing traffic data was collected for the proposed Project). This growth rate was calculated using roadway segment volumes included in the SANDAG Model Series 14 (ABM 2+) for 2016 baseline model year and 2025. **Appendix D** contains the 2015 traffic counts used for development of La Media Road and Airway Road, screen capture of the model plots utilized, and 9-year and annual growth rate calculations for each intersection approach and the total approach volumes. Based on the model volume projections, the intersection volumes are expected to increase 2.9% annually, or 17.4% between 2016 and 2022. 3% annually / 21% total growth rate was selected for conservative and rounding purposes.

Opening Day (Year 2025) traffic volumes were developed by adding traffic generated by reasonably foreseeable cumulative projects in the Project's vicinity that are planned to open at or around year 2025. These projects were obtained from a review of City of San Diego Discretionary and Ministerial Approvals on Open DSD and recent traffic studies in the area. Cumulative Projects are listed below in **Table 6-1** and are displayed in **Figure 6-1**. The cumulative projects identified are estimated to generate approximately 70,935 daily trips with 5,364 morning peak-hour trips and 6,234 afternoon peak-hour trips. Traffic volumes associated with these cumulative projects were added, and the resulting Opening Day (Year 2025) traffic volumes are shown in **Figure 6-2**.

It should be noted that the Tijuana Cross Border Phase 1 development (PTS #597523), which included the addition of 6,838 passengers, was complete when existing traffic counts were collected in August 2022. However, all Phase 1 trips generated by development were included in the Cumulative Project list and added to the study area. This is due to the existing closure of Airway Road and the restriction of northbound traffic along La Media Road, south of Airway Road. It is assumed that all trips associated by the Phase 1 development are currently utilizing intersections and roadway outside of the proposed Project's study area but would begin traveling through the Project's study area once improvements to the intersection of La Media Road and Airway Road are complete and the NBL, SBR, EBL, EBT, EBR and WBT movements are accommodated. The Marijuana Production Facility development (PTS #585510) was operational in August 2022. Therefore, trips associated with development were excluded since they were present when existing traffic counts were conducted. Phase 1 of the Sunroad Otay Mesa development was completed prior to August 2022 but was not yet operational. Therefore, traffic generated by Phase 1 was included. Additionally, BDM Mixed Use and Metro Airpark SCR Phase 2 developments are expected to open around year 2027, shortly after the Project is constructed and operating. Trips associated with these projects are included for a more conservative evaluation of the potential Opening Day (Year 2025) Conditions.

Table 6-1 Trip Generation Summary for Cumulative Projects

Project Name	PTS #	Status	Land Use	Units ⁴	Daily Trips ³	AM Peak Hour			PM Peak Hour			
						In	Out	Total	In	Out	Total	
Proposed												
1. Plaza La Media North ⁴	334235	Approved/Unconstructed	Community Retail	106.7	ksf	7,469	134	90	224	374	373	747
			Drugstore	13.5	ksf	1,215	29	20	49	61	61	122
			Fast Food w/ Drive Thru	6	ksf	4,200	101	67	168	168	168	336
			Gas Station w/ Food Mart & Carwash	12	vfs	1,860	75	74	149	84	83	167
			Project Cumulative Trips Total					14,744	339	251	590	687
						8,660	183	127	310	407	405	812
*2. 7-Eleven	540084	Closed. Permit not issued.	Convenience Store - Open 24 Hours	0	ksf	0	0	0	0	0	0	0
			Subtotal			0	0	0	0	0	0	0
*3. Candlelight Amendment ⁵	691625	Under Review	Multi-Family Residential (Under 20 du/acre)	450	du	3,600	58	230	288	252	108	360
			Subtotal			3,600	58	230	288	252	108	360
*4. Southwind	412529	Closed. Permit not issued.	Single Family Detached - Urbanized Area	0	du	0	0	0	0	0	0	0
			Subtotal			0	0	0	0	0	0	0
*5. BDM Mixed Use ⁶	673818	Approved/Unconstructed	Commercial	6	ksf	240	5	3	8	11	11	22
			Multi-Family	430	du	2,580	41	166	207	163	70	233
			Subtotal			2,820	46	169	215	174	81	255
*6. Marijuana Production Facility ¹⁴	585510	Approved/Constructed ¹⁴	Marijuana Facility	6	ksf	0	0	0	0	0	0	0
			Subtotal			0	0	0	0	0	0	0
*7. PA 61 - Lot 1 CPA ⁷	664354	Approved/Under Construction	Mixed Use Residential / Commercial (45 ksf)	267	du	4,716	101	151	252	271	215	486
			Subtotal			4,716	101	151	252	271	215	486
8. Tijuana Cross Border - Amendment (Phase 1 and Phase 2) ⁸	597523	Approved/Under Construction	Cross Border Facility			24,652	606	450	1,056	587	580	1,167
			Subtotal			24,652	606	450	1,056	587	580	1,167
9. Metro Airpark SCR (Phase 1 and 2) ⁹	559376 & 664354	Approved/Under Construction	Airport (Phase 1)	163	Flights	327	12	8	20	11	12	23
			Commercial Office (Phase 1)	51	ksf	1,017	119	13	132	28	114	142
			Airport (Phase 2)	9	Flights	18	1	1	2	1	1	2
			Industrial (Phase 2)	905	ksf	7,240	718	79	797	75	694	769
			Subtotal			8,602	850	101	951	115	821	936
10. Sunroad Otay Mesa (Phase 1) ¹⁰	538140	Approved/Constructed ¹⁰	Warehousing	370	ksf	1,849	195	82	277	118	178	296
			Subtotal			1,849	195	82	277	118	178	296
10. Sunroad Otay Mesa (Phase 2) ¹⁰	538140	Approved/Under Construction	Warehousing	475	ksf	2,376	249	107	356	152	228	380
			Subtotal			2,376	249	107	356	152	228	380
11. Lumina (Phase 1) ¹¹	555609	Approved/Unconstructed	Multi-Family Residential (Over 20 du/acre)	1,129	du	6,774	108	434	542	427	183	610
			Commercial	62.5	ksf	4,377	79	52	131	219	219	438
			Subtotal			11,151	187	486	673	646	402	1,048
12. Lumina (Phase 2) ¹¹	555609	Approved/Unconstructed	Multi-Family Residential (Over 20 du/acre)	562	du	3,156	51	201	252	199	85	284
			Multi-Family Residential (Under 20 du/acre)	213	du	1,704	27	109	136	119	51	170
			Park (Developed)	6.6	ac	330	7	6	13	13	13	26
			Elementary School	6.3	ac	857	159	107	266	65	98	163
			Subtotal			6,047	244	423	667	396	247	643
13. Airway Logistics Center ¹²	665589	Approved/Unconstructed	Warehousing	235.5	ksf	1,178	124	53	177	76	113	189
			Commercial Office	12	ksf	340	41	4	45	10	38	48
			Subtotal			1,518	165	57	222	86	151	237
*14. Otay Truck Storage	603927	Under Review	Truck Storage Facility and Auto Parking	1,050	spaces	2,142	89	104	193	84	113	197
			Subtotal			2,142	89	104	193	84	113	197
15. Sanyo Logistics ¹³	668005	Approved/Under Construction	Warehousing	243	ksf	1,165	123	52	175	75	112	187
			Commercial Office	10	ksf	297	35	4	39	8	34	42
NET CUMULATIVE PROJECTS TRIP GENERATION =						70,935	2,948	2,416	5,364	2,964	3,270	6,234

Note:
1. DU = dwelling unit, ksf = one thousand square feet
2. Trip rates referenced from the City of San Diego Land Development Code - Trip Generation Manual, May 2003.
3. Cumulative trips are the total trips generated by the site exclusive of pass-by trips already on the roadway.
4. Trip Generation obtained from La Media Retail Traffic Impact Study prepared by Rick Engineering, October 2019
5. Trip distribution assumptions obtained from Candlelight Traffic Impact Analysis prepared by Kinley-Horn, June 2013. Project is currently in review under PTS# 691625 for a decrease in dwelling units from 475 to 450. Updated trip generation information prepared by Kinley-Horn, June 2023. The decrease in residential units increases trip generation requirements due to a decrease in residential dwelling unit density, requiring higher trip generation rates.
6. Trip Generation obtained from BDM Mixed Use Technical Memorandum prepared by CR Associates, October 2019. Project expected to open in 2027, shortly after the Majestic Airway Project begins operations.
7. Trip Generation obtained from California Terraces PA 61 Traffic Impact Analysis prepared by LOS Engineering, January 2019
8. Trip Generation obtained from San Diego-Tijuana Cross Border Facility Traffic Impact Analysis prepared by LSA Associates, June 2011. Phase 1 development was complete when existing traffic counts were collected in August 2022. All Phase 1 trips generated by development are included and added to the study area due to the existing closure of Airway Road and the restriction of northbound traffic along La Media Road. It is assumed that all trips associated by the Phase 1 development are currently utilizing intersections and roadway outside of the proposed Project's study area for more conservative analysis.
9. Trip Generation obtained from Metropolitan Airpark Traffic Impact Analysis (PTS# 664354) prepared by Rick Engineering, January 2022. Phase 2 expected to open in 2027, shortly after the Majestic Airway Project begins operations.
10. Trip Generation obtained from Sunroad Otay Mesa Traffic Impact Analysis prepared by Kinley-Horn, February 2018. Phase 1 construction completed prior to August 2022, when existing traffic counts were collected. However, building was not in operation at the time of data collection. Therefore, both Phase 1 and Phase 2 trips are included.
11. Trip Generation obtained from Otay Mesa Lumina Transportation Impact Study prepared by CR Associates, February 2019
12. Trip Generation obtained from Airway Logistics Center Access Analysis prepared by LLG Engineers, October 2020
13. Trip Generation obtained from Sanyo Logistics Center Access Analysis prepared by LLG Engineers, April 2021
14. Project in operation in August 2022, when existing traffic counts were collected. Therefore, trips excluded.
* Project not expected to generate trips within proposed study area.

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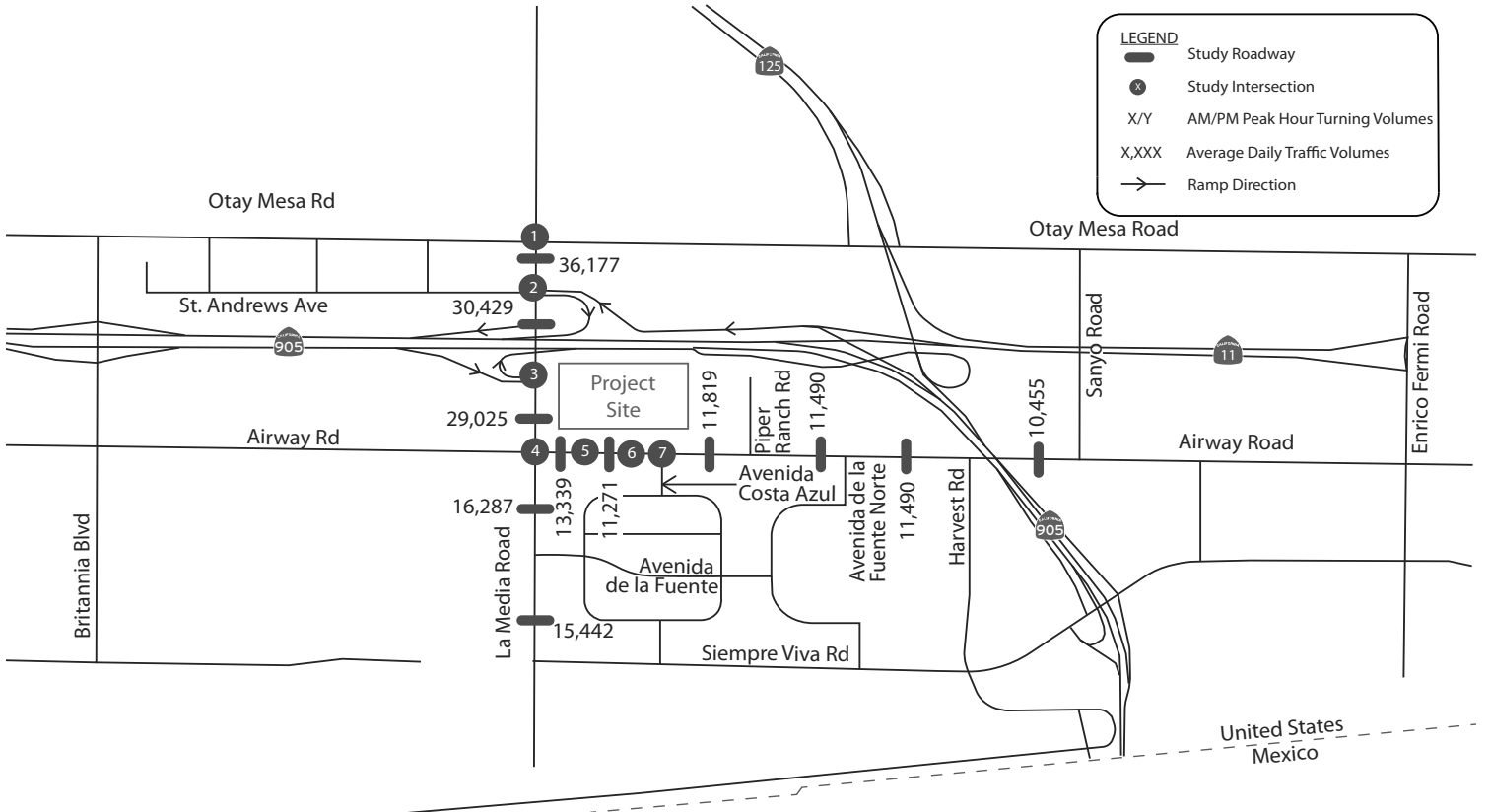
FIGURE 6-1



Cumulative Projects

FIGURE 6-2

<p>1</p> <table border="1"> <tr> <td>31 / 41 ↔</td> <td>52 / 118 ↔</td> <td>19 / 33 ↔</td> <td>La Media Rd</td> <td>↔</td> <td>↔</td> <td>188 / 180 585 / 778 422 / 674</td> </tr> <tr> <td>55 / 49 502 / 656 95 / 146</td> <td>↔</td> <td>↔</td> <td>Otay Mesa Rd</td> <td>↔</td> <td>↔</td> <td>60 / 60 65 / 44 529 / 299</td> </tr> </table>	31 / 41 ↔	52 / 118 ↔	19 / 33 ↔	La Media Rd	↔	↔	188 / 180 585 / 778 422 / 674	55 / 49 502 / 656 95 / 146	↔	↔	Otay Mesa Rd	↔	↔	60 / 60 65 / 44 529 / 299	<p>2</p> <table border="1"> <tr> <td>46 / 34 ↔</td> <td>567 / 948 ↔</td> <td>La Media Rd</td> <td>↔</td> <td>↔</td> <td>105 / 112 50 / 25 38 / 59</td> </tr> <tr> <td>20 / 28 1 / 2 66 / 147</td> <td>↔</td> <td>↔</td> <td>SR-905 WB Ramps</td> <td>↔</td> <td>↔</td> <td>137 / 85 685 / 549 165 / 405</td> </tr> </table>	46 / 34 ↔	567 / 948 ↔	La Media Rd	↔	↔	105 / 112 50 / 25 38 / 59	20 / 28 1 / 2 66 / 147	↔	↔	SR-905 WB Ramps	↔	↔	137 / 85 685 / 549 165 / 405	<p>3</p> <table border="1"> <tr> <td>78 / 225 ↔</td> <td>240 / 371 ↔</td> <td>La Media Rd</td> <td>↔</td> <td>↔</td> <td>597 / 362 ↔</td> </tr> <tr> <td>525 / 422 ↔</td> <td>↔</td> <td>↔</td> <td>SR-905 EB Ramps</td> <td>↔</td> <td>↔</td> <td>10 / 31 397 / 666</td> </tr> </table>	78 / 225 ↔	240 / 371 ↔	La Media Rd	↔	↔	597 / 362 ↔	525 / 422 ↔	↔	↔	SR-905 EB Ramps	↔	↔	10 / 31 397 / 666	<p>4</p> <table border="1"> <tr> <td>148 / 131 ↔</td> <td>282 / 394 ↔</td> <td>395 / 314 ↔</td> <td>La Media Rd</td> <td>↔</td> <td>↔</td> <td>292 / 563 83 / 112 5 / 7</td> </tr> <tr> <td>59 / 164 84 / 117 45 / 90</td> <td>↔</td> <td>↔</td> <td>Airway Rd</td> <td>↔</td> <td>↔</td> <td>49 / 26 67 / 16</td> </tr> </table>	148 / 131 ↔	282 / 394 ↔	395 / 314 ↔	La Media Rd	↔	↔	292 / 563 83 / 112 5 / 7	59 / 164 84 / 117 45 / 90	↔	↔	Airway Rd	↔	↔	49 / 26 67 / 16
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Opening Day (Year 2025) Peak Hour and ADT Volumes

Appendix E contains trip generation and assignment information for each project referenced, and a breakdown of each cumulative project's traffic volumes at the study area intersections and roadways for reference.

6.2 ROADWAY NETWORK CHANGES

Network changes are anticipated to be constructed between Existing (2022) and Opening Day (Year 2025) Conditions since the Project intends to open after the implementation of the La Media Road CIP Project #S15018, which would be constructed and operational at this time. Per the City's CIP Project Map Viewer, construction began in March/April 2023 and is expected to be completed by fall 2024. Improvements include widening La Media Road between SR-905 EB Ramps to Siempre Viva Road. La Media Road will be widened to a six-lane primary arterial from SR-905 EB Ramps to Airway Road, a five-lane major arterial between Airway Road and Avenida De La Fuente, and a four-lane major arterial between Avenida de la Fuente and Siempre Viva Road. The intersection of La Media Road and Airway Road would be constructed as follows:

- NB: Dual left-turn lanes, two thru lanes, and an exclusive right-turn pocket;
- SB: Dual left-turn lanes, three thru lanes, and two exclusive right-turn pockets;
- EB: Dual left-turn lanes, two thru lanes, and an exclusive right-turn pocket; and
- WB: Dual left-turn lanes, two thru lanes, and two exclusive right-turn pockets.

It should be noted that a portion of the power line on the south side of Airway Road would be relocated as part of the CIP project, as indicated by the project's approved improvement plans, Dwg #41750-17-D.

Figure 6-3 shows the Opening Day (Year 2025) geometrics of the study intersections and roadways with the improvements by La Media Road CIP #S15018. **Appendix F** contains CIP project description, schedule, approved signing/stripping plans, and improvement plan showing the location of power poles and overhead lines proposed to be removed by others.

The construction of the CIP improvements would provide for the following roadway segment functional classification upgrades:

La Media Road:

- between SR 905 EB Ramps and Airway Road – 6 Lane Prime Arterial
- between Airway Road and Avenida de la Fuente – 5 Lane Major Arterial (3L SB / 2L NB)
- between Avenida de la Fuente and Siempre Viva Road – 4 Lane Major Arterial

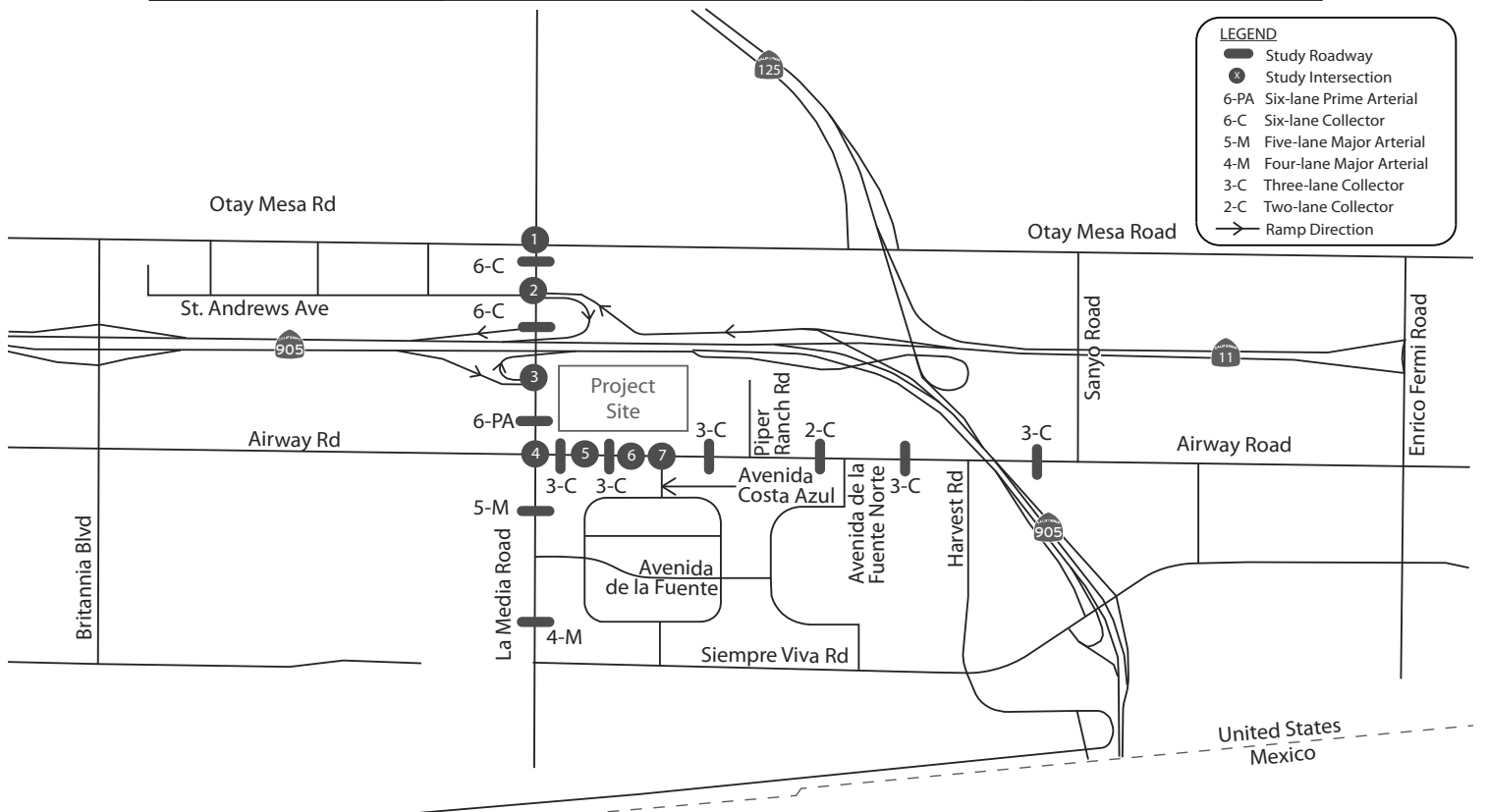
Airway Road:

- between La Media Road and Project Driveway 1 – 3 Lane Collector (2L WB / 1L EB)
- between Project Driveway 1 and Avenida Costa Azul – 3 Lane Collector (2L WB / 1L EB)

No additional roadway network changes are assumed to occur between the Existing (2022) and Opening Day (Year 2025) scenarios since there are no fully-funded cumulative project improvements in the study area at this time.

FIGURE 6-3

<p>La Media Road/ Otay Mesa Road</p>	<p>La Media/ SR-905 WB Ramps</p>	<p>La Media Road/ SR-905 EB Ramp</p>	<p>La Media Road/ Airway Road</p>
<p>Project Driveway 1/ Airway Road</p>	<p>Project Driveway 2/ Airway Road</p>	<p>Avenida Costa Azul/ Airway Road</p>	<p>LEGEND</p>
<p>Future Driveway</p>	<p>Future Driveway</p>		<p>(X) Signalized (X) Unsignalized (STOP) Stop Controlled Leg (xx) Storage Length</p>



Opening Day (Year 2025) Intersection and Roadway Segment Geometrics

6.3 INTERSECTION ANALYSIS

Table 6-2 displays the LOS analysis results for the study intersections under the Opening Day (Year 2025) Conditions. As shown in the table, all intersections within the study area would operate at LOS D or better during both peak periods.

Appendix C4 contains the Opening Day (Year 2025) Conditions intersection LOS calculation worksheets.

Table 6-2 Opening Day (Year 2025) Conditions Intersection LOS Summary

Intersection		Traffic Control	Peak Hour	Opening Day (Year 2025)	
				Delay (a)	LOS (b)
1	La Media Rd & Otay Mesa Rd	Signal	AM	46.0	D
			PM	48.6	D
2	La Media Rd & St. Andrews Avenue/SR-905 WB Ramps	Signal	AM	13.2	B
			PM	26.4	C
3	La Media Road & SR-905 EB Ramps	Signal	AM	9.9	A
			PM	9.7	A
4	La Media Road & Airway Road	Signal	AM	18.7	B
			PM	20.6	C
5	Airway Road & Project Driveway 1	SSSC	AM	Future Driveway	
			PM		
6	Airway Road & Project Driveway 2	SSSC	AM	Future Driveway	
			PM		
7	Avenida Costa Azul/Private Driveway & Airway Road	SSSC	AM	15.5	C
			PM	21.8	C

Bold values indicate intersections operating at LOS E or F. SSSC = Side Street Stop Control

a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At SSSC intersections, delay refers to the worst movement.

b) LOS calculations are based on the methodology outlined in the HCM 6th Edition and performed using Synchro 11.

6.4 ROADWAY SEGMENT ANALYSIS

Table 6-3 displays the roadway segments analysis under the Opening Day (Year 2025) Conditions. As shown in the table, all study roadway segments would operate at LOS D or better with the exception of the following locations:

- Airway Road, between La Media Road and Project Driveway 1 – LOS F
- Airway Road, between Project Driveway 1 and Avenida Costa Azul – LOS E

Table 6-3 Opening Day (Year 2025) Conditions Roadway Segment LOS Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Opening Day (Year 2025)		
			ADT	V/C Ratio(b)	LOS
La Media Road					
Otay Mesa Rd to SR 905 WB Ramps/St. Andrews Ave	6L Collector(c)	45,000	36,177	0.804	D
SR 905 WB Ramps/St. Andrews Ave to SR 905 EB Ramps	6L Collector(c)	45,000	30,429	0.676	C
SR 905 EB Ramps to Airway Road	6L Prime Arterial	60,000	29,025	0.484	B
Airway Road to Avenida de la Fuente	5L Major Arterial (3L SB, 2L NB)	45,000	16,287	0.362	A
Avenida de la Fuente to Siempre Viva Road	4L Major Arterial	40,000	15,442	0.386	B
Airway Road					
La Media Road to Project Driveway 1	3L Collector (2L WB, 1L EB) (d)	12,000	13,339	1.112	F
Project Driveway 1 to Avenida Costa Azul	3L Collector (2L WB, 1L EB) (d)	12,000	11,271	0.939	E
Avenida Costa Azul to Piper Ranch Road	3L Collector (2L WB, 1L EB) (e)	15,000	11,819	0.788	D
Piper Ranch Road to Avenida de la Fuente N	2L Collector (TWLTL) (f)	15,000	11,490	0.766	D
Avenida de la Fuente N to Harvest Road	3L Collector (2L WB, 1L EB) (g)	15,000	11,490	0.766	D
Harvest Road to Sanyo Avenue	3L Collector (2L WB, 1L EB) (h)	15,000	10,455	0.697	D

#L = total number of lanes; TWLTL = Two-way left-turn lane; **Bold** values indicate roadway segment operating at LOS E or F.

Existing roads street classification is based on field observations.

(a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(b) Collector roadway due to lack of raised median

(c) Collector roadway – no fronting property

(d) Collector roadway – commercial/industrial fronting property

(e) Collector roadway – existing raised median and left-turn pockets

(f) Collector roadway – with continuous two-way left-turn lane or left-turn pockets

(g) Collector roadway – existing painted median

(h) Collector roadway – north half of roadway under construction

- West Half: 2L WB / 1L EB with painted median
- East Half: 1L WB / 1L EB with TWLTL

7 OPENING DAY (YEAR 2025) PLUS PROJECT

This section provides a description of the Opening Day (Year 2025) conditions with the addition of the Project.

7.1 TRAFFIC VOLUMES

The Project is expected to generate 2,043 Daily trips, with 306 trips (215 in, 91 out) during the AM Peak, and 327 trips (131 in, 196 out) during the PM Peak. Opening Day (Year 2025) Plus Project volumes were determined by adding the Project traffic to the Opening Day (Year 2025) Conditions volumes. These volumes are shown in **Figure 7-1**.

7.2 ROADWAY NETWORK

With the construction of the Project, the Project would widen the northern side of Airway Road between the eastern limits of the CIP improvements to the Project's east property line to provide ½ width improvements for the City's 4-Lane Major Arterial standards and to provide one eastbound travel lanes and two westbound travel lanes.

The two (2) access driveways and one (1) emergency access only driveway are proposed along Airway Road. The middle driveway (Project Driveway 1) is proposed to be a full-access, signalized driveway (signal warrant analysis discussed in Section 11) approximately 700-foot east of La Media Road with a southbound shared left/right-turn (outbound) lane and a single inbound lane. A 200-foot eastbound left-turn pocket would be provided. In addition to the traffic volume demand, the signalization of Project Driveway 1 would allow full-access movements into/out of the site due along Airway Road, which has an ultimate classification as a 4-Lane Major Arterial in the Otay Mesa Community Plan. The eastern driveway (Project Driveway 2) would be a right-in/right-out, stop- controlled driveway with a single inbound/outbound lane.

Figure 7-2 shows the geometrics of the study intersections with the addition of the Project.

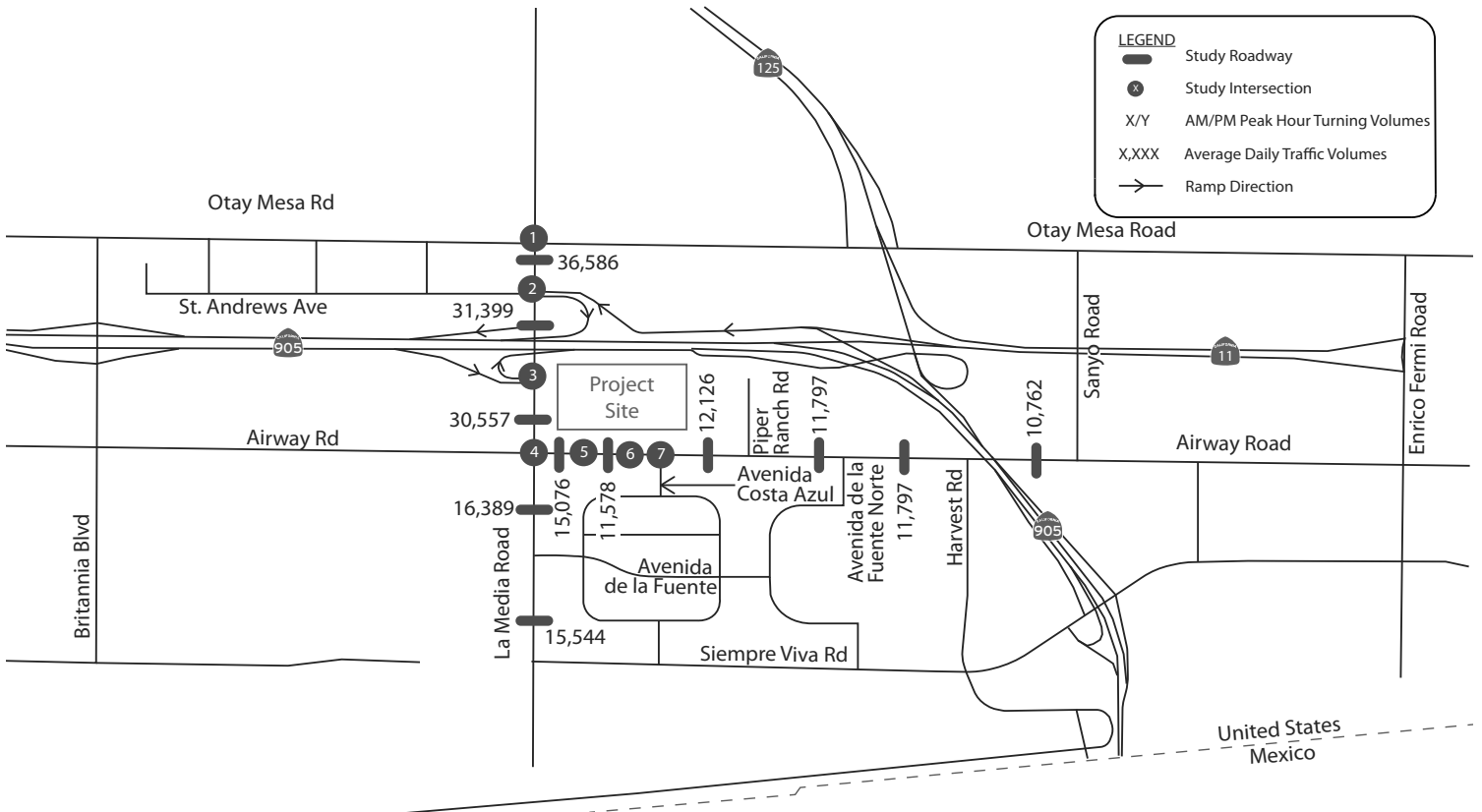
7.3 INTERSECTION ANALYSIS

Table 7-1 displays the LOS analysis results for the study intersections under the Opening Day (Year 2025) with Project Conditions. As shown in the table, all intersections within the study area would operate at LOS D or better during both peak periods with the addition of the proposed Project.

Appendix C5 contains the Opening Day (Year 2025) Plus Project intersection LOS calculation worksheets.

FIGURE 7-1

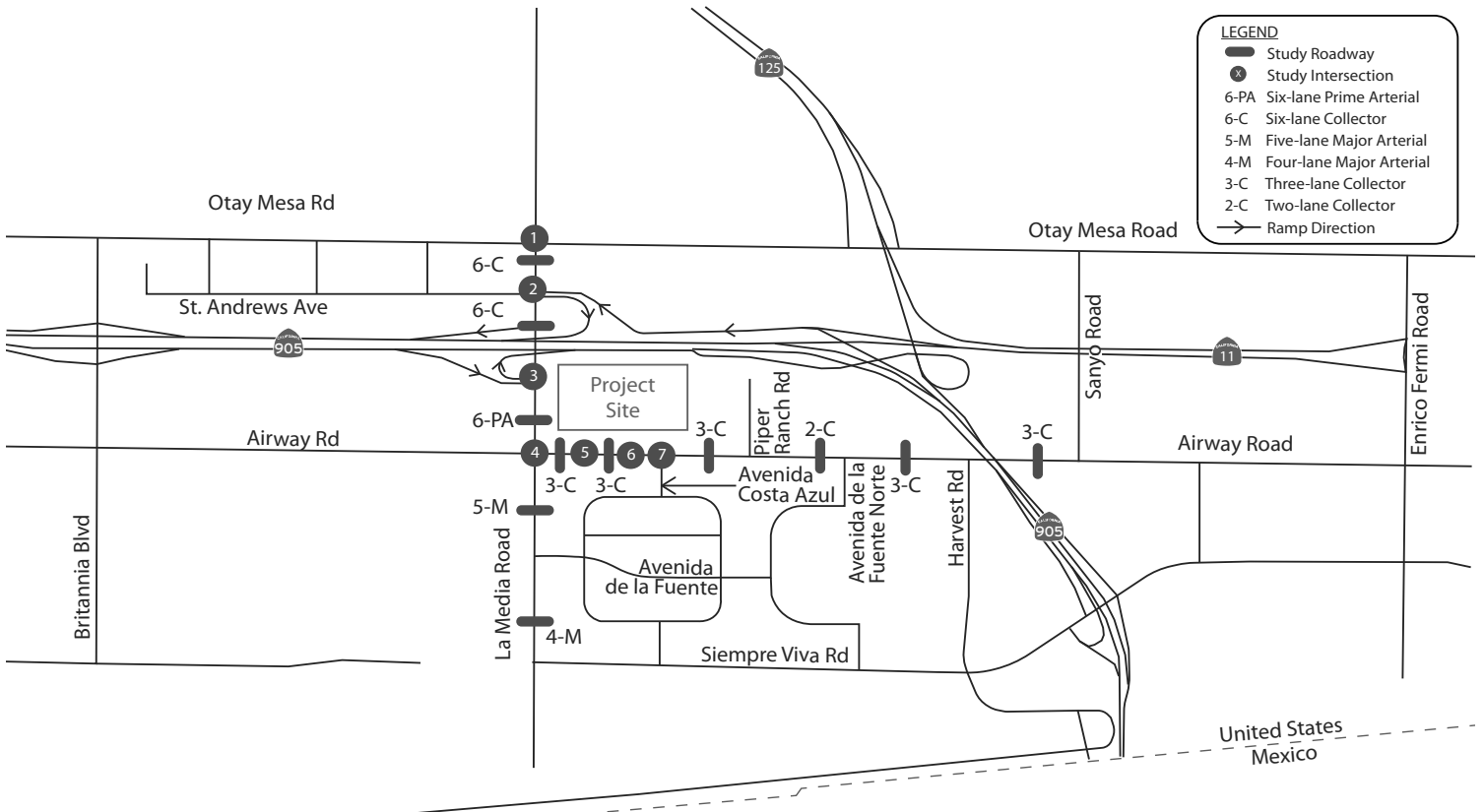
<p>1</p> <p>31 / 41 52 / 118 19 / 33</p> <p>La Media Rd</p> <p>188 / 180 585 / 778 444 / 687</p> <p>Otay Mesa Rd</p> <p>55 / 49 502 / 656 127 / 166</p> <p>74 / 89 65 / 44 529 / 299</p>	<p>2</p> <p>46 / 34 621 / 981</p> <p>La Media Rd</p> <p>105 / 112 50 / 25 38 / 59</p> <p>SR-905 WB Ramps</p> <p>20 / 28 1 / 2 66 / 147</p> <p>137 / 85 699 / 578 215 / 513</p>	<p>3</p> <p>78 / 225 294 / 404</p> <p>La Media Rd</p> <p>SR-905 EB Ramps</p> <p>597 / 362 643 / 494</p> <p>10 / 31 461 / 803</p>	<p>4</p> <p>148 / 131 282 / 394 567 / 419</p> <p>La Media Rd</p> <p>356 / 700 88 / 122 14 / 27</p> <p>Airway Rd</p> <p>59 / 164 95 / 124 45 / 90</p> <p>49 / 26 67 / 16</p>
<p>5</p> <p>64 / 138 14 / 29</p> <p>Driveway 1</p> <p>244 / 529</p> <p>Airway Rd</p> <p>183 / 111 331 / 266</p>	<p>6</p> <p>14 / 29</p> <p>Driveway 2</p> <p>32 / 20 230 / 500</p> <p>Airway Rd</p> <p>345 / 295</p>	<p>7</p> <p>2 / 16 1 / 1 0 / 3</p> <p>Private Driveway</p> <p>2 / 1 193 / 330 25 / 50</p> <p>Airway Rd</p> <p>12 / 0 252 / 217 87 / 42</p> <p>68 / 158 2 / 0 15 / 24</p> <p>Avenida Costa Azul</p>	



Opening Day (Year 2025) Plus Project Peak Hour and ADT Volumes

FIGURE 7-2

<p>La Media Road/ Otay Mesa Road</p>	<p>La Media/ SR-905 WB Ramps</p>	<p>La Media Road/ SR-905 EB Ramp</p>	<p>La Media Road/ Airway Road</p>
<p>Project Driveway 1/ Airway Road</p>	<p>Project Driveway 2/ Airway Road</p>	<p>Avenida Costa Azul/ Airway Road</p>	<p>LEGEND</p> <ul style="list-style-type: none"> (X) Signalized (X) Unsignalized (STOP) Stop Controlled Leg (xx) Storage Length



Opening Day (Year 2025) Plus Project Intersection and Roadway Segment Geometrics

Table 7-1 Opening Day (Year 2025) Plus Project Intersection LOS Summary

Intersection	Traffic Control	Peak Hour	Opening Day (Year 2025)		Opening Day (Year 2025) Plus Project		Δ (c)	Significant?
			Delay (a)	LOS (b)	Delay (a)	LOS (b)		
1 La Media Rd & Otay Mesa Rd	Signal	AM	46.0	D	46.6	D	0.6	NO
		PM	48.6	D	50.9	D	2.3	NO
2 La Media Rd & St. Andrews Avenue/SR-905 WB Ramps	Signal	AM	13.2	B	13.1	B	-0.1	NO
		PM	26.4	C	28.2	C	1.8	NO
3 La Media Road & SR-905 EB Ramps	Signal	AM	9.9	A	10.9	B	1.0	NO
		PM	9.7	A	10.4	B	0.7	NO
4 La Media Road & Airway Road	Signal	AM	18.7	B	21.4	C	2.7	NO
		PM	20.6	C	26.5	C	5.9	NO
5 Airway Road & Project Driveway 1	Signal	AM	Future Driveway		9.8	A	-	-
		PM	Future Driveway		11.5	B	-	-
6 Airway Road & Project Driveway 2	SSSC	AM	Future Driveway		9.6	A	-	-
		PM	Future Driveway		10.7	B	-	-
7 Avenida Costa Azul/Private Driveway & Airway Road	SSSC	AM	15.5	C	16.3	C	0.8	NO
		PM	21.8	C	24.3	C	2.5	NO

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact. SSSC = Side Street Stop Control; AWSC = All Way Stop Control

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the HCM 6th Edition and performed using Synchro 11.

(c) Change in delay due to addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

7.4 ROADWAY SEGMENT ANALYSIS

Table 7-2 displays the roadway segments analysis under the Opening Day (Year 2025) Plus Project conditions. As shown in the table, all study roadway segments would be expected to continue to operate at LOS D or better with the addition of the Project, except at the following locations:

- Airway Road, between La Media Road and Project Driveway 1 – LOS F
- Airway Road, between Project Driveway 1 and Avenida Costa Azul – LOS E

Table 7-2 Opening Day (Year 2025) Plus Project Conditions Roadway Segment LOS Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Opening Day (Year 2025)		Opening Day (Year 2025) Plus Project		Δ V/C	Significant ?			
			ADT	V/C Ratio(b)	LOS	ADT			V/C Ratio	LOS	
La Media Road											
Otay Mesa Rd to SR 905 WB Ramps/St. Andrews Ave	6L Collector(c)	45,000	36,177	0.804	D	36,586	0.813	D	409	0.009	NO
SR 905 WB Ramps/St. Andrews Ave to SR 905 EB Ramps	6L Collector(c)	45,000	30,429	0.676	C	31,399	0.698	C	970	0.022	NO
SR 905 EB Ramps to Airway Road	6L Prime Arterial	60,000	29,025	0.484	B	30,557	0.509	B	1,532	0.025	NO
Airway Road to Avenida de la Fuente	5L Major Arterial (3L SB, 2L NB)	45,000	16,287	0.362	A	16,389	0.364	A	102	0.002	NO
Avenida de la Fuente to Siempre Viva Road	4L Major Arterial	40,000	15,442	0.386	B	15,544	0.389	B	102	0.003	NO
Airway Road											
La Media Road to Project Driveway 1	3L Collector (2L WB, 1L EB)(d)	12,000	13,339	1.112	F	15,076	1.256	F	1,737	0.144	YES
Project Driveway 1 to Avenida Costa Azul	3L Collector (2L WB, 1L EB)(d)	12,000	11,271	0.939	E	11,578	0.965	E	307	0.026	YES
Avenida Costa Azul to Piper Ranch Road	3L Collector (2L WB, 1L EB)(e)	15,000	11,819	0.788	D	12,126	0.808	D	307	0.020	NO
Piper Ranch Road to Avenida de la Fuente N	2L Collector (TWLTL)(f)	15,000	11,490	0.766	D	11,797	0.786	D	307	0.020	NO
Avenida de la Fuente N to Harvest Road	3L Collector (2L WB, 1L EB)(g)	15,000	11,490	0.766	D	11,797	0.786	D	307	0.020	NO
Harvest Road to Sanyo Avenue	3L Collector (2L WB, 1L EB)(h)	15,000	10,455	0.697	D	10,762	0.717	D	307	0.020	NO

#L = total number of lanes; TWLTL = Two-way left-turn lane; **Bold** values indicate roadway segment operating at LOS E or F. **Bold and shaded** values indicate a project significant impact.

(a) Opening Day (Year 2025) roads street classification is based on field observations and planned/funded improvements anticipated to occur before opening day.

(b) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(c) Collector roadway due to lack of raised median

(d) Collector roadway – commercial/industrial fronting property

(e) Collector roadway – existing raised median and left-turn pockets

(f) Collector roadway – with continuous two-way left-turn lane or left-turn pockets

(g) Collector roadway – existing painted median

(h) Collector roadway – north half of roadway under construction

- West Half: 2L WB / 1L EB with painted median

- East Half: 1L WB / 1L EB with TWLTL

7.5 PROJECT DRIVEWAY QUEUEING ANALYSIS

A queueing analysis was performed during the AM and PM peak hours at Airway Road & Project Driveway 1 to determine if the proposed 200-foot eastbound left-turn pocket would provide sufficient storage capacity for the Project's inbound traffic. A 16 percent PHV was included for each intersection movement, including the subject left-turn pocket, consistent with the TIS analysis methodology assumptions (Section 2.2). The 16 percent PHV assumption for the eastbound left-turn movement is expected to accurately reflect the passenger vehicle/truck splits based on a review of *Institute of Transportation Engineers (ITE) Trip Generation Manual*, 11th Edition total vehicle and heavy vehicle trip rates for the equivalent Warehousing Use (Land Use 150).

ITE Land Use 150 trip rates:

-AM Peak Hour: 0.17 total vehicles/1,000 SF & 0.02 trucks/1,000 SF (11.7%)

-PM Peak Hour: 0.18 total vehicles/1,000 SF & 0.03 trucks/1,000 SF (16.7%)

Synchro 11 software was utilized to conduct the queueing analysis, and the 95th percentile queue lengths are report in this analysis. The resulting 95th percentile queue is expected to be 97-feet during the AM peak hour and 86-feet during the PM peak hour. The queueing analysis indicates that the proposed 200-foot eastbound left-turn pocket would provide sufficient storage capacity for the Project's inbound traffic. **Appendix C9** contains queueing calculation worksheets for Project Driveway 1 during the Opening Day (Year 2025) Plus Project scenario.

7.6 FINDINGS AND CONCLUSIONS

The results of the analysis indicate that the Project would have significant direct impacts under the Opening Day (Year 2025) Plus Project scenario at the following roadway segments:

- Airway Road, between La Media Road and Project Driveway 1
- Airway Road, between Project Driveway 1 and Avenida Costa Azul

The queueing analysis indicates that the proposed 200-foot eastbound left-turn pocket would provide sufficient storage capacity for the Project's inbound traffic.

Roadway Segments:

Airway Road, between La Media Road & Project Driveway 1

Prior to issuance of the first building permit, the Project shall assure by permit and bond to widen this roadway segment (east of the CIP S-15018 eastern project limit) from a 3-Lane Collector to a 4-Lane Major Arterial and construct a full width raised median. All improvements shall be constructed and operational prior to first occupancy to the satisfaction of the City Engineer. As shown in **Table 7-3**, this segment would operate at LOS B with the recommended mitigation measure under Opening Day (Year 2025) with Project Mitigated Conditions.

Airway Road, between Project Driveway 1 and Avenida Costa Azul

Prior to issuance of the first building permit, the Project shall assure by permit and bond to widen this roadway segment from a 3-Lane Collector to a 4-Lane Major Arterial and construct a full width raised median. All improvements shall be constructed and operational prior to first occupancy to the satisfaction of the City Engineer. As shown in **Table 7-3**, this segment would operate at LOS A with the recommended mitigation measure under Opening Day (Year 2025) with Project Mitigated Conditions.

Table 7-3 Opening Day (Year 2025) Plus Project Conditions Mitigation Roadway Segment LOS Summary

Roadway Segment	Opening Day (Year 2025) Plus Project ADT	Before Mitigation		After Mitigation		Significant Impact Mitigated?
		Classification / LOS E Capacity	V/C LOS	Classification / LOS E Capacity	V/C LOS	
Airway Road						
La Media Road to Project Driveway 1	15,076	3L Collector / 12,000	1.256 F	4L Major / 40,000	0.377 B	Yes
Project Driveway 1 to Avenida Costa Azul	11,578	3L Collector / 12,000	0.956 E	4L Major / 40,000	0.289 A	Yes

Notes:

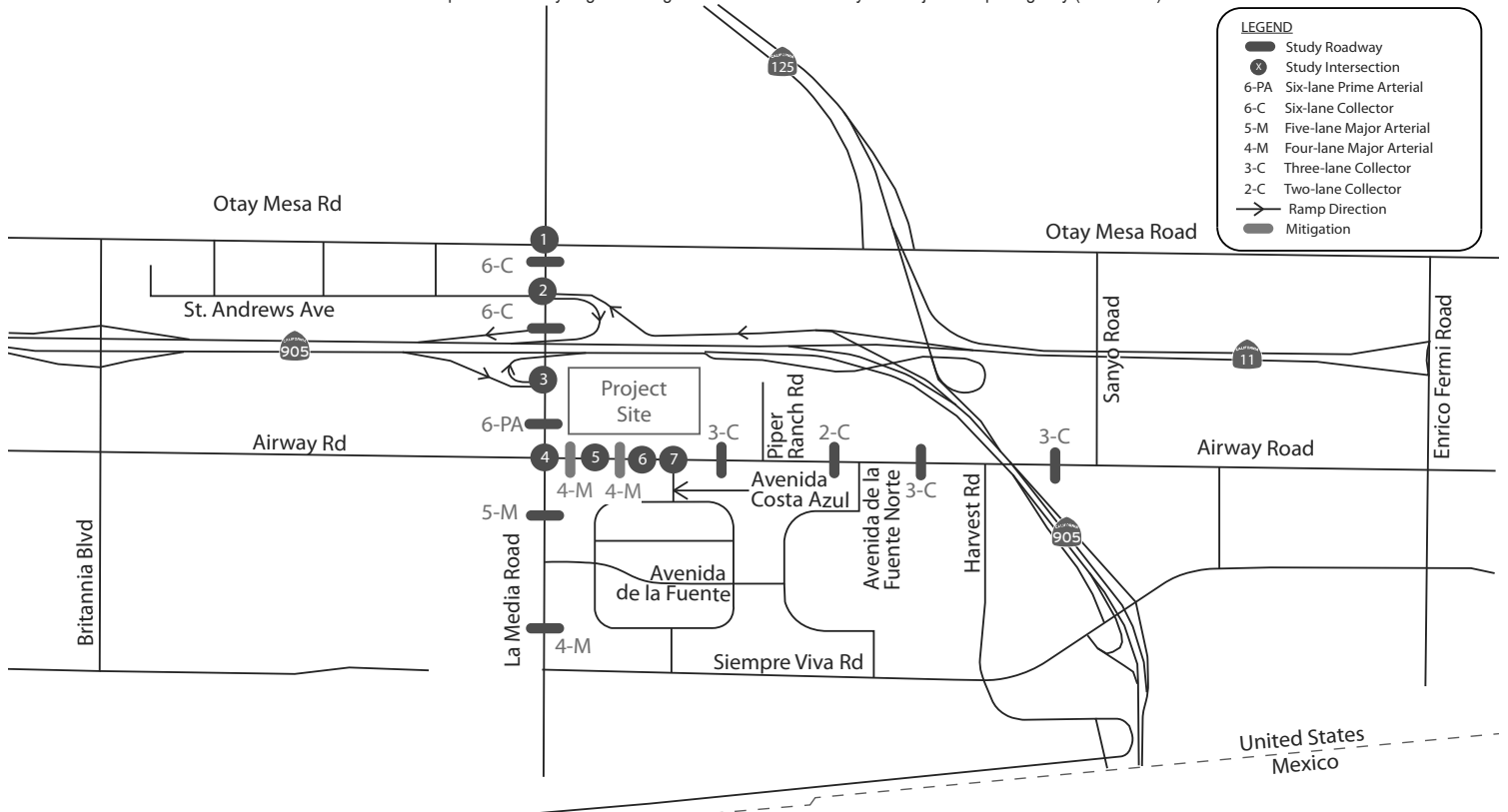
Bold values indicate roadway segment operating at LOS E or F.

Figure 7-3 illustrates the geometrics of the study intersections and roadway segments with the Opening Day (Year 2025) Plus Project mitigation measures. **Appendix L** contains a conceptual design of the Project’s proposed improvements along Airway Road.

FIGURE 7-3

<p>La Media Road/ Otay Mesa Road</p>	<p>La Media/ SR-905 WB Ramps</p>	<p>La Media Road/ SR-905 EB Ramp</p>	<p>La Media Road/ Airway Road</p>
<p>Project Driveway 1/ Airway Road</p>	<p>Project Driveway 2/ Airway Road</p>	<p>Avenida Costa Azul/ Airway Road</p>	<p>LEGEND</p> <ul style="list-style-type: none"> (X) Signalized (X) Unsignalized (STOP) Stop Controlled Leg (xx) Storage Length █ Mitigation

* Additional eastbound lane added as part of roadway segment mitigation to be constructed by the Project at Opening Day (Year 2025).



Opening Day (Year 2025) Plus Project Mitigated Intersection and Roadway Segment Geometrics

8 HORIZON YEAR (2062) CONDITIONS

This section provides a description of the Horizon Year (2062) Conditions. This scenario establishes a baseline to compare against plus project scenario to determine significant cumulative project impacts. Alternative 3B without La Media Road extension from the OMCPU information, including peak hour and roadway segment volumes, were used in this section. Year 2062 was selected as the build-out year consistent with the Otay Mesa Community Plan. Relevant excerpts from the OMCPU EIR and TIS are provided in **Appendix G**.

8.1 TRAFFIC VOLUMES

Horizon Year (2062) traffic volumes were taken from the OMCPU Alternative 3-B Buildout Scenario without La Media Road for daily and AM/PM Peak Hour traffic. Peak-hour and daily volumes assumed for community plan buildout in 2062 were taken directly from the Transportation Analysis for OMCPU, dated June 14, 2012 (with corrections dated August 30, 2012).

The OMCPU did not include roadway segment volumes for La Media Road, between SR-905 WB Ramps/St. Andrews Avenue and SR-905 EB Ramps. Therefore, 50,750 ADT was assumed based on an average of the segment to the north (37,500) and segment to the south (64,000).

The OMCPU did not include AM/PM Peak Hour Traffic Volumes for the intersection of Avenida Costa Azul and Airway Road. The Horizon Year (2062) traffic volumes for this intersection were developed by increasing the existing intersection turning movement volumes proportionally to the annual increase in ADT from the OMCPU between years existing and buildout conditions. Based on this expected increase of traffic volumes on each of the intersection legs, these volumes were balanced by the upstream traffic at the intersection of La Media Road and Airway Road, with consideration for traffic generated by future development on the south side of Airway Road.

To develop the Horizon Year (2062) baseline volumes, the Project's trips were removed from the network based on the trip distribution assumptions in Section 4.2.

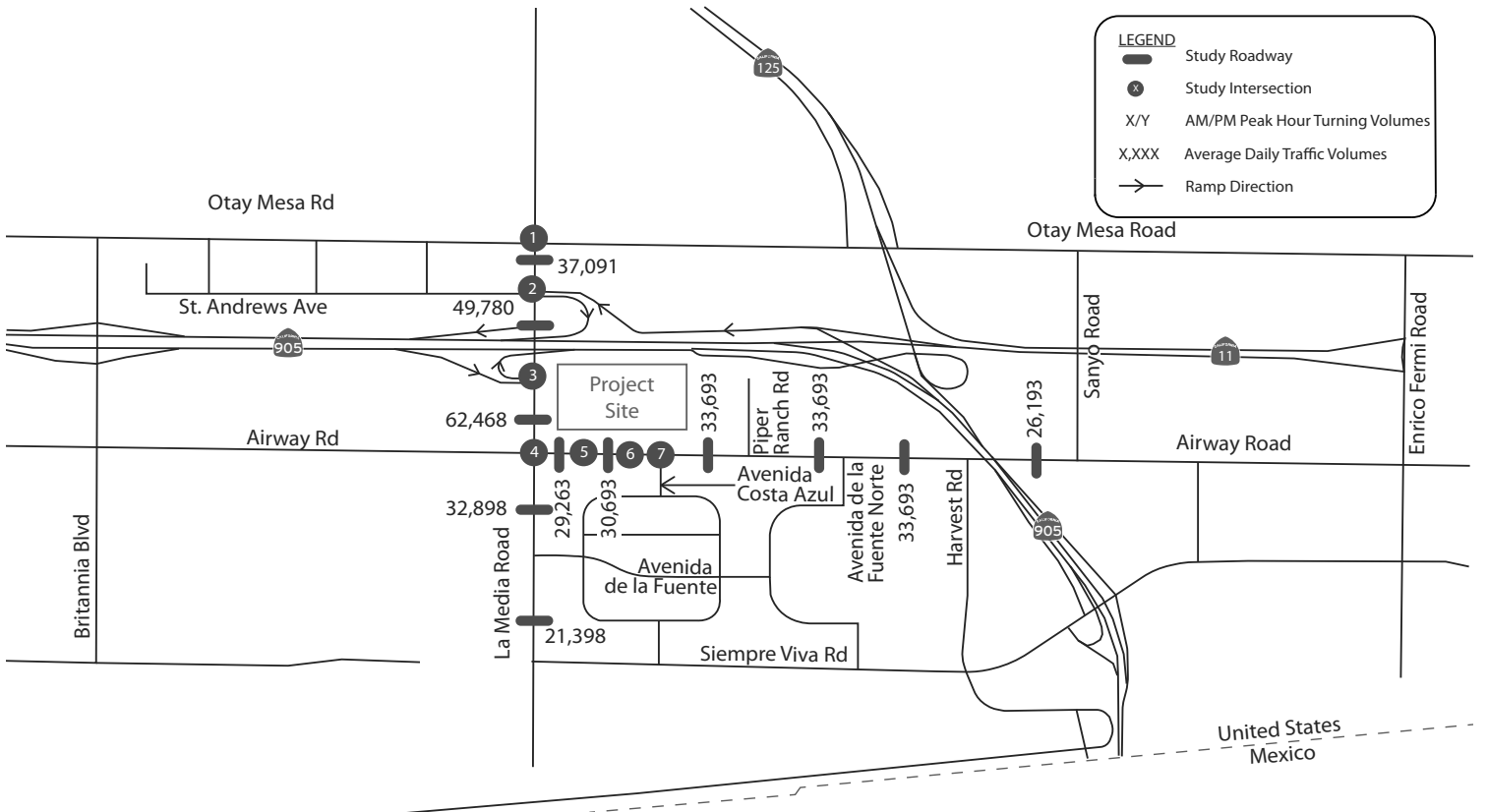
Appendix H contains the OMCPU volumes for 2062, calculations/assumptions for the development of intersection volumes at Avenida Costa Azul and Airway Road, and volume calculations for the development of Horizon Year (2062) baseline conditions. **Figure 8-1** illustrates the resulting Horizon Year (2062) Conditions peak-hour and daily traffic volumes in the study area.

8.2 ROADWAY NETWORK

No roadway network changes are assumed to occur between the Opening Day (Year 2025) and Horizon Year (2062) scenarios since there are no fully-funded projects in the study area at this time. Therefore, the roadway network assumed in the Opening Day (Year 2025) Conditions (Figure 6-3) are the same conditions assumed for Horizon Year (2062) Conditions.

FIGURE 8-1

<p>1</p> <p>825 / 120 ↕ 520 / 630 ↕ 775 / 400 ↕ La Media Rd</p> <p>↕ ↕ ↕ 590 / 780 1165 / 1500 838 / 977 Otay Mesa Rd</p> <p>135 / 665 ↕ 1475 / 1000 ↕ 633 / 1080 ↕</p> <p>961 / 641 ↕ 1105 / 620 ↕ 980 / 850 ↕</p>	<p>2</p> <p>100 / 250 ↕ 1891 / 2437 ↕ La Media Rd</p> <p>↕ ↕ 1035 / 350 50 / 125 1325 / 525 SR-905 WB Ramps</p> <p>85 / 270 ↕ 230 / 505 ↕</p> <p>110 / 225 ↕ 1926 / 1491 ↕ 1250 / 1497 ↕</p>	<p>3</p> <p>400 / 650 ↕ 2296 / 1397 ↕ La Media Rd</p> <p>SR-905 EB Ramps</p> <p>1235 / 825 ↕ 2182 / 1428 ↕</p> <p>600 / 1300 ↕ 2051 / 2388 ↕</p>	<p>4</p> <p>1200 / 700 ↕ 1850 / 1430 ↕ 1428 / 695 ↕ La Media Rd</p> <p>↕ ↕ ↕ 571 / 563 445 / 290 341 / 180 Airway Rd</p> <p>700 / 800 ↕ 604 / 493 ↕ 350 / 500 ↕</p> <p>250 / 295 ↕ 1380 / 2325 ↕ 150 / 300 ↕</p>
<p>5</p> <p>Driveway 1</p> <p>↕ 1134 / 931 ↕ Airway Rd</p> <p>1892 / 1280 ↕</p>	<p>6</p> <p>Driveway 2</p> <p>↕ 1148 / 960 ↕ Airway Rd</p> <p>1287 / 851 ↕</p>	<p>7</p> <p>12 / 35 ↕ 3 / 2 ↕ 0 / 7 ↕ Private Driveway</p> <p>↕ ↕ ↕ 6 / 4 707 / 553 41 / 117 Airway Rd</p> <p>48 / 0 ↕ 857 / 628 ↕ 382 / 223 ↕ Avenida Costa Azul</p> <p>397 / 352 ↕ 6 / 0 ↕ 23 / 46 ↕</p>	



Horizon Year (2062) Peak Hour and ADT Volumes

8.3 INTERSECTION ANALYSIS

Table 8-1 displays the LOS analysis results for the study intersections under the Horizon Year (2062) conditions. As shown in the table, all intersections within the study area would operate at LOS F during both peak periods. **Appendix C6** contains the Horizon Year (2062) Conditions intersection LOS calculation worksheets.

Table 8-1 Horizon Year (2062) Conditions Intersection LOS Summary

Intersection		Traffic Control	Peak Hour	Horizon Year (2062) Conditions	
				Delay (a)	LOS (b)
1	La Media Rd & Otay Mesa Rd	Signal	AM	570.3	F
			PM	495.8	F
2	La Media Rd & St. Andrews Avenue/SR-905 WB Ramps	Signal	AM	373.2	F
			PM	389.7	F
3	La Media Road & SR-905 EB Ramps	Signal	AM	529.9	F
			PM	364.7	F
4	La Media Road & Airway Road	Signal	AM	384.6	F
			PM	349.7	F
5	Airway Road & Project Driveway 1	SSSC	AM	Future Driveway	
			PM		
6	Airway Road & Project Driveway 2	SSSC	AM	Future Driveway	
			PM		
7	Avenida Costa Azul/Private Driveway & Airway Road	SSSC	AM	>1,000	F
			PM	>1,000	F

Bold values indicate intersections operating at LOS E or F. SSSC = Side Street Stop Control

- (a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At SSSC intersections, delay refers to the worst movement.
- (b) LOS calculations are based on the methodology outlined in the HCM 6th Edition and performed using Synchro 11.

8.4 ROADWAY SEGMENT ANALYSIS

Table 8-2 displays the roadway segments analysis under the Horizon Year (2062) Conditions. As shown in the table, all study roadway segments would operate at LOS D or better, with the exception of the following locations:

- La Media Road between SR-905 WB Ramps and SR-905 EB Ramps – LOS F
- La Media Road, between SR 905 EB Ramps and Airway Road – LOS F
- Airway Road, between La Media Road and Project Driveway 1 – LOS F
- Airway Road, between Project Driveway 1 and Avenida Costa Azul – LOS F
- Airway Road, between Avenida Costa Azul and Piper Ranch Road – LOS F
- Airway Road, between Piper Ranch Road and Avenida de la Fuente N – LOS F
- Airway Road, between Avenida de la Fuente N and Harvest Road – LOS F
- Airway Road, between Harvest Road and Sanyo Avenue – LOS F

Table 8-2 Horizon Year (2062) Conditions Roadway Segment LOS Summary

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Horizon Year (2062)		
			ADT	V/C Ratio(b)	LOS
La Media Road					
Otay Mesa Rd to SR 905 WB Ramps/St. Andrews Ave	6L Collector(c)	45,000	37,091	0.824	D
SR 905 WB Ramps/St. Andrews Ave to SR 905 EB Ramps	6L Collector(c)	45,000	49,780	1.106	F
SR 905 EB Ramps to Airway Road	6L Prime Arterial	60,000	62,468	1.041	F
Airway Road to Avenida de la Fuente	5L Major Arterial (3L SB, 2L NB)	45,000	32,898	0.731	C
Avenida de la Fuente to Siempre Viva Road	4L Major Arterial	40,000	21,398	0.535	C
Airway Road					
La Media Road to Project Driveway 1	3L Collector (2L WB, 1L EB) (d)	12,000	29,263	2.439	F
Project Driveway 1 to Avenida Costa Azul	3L Collector (2L WB, 1L EB) (d)	12,000	30,693	2.558	F
Avenida Costa Azul to Piper Ranch Road	3L Collector (2L WB, 1L EB) (e)	15,000	33,693	2.246	F
Piper Ranch Road to Avenida de la Fuente N	2L Collector (TWLTL) (f)	15,000	33,693	2.246	F
Avenida de la Fuente N to Harvest Road	3L Collector (2L WB, 1L EB) (g)	15,000	33,693	2.246	F
Harvest Road to Sanyo Avenue	3L Collector (2L WB, 1L EB) (h)	15,000	26,193	1.746	F

#L = total number of lanes; TWLTL = Two-way left-turn lane; **Bold** values indicate roadway segment operating at LOS E or F.

(a) Horizon Year street classification is based on planned and funded improvements to the roadway network.

(b) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(c) Collector roadway due to lack of raised median

(d) Collector roadway – commercial/industrial fronting property

(e) Collector roadway – existing raised median and left-turn pockets

(f) Collector roadway – with continuous two-way left-turn lane or left-turn pockets

(g) Collector roadway – existing painted median

(h) Collector roadway – north half of roadway under construction

- West Half: 2L WB / 1L EB with painted median
- East Half: 1L WB / 1L EB with TWLTL

9 HORIZON YEAR (2062) PLUS PROJECT

This section provides a description of the Horizon Year (2062) conditions with the addition of the Project.

9.1 TRAFFIC VOLUMES

The Project is expected to generate 2,043 daily trips, with 306 trips (215 in, 91 out) during the AM Peak, and 327 trips (131 in, 196 out) during the PM Peak. Horizon Year (2062) Plus Project volumes were determined by adding the Project traffic to the Horizon Year (2062) Conditions volumes. These volumes are shown in **Figure 9-1**.

9.2 ROADWAY NETWORK

The Project's proposed roadway network changes are consistent with those described in *Section 7.2*. No roadway network changes are assumed to occur between the Opening Day (Year 2025) and Horizon Year (2062) scenarios since there are no fully-funded projects in the study area at this time; the roadway network assumed in the Opening Day (Year 2025) Plus Project conditions (Figure 7-2) are the same conditions assumed for Horizon Year (2062) Plus Project conditions.

The second eastbound travel lane along Airway Road (between La Media Road and Avenida Costa Azul) that was recommended for the Opening Day (Year 2025) Plus Project mitigations (Section 7.6), was not included in the roadway network assumptions under the Horizon Year (2062) Plus Project conditions. This assumption was made in order to determine whether the improvements recommended for the Opening Day (Year 2025) would also be sufficient to mitigate the Horizon Year (2062) Plus Project impacts. Table 9-4, presented in Section 9.6, shows that four-lane Major Arterial recommended under Opening Day (Year 2025) Plus Project Mitigated Conditions would be sufficient, and there would not be an additional Horizon Year (2062) Plus Project significant impact.

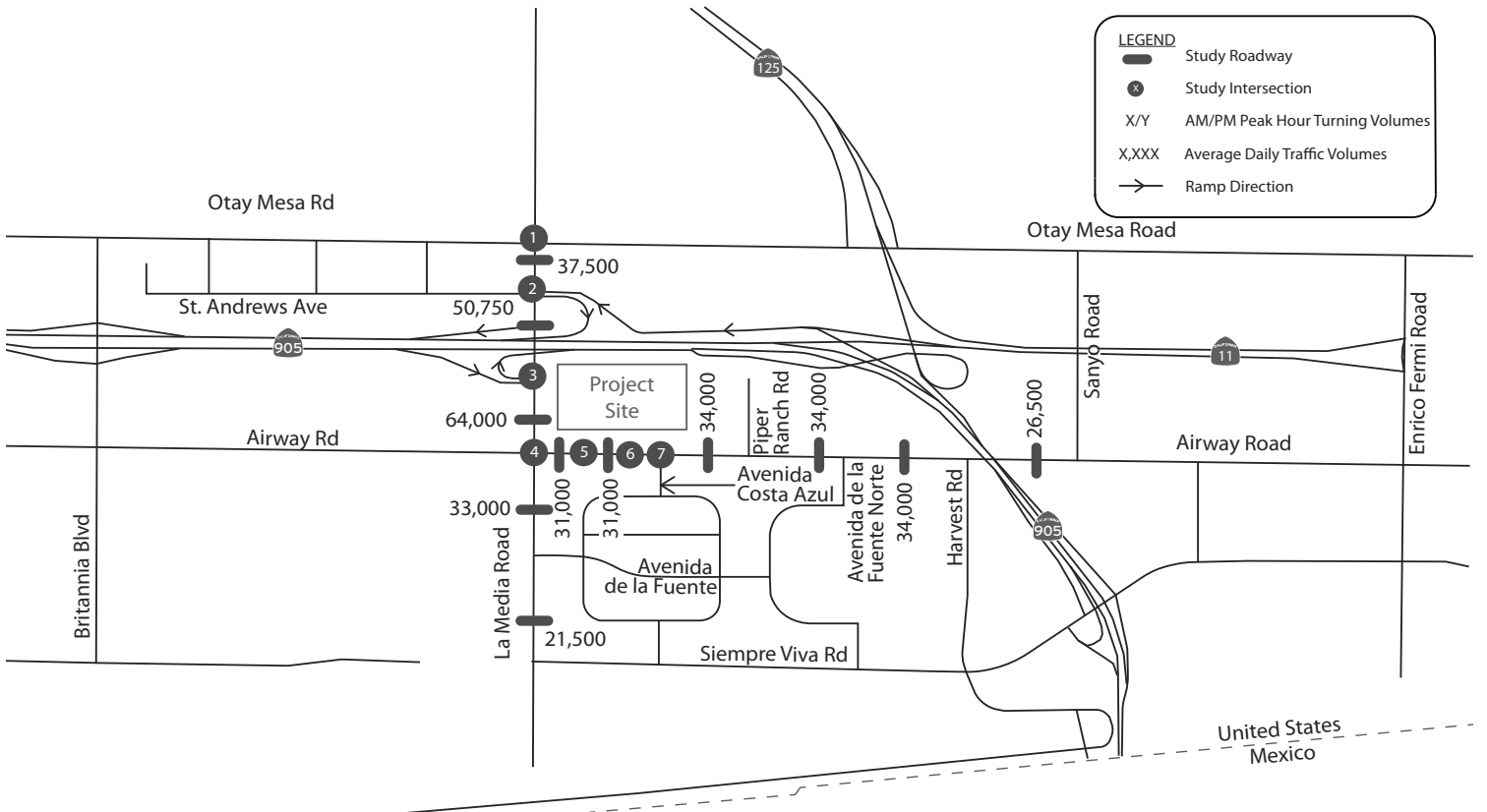
9.3 INTERSECTION ANALYSIS

Table 9-1 displays the LOS analysis results for the study intersections under the Horizon Year (2062) Plus Project Conditions. As shown in the table, all intersections within the study area would continue to operate at LOS F during both peak periods with the exception of the Project's access driveways.

Appendix C7 contains the Horizon Year (2062) Plus Project intersection LOS calculation worksheets.

FIGURE 9-1

<p>1</p> <p>↔ 625 / 120 ↔ 520 / 630 ↔ 775 / 400</p> <p>La Media Rd</p> <p>↔ 590 / 780 ↔ 1165 / 1500 ↔ 860 / 990</p> <p>Otay Mesa Rd</p> <p>↔ 135 / 665 ↔ 1475 / 1000 ↔ 665 / 1100</p> <p>↔ 975 / 670 ↔ 1105 / 620 ↔ 980 / 850</p>	<p>2</p> <p>↔ 100 / 250 ↔ 1945 / 2470</p> <p>La Media Rd</p> <p>↔ 1035 / 350 ↔ 50 / 125 ↔ 1325 / 525</p> <p>SR-905 WB Ramps</p> <p>↔ 85 / 270 ↔ 230 / 505</p> <p>↔ 110 / 225 ↔ 1940 / 1520 ↔ 1300 / 1605</p>	<p>3</p> <p>↔ 400 / 650 ↔ 2350 / 1430</p> <p>La Media Rd</p> <p>SR-905 EB Ramps</p> <p>↔ 1235 / 825 ↔ 2300 / 1500</p> <p>↔ 600 / 1300 ↔ 2115 / 2525</p>	<p>4</p> <p>↔ 1200 / 700 ↔ 1850 / 1430 ↔ 1600 / 800</p> <p>La Media Rd</p> <p>↔ 635 / 700 ↔ 450 / 300 ↔ 350 / 200</p> <p>Airway Rd</p> <p>↔ 700 / 800 ↔ 615 / 500 ↔ 350 / 500</p> <p>↔ 250 / 295 ↔ 1380 / 2325 ↔ 150 / 300</p>
<p>5</p> <p>↔ 64 / 138 ↔ 14 / 29</p> <p>Driveway 1</p> <p>↔ 1148 / 960</p> <p>Airway Rd</p> <p>↔ 183 / 111 ↔ 1892 / 1280</p>	<p>6</p> <p>↔ 14 / 29</p> <p>Driveway 2</p> <p>↔ 32 / 20 ↔ 1148 / 960</p> <p>Airway Rd</p> <p>↔ 1301 / 880</p>	<p>7</p> <p>↔ 12 / 35 ↔ 3 / 2 ↔ 0 / 7</p> <p>Private Driveway</p> <p>↔ 6 / 4 ↔ 739 / 573 ↔ 41 / 117</p> <p>Airway Rd</p> <p>↔ 48 / 0 ↔ 871 / 657 ↔ 382 / 223</p> <p>Avenida Costa Azul</p> <p>↔ 397 / 352 ↔ 6 / 0 ↔ 23 / 46</p>	



Horizon Year (2062) Plus Project Peak Hour and ADT Volumes

Table 9-1 Horizon Year (2062) Plus Project Intersection LOS Summary

Intersection	Traffic Control	Peak Hour	Horizon Year (2062)		Horizon Year (2062) Plus Project		Δ (c)	Significant?
			Delay (a)	LOS (b)	Delay (a)	LOS (b)		
1 La Media Rd & Otay Mesa Rd	Signal	AM	570.3	F	579.4	F	9.1	YES
		PM	495.8	F	507.6	F	11.8	YES
2 La Media Rd & St. Andrews Avenue/SR-905 WB Ramps	Signal	AM	373.2	F	379.8	F	6.6	YES
		PM	389.7	F	409.8	F	20.1	YES
3 La Media Road & SR-905 EB Ramps	Signal	AM	529.9	F	565.8	F	35.9	YES
		PM	364.7	F	383.3	F	18.6	YES
4 La Media Road & Airway Road	Signal	AM	384.6	F	414.3	F	29.7	YES
		PM	349.7	F	383.3	F	33.6	YES
5 Airway Road & Project Driveway 1	Signal	AM	Future Driveway		145.1	F	-	YES
		PM	Future Driveway		44.5	D	-	NO
6 Airway Road & Project Driveway 2	SSSC	AM	Future Driveway		14.6	B	-	NO
		PM	Future Driveway		13.3	B	-	NO
7 Avenida Costa Azul/Private Driveway & Airway Road	SSSC	AM	>1,000	F	>1,000	F	-	YES
		PM	>1,000	F	>1,000	F	-	YES

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact. SSSC = Side Street Stop Control; AWSC = All Way Stop Control

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the HCM 6th Edition and performed using Synchro 11.

(c) Change in delay due to addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

9.4 ROADWAY SEGMENT ANALYSIS

Table 9-2 displays the roadway segments analysis under the Horizon Year (2062) Plus Project Conditions. as shown in the table, all study roadway segments would continue to operate at LOS D or better with the addition of the Project, except at the following locations:

- La Media Road between SR-905 WB Ramps and SR-905 EB Ramps – LOS F
- La Media Road, between SR 905 EB Ramps and Airway Road – LOS F
- Airway Road, between La Media Road and Project Driveway 1 – LOS F
- Airway Road, between Project Driveway 1 and Avenida Costa Azul – LOS F
- Airway Road, between Avenida Costa Azul and Piper Ranch Road – LOS F
- Airway Road, between Piper Ranch Road and Avenida de la Fuente N – LOS F
- Airway Road, between Avenida de la Fuente N and Harvest Road – LOS F
- Airway Road, between Harvest Road and Sanyo Avenue – LOS F

Table 9-2 Horizon Year (2062) Plus Project Roadway Segment LOS Summary

Roadway Segment	Roadway Classification	LOS E Capacity	Horizon Year (2062)			Horizon Year (2062) Plus Project			Δ V/C	Significant ?	
			ADT	V/C Ratio(b)	LOS	ADT	V/C Ratio	LOS			
La Media Road											
Otay Mesa Rd to SR 905 WB Ramps/St. Andrews Ave	6L Collector(c)	45,000	37,091	0.824	D	37,500	0.833	D	409	0.009	NO
SR 905 WB Ramps/St. Andrews Ave to SR 905 EB Ramps	6L Collector(c)	45,000	49,780	1.106	F	50,750	1.128	F	970	0.022	YES
SR 905 EB Ramps to Airway Road	6L Prime Arterial	60,000	62,468	1.041	F	64,000	1.067	F	1,532	0.026	YES
Airway Road to Avenida de la Fuente	5L Major Arterial (3L SB, 2L NB)	45,000	32,898	0.731	C	33,000	0.733	C	102	0.002	NO
Avenida de la Fuente to Siempre Viva Road	4L Major Arterial	40,000	21,398	0.535	C	21,500	0.538	C	102	0.003	NO
Airway Road											
La Media Road to Project Driveway 1	3L Collector (2L WB, 1L EB) (d)	12,000	29,263	2.439	F	31,000	2.583	F	1,737	0.144	YES
Project Driveway 1 to Avenida Costa Azul	3L Collector (2L WB, 1L EB) (d)	12,000	30,693	2.558	F	31,000	2.583	F	307	0.025	YES
Avenida Costa Azul to Piper Ranch Road	3L Collector (2L WB, 1L EB) (e)	15,000	33,693	2.246	F	34,000	2.267	F	307	0.021	YES
Piper Ranch Road to Avenida de la Fuente N	2L Collector (TWLTL) (f)	15,000	33,693	2.246	F	34,000	2.267	F	307	0.021	YES
Avenida de la Fuente N to Harvest Road	3L Collector (2L WB, 1L EB) (g)	15,000	33,693	2.246	F	34,000	2.267	F	307	0.021	YES
Harvest Road to Sanyo Avenue	3L Collector (2L WB, 1L EB) (h)	15,000	26,193	1.746	F	26,500	1.767	F	307	0.021	YES

#L = total number of lanes; TWLTL = Two-way left-turn lane; **Bold** values indicate roadway segment operating at LOS E or F. **Bold and shaded** values indicate a project significant impact.

(a) Existing roads street classification is based on field observations.

(b) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(c) Collector roadway due to lack of raised median

(d) Collector roadway – commercial/industrial fronting property

(e) Collector roadway – existing raised median and left-turn pockets

(f) Collector roadway – with continuous two-way left-turn lane or left-turn pockets

(g) Collector roadway – existing painted median

(h) Collector roadway – north half of roadway under construction

- West Half: 2L WB / 1L EB with painted median

- East Half: 1L WB / 1L EB with TWLTL

9.5 PROJECT DRIVEWAY QUEUEING ANALYSIS

A queueing analysis was performed during the AM and PM peak hours at Airway Road & Project Driveway 1 to determine if the proposed 200-foot eastbound left-turn pocket would provide sufficient storage capacity for the Project's inbound traffic. A 16 percent PHV was included for each intersection movement, including the subject left-turn pocket, consistent with the TIS analysis methodology assumptions (Section 2.2). The 16 percent PHV assumption for the eastbound left-turn movement is expected to accurately reflect the passenger vehicle/truck splits based on a review of *Institute of Transportation Engineers (ITE) Trip Generation Manual*, 11th Edition total vehicle and heavy vehicle trip rates for the equivalent Warehousing Use (Land Use 150).

ITE Land Use 150 trip rates:

-AM Peak Hour: 0.17 total vehicles/1,000 SF & 0.02 trucks/1,000 SF (11.7%)

-PM Peak Hour: 0.18 total vehicles/1,000 SF & 0.03 trucks/1,000 SF (16.7%)

Synchro 11 software was utilized to conduct the queueing analysis, and the 95th percentile queue lengths are reported in this analysis. The resulting 95th percentile queue is expected to be 191-feet during the AM peak hour and 129-feet during the PM peak hour. The queueing analysis indicates that the proposed 200-foot eastbound left-turn pocket would provide sufficient storage capacity for the Project's inbound traffic. **Appendix C10** contains queueing calculation worksheets for Project Driveway 1 during the Horizon Year (2062) Plus Project scenario.

9.6 FINDINGS AND CONCLUSIONS

The results of the analysis indicate that the Project would have significant cumulative project impacts under the Horizon Year (2062) Plus Project scenario at the following intersections:

- La Media Road & Otay Mesa Road
- La Media Road & St. Andrews Avenue/ SR-905 WB Ramps
- La Media Road & SR-905 EB Ramps
- La Media Road & Airway Road
- Airway Road & Project Driveway 1
- Avenida Costa Azul/Private Driveway & Airway Road

The intersections of Airway Road & Project Driveway 1, and Avenida Costa Azul/Private Driveway & Airway Road were not evaluated in the OMCPU EIR. The intersection of Airway Road and Project Driveway 1 is required to provide access to the proposed project; and therefore, was not analyzed as part of the OMCPU EIR. The intersection of Avenida Costa Azul/Private Driveway and Airway Road was also not analyzed as part of the OM CPU EIR, however, this intersection is included in the OM PFFP as a planned signalized intersection (Project OM T-35).

The results of the analysis indicate that the Project would have significant cumulative project impacts under the Horizon Year (2062) Plus Project scenario at the following roadway segments:

- La Media Road between SR-905 WB Ramps and SR-905 EB Ramps
- La Media Road, between SR 905 EB Ramps and Airway Road
- Airway Road, between La Media Road and Project Driveway 1
- Airway Road, between Project Driveway 1 and Avenida Costa Azul

- Airway Road, between Avenida Costa Azul and Piper Ranch Road
- Airway Road, between Piper Ranch Road and Avenida de la Fuente N
- Airway Road, between Avenida de la Fuente N and Harvest Road
- Airway Road, between Harvest Road and Sanyo Avenue

The queueing analysis indicates that the proposed 200-foot eastbound left-turn pocket would provide sufficient storage capacity for the Project's inbound traffic.

Intersections:

La Media Road & Otay Mesa Road

The OMCPU recommends the widening of all approaches along Otay Mesa Road and La Media Road to accommodate dual left-turn lanes and dual right-turn lanes on each intersection approach, two southbound thru lanes, and three through lanes on the northbound, eastbound, and westbound approaches. As shown in **Table 9-3**, this intersection would continue to operate at LOS F during both the AM and PM peak hours with implementation of the recommended mitigation measures under Horizon Year (2062) Plus Project Mitigated conditions, which is consistent with findings of the OMCPU EIR. **Appendix C8** contains the Horizon Year (2062) Plus Project Mitigated intersection LOS calculation worksheets. Prior to issuance of any building permit, the Owner/Permittee shall pay an 0.77% fair share towards these intersection improvements, satisfactory to the City Engineer. See **Appendix I** for OMCPU EIR recommendations and fair share calculations.

La Media Road & St. Andrews Avenue/SR-905 WB Ramps

The OMCPU recommends restriping the west leg to restrict the EBT movement providing an eastbound left-turn lane and right-turn lane. It also includes restriping the south leg to provide dual left-turn lanes, three thru lanes, and right-turn pocket. As shown in **Table 9-3**, this intersection would continue to operate at LOS F during both the AM and PM peak hours with implementation of the recommended mitigation measures under Horizon Year (2062) Plus Project Mitigated conditions, which is consistent with findings of the OMCPU EIR. **Appendix C8** contains the Horizon Year (2062) Plus Project Mitigated intersection LOS calculation worksheets. Prior to issuance of any building permit, the Owner/Permittee shall pay a 2.63% fair share towards these intersection improvements, satisfactory to the City Engineer. See **Appendix I** for OMCPU EIR recommendations and fair share calculations.

La Media Road & SR-905 EB Ramps

The OMCPU recommends widening the southbound La Media Road approach to accommodate three thru lanes and a right-turn lane. As shown in **Table 9-3**, this intersection would continue to operate at LOS F during both the AM and PM peak hours with implementation of the recommended mitigation measures under Horizon Year (2062) Plus Project Mitigated conditions, which is consistent with findings of the OMCPU EIR. **Appendix C8** contains the Horizon Year (2062) Plus Project Mitigated intersection LOS calculation worksheets. Prior to issuance of any building permit, the Owner/Permittee shall pay a 3.46% fair share towards this intersection improvement, satisfactory to the City Engineer. See **Appendix I** for OMCPU EIR recommendations and fair share calculations.

La Media Road & Airway Road

This intersection would operate at LOS F during both the AM and PM peak hours, which is consistent with findings of the OMCPU EIR. Since the City's CIP #S-15018 would construct the intersection to its ultimate intersection geometrics, as identified in the currently adopted Otay Mesa Community Plan, no project mitigation measures are required.

Airway Road & Project Driveway 1

As shown in **Table 9-3**, this intersection would improve from LOS F to LOS B by constructing a signalized driveway with a shared left/right-turn southbound lane as part of the site improvements, and by the implementation of the recommended mitigation measures under Opening Day (Year 2025) Plus Project Mitigated conditions, which includes widening Airway Road between La Media Road and Avenida de la Fuente from a 3-Lane Collector to a 4-Lane Major Arterial and constructing a full width raised median. These improvements would provide the following intersection conditions:

- SB: Shared left/right-turn lane;
- EB: Left-turn lane (200-foot pocket) and two thru lanes; and
- WB: Future left-turn lane (200-foot pocket), one thru lane, and a thru/right-turn lane.

These intersection improvements would accommodate a future driveway on the south leg of intersection (northbound approach), which would provide a full-access driveway for the property on south side of Airway. **Appendix C8** contains the Horizon Year (2062) Plus Project Mitigated intersection LOS calculation worksheets. This intersection is not explicitly covered by OMCPU EIR Statement of Overriding Considerations.

Avenida Costa Azul/Private Driveway & Airway Road

Prior to issuance of any building permit, the Owner/Permittee shall pay a 3.57% fair share towards signaling Avenida Costa Azul/Private Driveway & Airway Road, as stated by PFFP OM T-35, and restriping to provide a northbound left-turn/thru lane and right-turn pocket, satisfactory to the City Engineer. As shown in **Table 9-3**, this intersection would improve from LOS F to LOS D with the implementation of the recommended mitigation measures under Horizon Year (2062) Plus Project conditions. **Appendix C8** contains the Horizon Year (2062) Plus Project Mitigated intersection LOS calculation worksheets. See **Appendix I** for fair share calculations. This intersection is not explicitly covered by OMCPU EIR Statement of Overriding Considerations.

Table 9-3 Horizon Year (2062) Plus Project Mitigation Intersection LOS Summary

Intersection		Peak Hour	Horizon Year (2062) Plus Project – Before Mitigation		Horizon Year (2062) Plus Project – After Mitigation	
			Delay (a)	LOS (b)	Delay (a)	LOS (b)
1	La Media Rd & Otay Mesa Rd	AM	579.4	F	235.5	F
		PM	507.6	F	219.0	F
2	La Media Rd & St. Andrews Ave/SR-905 WB Ramps	AM	379.8	F	247.9	F
		PM	409.8	F	176.7	F
3	La Media Rd & SR-905 EB Ramps	AM	565.8	F	415.9	F
		PM	383.3	F	341.3	F
5	Airway Rd & Project Driveway 1	AM	145.1	F	10.4	B
		PM	44.5	D	10.4	B
7	Avenida Costa Azul/Private Driveway & Airway Road	AM	>1,000	F	49.3	D
		PM	>1,000	F	30.6	C

Notes: **Bold** values indicate intersections operating at LOS E or F.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.

At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *HCM 6th Edition* and performed using Synchro 11.0

Roadway Segments:

La Media Road, between St. Andrews Avenue/ SR-905 WB Ramps and SR-905 EB Ramps

The OMCPU recommends constructing a raised median to provide a 6-Lane Primary Arterial. As shown in **Table 9-4**, this roadway segment would continue to operate at LOS F with implementation of the recommended mitigation measures under Horizon Year (2062) Plus Project Mitigation conditions, which is consistent with findings of the OMCPU EIR. Prior to issuance of any building permit, the Owner/Permittee shall pay a 2.62% fair share towards this roadway improvement, satisfactory to the City Engineer. See **Appendix I** for OMCPU EIR recommendations and fair share calculations.

La Media Road, between SR-905 EB Ramps & Airway Road

Since the City's CIP #S-15018 would construct the roadway to its ultimate classification as a 6-lane Primary Arterial, as identified in the currently adopted Otay Mesa Community Plan, no project mitigation measures are required. This roadway segment would continue to operate at LOS F, which is consistent with the findings of the OMCPU EIR.

Airway Road, between La Media Road & Project Driveway 1

In the Opening Day (Year 2025) Plus Project Mitigations scenario, the project would widen this roadway segment from a 3-Lane Collector to a 4-Lane Major Arterial and construct a full width raised median. As shown in **Table 9-4**, this roadway segment would operate at LOS D with implementation of the recommended mitigation measures under Opening Day (Year 2025) Plus Project Mitigated conditions. Therefore, no further mitigation is required. **Appendix L** contains a conceptual design of the Project's proposed improvements along Airway Road.

Airway Road, between Project Driveway 1 & Avenida Costa Azul

In the Opening Day (Year 2025) Plus Project Mitigations scenario, the project would widen this roadway segment from a 3-Lane Collector to a 4-Lane Major Arterial and construct a full width raised median. As shown in **Table 9-4**, this roadway segment would operate at LOS D with implementation of the recommended mitigation measures under Opening Day (Year 2025) Plus Project Mitigated conditions. Therefore, no further mitigation is required. **Appendix L** contains a conceptual design of the Project's proposed improvements along Airway Road.

Airway Road, between Avenida Costa Azul & Piper Ranch Road

The OMCPU recommends widening to provide a 4-Lane Major Arterial. As shown in **Table 9-4**, this segment was previously constructed to 4-Lane Major Arterial standards, including 78-foot curb-to-curb width and a raised median. Therefore, only restriping of the segment is required to improve to a 4-Lane Major Arterial. This roadway segment would operate at LOS D with implementation of the recommended mitigation measures under Horizon Year (2062) Plus Project Mitigation conditions. Prior to issuance of any building permit, the Owner/Permittee shall pay a 1.21% fair share towards this roadway improvement, satisfactory to the City Engineer. See **Appendix I** for OMCPU EIR recommendations and fair share calculations.

Airway Road, between Piper Ranch Road & Avenida de la Fuente N

The OMCPU recommends widening the roadway and constructing a raised median to provide a 4-Lane Major Arterial. As shown in **Table 9-4**, this roadway segment would operate at LOS D with implementation of the recommended mitigation measures under Horizon Year (2062) Plus Project Mitigation conditions. Prior to issuance of any building permit, the Owner/Permittee shall pay a 1.21% fair share towards these

roadway improvements, satisfactory to the City Engineer. See **Appendix I** for OMCPU EIR recommendations and fair share calculations.

Airway Road, between Avenida de la Fuente N & Harvest Road

The OMCPU recommends widening the roadway and constructing a raised median to provide a 4-Lane Major Arterial. As shown in **Table 9-4**, this roadway segment would operate at LOS D with implementation of the recommended mitigation measures under Horizon Year (2062) Plus Project Mitigated conditions. Prior to issuance of any building permit, the Owner/Permittee shall pay a 1.21% fair share towards these roadway improvements, satisfactory to the City Engineer. See **Appendix I** for OMCPU EIR recommendations and fair share calculations.

Airway Road, between Harvest Road & Sanyo Avenue

The OMCPU recommends widening the roadway and constructing a raised median to provide a 4-Lane Major Arterial. As shown in **Table 9-4**, this roadway segment would operate at LOS C with implementation of the recommended mitigation measures under Horizon Year (2062) Plus Project Mitigation conditions. Prior to issuance of any building permit, the Owner/Permittee shall pay a 1.70% fair share towards this roadway improvement, satisfactory to the City Engineer. See **Appendix I** for OMCPU EIR recommendations and fair share calculations. PRJ-1042571, the Sanyo Logistics project, is currently under construction and includes widening the north side of Airway Road for a 4-Lane Major Arterial, constructing raised median along the project site's frontage, and restriping the segment with four travel lanes. Therefore, fair-share contributions will be based on the cost of constructing the remaining portion of raised median between Harvest Road and this PRJ-1042571 project's limits (approximately 450-feet), and any other improvements required to provide a 4-Lane Major Arterial, satisfactory to City Engineer.

Figure 9-2 illustrates the geometrics of the study intersections and roadway segments with the Horizon Year (2062) Plus Project mitigation measures.

Table 9-4 Horizon Year (2062) Plus Project Mitigation Roadway Segment LOS Summary

Roadway Segment	Horizon Year (2062) Plus Project ADT	Before Mitigation		After Mitigation		Significant Impact Mitigated?
		Classification / LOS E Capacity	V/C LOS	Classification / Capacity	V/C LOS	
La Media Road						
SR 905 WB Ramps/St. Andrews Ave to SR 905 EB Ramps	50,750	6L Collector ^a / 45,000	1.128 F	6L Prime / 60,000	0.846 C	Yes
SR 905 EB Ramps to Airway Road	64,000	6L Prime / 60,000	1.067 F	6L Prime / 60,000	1.067 F	No
Airway Road						
La Media Road to Project Driveway 1	34,000	3L Collector ^b / 12,000	2.833 F	4L Major / 40,000	0.850 D	Yes
Project Driveway 1 to Avenida Costa Azul	34,000	3L Collector ^b / 12,000	2.833 F	4L Major / 40,000	0.850 D	Yes
Avenida Costa Azul to Piper Ranch Road	34,000	3L Collector ^c / 15,000	2.267 F	4L Major / 40,000	0.850 D	Yes
Piper Ranch Road to Avenida de la Fuente N	34,000	2L Collector ^d / 15,000	2.267 F	4L Major / 40,000	0.850 D	Yes
Avenida de la Fuente N to Harvest Road	34,000	3L Collector ^e / 15,000	2.267 F	4L Major / 40,000	0.850 D	Yes
Harvest Road to Sanyo Avenue	26,500	3L Collector ^f / 15,000	1.746 F	4L Major / 40,000	0.663 C	Yes

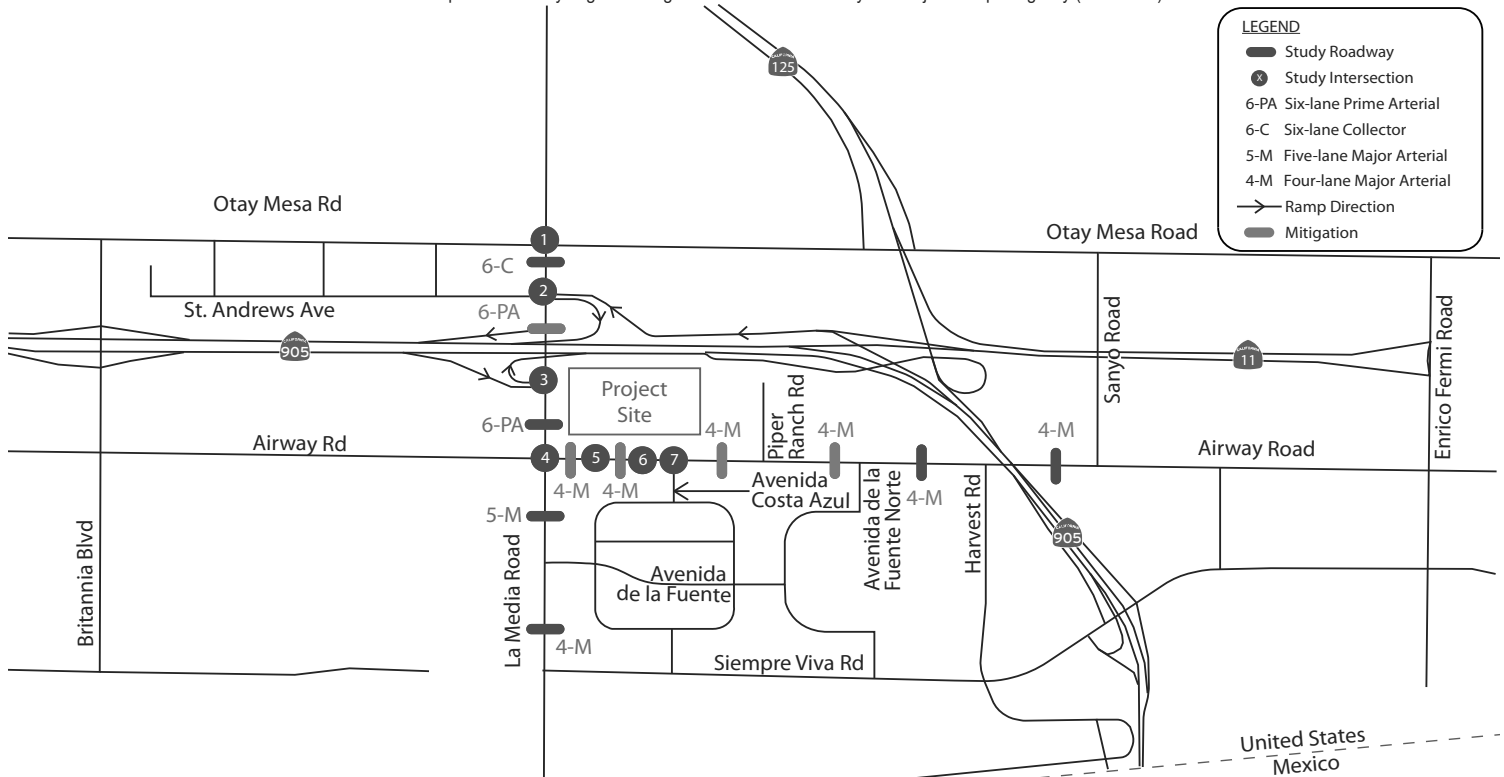
Notes: **Bold** values indicate roadway segment operating at LOS E or F.

- a) Collector roadway due to lack of raised median
- b) Collector Roadway – commercial/industrial fronting property
- c) Collector Roadway – existing raised median and left-turn pockets
- d) Collector Roadway – with continuous two-way left-turn lane or left-turn pockets
- e) Collector Roadway – existing painted median
- f) Collector Roadway – north half of roadway under construction (West Half: 2L WB / 1L EB with painted median | East Half: 1L WB / 1L EB with TWLTL)

FIGURE 9-2

<p>La Media Road/ Otay Mesa Road</p>	<p>La Media/ SR-905 WB Ramps</p>	<p>La Media Road/ SR-905 EB Ramp</p>	<p>La Media Road/ Airway Road</p>
<p>Project Driveway 1/ Airway Road</p>	<p>Project Driveway 2/ Airway Road</p>	<p>Avenida Costa Azul/ Airway Road</p>	<p>LEGEND</p> <ul style="list-style-type: none"> (X) Signalized (X) Unsignalized STOP Stop Controlled Leg (xx) Storage Length █ Mitigation

* Additional eastbound lane added as part of roadway segment mitigation to be constructed by the Project at Opening Day (Year 2025).



Horizon Year (2062) Plus Project Mitigated Intersection and Roadway Segment Geometrics

10 SITE ACCESS AND ON-SITE CIRCULATION

Two access driveways and one emergency access only driveway are proposed along Airway Road. The middle driveway (Project Driveway 1) is proposed to be a full-access, signalized driveway, approximately 700-feet east of La Media Road with a southbound shared left/right-turn (outbound) lane and a single inbound lane. A 200-foot eastbound left-turn pocket is proposed by the Project. Signalization of Project Driveway 1 would allow full-access movements into/out of the site along Airway Road which has an ultimate roadway classification as a 4-Lane Major Arterial per the Otay Mesa Community Plan. The easternmost driveway (Project Driveway 2) would be a right-in/right-out only, stop-controlled driveway with a single inbound/outbound lane.

The on-site circulation and parking aisle configurations are expected to be adequate for the Project's proposed uses. Project Driveway 1 would provide access to all inbound/outbound trucks. Since Project Driveway 2 is narrower and would not have curb returns, truck movements would be restricted at this location. Inbound trucks would enter the site at the signalized Project Driveway 1, travel north through the center of site's drive aisle, and then park at one of the building's loading docks or truck parking stalls running through the center of buildings. Outbound trucks would travel south through the center of the site's drive aisle, exiting the site at the signalized Project Driveway 1. The majority of inbound passenger vehicles would enter the site at the signalized Project Driveway 1 since most of the traffic is expected to access the site from the west, and due to the left-turn restrictions at Project Driveway 2. A small portion of inbound traffic is expected to travel from the east. These vehicles are expected to be split between traveling inbound at Project Driveway 1 and Project Driveway 2. Outbound passenger vehicles would primarily exit at the signalized Project Driveway 1 since this location is central to the buildings and passenger vehicle parking. A portion of outbound traffic heading west would exit at Project Driveway 2. Parking aisles have access on both ends to provide continuous circulation.

The queueing analysis conducted at Airway Road & Project Driveway 1 indicates 95th percentile queueing for the southbound approach as follows:

- Opening Day (Year 2025) Plus Project AM – 30-feet
- Opening Day (Year 2025) Plus Project PM – 56-feet
- Horizon Year (2062) Plus Project AM – 53-feet
- Horizon Year (2062) Plus Project PM – 85-feet

Therefore, the queueing analysis indicated that minimal on-site queues are expected, and the Project's traffic will generally fit within the 70-foot driveway throat, without blocking the site's circulation.

11 TRAFFIC SIGNAL WARRANT ANALYSIS

A traffic signal warrant analysis was conducted for the proposed signalized intersection of Airway Road & Project Driveway 1 to determine if installation of a traffic signal would be warranted at the intersection. The signal warrant analysis was performed in accordance with the CA MUTCD¹ for the Existing (2022) Plus Project Conditions and Opening Day (Year 2025) Plus Project scenarios.

Appendix K contains a detailed traffic signal warrant analysis with supporting worksheets, volume development calculations and assumptions.

Existing (2022) Plus Project Conditions

Based on CA MUTCD Average Traffic Estimate Form (Figure 4C-103), Conditions A, Conditions B and the Combination Warrant (80%) would not be met for the Existing (2025) Plus Project Conditions.

Opening Day (Year 2025) Plus Project

Based on CA MUTCD Average Traffic Estimate Form (Figure 4C-103), Condition B would be met for Opening Day (Year 2025) Plus Project.

Therefore, a traffic signal is warranted at the future intersection of Airway Road & Project Driveway 1 for the Opening Day (Year 2025) Plus Project scenario based on CA MUTCD Average Traffic Estimate Form (Figure 4C-103).

¹ *California Manual on Uniform Traffic Control Devices*, (FHWA's MUTCD 2009 Edition, including Revisions 1 & 2 as amended for use in California), 2014 Edition, Revision 6 (March 30, 2021)

12 ALTERNATE MODES OF TRANSPORTATION

This section discusses pedestrian facilities, bicycle facilities and transit near the Project.

12.1 PEDESTRIAN FACILITIES

Currently there are contiguous sidewalks along the north side of Airway Road between Britannia Boulevard and approximately 400-feet west La Media Road, and intermittently along south side of Airway Road. Between Avenida Costa Azul and Piper Ranch Road, there are contiguous sidewalks along both sides of Airway Road. Additionally, there is a non-contiguous sidewalk along the north side of Airway Road between Avenida la Fuente Norte and Harvest Road, that becomes a contiguous sidewalk just east of Harvest Road. The Project will construct non-contiguous sidewalk within the parkway along its frontage on Airway Road connecting to the City's CIP improvements to the west and to the existing contiguous sidewalk at the site's eastern limits with offsite transitions, per the City of San Diego Street Design Manual.

Along La Media Road, there is contiguous sidewalk between Otay Mesa Road and SR-905 EB Ramps, and contiguous sidewalk along the west side of La Media Road between SR-905 EB Ramps and Airway Road. The City's CIP project will install non-contiguous sidewalk within the parkway along La Media Road, between SR-905 EB Ramps and Siempre Viva Road.

12.2 BICYCLE FACILITIES

Per the OMCPU, a buffered Class II bicycle facility is planned along the project frontage on Airway Road. Implementation of a westbound buffered Class II bicycle lane along the Project's frontage is proposed to be included with the site development and would connect to the City's La Media Road CIP improvements to the west. The Project would implement a portion of the *Otay Mesa Community Plan's* bicycle network along the north side of Airway Road for the westbound direction, which would extend to Avenida Costa Azul, approximately 185-feet east of the site's eastern limits.

12.3 TRANSIT

The Project area is currently served by Metropolitan Transit Service (MTS) Route 905 on weekdays and weekends. Route 905 connects the Iris Avenue Transit Center with the Otay Mesa Transit Center, on weekdays, from approximately 4:15 AM to 8:30 PM with 30-minute headways, on Saturdays, from approximately 5:15 AM to 8:30 PM with 60-minute headways, and on Sundays, Route 905 operates from approximately 5:30 AM to 9:00 PM with 60-minute headways.

There are existing bus stops adjacent to the Project on the north and south side of Airway Road, just east of La Media Road. The Project's study area is also currently served by the MTS Route 909 on weekdays but not on weekends. Route 909 connects the Otay Mesa Transit Center and Southwestern College. This route operates from approximately 5:00 AM to 7:30 PM with 60-minute headways. The nearest stops are located at Southwestern College, approximately a half-mile walking distance west of the Project.

There are four future BRT/Rapid Transit Stops planned along Airway Road, per the *Otay Mesa Community Plan Mobility Element*. The stops would be located west of La Media Road, at Piper Ranch Road, near the SR-905 interchange, and at Sanyo Avenue. Per SANDAG's 2021 Regional Plan, this bus rapid transit is to be implemented in year 2035.

As part of the City's CIP improvements, a bus pad will be constructed on the south side of Airway Road at the existing stop location just east of La Media Road. The City's CIP project will also construct a bus pad on the north side of Airway Road, approximately 200-feet west of La Media Road. On La Media Road, a bus pad will be constructed approximately 50-feet north of Airway Road.

Transit Information on this is provided in **Appendix J**.

13 PARKING

Per section 142.0527 of the City of San Diego's Municipal Code, the Project is required to provide 1 parking space per every 1,000 square feet of gross floor area. Therefore, the Project's minimum parking requirement would be 410 spaces. The proposed site plan includes 416 vehicle spaces (+6 from required), including 16 accessible spaces (15 spaces required). The Project is also required to provide 22 bicycle spaces, 9 motorcycle spaces, 51 clean air vehicle spaces, and 46 electric vehicle charging spaces. The Project would provide 34 bicycle spaces (+12 from required), 9 motorcycle spaces, 52 clean air vehicle spaces (+1 from required), and 48 electric vehicle charging spaces (+2 from required). The Project would also provide 85 truck spaces, in addition to the 99 truck dock stalls. Therefore, the Project's proposed parking spaces would meet the minimum requirements.

APPENDICES

APPENDIX A

TRAFFIC SIGNAL TIMING PLANS



233 Program

INTERSECTION: LA MEDIA RD & OTAY MESA RD

Group Assignment: **La Media Rd** N/S Street: **La Media Rd**
 Field Master Assignment: **Otay Mesa Rd** E/W Street: **Otay Mesa Rd**
 System Reference Number: **VV**

Last Database Change:
 Timing sheets by:
 Approved by:
 Timing implemented on:

Timing implemented on: 10/26/2021

Row	Phase							
	1	2	3	4	5	6	7	8
0	1	2	3	4	5	6	7	8
Ped Walk	7	7	7	7	7	7	7	7
Ped FDW	34	34	34	34	34	34	34	34
Min Green	7	10	7	10	7	10	7	10
Type 3 Disconnect								
Added per Vehicle								
Veh Extension	3.0	5.5	2.0	3.0	2.0	5.5	2.0	3.7
Max Gap	3.0	5.5	2.0	3.0	2.0	5.5	2.0	3.7
Min Gap	3.0	0.2	2.0	0.2	2.0	0.2	2.0	0.2
Max Limit	40	60	30	30	30	60	30	30
Max Limit 2								
Adv. / Delay Walk								
PE Min Ped FDW	1	1	1	1	1	1	1	1
Cond Serv Check								
Reduce Every	0.6	0.6	1.1	1.1	0.6	0.6	0.9	0.9
Yellow Change	3.4	5.0	3.4	4.9	3.9	5.0	3.4	4.9
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Row	E	F
0	RR-1 Delay	12345678
1	RR-1 Clear	
2	EV-A Delay	
3	EV-A Clear	
4	EV-B Delay	
5	EV-B Clear	
6	EV-C Delay	
7	EV-C Clear	
8	EV-D Delay	
9	EV-D Clear	
A	RR-2 Delay	
B	RR-2 Clear	
C	View EV Delay	
D	View EV Clear	
E	View RR Delay	
F	View RR Clear	

Phase Timing - Bank 1 <F/1+Phase+Row>

Current Calculated Cycle Length: C/0 + B + F

	A	B	C	D
Phase 1	9	---	---	---
Phase 2	---	---	---	---
Phase 3	---	---	---	---
Phase 4	---	---	---	---
Phase 5	---	---	---	---
Phase 6	---	---	---	---
Phase 7	---	---	---	---
Phase 8	---	---	---	---
Alternate Walk				
Alternate FDW				
Alternate Initial				
Alternate Extension				

Preempt Timing <F/1+E+Row> Phase Functions <F/1+F+Row>

(Outputs specified in Assignable Outputs at E/127+A+E & F)

	<C/0+0+0>	<C/0+0+1>	<C/0+0+2>	<C/0+0+3>
Drop Number	24	24	7	89
Zone Number				
Area Number				
Area Address				
QuicNet Channel	Chan32	UDP8032		

Manual Plan
 0 = Automatic
 1-9 = Plan 1-9
 14 = Free
 15 = Flash

Manual Offset
 0 = Automatic
 1 = Offset A
 2 = Offset B
 3 = Offset C

Manual Selection

Manual Plan	Manual Offset
0	14
1	0

Start / Revert Times

Flash Start	<F/1+0+E>
Red Revert	5.0
All Red Start	0.0
FYA Red Rev	0.0
OVL P CHG R	0.0

Notes: 41939-15-D

Alternate Timing <F/1+Column+Phase>

Free Lag	<F/1+0+0>	<C/1+F+0>
2	4	6

How to Set Page Access Code:

F/1 -- C + 0 + F = 1
 F + 9 + E = 1

Row	Overlap							
	1	2	3	4	5	6	7	8
0	Column Numbers ---->							
1	Overlap Name ---->							
2	Load Switch Number							
3	Veh Set 1 - Phases							
4	Veh Set 2 - Phases							
5	Veh Set 3 - Phases							
6	Neg Veh Phases							
7	Neg Ped Phases							
8	Green Omit Phases							
9	Green Clear Omit Phs.							
A	Overlap Recall							
B	Queue Jump Phase							
C	Queue Jump Time							
D	Minimum Green							
E	Maximum Green							
F	Green Clear							
	Yellow Change							
	Red Clear							

- Extra 1 Flags
 1 = TBC Type 1
 2 = NEMA Ext. Coord
 3 = Auto Daylight Savings
 4 = Solid FDW on EV
 5 = Extended Status
 6 = International Ped
 7 = Flash - Clear Outputs
 8 = Split Ring

- Extra 2 Flags
 1 = AWB During Initial
 2 = Reserved
 3 = Disable Min Walk
 4 = QuickNet System
 5 = Ignore P/P on EV
 6 = Manual Hold in FDW
 7 = Allow QuickNet PE
 8 = Flash Grn B4 Yellow

Row	C
0	EV-A
1	EV-B
2	EV-C
3	EV-D
4	RR-1 *
5	RR-2 *
6	SE-1
7	SE-2

Preempt
Priority
<E/125+C+Row>

(* RR-1 is always Highest, and RR-2 is always Second Highest)

Overlap Assignments <E/29+Column+Row>

Row	E	F
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	12345678
5	Flash to PE Circuits	2
6	Flash Entry Phases	6
7	Disable Yellow Range	
8	Disable Ovp Yel Range	8
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration <E/125+E+Row>

Row	F
0	Fast Green Flash Phase
1	Green Flash Phases
2	Flashing Walk Phases
3	Guaranteed Passage
4	Simultaneous Gap Term
5	Sequential Timing
6	Advance Walk Phases
7	Delay Walk Phases
8	External Recall
9	Start-up Overlap Green
A	Max Extension
B	Inhibit Ped Reserve
C	Semi-Actuated
D	Start-up Overlap Yellow
E	Start-up Vehicle Calls
F	Start-up Ped Calls

Specials <F/2+F+Row>

Row	2
0	Phase 1
1	Phase 2
2	Phase 3
3	Phase 4
4	Phase 5
5	Phase 6
6	Phase 7
7	Phase 8

- Flash to PE & PE Non-Lock
 1 = EV A 5 = RR 1
 2 = EV B 6 = RR 2
 3 = EV C 7 = SE 1
 4 = EV D 8 = SE 2

- IC Select Flags
 1 = Modern
 2 = Modern
 3 = 7-Wire Slave
 4 =
 5 =
 6 = Simplex Master
 7 =
 8 = Offset Interrupter

Coordination
Transition
Minimums
<C/5+2+Row>

Column Numbers ---->

Row	0	1	2	3	1	2	3	1	3
Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over			
0	2I2U	45_7_	2_	123_8		1.8			
1	6J2U	45_7_	6_	123_8		1.8			
2	4I6U	45_7_	4_	123_8		1.8			
3	8J6U	45_7_	8_	123_8		1.8			
4	2I2L	45_7_	2_	123_8		1.8			
5	6J2L	45_7_	6_	123_8		1.8			
6	4I6L	45_7_	4_	123_8		2.0			
7	8J6L	45_7_	8_	123_8					
8	2I4	45-67_	2_	123_8					
9	6J4	45-67_	6_	123_8					
A	4I8	67_	4_	123_					
B	8J8	67_	8_	123_					
C	5J1U	45_7_	5_	123_8					
D	1I1U	45_7_	1_	123_8					
E	7J5	45_7_	7_	123_8					
F	3I5	45_7_	3_	123_8					

Column Numbers ---->	1	2	3	4	5	6	7	8
Walk								
Don't Walk								
Phase Green								
Phase Yellow								
Phase Red								
Overlap Green								
Overlap Yellow								
Overlap Red								

Redirect Phase Outputs <E/127+Column+Row>

Cabinet Type	0	<E/125+D+0>
--------------	---	-------------

Enable Redirection

(Enable Redirection = 30)

Max OFF (minutes)	20 ^{6D}	<D/0+0+1>
Max ON (minutes)	60 ⁷	<D/0+0+2>
Chatter Fail Time	0	<D/0+0+4>

Detector Failure Monitor

Row	0	1	2	3	4	5	6	7
Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over		
0	5J9U	45_7_	5_	123_				
1	1I9U	45_7_	1_	123_				
2	7J9L	45_7_	7_	123_				
3	3I9L	45_7_	3_	123_				
4	2I3U	45_7_	2_	123_8				
5	6J3U	45_7_	6_	123_8				
6	4I7U	45_7_	4_	123_				
7	8J7U	45_7_	8_	123_8				
8	2PPB	2_	2_	123_				
9	6PPB	2_	6_	123_				
A	4PPB	2_	4_	123_				
B	8PPB	2_	8_	123_				
C	2I3L	45_7_	2_	123_8				
D	6J3L	45_7_	6_	123_8				
E	4I7L	45_7_	4_	123_				
F	8J7L	45_7_	8_	123_8				

Detector Assignments <E/126+Column+Row>

Detector Attributes

- 1 = Full Time Delay
- 2 = Ped Call
- 3 = Overlap
- 4 = Count
- 5 = Extension
- 6 = Type 3
- 7 = Calling
- 8 = Alternate

Det. Assignments

- 1 = Det. Set 1
- 2 = Det. Set 2
- 3 = Det. Set 3
- 4 =
- 5 =
- 6 = Failure - Min Recall
- 7 = Failure - Max Recall
- 8 = Report on Failure

Row	0	1	2	3	4	5	6	7	8
One-Shot	0								
Ext. Timer	0								
DELAY-A	0								
DELAY-B	0								
DELAY-C	0								
DELAY-D	0								
DELAY-E	0								
DELAY-F	0								

Delay Logic Times

<D/0+B+Row> (seconds)

Row	Column 8	Column 9	Column A	Column B	Column C	Column D	Column E	Column F
0	One-Shot Timer	Latch 1 Set	NOT-3	Max 2	Pretimed	Set Monday	Dial 2 (7-Wire)	Sim Term
1	AND-5 (a)	Latch 1 Reset	NOT-4	Reserved	Plan 1	Ext. Perm 1	Dial 3 (7-Wire)	EV-A
2	AND-5 (b)	Latch 2 Set	OR-4 (a)	Reserved	Plan 2	Ext. Perm 2	Offset 1 (7-Wire)	EV-B
3	AND-6 (a)	Latch 2 Reset	OR-4 (b)	Reserved	Plan 3	Gate Down	Offset 2 (7-Wire)	EV-C
4	AND-6 (b)	NAND-3 (a)	OR-5 (a)	Reserved	Plan 4	Set Clock	Offset 3 (7-Wire)	EV-D
5	Reserved	NAND-3 (b)	OR-5 (b)	Reserved	Plan 5	Stop Time	Free (7-Wire)	RR-1
6	Reserved	NAND-4 (a)	OR-6 (a)	Reserved	Plan 6	Flash Sense	Flash (7-Wire)	RR-2
7	Reserved	NAND-4 (b)	OR-6 (b)	Reserved	Plan 7	Manual Enable	Excl. Ped Omit	Spec. Event 1
8	Spec. Funct. 1	OR-7 (a)	EXTMR	Reserved	Plan 8	Man. Advance	NOT-1	Spec. Event 2
9	Spec. Funct. 2	OR-7 (b)	Reserved	Max Inhibit (nema)	Plan 9	External Alarm	NOT-2	External Lag
A	Spec. Funct. 3	OR-7 (c)	AND-4 (a)	Force A (nema)	DELAY-A	Phase Bank 2	OR-1 (a)	AND-1 (a)
B	Spec. Funct. 4	OR-7 (d)	AND-4 (b)	Force B (nema)	DELAY-B	Phase Bank 3	OR-1 (b)	AND-1 (b)
C	Reserved	OR-8 (a)	NAND-1 (a)	C.N.A. (nema)	DELAY-C	Overlap Set 2	OR-2 (a)	AND-2 (a)
D	Reserved	OR-8 (b)	NAND-1 (b)	Hold (nema)	DELAY-D	Overlap Set 3	OR-2 (b)	AND-2 (b)
E	Reserved	OR-8 (c)	NAND-2 (a)	Max Recall	DELAY-E	Detector Set 2	OR-3 (a)	AND-3 (a)
F	Reserved	OR-8 (d)	NAND-2 (b)	Min Recall	DELAY-F	Detector Set 3	OR-3 (b)	AND-3 (b)

Assignable Inputs <E/126+Column+Row>

Row	Column 8	Column 9	Column A	Column B	Column C	Column D	Column E	Column F
0	Reserved	Phase ON - 1	Preempt Fail	Flasher 0	Free	NOT-1	TOD Out 1	Dial 2 (7-Wire)
1	Reserved	Phase ON - 2	Sp Evt Out 1	Flasher 1	Plan 1	OR-1	TOD Out 2	Dial 3 (7-Wire)
2	Reserved	Phase ON - 3	Sp Evt Out 2	Fast Flasher	Plan 2	OR-2	TOD Out 3	Offset 1 (7-Wire)
3	Reserved	Phase ON - 4	Sp Evt Out 3	EXTMR	Plan 3	OR-3	TOD Out 4	Offset 2 (7-Wire)
4	Reserved	Phase ON - 5	Sp Evt Out 4	One-Shot Timer	Plan 4	AND-1	TOD Out 5	Offset 3 (7-Wire)
5	Reserved	Phase ON - 6	Sp Evt Out 5	Reserved	Plan 5	AND-2	TOD Out 6	Free (7-Wire)
6	Reserved	Phase ON - 7	Sp Evt Out 6	Latch 1	Plan 6	AND-3	TOD Out 7	Flash (7-Wire)
7	Reserved	Phase ON - 8	Sp Evt Out 7	Latch 2	Plan 7	NOT-2	TOD Out 8	Preempt
8	Flh Yell Arrow 1	Ph. Check - 1	Sp Evt Out 8	NOT-3	Plan 8	EV-A	Adv. Warn - 1	Low Priority A
9	Green 1	Ph. Check - 2	Coord On	NOT-4	Plan 9	EV-B	Adv. Warn - 2	Low Priority B
A	Flh Yell Arrow 3	Ph. Check - 3	Detector Fail	OR-4	Spec. Funct. 3	EV-C	DELAY-A	Low Priority C
B	Green 3	Ph. Check - 4	Spec. Funct. 1	OR-5	Spec. Funct. 4	EV-D	DELAY-B	Low Priority D
C	Flh Yell Arrow 5	Ph. Check - 5	Spec. Funct. 2	OR-6	NAND-3	RR-1	DELAY-C	AND-5
D	Green 5	Ph. Check - 6	Central Control	AND-4	NAND-4	RR-2	DELAY-D	AND-6
E	Flh Yell Arrow 7	Ph. Check - 7	Excl. Ped DW	NAND-1	OR-7	Spec. Event 1	DELAY-E	Reserved
F	Green 7	Ph. Check - 8	Excl. Ped WK	NAND-2	OR-8	Spec. Event 2	DELAY-F	Reserved

Assignable Outputs <E/127+Column+Row>

F PAGE

INTERVAL	PHASE TIMING								PRE-EMPTION	E	E							
	1	2	3	4	5	6	7	8			1	2	3	4	5	6	7	8
0 WALK	1	1	1	1	1	7	1	1	0	PERMIT	2		4	5	6		0	
1 DONT WALK	1	1	1	1	1	35	1	1	15	RED LOCK							1	
2 MIN GREEN	1	5	1	5	5	5	1	1	0	YEL LOCK							2	
3 TYPE 3 DET	0	0	0	0	0	0	0	0	5	V RECALL	2			6			3	
4 ADD/VEH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	P RECALL							4	
5 PASSAGE	0.9	3.0	0.9	3.0	2.0	3.0	0.9	0.9	5	PED PHASES			6				5	
6 MAX GAP	0.9	3.0	0.9	3.0	2.0	3.0	0.9	0.9	0	RT OLA							6	
7 MIN GAP	0.9	3.0	0.9	3.0	2.0	3.0	0.9	0.9	5	RT OLB							7	
8 MAX EXT	9	30	9	30	15	30	9	9	0	DBL ENTRY							8	
9 MAX 2									5	MAX 2 PHASES							9	
A MAX 3									255	LAG PHASES	READ ONLY							
B									15	RED REST							A	
C REDUCE BY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		REST-IN-WALK							B	
D EVERY	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		MAX 3 PHASES							C	
E YELLOW	3.0	4.1	3.0	4.1	3.7	4.1	3.0	3.0		YEL START UP	2		6				D	
F RED	0.0	1.0	0.0	1.0	1.0	1.0	0.0	0.0		FIRST PHASE			4				E	
3.5' PED XING FT						137'					1	2	3	4	5	6	7	8
BIKE XING FT																		

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	30
FOF	5

FCO	3
FC1	3
FC2	10
FCA	0.0
FCB	0.0
FCC	0.0
FCD	0.0

FDO TB SELECT	1
FD3 PED SELECT	0
FD4 7 WIRE	0
FD5 PERMISSIVE	0
FD8 OS SEEKING	1

CO5 FLASH TYPE	1
CC2 DOWNLOAD	1

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

	CONTROL PLANS									Y-COORD			LAG PHASE		FLAGS							
	1	2	3	4	5	6	7	8	9	C	D	E	F	1	2	3	4	5	6	7	8	
0 CYCLE LENGTH													LAG FZ FREE		2		4		6		8	
1 FZ1 GRN FCTR												GAPOUT CP1	LAG FZ CP 1								1	
2												GAPOUT CP2	LAG FZ CP 2								2	
3 FZ3 GRN FCTR												GAPOUT CP3	LAG FZ CP 3								3	
4 FZ4 GRN FCTR										PERM TIME		GAPOUT CP4	LAG FZ CP 4								4	
5 FZ5 GRN FCTR										LAG OFFSET		GAPOUT CP5	LAG FZ CP 5								5	
6										FORCE OFF		GAPOUT CP6	LAG FZ CP 6								6	
7 FZ7 GRN FCTR										LONG GRN		GAPOUT CP7	LAG FZ CP 7								7	
8 FZ8 GRN FCTR										NO GREEN		GAPOUT CP8	LAG FZ CP 8								8	
9 MULTI CYCLE										OFFSET		GAPOUT CP9	LAG FZ CP 9								9	
A OFFSET A													LAG C COORD								A	
B OFFSET B													LAG D COORD								B	
C OFFSET C													COORD FAZES	2				6			C	
D FZ 3 EXT																					D	
E FZ 7 EXT																					E	
F OFFSET INTRPT																					F	

FEATURE	OFF	ON	LOCATION	OFF	ON
C01 MANUAL CP			1	1	
C02 MASTER CP			2		2
C03 CURRENT CP			3	4	
C04 LAST CP			4	8	
C07 TRNSMT CP			5	16	
C08 MANUAL OFFSET			6	32	
C09 LOCAL CYCLE TIMER			7		
C10 MASTER CYCLE TIMER			8		

COO = 2

CCB/CDB OFFSET TIMER
 CCC/CDC LAG GREEN TIMER
 CCD/CDD FORCE OFF TIMER
 CCE/CDE LONG GREEN TIMER
 CCF/CDF NO GREEN TIMER

System Master:
 WB @ La Media Rd

C01 MANUAL CP
 C02 MASTER CP
 C03 CURRENT CP
 C04 LAST CP
 C07 TRNSMT CP
 C08 MANUAL OFFSET
 C09 LOCAL CYCLE TIMER
 C10 MASTER CYCLE TIMER
 C11 LOCAL OFFSET
 C12 MASTER OFFSET

D	FLAGS								E	FLAGS								F	FLAGS																
	1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	
MAX									MIN									PED									RCL								
RCL									RCL									RCL									RCL								
CP 1									CP 1								CP 1									CP 1									
CP 2									CP 2							CP 2									CP 2										
CP 3									CP 3							CP 3									CP 3										
CP 4									CP 4							CP 4									CP 4										
CP 5									CP 5							CP 5									CP 5										
CP 6									CP 6							CP 6									CP 6										
CP 7									CP 7							CP 7									CP 7										
CP 8									CP 8							CP 8									CP 8										
CP 9									CP 9							CP 9									CP 9										
A																	RCL 1																		
B																	RCL 2																		
C																																			
D																																			
E																																			
F																																			
	1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8

LAST POWER FAILURE REGISTER

HOUR = D-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

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

D-E-E = C8 VERSION NUMBER
 D-E-F = LITHIUM BATTERY CONDITION
 84 = BAD
 85 = GOOD

E	FUNCTION								F	FUNCTION								F	FUNCTION																
	1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	
0										CODE 4								CODE 4																	
1										CODE 5								CODE 5																	
2										C-RECALL								C-RECALL																	
3										D-RECALL								D-RECALL																	
4										EXCLUSIVE								EXCLUSIVE																	
5										2 PED								2 PED																	
6										6 PED								6 PED																	
7										4 PED								4 PED																	
8										8 PED								8 PED																	
9																																			
A										OLA ON								OLA ON																	
B										OLE ON								OLE ON																	
C										OLC ON								OLC ON																	
D										OLD ON								OLD ON																	
E																																			
F																																			
	1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8

	F+C+F+1+2+3+E+B+ E+PHASES or TYPE+EVENT NO.			TYPE			
	PHASES	TYPE	PHASES				
0	I1	1	5,6	J1	3	5,6	F
1	I2U	2	5,6	J2U	6	5,6	
2	I2L	2	5,6	J2L	6	5,6	
3	I3U	2	5,6	J3U	6	5,6	
4	I3L	2	5	5,6	J3L	6	5,6
5	I4	2	7,8	5	J4	6	7,8
6	I5	3	2	5,6	J5	7	6
7	I6U	4	5,6	J6U	8	5,6	5
8	I6L	4	5,6	J6L	8	5,6	
9	I7U	4	5,6	J7U	8	5,6	
A	I7L	4	5	5,6	J7L	8	5
B	I8	4	7,8	5	J8	8	7,8
C	I9U	1	4	5,6	J9U	5	5,6
D	I9L	3	4	5,6	J9L	7	5

DETECTOR TYPE

- 1 RED LOCK
- 2 YELLOW LOCK
- 5 EXTENSION
- 6 COUNT
- 7 CALLING
- 8 TYPE 3 DISCONNECT

DETECTOR SETTINGS													
I FILE							J FILE						
DELAY		CARRYOVER		DELAY			CARRYOVER		DELAY			CARRYOVER	
I1	D10		D30	J1	D20		D40						
I2U	D11	2.0	D31	J2U	D21		D41	2.5					
I2L	D12		D32	J2L	D22		D42						
I3U	D13	2.0	D33	J3U	D23		D43	2.5					
I3L	D14	2.0	D34	J3L	D24		D44	2.5					
I4	D15		D35	J4	D25		D45						
I5	D16		D36	J5	D26		D46						
I6U	D17	2.0	D37	J6U	D27		D47						
I6L	D18	2.0	D38	J6L	D28		D48						
I7U	D19	2.0	D39	J7U	D29		D49						
I7L	D1A	2.0	D3A	J7L	D2A		D4A						
I8	D1B		D3B	J8	D2B		D4B						
I9U	D1C		D3C	J9U	D2C		D4C						
I9L	D1D		D3D	J9L	D2D		D4D						

REASSIGNS DETECTORS TO VARIOUS PHASES / FUNCTIONS

F-C-F MUST EQUAL ZERO WHEN FINISHED

LOWER CASE NUMBERS ARE DEFAULT VALUES

BLANK SPACES CONTAIN DEFAULTS (DO NOT ZERO OUT)

Caltrans
etric
 REGISTERED ELECTRICAL ENGINEER
 No. 15675
 E.P. BERNAL
 DATE 09-12-08
 PROJECT NO. R13.9/R18.6 761 895
 SHEET TOTAL 895

REGISTERED ELECTRICAL ENGINEER
 No. 15675
 E.P. BERNAL
 DATE 09-12-08
 PROJECT NO. R13.9/R18.6 761 895

LEGEND:
 SEE SHEET E-29V
 TRAFFIC PHASE DIAGRAM
 STEADY DEMAND SEQUENCE

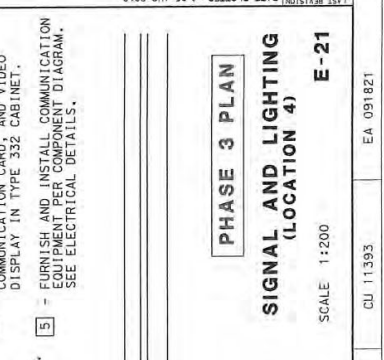
CONDUIT AND CONDUCTOR SCHEDULE

AWG SIZE OR CABLE TYPE	POLE OR CIRCUIT	CONDUIT SIZE AND RUN
3CSC	A	103103103103103103
12CSC	B	103103103103103103
8	C	103103103103103103
6	D	103103103103103103
4	E	103103103103103103

EQUIPMENT AND POLE SCHEDULE

Loc	STANDARD PLACEMENT DIMENSIONS			VEHICLE	SIGNAL MOUNTING AND PLACEMENT		REMARKS
	TYPE	SMA (ft)	LMA (ft)		POLE	FEDESTRIAN SIGNAL	
A	61A-5-161	19.8	4.6	SV-2-TD	—	—	310 W HPS
B	29A-5-161	16.8	4.6	SV-2-TD	—	—	310 W HPS
C	24A-4-161	10.7	4.6	SV-1-T	—	—	310 W HPS
D	1-A (3 m)	—	8.0	TV-1-T	—	—	06P
E	15TS	—	4.8	SV-2-TD	—	—	06P
F	STATE FURNISHED MODEL 170 CONTROLLER ASSEMBLY, FOUNDATION PER ES-3C.	—	—	—	—	—	31415

CONDUIT NOTES:
 7 - 53C, 3 DLC
 8 - 53C, 2 DLC
 9 - 53C, 4 DLC



NOTES:
 1 - TERMINATE EVC IN RED SECTION OF MAS MOUNTED SIGNAL HEADS. LEAVE 1 m OF SLACK.
 2 - DETAIL "U" ES-7N. SEE SIGN PLANS.
 3 - FURNISH AND INSTALL BATTERIES IN EXTERNAL BBU SYSTEM CABINET.
 4 - FURNISH AND INSTALL YOU, COMMUNICATION CARD, AND VIDEO DISPLAY IN TYPE 332 CABINET.
 5 - FURNISH AND INSTALL COMMUNICATION EQUIPMENT PER COMPONENT DIAGRAM. SEE ELECTRICAL DETAILS.

PHASE 3 PLAN
SIGNAL AND LIGHTING (LOCATION 4)
 SCALE 1:200
 E-21

USER: E-21 09/07/08
 DON FILE: D081824002L.p3.dgn
 EA 091821
 CU 11393

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 FUNCTIONAL SUPERVISOR
 DALE WILSON
 CHECKED BY
 ENRIQUE BERNAL
 DATE REVISED
 H. SAMAYA

THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY.
 ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.
 RELATIVE BORDER SCALE
 1:5 IN MILLIMETERS

BORDER LAST REVISED 3/1/2007.

LAST REVISION DATE PLOTTED 05-AUG-2010
 TIME PLOTTED 1:20

08-15-08

INTERVAL	PHASE TIMING									PRE-EMPTION	E	F							
	1	2	3	4	5	6	7	8	9			1	2	3	4	5	6	7	8
0 WALK	1	7	1	1	1	7	1	1	1	CLK RST	0	PERMIT	2	3	4	5	6	0	
1 DONT WALK	1	29	1	1	1	19	1	1		15	RED LOCK						1		
2 MIN GREEN	1	5	5	5	5	5	1	1		0	YEL LOCK						2		
3 TYPE 3 DET	0	0	0	0	0	0	0	0		5	V RECALL	2					3		
4 ADD/VEH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0	P RECALL						4		
5 PASSAGE	0.9	3.0	3.0	3.0	2.0	3.0	0.9	0.9		5	PED PHASES	2			6		5		
6 MAX GAP	0.9	3.0	3.0	3.0	2.0	3.0	0.9	0.9		0	RT OLA						6		
7 MIN GAP	0.9	3.0	3.0	3.0	2.0	3.0	0.9	0.9		5	RT OLB						7		
8 MAX EXT	9	30	30	15	15	30	9	9		0	DBL ENTRY						8		
9 MAX 2									YR	5	MAX 2 PHASES						9		
A MAX 3									MO	255	LAG PHASES	READ ONLY							
B									DAY	15	RED REST						A		
C REDUCE BY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	DOW		REST-IN-WALK						B		
D EVERY	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	HR		MAX 3 PHASES						C		
E YELLOW	3.0	4.1	4.1	4.1	3.7	4.1	3.0	3.0	MIN		YEL START UP	2			6		D		
F RED	0.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	SEC		FIRST PHASE						E		
3.5' PED XING FT		114'										1	2	3	4	5	6	7	8
BIKE XING FT																			

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	30
FOF	5

FCO	3
FC1	3
FC2	10
FCA	0.0
FCB	0.0
FCC	0.0
FCD	0.0

FDO TB SELECT	1
FD3 PED SELECT	0
FD4 7 WIRE	0
FD5 PERMISSIVE	0
FD8 OS SEEKING	1

CO5 FLASH TYPE	1
CC2 DOWNLOAD	1

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CCI FLASH ONLY

	CONTROL PLANS									Y-COORD			LAG PHASE		FLAGS							
	1	2	3	4	5	6	7	8	9	C	D	E	F	1	2	3	4	5	6	7	8	
0 CYCLE LENGTH													LAG FZ FREE									
1 FZ1 GRN FCTR												GAPOUT CP1	LAG FZ CP 1				4			6		
2												GAPOUT CP2	LAG FZ CP 2									
3 FZ3 GRN FCTR												GAPOUT CP3	LAG FZ CP 3									
4 FZ4 GRN FCTR												GAPOUT CP4	LAG FZ CP 4									
5 FZ5 GRN FCTR												GAPOUT CP5	LAG FZ CP 5									
6												GAPOUT CP6	LAG FZ CP 6									
7 FZ7 GRN FCTR												GAPOUT CP7	LAG FZ CP 7									
8 FZ8 GRN FCTR												GAPOUT CP8	LAG FZ CP 8									
9 MULTI CYCLE												GAPOUT CP9	LAG FZ CP 9									
A OFFSET A													LAG C COORD									
B OFFSET B													LAG D COORD									
C OFFSET C													COORD PHASES		2				6			
D FZ 3 EXT																						
E FZ 7 EXT																						
F OFFSET INTRPT																						

FEATURE	OFF	ON	LOCATION	OFF	ON
C01 MANUAL CP					
C02 MASTER CP					
C03 CURRENT CP					
C04 LAST CP					
C07 TRNSMT CP					
COD MANUAL OFFSET					
CAO LOCAL CYCLE TIMER					
CBO MASTER CYCLE TIMER					
CAA LOCAL OFFSET					
CBA MASTER OFFSET					

COO = 1

CCB/CDB OFFSET TIMER
 CCC/CDC LAG GREEN TIMER
 CCD/CDD FORCE OFF TIMER
 CCE/CDE LONG GREEN TIMER
 CCF/CDF NO GREEN TIMER

D	FLAGS								E	FLAGS								F	FLAGS							
	1	2	3	4	5	6	7	8		MIN	1	2	3	4	5	6	7		8	PED	1	2	3	4	5	6
MAX																										
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																										
	1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8

LAST POWER FAILURE REGISTER

HOUR = D-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

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

D-E-E = C8 VERSION NUMBER
 D-E-F = LITHIUM BATTERY CONDITION
 84 = BAD
 85 = GOOD

E	FUNCTION								F	FUNCTION								F	FUNCTION								
	1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8	
0										CODE 4																	
1										CODE 5																	
2										C-RECALL																	
3										D-RECALL																	
4										EXCLUSIVE																	
5										2 PED																	
6										6 PED																	
7										4 PED																	
8										8 PED																	
9																											
A										OLA ON																	
B										OLB ON																	
C										OLC ON																	
D										OLD ON																	
E																											
F																											
	1	2	3	4	5	6	7	8			1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8

F+C+F+1+2+3+E+B+ E+PHASES or TYPE+EVENT NO.		PHASES		PHASES		PHASES		TYPE	
		C		D		E		F	
0	I1	1	5,6	J1	5	5,6			
1	I2U	2	5,6	J2U	6	5,6			
2	I2L	2	5,6	J2L	6	5,6			
3	I3U	2	5,6	J3U	6	5,6			
4	I3L	2	5	5,6	J3L	6	5	5,6	
5	I4	2	7,8	5	J4	6	7,8	5	
6	I5	3	2	5,6	5	7	6	5,6	5
7	I6U	4	5,6	J6U	8	3	5,6		
8	I6L	4	5,6	J6L	8	3	5,6		
9	I7U	4	5,6	5	J7U	8	3	5,6	
A	I7L	4	5	J7L	8	3	5	5,6	
B	I8	4	7,8	5	J8	8	3	7,8	5
C	I9U	1	5	5,6	J9U	5	3	5,6	5
D	I9L	3	5	5,6	J9L	7	3	5,6	5

DETECTOR TYPE

- 1 RED LOCK
- 2 YELLOW LOCK
- 5 EXTENSION
- 6 COUNT
- 7 CALLING
- 8 TYPE 3 DISCONNECT

REASSIGNS DETECTORS TO VARIOUS PHASES / FUNCTIONS

DETECTOR SETTINGS									
I FILE					J FILE				
DELAY	CARRYOVER	DELAY	CARRYOVER	DELAY	CARRYOVER	DELAY	CARRYOVER	DELAY	CARRYOVER
I1	D10		D30	J1	D20		D40		
I2U	D11		D31	J2U	D21		D41		2.5
I2L	D12		D32	J2L	D22		D42		2.5
I3U	D13		D33	J3U	D23		D43		2.5
I3L	D14		D34	J3L	D24		D44		2.5
I4	D15		D35	J4	D25		D45		
I5	D16		D36	J5	D26		D46		
I6U	D17		D37	J6U	D27		D47		2.0
I6L	D18		D38	J6L	D28		D48		
I7U	D19		D39	J7U	D29		D49		2.0
I7L	D1A		D3A	J7L	D2A		D4A		2.0
I8	D1B	3.0	D3B	J8	D2B	3.0	D4B		
I9U	D1C		D3C	J9U	D2C		D4C		
I9L	D1D		D3D	J9L	D2D		D4D		

F-C-F MUST EQUAL ZERO WHEN FINISHED

LOWER CASE NUMBERS ARE DEFAULT VALUES

BLANK SPACES CONTAIN DEFAULTS (DO NOT ZERO OUT)

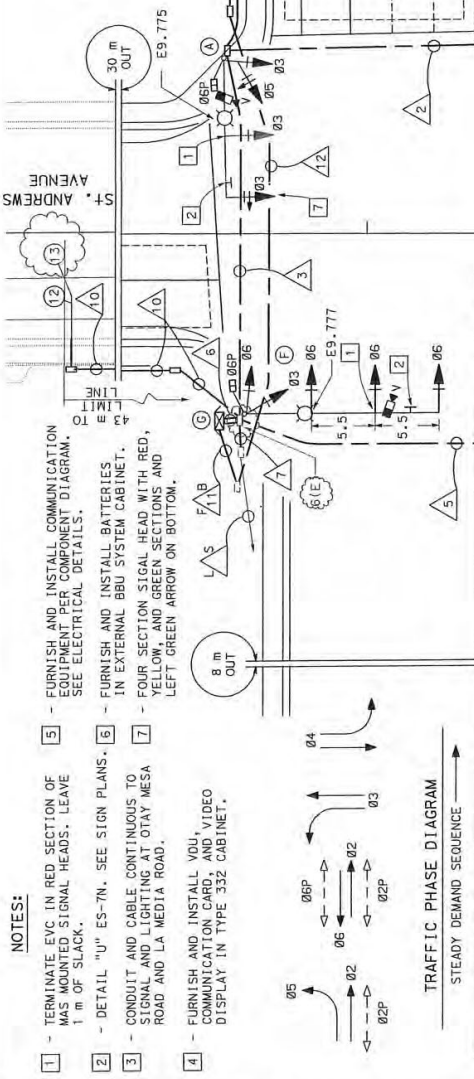
DIST COUNTY ROUTE TO CORNER POST SHEET TOTAL SHEETS
 11 SD 905 R13.9/R18.6 762 895

Enrique P. Bernal
 REGISTERED ELECTRICAL ENGINEER
 No. 15873
 DATE 09-12-08
 PROFESSIONAL ENGINEER

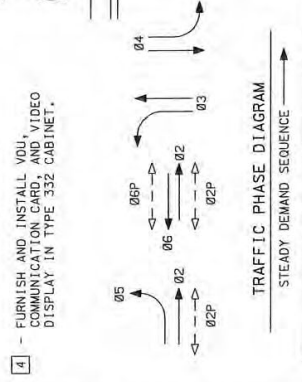
09-17-07
 THIS PLAN IS THE PROPERTY OF CALTRANS OR ITS OFFICERS OR AGENTS. IT SHALL NOT BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN CONSENT OF THIS PLAN SHEET.



LEGEND:
 SEE SHEET E-29V



NOTES:
 1 - TERMINATE EVC IN RED SECTION OF EQUIPMENT PER COMPONENT DIAGRAM. LEAVE 1 m OF SLACK.
 2 - DETAIL "U" ES-7N. SEE SIGN PLANS.
 3 - FURNISH AND INSTALL COMMUNICATION EQUIPMENT PER COMPONENT DIAGRAM. SEE ELECTRICAL DETAILS.
 4 - FURNISH AND INSTALL BATTERIES IN EXTERNAL BBU SYSTEM CABINET. FOUR SECTION SIGAL HEAD WITH RED, YELLOW, AND GREEN SECTIONS AND LEFT GREEN ARROW ON BOTTOM.
 5 - FURNISH AND INSTALL VDU, COMMUNICATION CARD, AND VIDEO DISPLAY IN TYPE 332 CABINET.



"LMD" LINE
 LA MEDIA ROAD
 LA MEDIA AVENUE
 55 m TO LIMIT LINE

CONDUIT AND CONDUCTOR SCHEDULE
 CONDUIT SIZE AND RUN
 103103 103103 103R-103 53
 POLE OR CIRCUIT
 TYPE B DLC
 VIDEO CABLE
 HARNESS
 EVC
 OCC
 TOTAL CONDUCTORS / CABLES

NO. & CONDUCTORS	POLE - A	B	C	D	E	F
3CSC	1	1	1	1	1	1
12CSC	1	1	1	1	1	1
TOTAL 3CSC / 12CSC	1	1	1	1	1	1
FLIGHTING CONTROLLER	2	2	2	2	2	2
TYPE B DLC	3	3	3	3	3	3
VIDEO CABLE	4	4	4	4	4	4
HARNESS	1	1	1	1	1	1
EVC	1	1	1	1	1	1
OCC	1	1	1	1	1	1
TOTAL CONDUCTORS / CABLES	5	11	19	5	11	34

CONDUIT NOTES:
 8 - 53C, 4 DLC
 9 - 53C, 3 DLC
 10 - 53C, 2 DLC
 11 - 53C, 3 SIC (TELEPHONE)
 12 - 53C, 1 OCC

EQUIPMENT AND POLE SCHEDULE (TSO)

Loc	STANDARD TYPE	PLACEMENT DIMENSIONS		SIGNAL MOUNTING AND PLACEMENT		REMARKS
		SWA (m)	MA (m)	VEHICLE MASTARM	SIGNAL T/P/B	
A	26-4-161	2.7	4.6	3.4	2.6	SV-2-TD 200 W HPS
B	61-5-161	3.4	4.6	4.5	1.8	SV-2-TD 200 W HPS
C	1-A (3 m)	-	6.9	1.0	-	TV-1-T
D	26-4-161	3.7	4.6	8.7	1.3	SV-1-T 200 W HPS
E	1-A (3 m)	-	1.8	2.4	-	TV-1-T
F	29-5-161	1.6	4.6	3.0	2.6	SV-2-TD 200 W HPS
G	STATE FURNISHED MODEL	-	-	-	-	FOUNDATION PER ES-3C. 4 3 6

PHASE 3 PLAN
 SIGNAL AND LIGHTING (LOCATION 5)
 SCALE 1:200
 E-22

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.
 THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY.

BORDER LAST REVISED 3/1/2007
 USERNAME -> 6129075
 DGN FILE -> D081R24002Z.dgn

LAST REVISION DATE PLOTTED -> 05-AUG-2010 08-15-08

APPENDIX B

EXISTING TRAFFIC COUNTS & VOLUME DEVELOPMENT



National Data & Surveying Services Intersection Turning Movement Count

Location: La Media Rd & Otay Mesa Rd
City: San Diego
Control: Signalized

Project ID: 22-040128-001
Date: 8/4/2022

Data - Totals

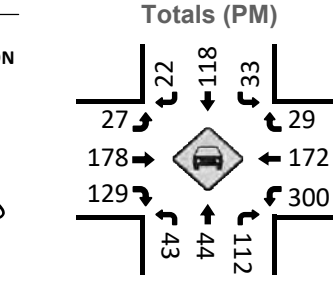
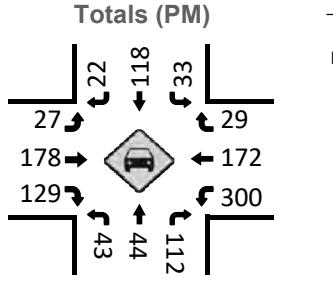
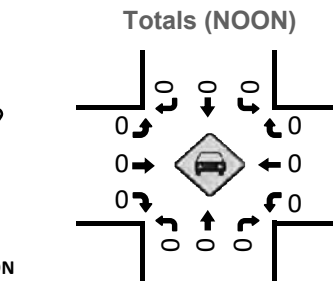
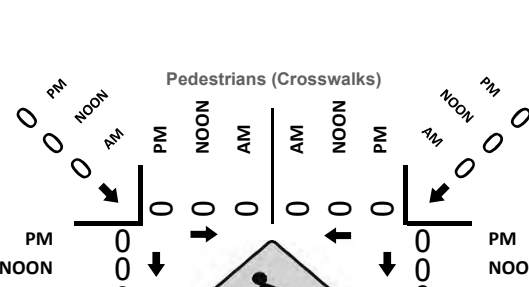
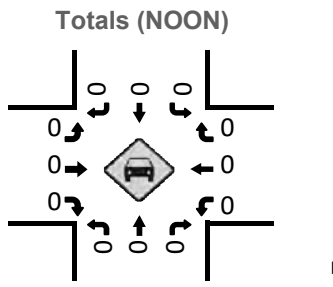
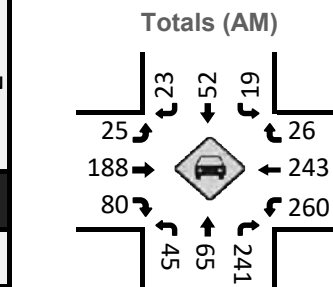
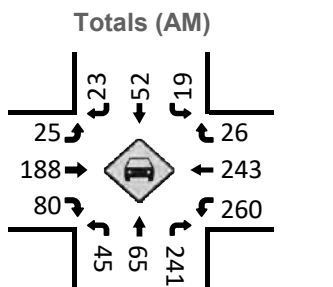
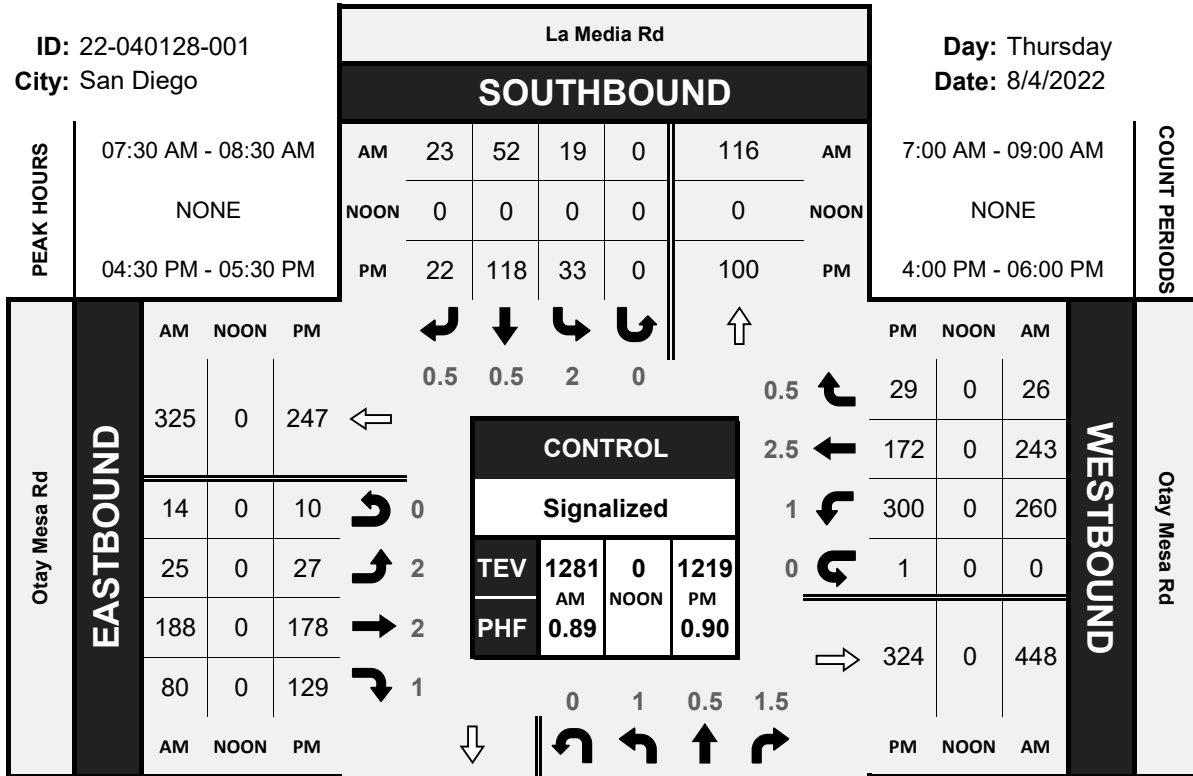
NS/EW Streets:	La Media Rd				La Media Rd				Otay Mesa Rd				Otay Mesa Rd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	NL	0.5	1.5	0	2	0.5	0.5	0	2	2	1	0	1	2.5	0.5	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	7:00 AM	11	18	52	0	3	10	4	0	9	42	11	0	51	40	3	0	254
	7:15 AM	7	11	60	0	3	17	1	0	6	61	14	2	60	36	3	0	281
	7:30 AM	4	17	49	0	5	7	6	0	8	53	21	3	69	57	6	0	305
	7:45 AM	17	20	71	0	3	12	6	0	8	65	24	4	60	62	9	0	361
	8:00 AM	14	17	65	0	4	19	5	0	2	31	22	3	69	59	7	0	317
	8:15 AM	10	11	56	0	7	14	6	0	7	39	13	4	62	65	4	0	298
	8:30 AM	12	21	37	0	5	15	2	0	7	38	19	1	50	45	5	0	257
8:45 AM	14	18	46	0	5	7	5	0	7	39	29	4	52	47	7	0	280	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	89	133	436	0	35	101	35	0	54	368	153	21	473	411	44	0	2353	
	13.53%	20.21%	66.26%	0.00%	20.47%	59.06%	20.47%	0.00%	9.06%	61.74%	25.67%	3.52%	50.97%	44.29%	4.74%	0.00%		
PEAK HR :	07:30 AM - 08:30 AM																TOTAL	
PEAK HR VOL :	45	65	241	0	19	52	23	0	25	188	80	14	260	243	26	0	1281	
PEAK HR FACTOR :	0.662	0.813	0.849	0.000	0.679	0.684	0.958	0.000	0.781	0.723	0.833	0.875	0.942	0.935	0.722	0.000	0.887	
	0.813				0.839				0.760				0.980					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	NL	0.5	1.5	0	2	0.5	0.5	0	2	2	1	0	1	2.5	0.5	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
	4:00 PM	15	23	32	0	6	31	7	0	4	49	27	1	83	56	5	0	339
	4:15 PM	18	11	26	0	3	13	7	0	6	39	46	1	62	41	6	0	279
	4:30 PM	8	12	26	0	8	30	9	0	8	39	37	4	65	36	9	0	291
	4:45 PM	13	7	17	0	13	20	5	0	6	41	33	2	66	52	8	0	283
	5:00 PM	9	8	29	0	7	40	5	0	7	41	28	3	103	52	5	1	338
	5:15 PM	13	17	40	1	5	28	3	0	6	57	31	1	66	32	7	0	307
	5:30 PM	9	9	38	0	5	25	3	0	1	36	20	5	74	60	4	0	289
5:45 PM	11	7	31	0	8	13	4	0	3	42	24	2	57	36	3	0	241	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	96	94	239	1	55	200	43	0	41	344	246	19	576	365	47	1	2367	
	22.33%	21.86%	55.58%	0.23%	18.46%	67.11%	14.43%	0.00%	6.31%	52.92%	37.85%	2.92%	58.24%	36.91%	4.75%	0.10%		
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	43	44	112	1	33	118	22	0	27	178	129	10	300	172	29	1	1219	
PEAK HR FACTOR :	0.827	0.647	0.700	0.250	0.635	0.738	0.611	0.000	0.844	0.781	0.872	0.625	0.728	0.827	0.806	0.250	0.902	
	0.704				0.832				0.905				0.780					

La Media Rd & Otay Mesa Rd

Peak Hour Turning Movement Count

ID: 22-040128-001
City: San Diego

Day: Thursday
Date: 8/4/2022



National Data & Surveying Services Intersection Turning Movement Count

Location: La Media Rd & SR-905 WB Ramps/St Andrews Ave
 City: San Diego
 Control: Signalized

Project ID: 22-040128-002
 Date: 8/4/2022

Data - Totals

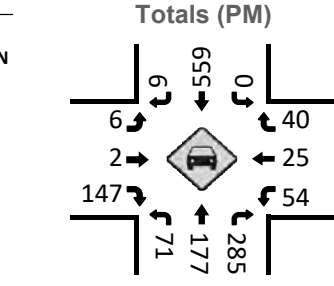
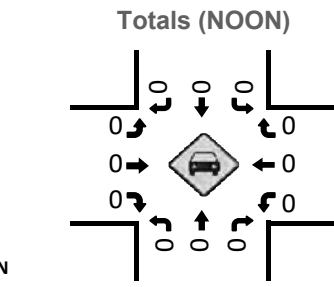
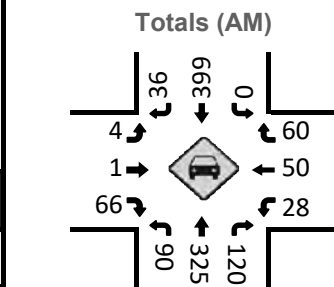
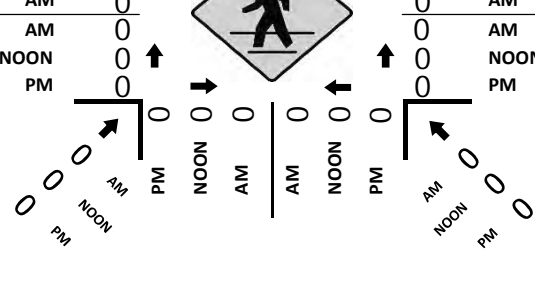
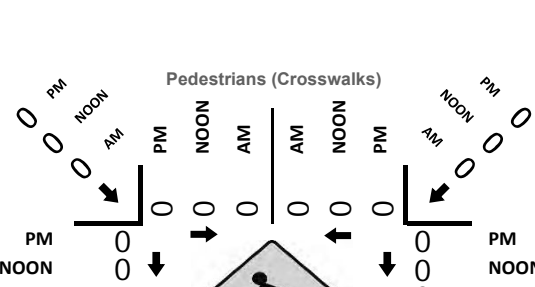
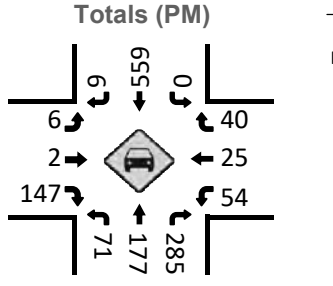
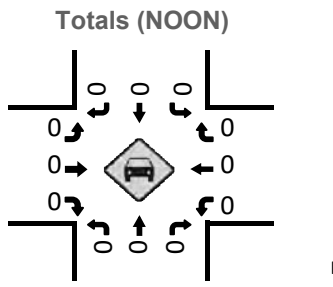
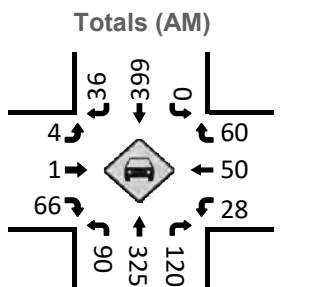
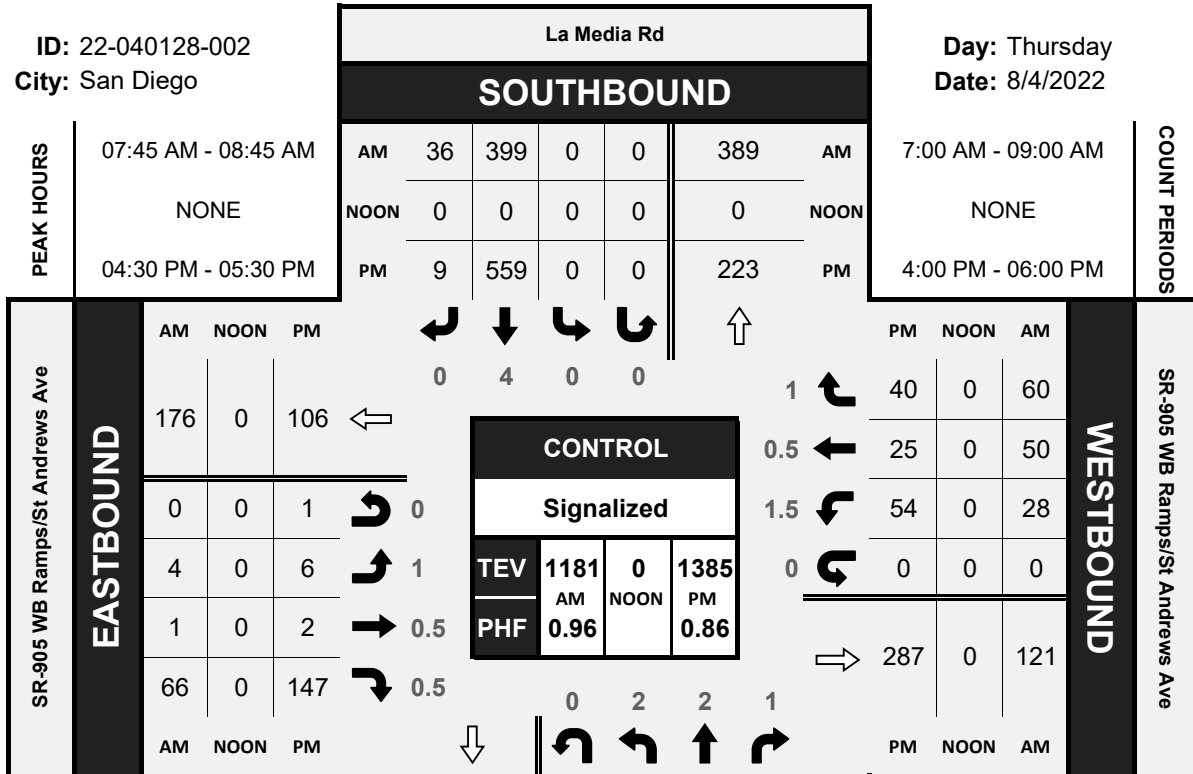
NS/EW Streets:	La Media Rd				La Media Rd				SR-905 WB Ramps/St Andrews Ave				SR-905 WB Ramps/St Andrews Ave								
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
		2	2	1	0		0	4	0	0		1	0.5	0.5	0		1.5	0.5	1	0	
		NL	NT	NR	NU		SL	ST	SR	SU		EL	ET	ER	EU		WL	WT	WR	WU	TOTAL
	7:00 AM	10	66	22	0	0	0	76	2	0	0	0	0	6	0	0	15	19	0	0	216
	7:15 AM	14	79	28	1	0	0	93	5	0	0	0	0	9	0	3	11	9	0	0	252
	7:30 AM	21	62	26	0	0	0	93	7	0	0	0	0	10	0	5	9	17	0	0	250
	7:45 AM	26	98	24	2	0	0	104	7	0	2	0	0	11	0	5	17	11	0	0	307
	8:00 AM	18	84	30	0	0	0	114	10	0	1	1	14	0	9	10	15	0	0	306	
	8:15 AM	17	72	33	0	0	0	95	10	0	0	0	19	0	5	16	19	0	0	286	
	8:30 AM	29	71	33	0	0	0	86	9	0	1	0	22	0	9	7	15	0	0	282	
8:45 AM	24	68	41	0	0	0	97	9	0	1	1	18	0	8	16	14	0	0	297		
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL				
APPROACH %'s :	159	600	237	3	0	758	59	0	5	2	109	0	44	101	119	0	2196				
	15.92%	60.06%	23.72%	0.30%	0.00%	92.78%	7.22%	0.00%	4.31%	1.72%	93.97%	0.00%	16.67%	38.26%	45.08%	0.00%					
PEAK HR :	07:45 AM - 08:45 AM																TOTAL				
PEAK HR VOL :	90	325	120	2	0	399	36	0	4	1	66	0	28	50	60	0	1181				
PEAK HR FACTOR :	0.776	0.829	0.909	0.250	0.000	0.875	0.900	0.000	0.500	0.250	0.750	0.000	0.778	0.735	0.789	0.000	0.962				
	0.895				0.877				0.772				0.863								
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
		2	2	1	0		0	4	0	0		1	0.5	0.5	0		1.5	0.5	1	0	
		NL	NT	NR	NU		SL	ST	SR	SU		EL	ET	ER	EU		WL	WT	WR	WU	TOTAL
	4:00 PM	20	60	61	0	0	0	143	6	0	1	0	0	45	0	10	11	17	0	0	374
	4:15 PM	20	50	76	0	0	0	120	7	0	2	1	30	0	14	14	11	0	0	345	
	4:30 PM	20	43	68	1	0	0	137	4	0	0	0	39	1	8	7	12	0	0	340	
	4:45 PM	11	27	61	3	0	0	111	2	0	3	2	42	0	11	8	4	0	0	285	
	5:00 PM	22	41	93	2	0	0	173	2	0	2	0	36	0	15	4	12	0	0	402	
	5:15 PM	18	66	63	3	0	0	138	1	0	1	0	30	0	20	6	12	0	0	358	
	5:30 PM	14	43	51	3	0	0	128	4	0	2	0	38	0	11	5	15	0	0	314	
5:45 PM	15	40	42	0	0	0	102	3	0	1	0	26	0	11	4	16	0	0	260		
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL				
APPROACH %'s :	140	370	515	12	0	1052	29	0	12	3	286	1	100	59	99	0	2678				
	13.50%	35.68%	49.66%	1.16%	0.00%	97.32%	2.68%	0.00%	3.97%	0.99%	94.70%	0.33%	38.76%	22.87%	38.37%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																TOTAL				
PEAK HR VOL :	71	177	285	9	0	559	9	0	6	2	147	1	54	25	40	0	1385				
PEAK HR FACTOR :	0.807	0.670	0.766	0.750	0.000	0.808	0.563	0.000	0.500	0.250	0.875	0.250	0.675	0.781	0.833	0.000	0.861				
	0.858				0.811				0.830				0.783								

La Media Rd & SR-905 WB Ramps/St Andrews Ave

Peak Hour Turning Movement Count

ID: 22-040128-002
City: San Diego

Day: Thursday
Date: 8/4/2022

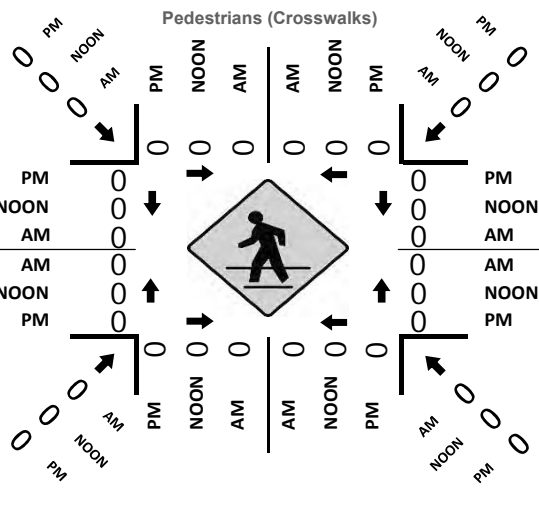
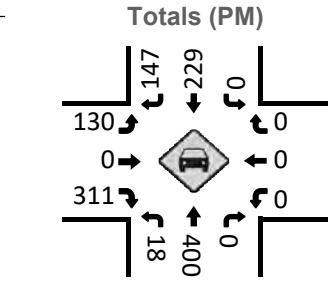
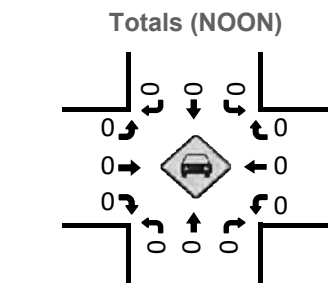
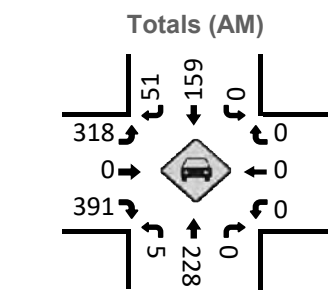
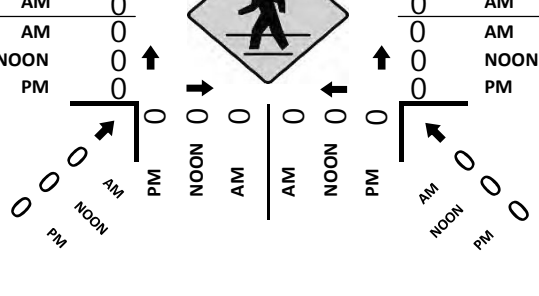
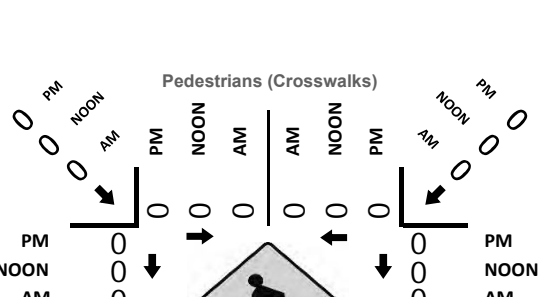
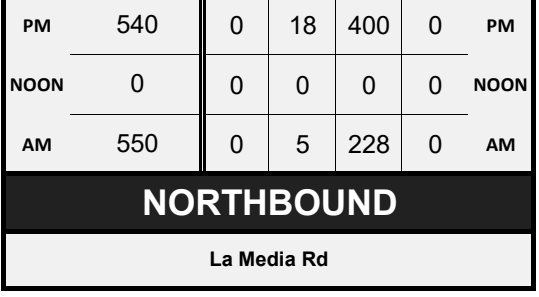
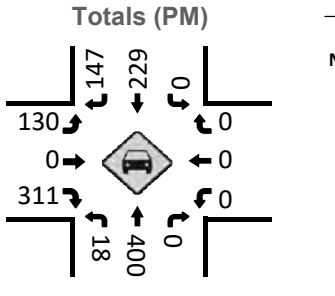
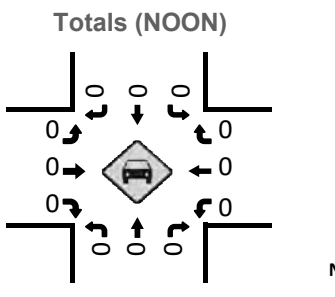
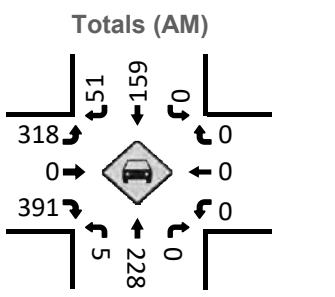
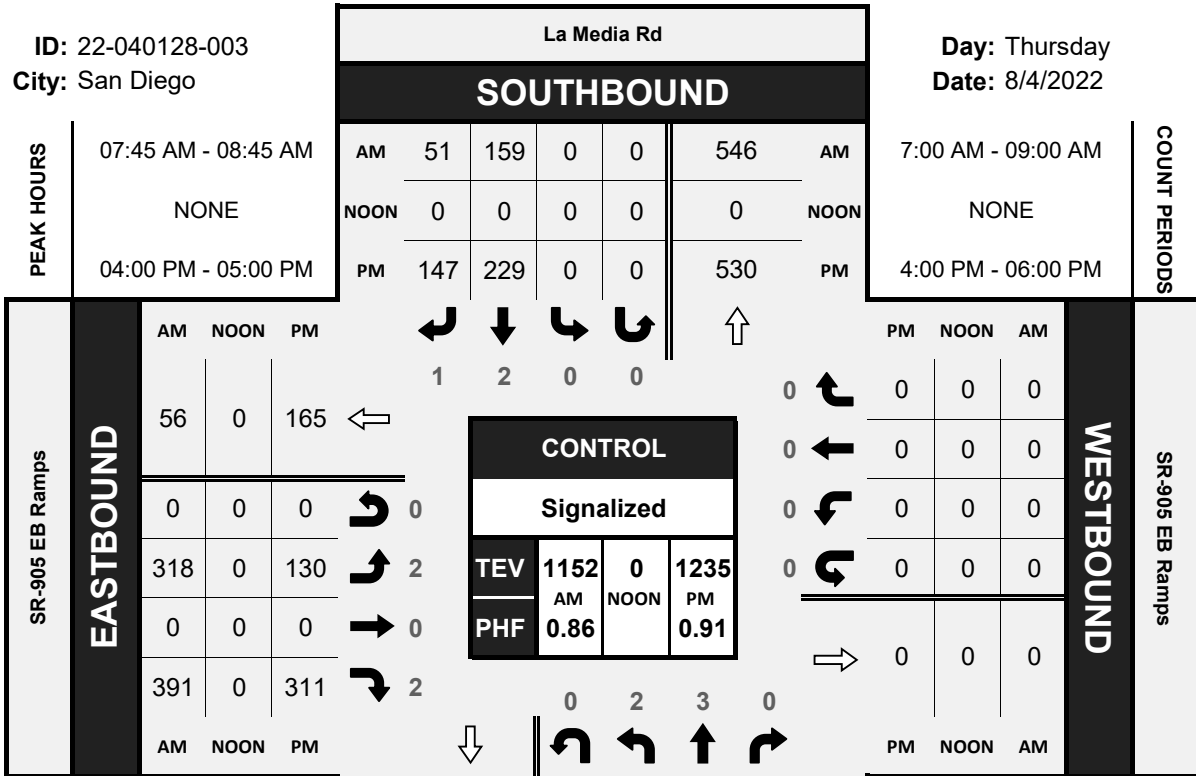


La Media Rd & SR-905 EB Ramps

Peak Hour Turning Movement Count

ID: 22-040128-003
City: San Diego

Day: Thursday
Date: 8/4/2022



National Data & Surveying Services Intersection Turning Movement Count

Location: La Media Rd & Airwa Rd
 City: San Diego
 Control: Signalized

Project ID: 22-040128-004
 Date: 8/4/2022

Data - Totals

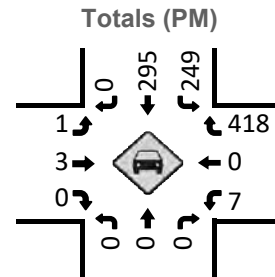
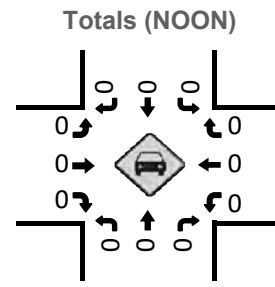
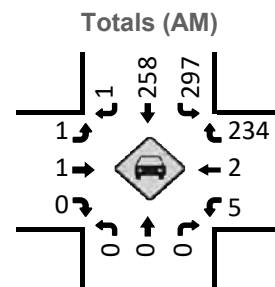
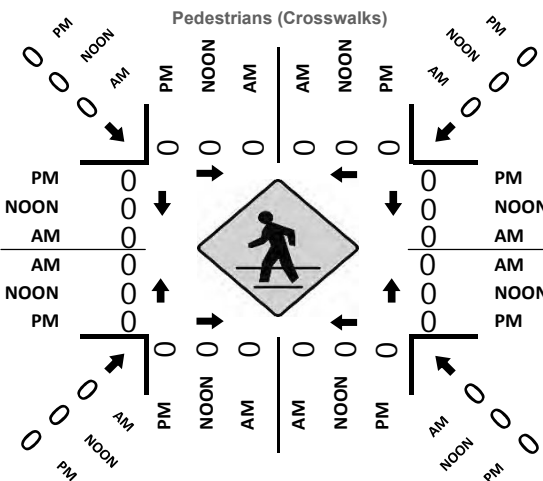
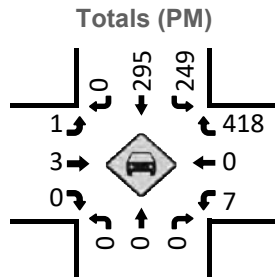
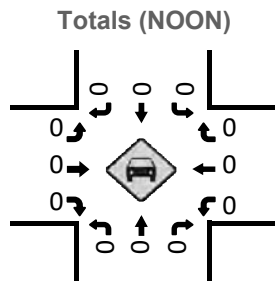
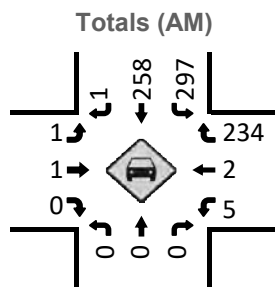
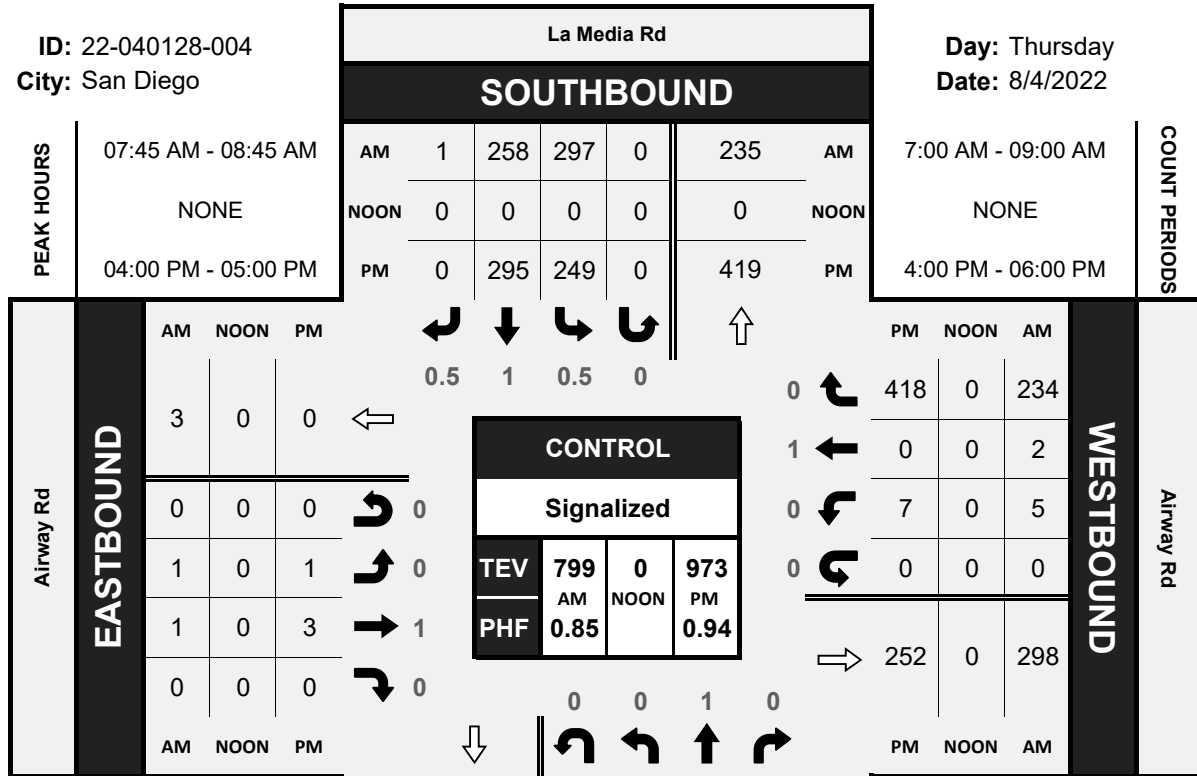
NS/EW Streets:	La Media Rd				La Media Rd				Airwa Rd				Airwa Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0.5	1	0.5	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	44	36	0	0	0	0	0	0	0	1	0	40	121
7:15 AM	0	0	0	0	45	45	0	0	0	0	0	0	2	0	0	41	133
7:30 AM	0	0	0	0	58	52	0	0	0	0	0	0	0	1	0	44	155
7:45 AM	0	0	0	0	98	79	1	0	0	1	0	0	1	1	53	0	234
8:00 AM	0	0	0	0	77	60	0	0	0	0	0	0	2	1	68	0	208
8:15 AM	0	0	0	0	58	60	0	0	0	0	0	0	1	0	47	0	166
8:30 AM	0	0	0	0	64	59	0	0	1	0	0	0	1	0	66	0	191
8:45 AM	0	0	0	0	66	62	0	0	0	0	0	0	3	1	66	0	198
TOTAL VOLUMES :	0	0	0	0	510	453	1	0	1	1	0	0	10	5	425	0	1406
APPROACH %'s :					52.90%	46.99%	0.10%	0.00%	50.00%	50.00%	0.00%	0.00%	2.27%	1.14%	96.59%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	297	258	1	0	1	1	0	0	5	2	234	0	799
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.758	0.816	0.250	0.000	0.250	0.250	0.000	0.000	0.625	0.500	0.860	0.000	0.854
					0.781				0.500				0.849				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0.5	1	0.5	0	0	1	0	0	0	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	64	82	0	0	0	0	0	0	1	0	112	0	259
4:15 PM	0	0	0	0	52	81	0	0	1	2	0	0	3	0	111	0	250
4:30 PM	0	0	0	0	69	66	0	0	0	0	0	0	2	0	115	0	252
4:45 PM	0	0	0	0	64	66	0	0	0	1	0	0	1	0	80	0	212
5:00 PM	0	0	0	0	38	59	0	0	0	2	0	0	3	0	149	0	251
5:15 PM	0	0	0	0	37	67	0	0	0	0	0	0	0	0	106	0	210
5:30 PM	0	0	0	0	40	67	0	0	0	1	0	0	4	0	90	0	202
5:45 PM	0	0	0	0	29	59	0	0	2	0	0	0	3	0	75	0	168
TOTAL VOLUMES :	0	0	0	0	393	547	0	0	3	6	0	0	17	0	838	0	1804
APPROACH %'s :					41.81%	58.19%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	1.99%	0.00%	98.01%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	249	295	0	0	1	3	0	0	7	0	418	0	973
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.902	0.899	0.000	0.000	0.250	0.375	0.000	0.000	0.583	0.000	0.909	0.000	0.939
					0.932				0.333				0.908				

La Media Rd & Airway Rd

Peak Hour Turning Movement Count

ID: 22-040128-004
City: San Diego

Day: Thursday
Date: 8/4/2022



National Data & Surveying Services Intersection Turning Movement Count

Location: Avenida Costa Azules & Airway Rd
 City: San Diego
 Control: 1-Way Stop NB

Project ID: 22-040128-005
 Date: 8/4/2022

Data - Totals

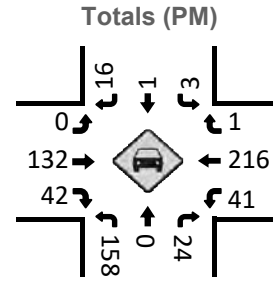
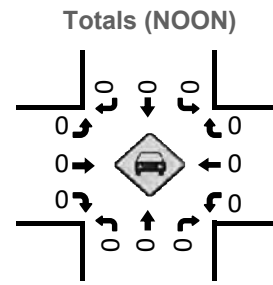
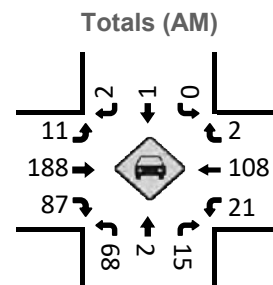
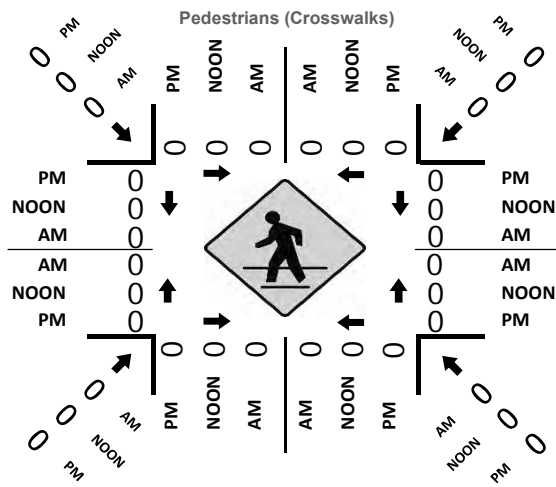
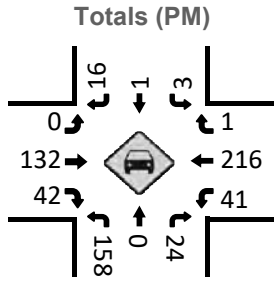
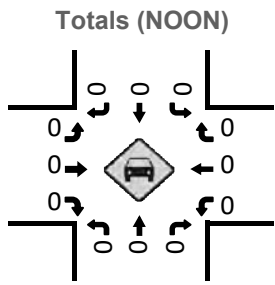
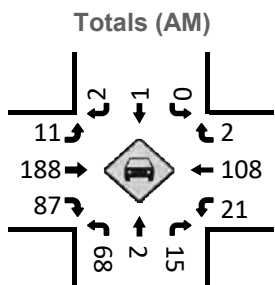
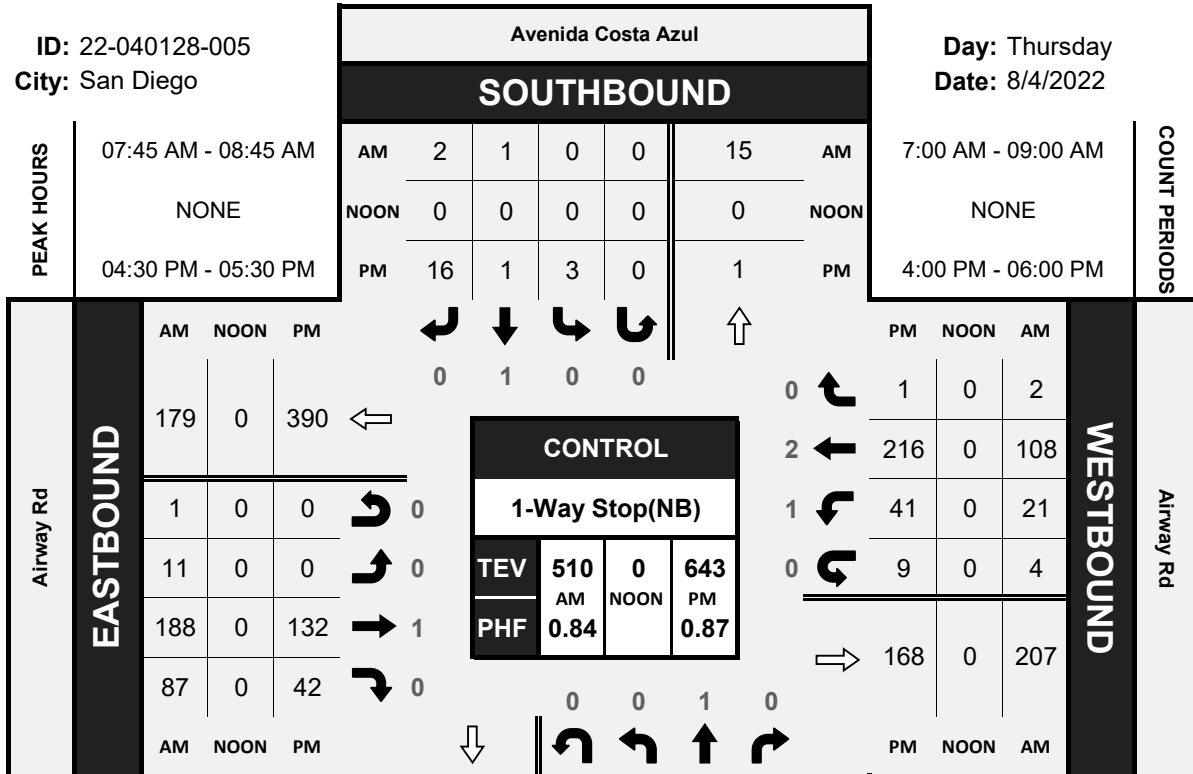
NS/EW Streets:	Avenida Costa Azules				Avenida Costa Azules				Airway Rd				Airway Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	13	0	2	0	0	0	1	0	1	22	15	0	1	16	0	0	71
7:15 AM	6	0	6	0	0	0	1	0	1	25	17	0	2	12	0	0	70
7:30 AM	9	0	3	0	0	0	0	0	1	34	14	0	5	17	1	0	84
7:45 AM	22	0	2	0	0	0	0	0	7	60	28	0	5	26	1	1	152
8:00 AM	16	2	5	0	0	1	1	0	1	54	23	0	2	25	1	1	132
8:15 AM	14	0	2	0	0	0	0	0	2	36	21	0	6	20	0	2	103
8:30 AM	16	0	6	0	0	0	1	0	1	38	15	1	8	37	0	0	123
8:45 AM	14	0	6	0	0	0	1	0	1	42	22	0	4	43	0	3	136
TOTAL VOLUMES :	110	2	32	0	0	1	5	0	15	311	155	1	33	196	3	7	871
APPROACH %'s :	76.39%	1.39%	22.22%	0.00%	0.00%	16.67%	83.33%	0.00%	3.11%	64.52%	32.16%	0.21%	13.81%	82.01%	1.26%	2.93%	
PEAK HR :	07:45 AM - 08:45 AM																
PEAK HR VOL :	68	2	15	0	0	1	2	0	11	188	87	1	21	108	2	4	510
PEAK HR FACTOR :	0.773	0.250	0.625	0.000	0.000	0.250	0.500	0.000	0.393	0.783	0.777	0.250	0.656	0.730	0.500	0.500	0.839
	0.885				0.375				0.755				0.750				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	43	0	9	0	1	1	2	0	0	45	13	0	9	47	0	5	175
4:15 PM	31	0	14	0	0	1	3	0	0	37	9	0	5	55	0	4	159
4:30 PM	36	0	3	0	0	1	5	0	0	39	14	0	12	50	0	1	161
4:45 PM	29	0	2	0	0	0	5	0	0	41	14	0	7	37	1	1	137
5:00 PM	57	0	13	0	2	0	5	0	0	26	8	0	9	62	0	2	184
5:15 PM	36	0	6	0	1	0	1	0	0	26	6	0	13	67	0	5	161
5:30 PM	28	0	4	0	1	2	0	0	0	25	10	0	4	57	0	1	132
5:45 PM	19	0	3	0	0	0	1	0	0	20	5	0	8	38	0	3	97
TOTAL VOLUMES :	279	0	54	0	5	5	22	0	0	259	79	0	67	413	1	22	1206
APPROACH %'s :	83.78%	0.00%	16.22%	0.00%	15.63%	15.63%	68.75%	0.00%	0.00%	76.63%	23.37%	0.00%	13.32%	82.11%	0.20%	4.37%	
PEAK HR :	04:30 PM - 05:30 PM																
PEAK HR VOL :	158	0	24	0	3	1	16	0	0	132	42	0	41	216	1	9	643
PEAK HR FACTOR :	0.693	0.000	0.462	0.000	0.375	0.250	0.800	0.000	0.000	0.805	0.750	0.000	0.788	0.806	0.250	0.450	0.874
	0.650				0.714				0.791				0.785				

Avenida Costa Azul & Airway Rd

Peak Hour Turning Movement Count

ID: 22-040128-005
City: San Diego

Day: Thursday
Date: 8/4/2022



VOLUME

La Media Rd Bet. Otay Mesa Rd & SR 905 WB Ramps

Day: Thursday
Date: 8/4/2022

City: San Diego
Project #: CA22_040129_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					5,611	8,275	0	0	13,886		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	38	36			74	12:00	97	126			223
00:15	33	30			63	12:15	81	116			197
00:30	22	26			48	12:30	94	137			231
00:45	32	125	32	124	64 249	12:45	84	356	178	557	262 913
01:00	30	36			66	13:00	75	115			190
01:15	18	41			59	13:15	87	145			232
01:30	30	18			48	13:30	95	161			256
01:45	32	110	25	120	57 230	13:45	106	363	152	573	258 936
02:00	18	23			41	14:00	83	195			278
02:15	11	17			28	14:15	122	142			264
02:30	15	22			37	14:30	125	159			284
02:45	16	60	25	87	41 147	14:45	98	428	148	644	246 1072
03:00	24	23			47	15:00	101	169			270
03:15	15	26			41	15:15	75	166			241
03:30	20	30			50	15:30	105	175			280
03:45	29	88	31	110	60 198	15:45	98	379	121	631	219 1010
04:00	17	46			63	16:00	72	143			215
04:15	24	42			66	16:15	65	131			196
04:30	27	47			74	16:30	63	141			204
04:45	51	119	41	176	92 295	16:45	58	258	103	518	161 776
05:00	46	54			100	17:00	51	186			237
05:15	45	62			107	17:15	58	147			205
05:30	52	58			110	17:30	54	136			190
05:45	63	206	53	227	116 433	17:45	63	226	100	569	163 795
06:00	52	48			100	18:00	80	139			219
06:15	77	72			149	18:15	65	111			176
06:30	82	67			149	18:30	58	100			158
06:45	101	312	88	275	189 587	18:45	47	250	74	424	121 674
07:00	93	103			196	19:00	51	95			146
07:15	95	97			192	19:15	49	77			126
07:30	87	103			190	19:30	45	73			118
07:45	96	371	95	398	191 769	19:45	49	194	53	298	102 492
08:00	92	101			193	20:00	56	88			144
08:15	87	98			185	20:15	46	45			91
08:30	89	99			188	20:30	39	54			93
08:45	91	359	105	403	196 762	20:45	29	170	54	241	83 411
09:00	74	99			173	21:00	29	63			92
09:15	70	122			192	21:15	26	32			58
09:30	74	116			190	21:30	32	50			82
09:45	70	288	120	457	190 745	21:45	25	112	34	179	59 291
10:00	81	128			209	22:00	17	31			48
10:15	70	127			197	22:15	26	27			53
10:30	83	106			189	22:30	24	25			49
10:45	76	310	126	487	202 797	22:45	28	95	26	109	54 204
11:00	80	130			210	23:00	13	35			48
11:15	94	142			236	23:15	24	28			52
11:30	92	119			211	23:30	16	38			54
11:45	97	363	155	546	252 909	23:45	16	69	21	122	37 191
TOTALS	2711	3410			6121	TOTALS	2900	4865			7765
SPLIT %	44.3%	55.7%			44.1%	SPLIT %	37.3%	62.7%			55.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					5,611	8,275	0	0	13,886

AM Peak Hour	11:15	11:00			11:15	PM Peak Hour	14:15	14:45			13:45
AM Pk Volume	380	546			922	PM Pk Volume	446	658			1084
Pk Hr Factor	0.979	0.881			0.915	Pk Hr Factor	0.892	0.940			0.954
7 - 9 Volume	730	801	0	0	1531	4 - 6 Volume	484	1087	0	0	1571
7 - 9 Peak Hour	07:00	08:00			07:00	4 - 6 Peak Hour	16:00	16:30			16:30
7 - 9 Pk Volume	371	403	0	0	769	4 - 6 Pk Volume	258	577	0	0	807
Pk Hr Factor	0.966	0.960	0.000	0.000	0.981	Pk Hr Factor	0.896	0.776	0.000	0.000	0.851

VOLUME

La Media Rd Bet. SR 905 WB Ramps & SR 905 EB Ramps

Day: Thursday
Date: 8/4/2022

City: San Diego
Project #: CA22_040129_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					8,876	4,807	0	0	13,683		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	34	15			49	12:00	109	72			181
00:15	39	22			61	12:15	136	73			209
00:30	49	23			72	12:30	154	92			246
00:45	44	166	28	88	72 254	12:45	154	553	97	334	251 887
01:00	38	16			54	13:00	126	74			200
01:15	52	20			72	13:15	150	79			229
01:30	61	18			79	13:30	167	109			276
01:45	72	223	21	75	93 298	13:45	179	622	100	362	279 984
02:00	54	21			75	14:00	126	124			250
02:15	26	12			38	14:15	147	94			241
02:30	38	6			44	14:30	162	108			270
02:45	21	139	12	51	33 190	14:45	146	581	100	426	246 1007
03:00	62	12			74	15:00	116	122			238
03:15	33	6			39	15:15	137	123			260
03:30	43	8			51	15:30	143	114			257
03:45	59	197	8	34	67 231	15:45	118	514	105	464	223 978
04:00	35	7			42	16:00	132	96			228
04:15	51	13			64	16:15	121	93			214
04:30	36	13			49	16:30	132	90			222
04:45	74	196	17	50	91 246	16:45	128	513	94	373	222 886
05:00	71	17			88	17:00	135	100			235
05:15	77	22			99	17:15	126	93			219
05:30	113	18			131	17:30	125	91			216
05:45	96	357	14	71	110 428	17:45	134	520	80	364	214 884
06:00	78	17			95	18:00	92	102			194
06:15	114	30			144	18:15	86	86			172
06:30	126	16			142	18:30	89	74			163
06:45	144	462	44	107	188 569	18:45	58	325	67	329	125 654
07:00	118	21			139	19:00	86	69			155
07:15	134	40			174	19:15	73	36			109
07:30	124	42			166	19:30	37	36			73
07:45	138	514	49	152	187 666	19:45	40	236	22	163	62 399
08:00	124	54			178	20:00	68	22			90
08:15	129	53			182	20:15	90	18			108
08:30	132	54			186	20:30	60	21			81
08:45	126	511	61	222	187 733	20:45	49	267	18	79	67 346
09:00	134	45			179	21:00	52	29			81
09:15	142	61			203	21:15	48	11			59
09:30	124	69			193	21:30	44	20			64
09:45	97	497	82	257	179 754	21:45	44	188	13	73	57 261
10:00	146	74			220	22:00	32	11			43
10:15	122	87			209	22:15	47	11			58
10:30	109	59			168	22:30	33	13			46
10:45	137	514	100	320	237 834	22:45	32	144	6	41	38 185
11:00	106	79			185	23:00	34	14			48
11:15	122	79			201	23:15	42	7			49
11:30	153	76			229	23:30	23	18			41
11:45	124	505	93	327	217 832	23:45	33	132	6	45	39 177
TOTALS	4281	1754			6035	TOTALS	4595	3053			7648
SPLIT %	70.9%	29.1%			44.1%	SPLIT %	60.1%	39.9%			55.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					8,876	4,807	0	0	13,683

AM Peak Hour	08:30	10:45			11:45	PM Peak Hour	13:00	15:00			13:30
AM Pk Volume	534	334			853	PM Pk Volume	622	464			1046
Pk Hr Factor	0.940	0.835			0.867	Pk Hr Factor	0.869	0.943			0.937
7 - 9 Volume	1025	374	0	0	1399	4 - 6 Volume	1033	737	0	0	1770
7 - 9 Peak Hour	07:45	08:00			07:45	4 - 6 Peak Hour	16:30	16:45			16:30
7 - 9 Pk Volume	523	222	0	0	733	4 - 6 Pk Volume	521	378	0	0	898
Pk Hr Factor	0.947	0.910	0.000	0.000	0.980	Pk Hr Factor	0.965	0.945	0.000	0.000	0.955

Prepared by National Data & Surveying Services
CLASSIFICATION

La Media Rd Bet. SR 905 EB Ramps & Airway Rd

Day: Thursday
 Date: 8/4/2022

City: San Diego
 Project #: CA22_040129_003

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	26	14	0	1	4	0	0	12	0	0	0	0	57
0:15	0	18	10	1	1	2	0	0	8	0	1	0	0	41
0:30	0	25	7	0	0	4	0	0	9	0	0	0	0	46
0:45	0	30	12	0	1	5	0	0	10	0	0	0	0	58
1:00	0	18	5	3	1	1	0	1	9	0	0	0	0	38
1:15	0	29	2	1	0	5	0	0	5	0	1	0	0	43
1:30	0	13	10	1	2	4	0	0	13	0	0	0	0	43
1:45	0	30	8	0	2	2	0	0	9	0	0	0	0	51
2:00	0	19	8	0	1	4	0	1	11	0	0	0	0	44
2:15	0	15	4	0	0	7	0	1	11	0	0	0	0	38
2:30	0	9	2	0	0	6	0	1	7	0	0	0	0	25
2:45	0	20	5	0	1	3	0	0	9	0	0	0	0	38
3:00	0	18	3	2	0	6	0	1	6	0	0	0	0	36
3:15	0	19	1	3	1	6	0	0	11	0	1	0	0	42
3:30	0	10	6	3	1	4	0	1	12	0	0	0	0	37
3:45	0	12	3	0	0	3	0	1	12	0	0	0	0	31
4:00	0	10	0	0	1	1	0	1	12	0	0	0	0	25
4:15	0	11	2	1	0	5	0	1	11	0	0	0	0	31
4:30	0	35	2	0	1	6	0	2	12	0	0	0	0	58
4:45	0	28	8	3	2	2	0	2	17	0	2	0	0	64
5:00	1	20	8	5	2	5	0	1	8	0	0	0	0	50
5:15	0	26	10	0	1	5	0	1	9	0	0	0	0	52
5:30	0	44	18	3	1	5	0	0	16	0	0	0	0	87
5:45	0	52	19	3	2	6	0	0	6	0	3	0	0	91
6:00	0	32	13	2	6	3	0	0	11	0	0	0	0	67
6:15	0	41	22	4	3	4	0	1	19	1	0	0	0	95
6:30	0	57	14	4	19	6	1	2	18	0	0	0	0	121
6:45	0	82	31	5	15	5	0	5	20	0	1	0	0	164
7:00	1	63	28	5	9	7	0	2	15	0	2	0	0	132
7:15	0	71	31	0	7	6	0	2	25	0	1	0	0	143
7:30	1	65	28	11	14	12	1	3	21	0	1	0	0	157
7:45	0	95	37	3	15	7	0	1	19	0	0	0	0	177
8:00	0	87	30	10	13	8	1	7	23	0	0	0	0	179
8:15	0	66	35	6	13	8	0	1	31	1	2	0	0	163
8:30	1	80	26	6	5	10	2	3	39	2	1	0	0	175
8:45	4	72	27	18	12	9	2	5	38	1	3	0	0	191
9:00	1	60	26	10	15	17	2	4	35	1	1	0	0	172
9:15	0	53	34	10	11	14	2	4	41	0	1	0	0	170
9:30	0	72	32	15	15	17	0	6	36	0	3	0	0	196
9:45	2	60	35	14	20	12	2	8	32	1	0	0	0	186
10:00	1	73	37	15	16	17	4	5	39	1	2	0	0	210
10:15	1	65	37	14	20	14	2	5	38	1	0	0	0	197
10:30	1	66	29	11	18	17	2	7	36	1	2	0	0	190
10:45	1	58	35	15	13	19	9	3	35	2	2	0	0	192
11:00	1	73	35	9	24	12	0	7	34	0	0	0	0	195
11:15	0	73	45	9	13	18	2	3	34	3	1	0	0	201
11:30	3	68	41	15	11	19	6	3	41	2	0	0	0	209
11:45	1	60	32	7	13	16	4	5	31	1	0	0	0	170
12:00 PM	0	92	27	7	11	21	1	4	39	0	5	0	0	207
12:15	1	74	44	8	17	16	1	6	43	0	2	0	0	212
12:30	1	71	36	16	19	17	2	12	29	4	2	0	0	209
12:45	2	70	35	3	9	19	4	8	40	1	1	0	0	192
13:00	0	65	35	9	14	22	4	9	25	2	0	0	0	185
13:15	1	89	34	11	16	18	2	5	32	1	1	0	0	210
13:30	1	81	23	12	13	18	1	9	37	1	1	0	0	197
13:45	0	81	34	15	16	26	2	8	35	1	1	0	0	219
14:00	1	70	47	12	17	14	3	10	32	2	2	0	0	210
14:15	2	87	55	12	21	21	2	6	35	4	2	0	0	247
14:30	1	121	45	12	26	19	2	5	40	1	0	0	0	272
14:45	2	96	41	14	12	25	4	8	23	2	3	0	0	230
15:00	0	108	41	10	17	29	5	5	30	0	0	0	0	245
15:15	1	83	33	12	14	14	2	5	28	3	2	0	0	197
15:30	2	95	37	12	12	19	1	6	27	1	1	0	0	213
15:45	0	94	33	7	15	22	4	11	33	1	1	0	0	211
16:00	3	99	37	14	12	18	6	8	28	1	4	0	0	230
16:15	3	85	41	12	16	23	2	5	41	0	3	0	0	231
16:30	1	96	31	15	16	16	2	4	41	2	3	0	0	227
16:45	1	76	22	15	8	23	3	3	37	2	2	0	0	192
17:00	4	127	25	12	10	16	4	2	31	0	2	0	0	233
17:15	1	100	29	9	8	21	3	3	29	0	0	0	0	203
17:30	1	85	25	7	11	18	3	3	35	1	1	0	0	190
17:45	1	62	25	9	6	18	2	3	31	0	2	0	0	159
18:00	2	90	23	8	4	23	3	2	40	0	0	0	0	195
18:15	0	74	25	8	12	19	1	3	31	1	0	0	0	174
18:30	1	59	25	5	2	22	2	4	39	1	1	0	0	161
18:45	1	49	16	3	3	20	0	0	34	4	0	0	0	130
19:00	1	47	21	4	3	14	0	0	36	0	0	0	0	126
19:15	2	23	12	2	9	7	0	3	29	0	0	0	0	87
19:30	0	21	15	4	4	8	0	2	33	1	0	0	0	88
19:45	0	35	6	3	7	12	0	2	35	0	0	0	0	100
20:00	0	37	7	1	1	10	0	2	25	0	0	0	0	83
20:15	1	19	7	3	1	12	0	0	22	0	2	0	0	67
20:30	0	29	3	1	0	7	1	1	13	0	2	0	0	57
20:45	0	26	5	3	4	2	0	2	15	0	0	0	0	57
21:00	0	13	7	0	0	5	1	0	14	0	0	0	0	40
21:15	0	14	6	2	1	5	0	0	16	0	0	0	0	44
21:30	1	17	3	0	4	5	0	1	20	0	0	0	0	51
21:45	0	15	9	1	0	2	0	2	14	0	0	0	0	43
22:00	0	14	4	0	2	5	0	0	5	0	0	0	0	30
22:15	0	15	3	1	1	1	0	0	11	0	0	0	0	32
22:30	0	15	3	2	2	4	0	0	14	0	0	0	0	40
22:45	0	9	5	0	3	3	0	0	8	0	0	0	0	28
23:00	0	11	7	0	0	3	0	0	4	0	0	0	0	25
23:15	0	16	5	0	1	6	0	1	4	0	0	0	0	33
23:30	0	10	7	0	3	6	1	0	4	0	0	0	0	31
23:45	0	7	2	0	0	0	0	0	2	0	0	0	0	11
Totals	59	4901	1968	563	745	1052	116	281	2225	55	77			12042
% of Totals	0%	41%	16%	5%	6%	9%	1%	2%	18%	0%	1%			100%

AM Volumes	20	2129	907	247	342	378	42	108	956	18	31	0	0	5178
% AM	0%	18%	8%	2%	3%	3%	0%	1%	8%	0%	0%	0	0	43%
AM Peak Hour	8:15	7:45	10:45	9:30	10:15	11:15	10:00	11:45	11:30	10:45	11:45			11:30
Volume	6	328	156	58	75	74	17	27	154	7	9			798
PM Volumes	39	2772	1061	316	403	674	74	173	1269	37	46	0	0	6864
% PM	0%	23%	9%	3%	3%	6%	1%	1%	11%	0%	0%	0	0	57%
PM Peak Hour	16:15	14:15	14:00	16:00	13:45	14:15	15:45	12:15	12:00	14:00	16:00			14:15
Volume	9	412	188	56	80	94	14	35	151	9	12			994

Directional Peak Periods	All Classes	AM 7-9	NOON 12-2	PM 4-6	Off Peak Volumes
	Volume	1317	1631	1665	7429
	%	11%	14%	14%	62%

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

La Media Rd Bet. SR 905 EB Ramps & Airway Rd

Day: Thursday

City: San Diego

Date: 8/4/2022

Project #: CA22_040129_003

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	99	43	1	3	15	0	1	39	0	1	0	0	202
1:00	0	90	25	5	5	12	0	1	36	0	1	0	0	175
2:00	0	63	19	0	2	20	0	3	38	0	0	0	0	145
3:00	0	59	13	8	2	19	0	3	41	0	1	0	0	146
4:00	0	84	12	4	4	14	0	6	52	0	2	0	0	178
5:00	1	142	55	11	6	21	0	2	39	0	3	0	0	280
6:00	0	212	80	15	43	18	1	8	68	1	1	0	0	447
7:00	2	294	124	19	45	32	1	8	80	0	4	0	0	609
8:00	5	305	118	40	43	35	5	16	131	4	6	0	0	708
9:00	3	245	127	49	61	60	6	22	144	2	5	0	0	724
10:00	4	262	138	55	67	67	17	20	148	5	6	0	0	789
11:00	5	274	153	40	61	65	12	18	140	6	1	0	0	775
12:00 PM	4	307	142	34	56	73	8	30	151	5	10	0	0	820
13:00	2	316	126	47	59	84	9	31	129	5	3	0	0	811
14:00	6	374	188	50	76	79	11	29	130	9	7	0	0	959
15:00	3	380	144	41	58	84	12	27	118	5	4	0	0	876
16:00	8	356	131	56	52	80	13	20	147	5	12	0	0	880
17:00	7	374	104	37	35	73	12	11	126	1	5	0	0	785
18:00	4	272	89	24	21	84	6	9	144	6	1	0	0	660
19:00	3	126	54	13	23	41	0	7	133	1	0	0	0	401
20:00	1	111	22	8	6	31	1	5	75	0	4	0	0	264
21:00	1	59	25	3	5	17	1	3	64	0	0	0	0	178
22:00	0	53	15	3	8	13	0	0	38	0	0	0	0	130
23:00	0	44	21	0	4	15	1	1	14	0	0	0	0	100
Totals	59	4901	1968	563	745	1052	116	281	2225	55	77			12042
% of Totals	0%	41%	16%	5%	6%	9%	1%	2%	18%	0%	1%			100%

AM Volumes	20	2129	907	247	342	378	42	108	956	18	31	0	0	5178
% AM	0%	18%	8%	2%	3%	3%	0%	1%	8%	0%	0%			43%
AM Peak Hour	8:00	8:00	11:00	10:00	10:00	10:00	10:00	9:00	10:00	11:00	8:00			10:00
Volume	5	305	153	55	67	67	17	22	148	6	6			789
PM Volumes	39	2772	1061	316	403	674	74	173	1269	37	46	0	0	6864
% PM	0%	23%	9%	3%	3%	6%	1%	1%	11%	0%	0%			57%
PM Peak Hour	16:00	15:00	14:00	16:00	14:00	13:00	16:00	13:00	12:00	14:00	16:00			14:00
Volume	8	380	188	56	76	84	13	31	151	9	12			959
Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
All Classes	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%		
	1317	↔	11%	1631	↔	14%	1665	↔	14%	7429	↔	62%		

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

VOLUME

La Media Rd Bet. SR 905 EB Ramps & Airway Rd

Day: Thursday
Date: 8/4/2022City: San Diego
Project #: CA22_040129_003

DAILY TOTALS						NB	SB	EB	WB	Total							
						4,708	7,334	0	0	12,042							
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL						
0:00	41	16	0	0	57	12:00	86	121	0	0	207						
0:15	18	23	0	0	41	12:15	87	125	0	0	212						
0:30	22	24	0	0	46	12:30	88	121	0	0	209						
0:45	26	107	32	95	0	0	58	202	12:45	77	338	115	482	0	0	192	820
1:00	17	21	0	0	38	13:00	69	116	0	0	185						
1:15	11	32	0	0	43	13:15	80	130	0	0	210						
1:30	10	33	0	0	43	13:30	87	110	0	0	197						
1:45	17	55	34	120	0	0	51	175	13:45	101	337	118	474	0	0	219	811
2:00	10	34	0	0	44	14:00	83	127	0	0	210						
2:15	12	26	0	0	38	14:15	110	137	0	0	247						
2:30	7	18	0	0	25	14:30	132	140	0	0	272						
2:45	10	39	28	106	0	0	38	145	14:45	98	423	132	536	0	0	230	959
3:00	13	23	0	0	36	15:00	105	140	0	0	245						
3:15	8	34	0	0	42	15:15	81	116	0	0	197						
3:30	15	22	0	0	37	15:30	104	109	0	0	213						
3:45	10	46	21	100	0	0	31	146	15:45	99	389	122	487	0	0	221	876
4:00	14	11	0	0	25	16:00	102	128	0	0	230						
4:15	15	16	0	0	31	16:15	99	132	0	0	231						
4:30	18	40	0	0	58	16:30	108	119	0	0	227						
4:45	23	70	41	108	0	0	64	178	16:45	76	385	116	495	0	0	192	880
5:00	20	30	0	0	50	17:00	130	103	0	0	233						
5:15	12	40	0	0	52	17:15	98	105	0	0	203						
5:30	23	64	0	0	87	17:30	89	101	0	0	190						
5:45	15	70	76	210	0	0	91	280	17:45	65	382	94	403	0	0	159	785
6:00	18	49	0	0	67	18:00	91	104	0	0	195						
6:15	33	62	0	0	95	18:15	65	109	0	0	174						
6:30	49	72	0	0	121	18:30	64	97	0	0	161						
6:45	39	139	125	308	0	0	164	447	18:45	42	262	88	398	0	0	130	660
7:00	38	94	0	0	132	19:00	50	76	0	0	126						
7:15	45	98	0	0	143	19:15	34	53	0	0	87						
7:30	45	112	0	0	157	19:30	34	54	0	0	88						
7:45	48	176	129	433	0	0	177	609	19:45	42	160	58	241	0	0	100	401
8:00	54	125	0	0	179	20:00	32	51	0	0	83						
8:15	45	118	0	0	163	20:15	24	43	0	0	67						
8:30	58	117	0	0	175	20:30	17	40	0	0	57						
8:45	67	224	124	484	0	0	191	708	20:45	20	93	37	171	0	0	57	264
9:00	59	113	0	0	172	21:00	15	25	0	0	40						
9:15	59	111	0	0	170	21:15	17	27	0	0	44						
9:30	74	122	0	0	196	21:30	24	27	0	0	51						
9:45	71	263	115	461	0	0	186	724	21:45	17	73	26	105	0	0	43	178
10:00	86	124	0	0	210	22:00	7	23	0	0	30						
10:15	71	126	0	0	197	22:15	9	23	0	0	32						
10:30	65	125	0	0	190	22:30	11	29	0	0	40						
10:45	66	288	126	501	0	0	192	789	22:45	11	38	17	92	0	0	28	130
11:00	72	123	0	0	195	23:00	9	16	0	0	25						
11:15	77	124	0	0	201	23:15	13	20	0	0	33						
11:30	100	109	0	0	209	23:30	7	24	0	0	31						
11:45	71	320	99	455	0	0	170	775	23:45	2	31	9	69	0	0	11	100
TOTALS		1797	3381		5178	TOTALS		2911	3953		6864						
SPLIT %		34.7%	65.3%		43.0%	SPLIT %		42.4%	57.6%		57.0%						

DAILY TOTALS						NB	SB	EB	WB	Total
						4,708	7,334	0	0	12,042
AM Peak Hour	11:30	10:00			11:30	PM Peak Hour	14:15	14:15		14:15
AM Pk Volume	344	501			798	PM Pk Volume	445	549		994
Pk Hr Factor	0.860	0.994			0.941	Pk Hr Factor	0.843	0.980		0.914
7 - 9 Volume	400	917	0	0	1317	4 - 6 Volume	767	898	0	1665
7 - 9 Peak Hour	8:00	7:45			8:00	4 - 6 Peak Hour	16:15	16:00		16:15
7 - 9 Pk Volume	224	489	0	0	708	4 - 6 Pk Volume	413	495	0	883
Pk Hr Factor	0.836	0.948	0.000	0.000	0.927	Pk Hr Factor	0.794	0.938	0.000	0.947

VOLUME

La Media Rd Bet. Airway Rd & Siempre Viva Rd

Day: Thursday
Date: 8/4/2022

City: San Diego
Project #: CA22_040129_004

DAILY TOTALS					NB	SB	EB	WB	Total		
					15	3,750	0	0	3,765		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	1	11			12	12:00	0	64			64
0:15	0	10			10	12:15	1	64			65
0:30	0	5			5	12:30	0	58			58
0:45	0	1	12	38	12	12:45	0	1	55	241	55
1:00	0	10			10	13:00	0	64			64
1:15	0	12			12	13:15	0	59			59
1:30	0	10			10	13:30	0	64			64
1:45	0	8	40		8	13:45	0	82	269		82
2:00	0	13			13	14:00	1	80			81
2:15	0	9			9	14:15	0	82			82
2:30	0	7			7	14:30	0	76			76
2:45	0	11	40		11	14:45	0	1	77	315	77
3:00	0	12			12	15:00	0	72			72
3:15	0	10			10	15:15	1	69			70
3:30	0	9			9	15:30	0	63			63
3:45	0	6	37		6	15:45	0	1	72	276	72
4:00	0	6			6	16:00	0	72			72
4:15	0	4			4	16:15	1	67			68
4:30	0	7			7	16:30	0	57			57
4:45	1	1	21	38	22	16:45	0	1	63	259	63
5:00	0	17			17	17:00	0	61			61
5:15	0	12			12	17:15	0	59			59
5:30	0	14			14	17:30	0	58			58
5:45	0	22	65		22	17:45	0	65	243		65
6:00	0	25			25	18:00	0	49			49
6:15	0	32			32	18:15	0	55			55
6:30	0	41			41	18:30	0	59			59
6:45	1	1	65	163	66	18:45	0	43	206		43
7:00	0	52			52	19:00	0	53			53
7:15	0	48			48	19:15	0	29			29
7:30	0	49			49	19:30	0	32			32
7:45	1	1	77	226	78	19:45	0	37	151		37
8:00	0	62			62	20:00	0	26			26
8:15	0	55			55	20:15	0	24			24
8:30	1	51			52	20:30	0	25			25
8:45	0	1	60	228	60	20:45	0	10	85		10
9:00	1	55			56	21:00	0	8			8
9:15	0	48			48	21:15	1	15			16
9:30	0	61			61	21:30	0	11			11
9:45	0	1	62	226	62	21:45	1	2	8	42	9
10:00	1	69			70	22:00	1	8			9
10:15	0	57			57	22:15	0	3			3
10:30	0	53			53	22:30	0	10			10
10:45	0	1	66	245	66	22:45	0	1	9	30	9
11:00	0	49			49	23:00	0	13			13
11:15	0	60			60	23:15	0	9			9
11:30	1	67			68	23:30	0	5			5
11:45	0	1	80	256	80	23:45	0	4	31		4
TOTALS	8	1602			1610	TOTALS	7	2148			2155
SPLIT %	0.5%	99.5%			42.8%	SPLIT %	0.3%	99.7%			57.2%

DAILY TOTALS					NB	SB	EB	WB	Total
					15	3,750	0	0	3,765

AM Peak Hour	7:45	11:30			11:30	PM Peak Hour	21:15	13:45			13:45
AM Pk Volume	2	275			277	PM Pk Volume	3	320			321
Pk Hr Factor	0.500	0.859			0.866	Pk Hr Factor	0.750	0.976			0.979
7 - 9 Volume	2	454	0	0	456	4 - 6 Volume	1	502	0	0	503
7 - 9 Peak Hour	7:45	7:45			7:45	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	2	245	0	0	247	4 - 6 Pk Volume	1	259	0	0	260
Pk Hr Factor	0.500	0.795	0.000	0.000	0.792	Pk Hr Factor	0.250	0.899	0.000	0.000	0.903

VOLUME

Airway Rd Bet. La Media Rd & Truck Net LLC Dwy

Day: Thursday
Date: 8/4/2022

City: San Diego
Project #: CA22_040129_005

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	3,869	5,443	9,312		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			5	56	61	12:00			53	95	148
00:15			11	30	41	12:15			55	101	156
00:30			25	26	51	12:30			67	89	156
00:45			24	65	142	12:45			93	268	373
01:00			16	17	33	13:00			67	73	140
01:15			15	12	27	13:15			65	78	143
01:30			20	13	33	13:30			65	104	169
01:45			32	83	142	13:45			53	250	369
02:00			16	13	29	14:00			73	92	165
02:15			12	11	23	14:15			78	126	204
02:30			18	6	24	14:30			69	151	220
02:45			16	62	109	14:45			76	296	469
03:00			9	16	25	15:00			51	109	160
03:15			19	8	27	15:15			55	79	134
03:30			15	14	29	15:30			51	119	170
03:45			12	55	110	15:45			63	220	415
04:00			8	14	22	16:00			55	102	157
04:15			9	21	30	16:15			59	110	169
04:30			27	22	49	16:30			56	133	189
04:45			27	71	162	16:45			54	224	470
05:00			10	31	41	17:00			48	112	160
05:15			23	13	36	17:15			38	99	137
05:30			41	27	68	17:30			41	89	130
05:45			32	106	200	17:45			52	179	370
06:00			33	23	56	18:00			55	104	159
06:15			38	37	75	18:15			55	69	124
06:30			34	50	84	18:30			34	82	116
06:45			61	166	325	18:45			47	191	305
07:00			40	51	91	19:00			36	71	107
07:15			51	47	98	19:15			35	47	82
07:30			65	53	118	19:30			23	50	73
07:45			100	256	463	19:45			27	121	231
08:00			70	52	122	20:00			20	58	78
08:15			53	64	117	20:15			20	35	55
08:30			56	53	109	20:30			22	28	50
08:45			70	249	476	20:45			20	82	148
09:00			52	70	122	21:00			18	27	45
09:15			48	76	124	21:15			22	39	61
09:30			62	83	145	21:30			15	28	43
09:45			64	226	301	21:45			21	76	123
10:00			53	99	152	22:00			10	14	24
10:15			57	76	133	22:15			13	12	25
10:30			67	76	143	22:30			31	14	45
10:45			77	254	576	22:45			9	63	115
11:00			63	79	142	23:00			11	11	22
11:15			75	89	164	23:15			16	19	35
11:30			82	117	199	23:30			5	12	17
11:45			54	274	635	23:45			0	32	53
TOTALS			1867	2065	3932	TOTALS			2002	3378	5380
SPLIT %			47.5%	52.5%	42.2%	SPLIT %			37.2%	62.8%	57.8%

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	3,869	5,443	9,312

AM Peak Hour			10:45	11:30	10:45	PM Peak Hour			14:00	14:15	14:00
AM Pk Volume			297	389	653	PM Pk Volume			296	486	765
Pk Hr Factor			0.905	0.831	0.820	Pk Hr Factor			0.949	0.805	0.869
7 - 9 Volume	0	0	505	434	939	4 - 6 Volume	0	0	403	840	1243
7 - 9 Peak Hour			07:30	08:00	07:30	4 - 6 Peak Hour			16:00	16:15	16:15
7 - 9 Pk Volume			288	227	513	4 - 6 Pk Volume			224	480	697
Pk Hr Factor	0.000	0.000	0.720	0.887	0.822	Pk Hr Factor	0.000	0.000	0.949	0.902	0.922

VOLUME

Airway Rd Bet. Truck Net LLC Dwy & Avenida Costa Azul

Day: Thursday
 Date: 8/4/2022

City: San Diego
 Project #: CA22_040129_006

DAILY TOTALS						NB	SB					Total			
						0	0					7,244			
								3,177	4,067						
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL				
0:00	0	0	8	40	48	12:00	0	0	40	71	111				
0:15	0	0	12	16	28	12:15	0	0	49	76	125				
0:30	0	0	16	16	32	12:30	0	0	53	72	125				
0:45	0	0	9	45	20	92	12:45	0	0	66	208	68	287	134	495
1:00	0	0	10	10	20	13:00	0	0	54	68	122				
1:15	0	0	16	8	24	13:15	0	0	67	69	136				
1:30	0	0	15	7	22	13:30	0	0	62	79	141				
1:45	0	0	23	64	15	40	13:45	0	0	46	229	97	313	143	542
2:00	0	0	14	6	20	14:00	0	0	53	76	129				
2:15	0	0	10	3	13	14:15	0	0	50	103	153				
2:30	0	0	8	3	11	14:30	0	0	54	103	157				
2:45	0	0	14	46	11	23	14:45	0	0	64	221	78	360	142	581
3:00	0	0	7	13	20	15:00	0	0	51	102	153				
3:15	0	0	13	9	22	15:15	0	0	43	64	107				
3:30	0	0	7	7	14	15:30	0	0	51	123	174				
3:45	0	0	9	36	9	38	15:45	0	0	56	201	93	382	149	583
4:00	0	0	5	9	14	16:00	0	0	55	89	144				
4:15	0	0	7	12	19	16:15	0	0	48	101	149				
4:30	0	0	19	8	27	16:30	0	0	50	92	142				
4:45	0	0	13	44	10	39	16:45	0	0	54	207	85	367	139	574
5:00	0	0	9	9	18	17:00	0	0	32	93	125				
5:15	0	0	17	2	19	17:15	0	0	32	89	121				
5:30	0	0	29	14	43	17:30	0	0	36	88	124				
5:45	0	0	31	86	13	38	17:45	0	0	25	125	72	342	97	467
6:00	0	0	29	18	47	18:00	0	0	38	96	134				
6:15	0	0	32	28	60	18:15	0	0	36	55	91				
6:30	0	0	31	32	63	18:30	0	0	34	50	84				
6:45	0	0	54	146	20	98	18:45	0	0	26	134	53	254	79	388
7:00	0	0	36	28	64	19:00	0	0	19	49	68				
7:15	0	0	43	21	64	19:15	0	0	24	44	68				
7:30	0	0	47	24	71	19:30	0	0	17	42	59				
7:45	0	0	93	219	48	121	19:45	0	0	22	82	33	168	55	250
8:00	0	0	75	38	113	20:00	0	0	11	24	35				
8:15	0	0	59	36	95	20:15	0	0	14	14	28				
8:30	0	0	54	55	109	20:30	0	0	8	12	20				
8:45	0	0	65	253	58	187	20:45	0	0	19	52	13	63	32	115
9:00	0	0	55	51	106	21:00	0	0	8	13	21				
9:15	0	0	43	48	91	21:15	0	0	17	15	32				
9:30	0	0	48	62	110	21:30	0	0	6	14	20				
9:45	0	0	65	211	64	225	21:45	0	0	11	42	8	50	19	92
10:00	0	0	41	66	107	22:00	0	0	8	4	12				
10:15	0	0	60	55	115	22:15	0	0	11	3	14				
10:30	0	0	58	63	121	22:30	0	0	19	4	23				
10:45	0	0	81	240	71	255	22:45	0	0	3	41	4	15	7	56
11:00	0	0	64	68	132	23:00	0	0	4	8	12				
11:15	0	0	57	73	130	23:15	0	0	8	7	15				
11:30	0	0	53	84	137	23:30	0	0	4	4	8				
11:45	0	0	52	226	63	288	23:45	0	0	3	19	3	22	6	41
TOTALS			1616		1444	3060	TOTALS			1561		2623	4184		
SPLIT %			52.8%		47.2%	42.2%	SPLIT %			37.3%		62.7%	57.8%		

DAILY TOTALS						NB	SB					Total
						0	0					7,244
								3,177	4,067			
AM Peak Hour			7:45	10:45	10:45	PM Peak Hour			12:45	15:30	15:30	
AM Pk Volume			281	296	551	PM Pk Volume			249	406	616	
Pk Hr Factor			0.755	0.881	0.906	Pk Hr Factor			0.929	0.825	0.885	
7 - 9 Volume	0	0	472	308	780	4 - 6 Volume	0	0	332	709	1041	
7 - 9 Peak Hour			7:45	8:00	7:45	4 - 6 Peak Hour			16:00	16:15	16:00	
7 - 9 Pk Volume			281	187	458	4 - 6 Pk Volume			207	371	574	
Pk Hr Factor	0.000	0.000	0.755	0.806	0.812	Pk Hr Factor	0.000	0.000	0.941	0.918	0.963	

VOLUME

Airway Rd Bet. Avenida Costa Azul & Harvest Rd

Day: Thursday
Date: 8/4/2022

City: San Diego
Project #: CA22_040129_007

DAILY TOTALS					NB	SB						Total			
					0	0						8,562			
							3,694			4,868					
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00			10	38	48		12:00			48	63	111			
0:15			17	16	33		12:15			65	99	164			
0:30			16	18	34		12:30			66	94	160			
0:45			10	53	21	93	12:45			99	278	106	362	205	640
1:00			13	6	19		13:00			85	94	179			
1:15			14	8	22		13:15			69	87	156			
1:30			18	4	22		13:30			69	106	175			
1:45			19	64	17	35	13:45			71	294	129	416	200	710
2:00			17	5	22		14:00			57	101	158			
2:15			15	5	20		14:15			76	110	186			
2:30			14	2	16		14:30			53	85	138			
2:45			17	63	12	24	14:45			60	246	96	392	156	638
3:00			11	18	29		15:00			71	102	173			
3:15			20	9	29		15:15			57	77	134			
3:30			9	10	19		15:30			61	126	187			
3:45			8	48	21	58	15:45			54	243	103	408	157	651
4:00			7	16	23		16:00			83	88	171			
4:15			6	20	26		16:15			67	98	165			
4:30			22	11	33		16:30			56	92	148			
4:45			18	53	10	57	16:45			62	268	60	338	122	606
5:00			13	15	28		17:00			43	101	144			
5:15			14	6	20		17:15			38	92	130			
5:30			33	27	60		17:30			48	100	148			
5:45			19	79	13	61	17:45			48	177	67	360	115	537
6:00			30	23	53		18:00			64	99	163			
6:15			17	23	40		18:15			43	74	117			
6:30			20	48	68		18:30			37	62	99			
6:45			27	94	26	120	18:45			44	188	86	321	130	509
7:00			26	24	50		19:00			31	68	99			
7:15			48	26	74		19:15			35	60	95			
7:30			48	42	90		19:30			23	52	75			
7:45			75	197	56	148	19:45			29	118	50	230	79	348
8:00			59	49	108		20:00			15	35	50			
8:15			53	50	103		20:15			21	20	41			
8:30			46	77	123		20:30			6	18	24			
8:45			62	220	84	260	20:45			23	65	14	87	37	152
9:00			51	80	131		21:00			13	25	38			
9:15			43	75	118		21:15			45	13	58			
9:30			53	78	131		21:30			12	13	25			
9:45			73	220	75	308	21:45			13	83	6	57	19	140
10:00			52	95	147		22:00			11	9	20			
10:15			60	81	141		22:15			12	2	14			
10:30			55	70	125		22:30			27	4	31			
10:45			76	243	96	342	22:45			10	60	5	20	15	80
11:00			71	95	166		23:00			8	4	12			
11:15			74	86	160		23:15			9	3	12			
11:30			88	102	190		23:30			8	2	10			
11:45			71	304	77	360	23:45			11	36	2	11	13	47
TOTALS			1638	1866	3504		TOTALS			2056	3002	5058			
SPLIT %			46.7%	53.3%	40.9%		SPLIT %			40.6%	59.4%	59.1%			

DAILY TOTALS					NB	SB						Total
					0	0						8,562
							3,694			4,868		

AM Peak Hour			10:45	10:45	10:45	PM Peak Hour			12:45	13:30	13:30
AM Pk Volume			309	379	688	PM Pk Volume			322	446	719
Pk Hr Factor			0.878	0.929	0.905	Pk Hr Factor			0.813	0.864	0.899
7 - 9 Volume	0	0	417	408	825	4 - 6 Volume	0	0	445	698	1143
7 - 9 Peak Hour			7:30	8:00	8:00	4 - 6 Peak Hour			16:00	17:00	16:00
7 - 9 Pk Volume	0	0	235	260	480	4 - 6 Pk Volume	0	0	268	360	606
Pk Hr Factor	0.000	0.000	0.783	0.774	0.822	Pk Hr Factor	0.000	0.000	0.807	0.891	0.886

VOLUME

Airway Rd Bet. Harvest Rd & Sanyo Ave

Day: Thursday
Date: 8/4/2022

City: San Diego
Project #: CA22_040129_008

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	2,958	5,485	8,443			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
0:00			6	16	22	12:00			54	99	153	
0:15			10	5	15	12:15			80	81	161	
0:30			6	7	13	12:30			56	100	156	
0:45			3	25	16	12:45			73	263	116	396
1:00			6	3	9	13:00			65	127	192	
1:15			11	4	15	13:15			27	157	184	
1:30			6	0	6	13:30			62	100	162	
1:45			6	29	8	13:45			36	190	158	542
2:00			7	2	9	14:00			58	115	173	
2:15			1	2	3	14:15			68	125	193	
2:30			2	1	3	14:30			44	93	137	
2:45			11	21	5	14:45			59	229	131	464
3:00			0	2	2	15:00			46	117	163	
3:15			5	0	5	15:15			49	119	168	
3:30			10	13	23	15:30			51	139	190	
3:45			11	26	12	15:45			37	183	117	492
4:00			7	2	9	16:00			60	100	160	
4:15			3	3	6	16:15			56	128	184	
4:30			10	4	14	16:30			40	128	168	
4:45			8	28	3	16:45			68	224	105	461
5:00			12	15	27	17:00			64	94	158	
5:15			11	1	12	17:15			40	110	150	
5:30			18	5	23	17:30			40	108	148	
5:45			13	54	8	17:45			24	168	75	387
6:00			25	5	30	18:00			60	138	198	
6:15			15	26	41	18:15			27	115	142	
6:30			16	63	79	18:30			23	131	154	
6:45			19	75	8	18:45			21	131	135	519
7:00			28	20	48	19:00			21	85	106	
7:15			30	38	68	19:15			17	73	90	
7:30			41	37	78	19:30			7	45	52	
7:45			56	155	58	19:45			15	60	72	275
8:00			63	36	99	20:00			8	48	56	
8:15			38	47	85	20:15			15	19	34	
8:30			44	80	124	20:30			1	15	16	
8:45			69	214	74	20:45			15	39	15	97
9:00			49	76	125	21:00			9	20	29	
9:15			38	76	114	21:15			8	14	22	
9:30			66	74	140	21:30			3	5	8	
9:45			59	212	116	21:45			5	25	5	44
10:00			76	110	186	22:00			4	18	22	
10:15			65	88	153	22:15			6	5	11	
10:30			68	82	150	22:30			9	4	13	
10:45			71	280	101	22:45			12	31	2	29
11:00			47	114	161	23:00			4	3	7	
11:15			77	122	199	23:15			8	2	10	
11:30			78	112	190	23:30			4	3	7	
11:45			72	274	69	23:45			6	22	2	10
TOTALS			1393	1769	3162	TOTALS			1565	3716	5281	
SPLIT %			44.1%	55.9%	37.5%	SPLIT %			29.6%	70.4%	62.5%	

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	2,958	5,485	8,443

AM Peak Hour			11:30	10:45	10:45	PM Peak Hour			12:15	13:00	13:00
AM Pk Volume			284	449	722	PM Pk Volume			274	542	732
Pk Hr Factor			0.888	0.920	0.907	Pk Hr Factor			0.856	0.858	0.943
7 - 9 Volume	0	0	369	390	759	4 - 6 Volume	0	0	392	848	1240
7 - 9 Peak Hour			8:00	8:00	8:00	4 - 6 Peak Hour			16:15	16:00	16:00
7 - 9 Pk Volume			214	237	451	4 - 6 Pk Volume			228	461	685
Pk Hr Factor	0.000	0.000	0.775	0.741	0.788	Pk Hr Factor	0.000	0.000	0.838	0.900	0.931

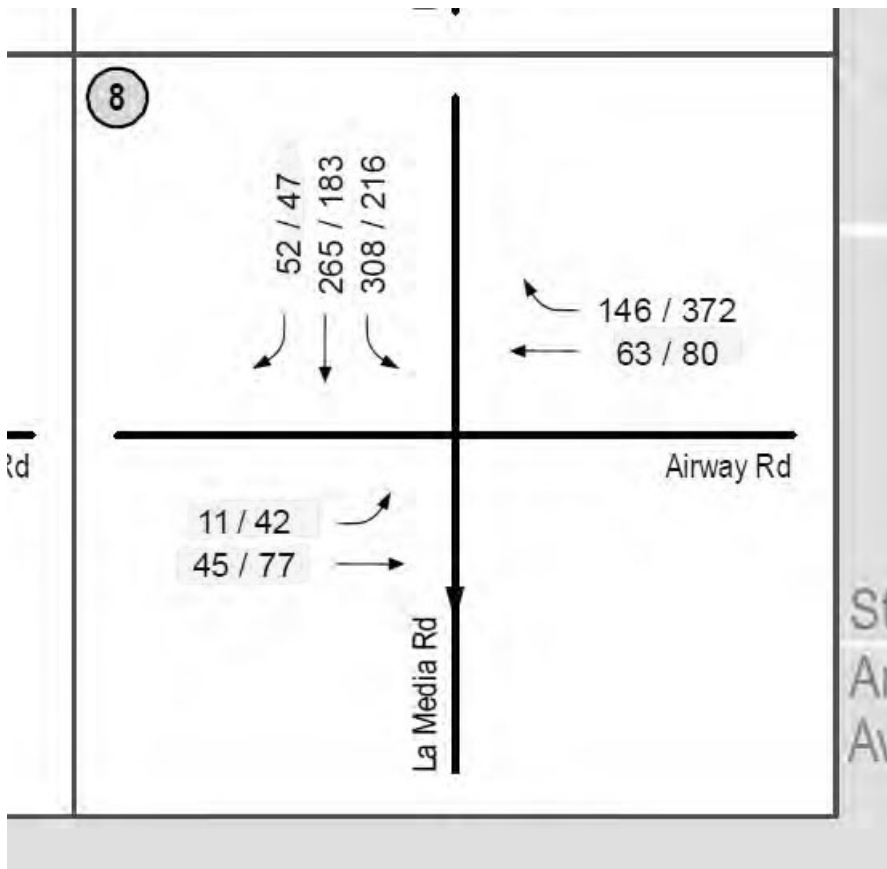
Intersection Volume Development for La Media and Airway Road

Zipagan, Matthew

From: Shultz, Joe
Sent: Wednesday, July 20, 2022 10:58 AM
To: Santos, Mary Rose Ann
Cc: Gonsalves, Ann; Lee, Erin (Moore); Ascencio, Yari
Subject: RE: Mary Rose sent you PTS 632813 - Majestic Airways Scoping Letter_062422v2 with Staff Comments 7.15.2022.pdf via WeTransfer
Attachments: Pages from Airway Logistics_access_analysis.pdf

Great, thanks for confirming. We will get counts scheduled for next week.

The statement of normalizing traffic counts for the future year scenarios will be necessary to develop the volumes highlighted below from the recently approved Airway Logistics study. Because of the current closure of the west leg of Airway Road, no turning movement data will be available for these movements. Therefore, we will need to develop and document assumptions in the traffic study to account for these movements.



Joe

From: Santos, Mary Rose Ann <MCSantos@sandiego.gov>
Sent: Wednesday, July 20, 2022 10:40 AM
To: Shultz, Joe <Joe.Shultz@kimley-horn.com>
Cc: Gonsalves, Ann <AGonsalves@sandiego.gov>; Lee, Erin (Moore) <Erin.Lee@kimley-horn.com>; Ascencio, Yari <Yari.Ascencio@kimley-horn.com>

Intersection Volume Development for La Media and Airway Road

Subject: RE: Mary Rose sent you PTS 632813 - Majestic Airways Scoping Letter_062422v2 with Staff Comments 7.15.2022.pdf via WeTransfer

Joe,

Yes, but can you clarify what you mean about using available 2015 historic turning movements at Airway Rd/La Media Rd to develop assumptions of future turning movements?

Thanks,

Mary Rose Santos

Associate Engineer - Traffic

City of San Diego

Development Services Department

☎: 619-446-5367

SanDiego.gov/DSD

Supervisor Name and Title: Ann Gonsalves, Senior Traffic Engineer

Phone: 619-446-5294

E-mail: AGonsalves@sandiego.gov

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What are the current processing times? You can now check on [permit processing timelines](#) for intake and issuing a permit.

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From: Shultz, Joe <Joe.Shultz@kimley-horn.com>

Sent: Tuesday, July 19, 2022 4:02 PM

To: Santos, Mary Rose Ann <MCSantos@sandiego.gov>

Cc: Gonsalves, Ann <AGonsalves@sandiego.gov>; Lee, Erin (Moore) <Erin.Lee@kimley-horn.com>; Ascencio, Yari <Yari.Ascencio@kimley-horn.com>

Subject: [EXTERNAL] RE: Mary Rose sent you PTS 632813 - Majestic Airways Scoping Letter_062422v2 with Staff Comments 7.15.2022.pdf via WeTransfer

This email came from an external source. Be cautious about clicking on any links in this email or opening attachments.

Good afternoon Mary Rose,

Attached is the revised scoping letter and responses to all your comments. We've added some additional colors on the Trip Distribution figure to aid your review of the project trip assignment. I have triple checked these figures for accuracy. I think we are there.

Please provide a response to my email below. I have a subcontractor available to collect data next week and I'd like to move forward with scheduling.

Intersection Volume Development for La Media and Airway Road

Thanks,
Joe

From: Shultz, Joe
Sent: Monday, July 18, 2022 11:23 AM
To: mcsantos@san-diego.gov
Cc: agonsalves@san-diego.gov; Lee, Erin (Moore) <Erin.Lee@kimley-horn.com>
Subject: RE: Mary Rose sent you PTS 632813 - Majestic Airways Scoping Letter_062422v2 with Staff Comments 7.15.2022.pdf via WeTransfer

Mary Rose,

We received your comments. Everything here looks straightforward. I plan to provide an updated letter by the end of week, incorporating your feedback.

Can you confirm your approval of this statement regarding data collection? I would like to place our order for data collection and get scheduled for next week so we can kick off the analysis.

TRAFFIC VOLUMES

Existing traffic counts will be collected following the approval of this Scoping Letter, which is anticipated during summer 2022. Because the study area roadways and intersections are not located near residential uses or schools, an insignificant seasonal variation of traffic is expected. Southwestern College is located along Airway, just west of the study area. However, this location is not currently accessible from La Media Road because of the long-term closure of Airway Road, just west of La Media Road. Available 2015 historic turning movement volumes at the intersection of La Media Road and Airway Road will be utilized to develop assumptions of future turning movements. Vehicular classifications will be obtained along La Media Road and Airway for development of heavy vehicle percentage assumptions to be used in analysis.

Thanks,

Kimley»»Horn

Joe Shultz, P.E.
Kimley-Horn | 401 B Street, Suite 600, San Diego CA 92101
Direct: 619-272-7194

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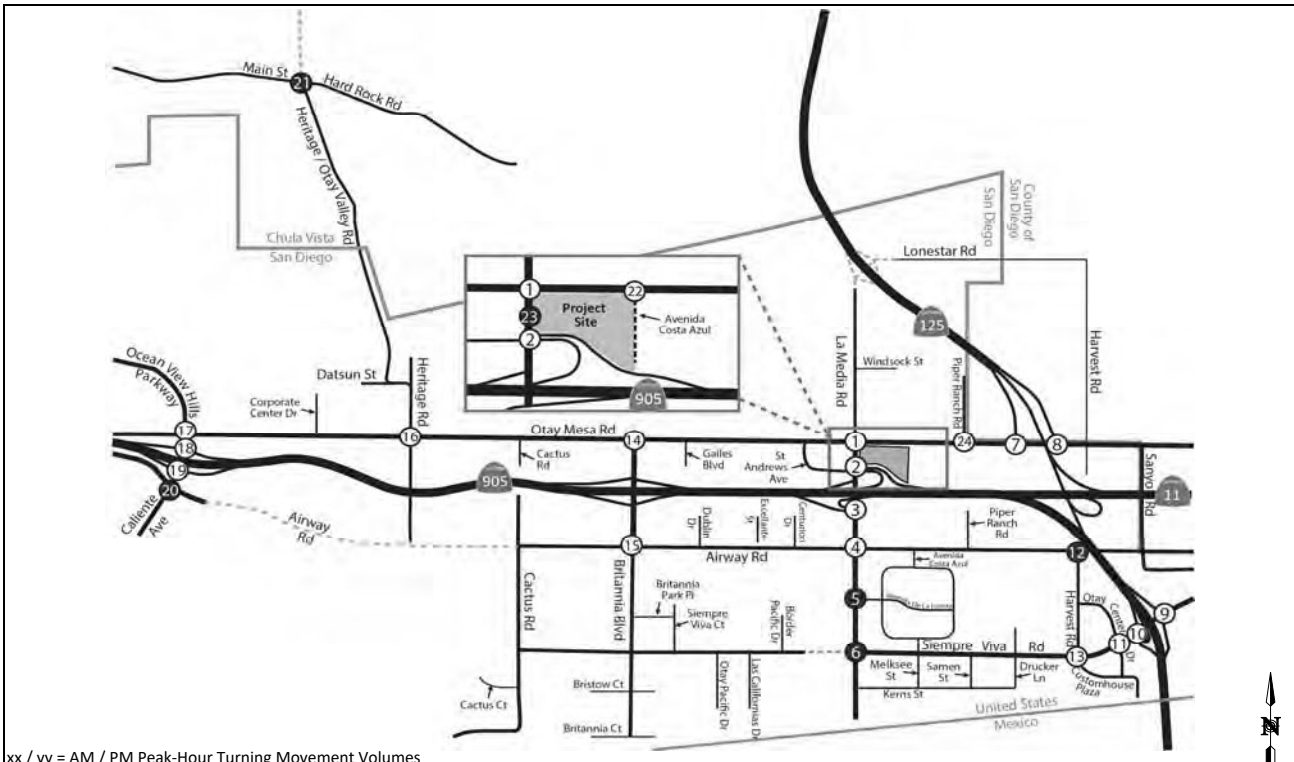
From: WeTransfer <noreply@wetransfer.com>
Sent: Friday, July 15, 2022 1:50 PM
To: Shultz, Joe <Joe.Shultz@kimley-horn.com>
Subject: Mary Rose sent you PTS 632813 - Majestic Airways Scoping Letter_062422v2 with Staff Comments 7.15.2022.pdf via WeTransfer

Intersection Volume Development for La Media and Airway Road

	Year 2015 Volumes		La Media Road and Airway Road									
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM	24	111	7	284	244	48	9	41	23	11	46	70
PM	27	241	3	173	147	37	38	71	35	21	59	222
Sum of Volumes entering Intersection in 2015												
1,992												
	Year 2022 Volumes		La Media Road and Airway Road									
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM	0	0	0	297	258	1	1	1	0	5	2	234
PM	0	0	0	249	295	0	1	3	0	7	0	418
Sum of Volumes entering Intersection in 2022												
1,772												
Growth Rate = 1.023682												

Volume Development for La Media and Airway Road (Count Year 2015)

La Media Retail



xx / yy = AM / PM Peak-Hour Turning Movement Volumes
 The naming convention for intersections is North-South / East-West

La Media Rd @ Otay Mesa Rd		La Media Rd @ SR-905 WB Ramps		La Media Rd @ SR-905 EB Ramps		La Media Rd @ Airway Rd																													
↑ 17 / 47 ↓ 93 / 187 ← 27 / 34 → 36 / 35 ← 204 / 198 → 311 / 397 1	↑ 23 / 22 ↓ 512 / 730 ← 125 / 145 → 65 / 27 ← 42 / 60 3 / 6 ↑ 55 / 99 ↓ 94 / 88 425 / 316 64 / 211	↑ 141 / 261 ↓ 188 / 236 439 / 261 ↑ 310 / 183 ↓ 4 / 22 142 / 367 3	↑ 48 / 37 ↓ 244 / 147 → 284 / 173 ← 126 / 343 → 58 / 73 ↓ 11 / 21 9 / 38 ↑ 41 / 71 → 23 / 35 ↓ 4	Volumes Grown 14% = 2% per Year for 7 Years from 2015 to 2022								La Media Rd @ Avenida de la Fuente		La Media Rd @ Siempre Viva Rd		SR-125 SB Ramp @ Otay Mesa Rd		SR-125 NB Ramp @ Otay Mesa Rd		↑ 147 / 118 ↓ 104 / 64 ← 59 / 79 5	↑ 4 / 2 ↓ 81 / 130 → 114 / 75 ← 50 / 30 → 17 / 39 39 / 37 → 5 / 30 ↓ 6	↑ 424 / 222 ↓ 440 / 120 ← 89 / 274 432 / 425 → 7	↑ 64 / 362 ↓ 90 / 276 185 / 315 ↑ 688 / 229 → 8	SR-905 NB Ramps @ Siempre Viva Rd		SR-905 SB Ramps @ Siempre Viva Rd		Otay Center Dr @ Siempre Viva Rd		Harvest Rd @ Airway Rd		↑ 402 / 734 ↓ 286 / 521 115 / 383 ↑ 684 / 453 → 214 / 62 0 / 1 348 / 237 9	← 736 / 679 → 98 / 219 261 / 569 → 127 / 278 ↓ 562 / 271 10	↑ 81 / 77 ↓ 50 / 85 → 127 / 185 20 / 49 ↑ 137 / 356 → 26 / 49 ↓ 141 / 176 ← 361 / 277 → 230 / 238 47 / 40 23 / 48 134 / 272 11	← 80 / 148 → 61 / 97 95 / 103 → 75 / 140 ↓ 93 / 66 38 / 50 12
Volumes Grown 14% = 2% per Year for 7 Years from 2015 to 2022																																			
La Media Rd @ Avenida de la Fuente		La Media Rd @ Siempre Viva Rd		SR-125 SB Ramp @ Otay Mesa Rd		SR-125 NB Ramp @ Otay Mesa Rd																													
↑ 147 / 118 ↓ 104 / 64 ← 59 / 79 5	↑ 4 / 2 ↓ 81 / 130 → 114 / 75 ← 50 / 30 → 17 / 39 39 / 37 → 5 / 30 ↓ 6	↑ 424 / 222 ↓ 440 / 120 ← 89 / 274 432 / 425 → 7	↑ 64 / 362 ↓ 90 / 276 185 / 315 ↑ 688 / 229 → 8	SR-905 NB Ramps @ Siempre Viva Rd		SR-905 SB Ramps @ Siempre Viva Rd		Otay Center Dr @ Siempre Viva Rd		Harvest Rd @ Airway Rd		↑ 402 / 734 ↓ 286 / 521 115 / 383 ↑ 684 / 453 → 214 / 62 0 / 1 348 / 237 9	← 736 / 679 → 98 / 219 261 / 569 → 127 / 278 ↓ 562 / 271 10	↑ 81 / 77 ↓ 50 / 85 → 127 / 185 20 / 49 ↑ 137 / 356 → 26 / 49 ↓ 141 / 176 ← 361 / 277 → 230 / 238 47 / 40 23 / 48 134 / 272 11	← 80 / 148 → 61 / 97 95 / 103 → 75 / 140 ↓ 93 / 66 38 / 50 12																				
SR-905 NB Ramps @ Siempre Viva Rd		SR-905 SB Ramps @ Siempre Viva Rd		Otay Center Dr @ Siempre Viva Rd		Harvest Rd @ Airway Rd																													
↑ 402 / 734 ↓ 286 / 521 115 / 383 ↑ 684 / 453 → 214 / 62 0 / 1 348 / 237 9	← 736 / 679 → 98 / 219 261 / 569 → 127 / 278 ↓ 562 / 271 10	↑ 81 / 77 ↓ 50 / 85 → 127 / 185 20 / 49 ↑ 137 / 356 → 26 / 49 ↓ 141 / 176 ← 361 / 277 → 230 / 238 47 / 40 23 / 48 134 / 272 11	← 80 / 148 → 61 / 97 95 / 103 → 75 / 140 ↓ 93 / 66 38 / 50 12																																

Figure 4-6a
 Existing Peak-Hour Traffic Volumes

Historical Count for La Media and Airway Road (Year 2015)

ITM Peak Hour Summary

Prepared by:

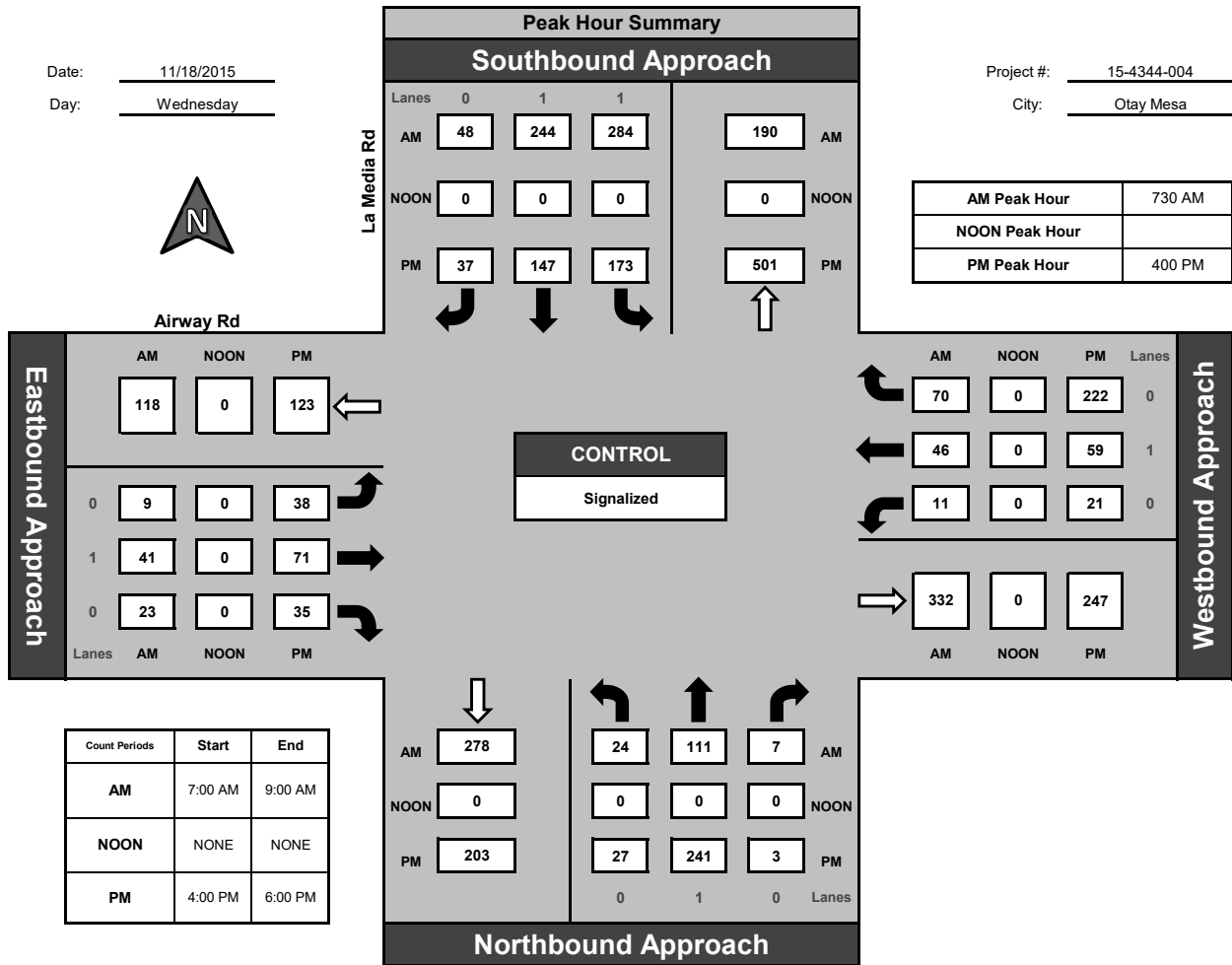


National Data & Surveying Services

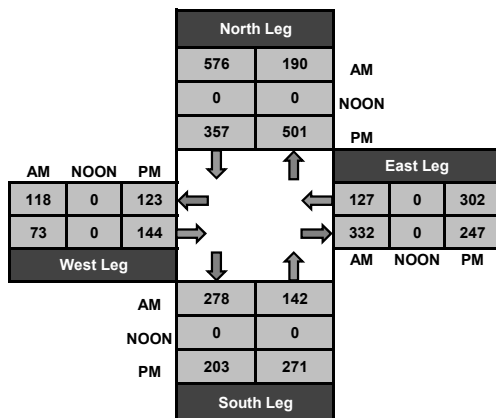
La Media Rd and Airway Rd, Otay Mesa

Date: 11/18/2015
Day: Wednesday

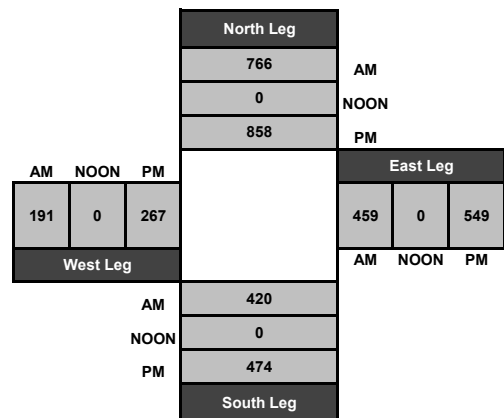
Project #: 15-4344-004
City: Otay Mesa



Total Ins & Outs



Total Volume Per Leg



Historical Count for La Media and Airway Road (Year 2015)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4344-005

Day: Wednesday

City: Otay Mesa

Date: 11/18/2015

NS/EW Streets:	AM												TOTAL
	La Media Rd			La Media Rd			Avenida De La Fuente			Avenida De La Fuente			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	0	0	1	1	0	
7:00 AM	0	17	0	11	36	0	0	0	0	3	0	8	75
7:15 AM	0	19	0	17	39	0	0	0	0	4	0	10	89
7:30 AM	0	16	0	16	25	0	0	0	0	5	0	5	67
7:45 AM	0	19	1	28	53	0	0	0	0	8	0	10	119
8:00 AM	0	16	2	22	22	0	0	0	0	14	0	12	88
8:15 AM	0	13	0	28	41	0	0	0	0	20	0	11	113
8:30 AM	0	19	4	26	31	0	0	0	0	17	0	24	121
8:45 AM	0	23	3	18	37	0	0	0	0	22	0	12	115
TOTAL VOLUMES :	0	142	10	166	284	0	0	0	0	93	0	92	787
APPROACH %'s :	0.00%	93.42%	6.58%	36.89%	63.11%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	50.27%	0.00%	49.73%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	67	7	104	147	0	0	0	0	59	0	57	441
PEAK HR FACTOR :	0.804			0.775			0.000			0.707			0.911

CONTROL : 3-Way Stop (NB/SB/WB)

Historical Count for La Media and Airway Road (Year 2015)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4344-005

Day: Wednesday

City: Otay Mesa

Date: 11/18/2015

NS/EW Streets:	PM												TOTAL
	La Media Rd			La Media Rd			Avenida De La Fuente			Avenida De La Fuente			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	0	0	1	1	0	
4:00 PM	0	40	1	18	37	0	0	0	0	14	0	17	127
4:15 PM	0	45	3	21	29	0	0	0	0	19	0	22	139
4:30 PM	0	41	3	16	34	0	0	0	0	21	0	25	140
4:45 PM	0	27	2	9	36	0	0	0	0	27	0	21	122
5:00 PM	0	41	5	18	19	0	0	0	0	12	0	39	134
5:15 PM	0	21	1	15	5	0	0	0	0	6	0	16	64
5:30 PM	0	11	4	5	5	0	0	0	0	5	0	17	47
5:45 PM	0	17	0	2	5	0	0	0	0	6	0	21	51
TOTAL VOLUMES :	0	243	19	104	170	0	0	0	0	110	0	178	824
APPROACH %'s :	0.00%	92.75%	7.25%	37.96%	62.04%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	38.19%	0.00%	61.81%	
PEAK HR START TIME :	4:15 PM												TOTAL
PEAK HR VOL :	0	154	13	64	118	0	0	0	0	79	0	107	535
PEAK HR FACTOR :	0.870			0.910			0.000			0.912			0.955

CONTROL : 3-Way Stop (NB/SB/WB)

Volume Development for La Media between SR 905 EB Ramps to Airway Rd

LA MEDIA ROAD

COLLECTED EX 2022 ADT VOLUMES

RICK ENGINEERING EX 2017 ADT VOLUMES

RICK ENGINEERING EX 2017 ADT VOLUMES GROWN BY 10% FOR 10-YR GROWTH BETWEEN 2017-2022

ADJ. FACTOR $14,664 / 12,042 = 21.78\%$

12,042 ADT

$(13,331)(1.10) = 14,664$ ADT

13,331 ADT

AIRWAY ROAD

9,312 ADT

ADJ. FACTOR $9,364 / 9,312 = 0.01\%$

8,513 ADT

$(8,513)(1.10) = 9,364$ ADT

OVERALL INTERSECTION GROWTH

$(14,664 + 9,364 + 5,730) / (12,042 + 9,312 + 3,765) = 18.47\%$

21.78% SELECTED FOR ADJUSTMENT FACTOR FOR CONSERVATIVE APPROACH.

3,765 ADT

$(5,209)(1.10) = 5,730$ ADT

5,209 ADT

ADJ. FACTOR $5,730 / 3,765 = 52.19\%$

La Media Retail Volume Development for La Media Rd between SR 905 EB Ramps to Airway

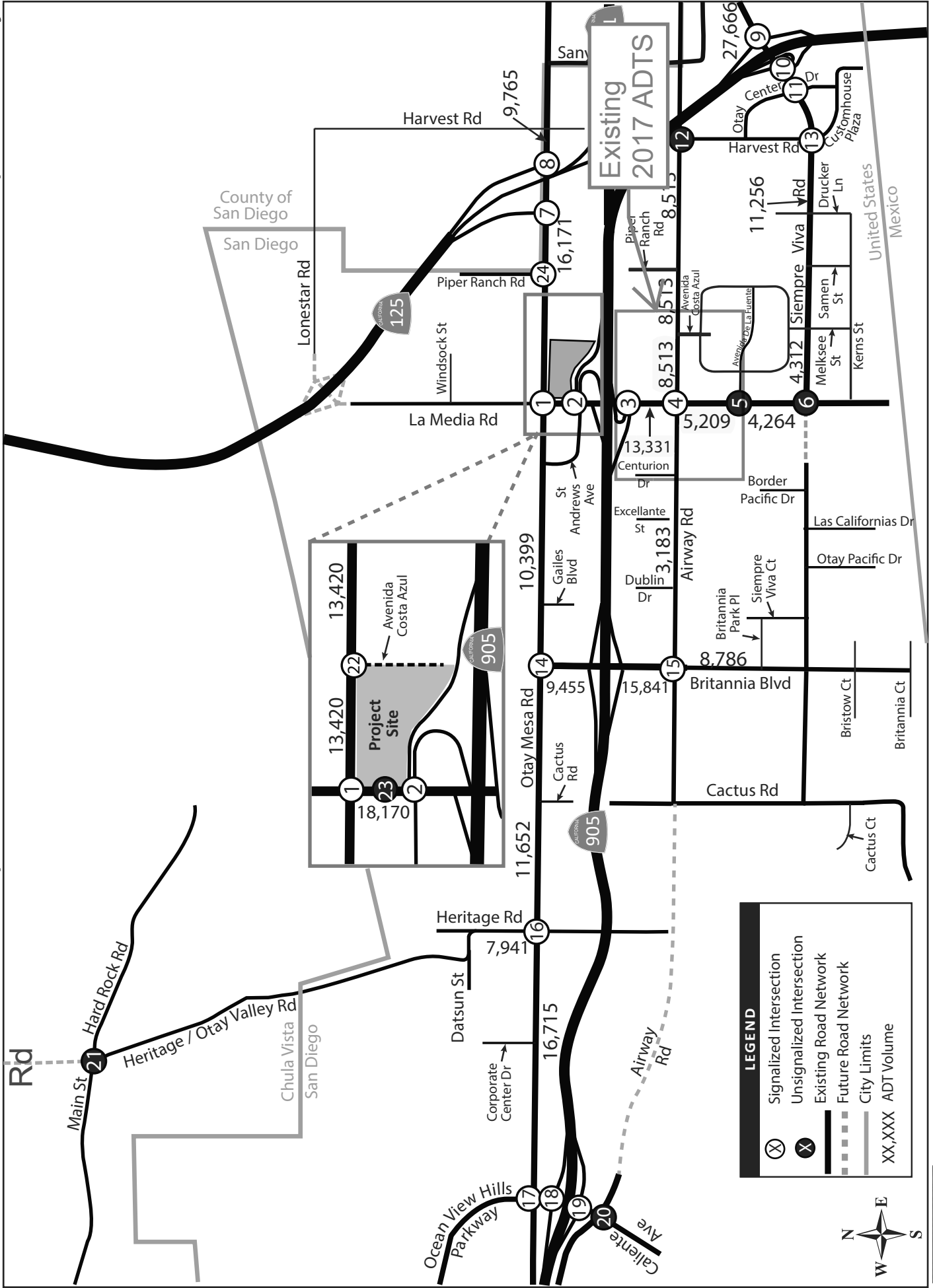


Figure 4-7
Existing ADT Volumes

CLASSIFICATION

Otay Mesa Rd E/O La Media Rd

City: San Diego
Project #: CA18_4030_001

Day: Thursday
Date: 2/1/2018

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	1	60	2	0	4	0	0	0	9	0	0	0	0	78
01:00	0	60	8	0	2	0	0	0	16	0	2	0	0	88
02:00	0	56	4	1	2	0	0	1	12	0	0	0	0	76
03:00	0	91	10	0	5	0	0	1	10	0	0	0	0	117
04:00	1	115	9	0	9	1	0	1	15	0	1	0	0	152
05:00	1	254	15	0	18	6	0	8	35	0	2	0	0	339
06:00	2	425	33	3	26	7	0	7	49	0	3	0	0	555
07:00	7	752	66	4	37	12	0	12	48	0	9	0	0	947
08:00	5	684	76	7	41	19	0	11	75	0	12	0	0	930
09:00	4	593	68	2	65	8	1	16	68	0	3	0	0	828
10:00	12	623	83	7	36	22	0	20	103	0	6	0	0	912
11:00	9	652	81	9	43	14	1	13	100	0	12	0	0	934
12:00 PM	3	794	79	8	52	15	0	18	104	0	12	0	0	1085
13:00	11	756	86	8	55	21	1	34	84	0	8	0	0	1064
14:00	6	756	75	7	33	18	0	10	70	0	11	0	0	986
15:00	8	849	64	4	44	23	1	21	74	0	7	0	0	1095
16:00	4	919	86	4	49	7	1	13	58	0	11	0	0	1152
17:00	6	747	64	3	35	11	1	12	71	0	1	0	0	951
18:00	8	464	43	6	14	6	1	3	59	0	0	0	0	604
19:00	3	302	21	4	7	8	0	4	53	0	0	0	0	402
20:00	2	192	18	3	10	3	0	5	18	0	0	0	0	251
21:00	0	214	13	0	8	2	0	3	15	0	0	0	0	255
22:00	1	143	9	0	8	1	0	2	11	0	2	0	0	175
23:00	1	100	5	0	3	0	0	1	6	0	1	0	0	117
Totals	95	10601	1018	80	606	204	7	216	1163	103	8%	1%	103	14093
% of Totals	1%	75%	7%	1%	4%	1%	0%	2%	8%	1%				100%

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
AM Volumes	42	4365	89	90	0	0	52	5956
% AM	0%	31%	1%	1%	0%	0%	0%	42%
AM Peak Hour	10:00	07:00	10:00	10:00	10:00	08:00	07:00	07:00
Volume	12	752	65	20	103	12	947	947
PM Volumes	53	6236	115	126	0	0	51	8137
% PM	0%	44%	2%	1%	4%	0%	0%	58%
PM Peak Hour	13:00	16:00	13:00	13:00	12:00	12:00	16:00	16:00
Volume	11	919	86	34	104	12	1152	1152
Totals	1877	13%	2149	15%	2103	15%	7964	57%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Otay Mesa Rd W/O La Media Rd

City: San Diego
Project #: CA18_4030_002

Day: Thursday
Date: 2/1/2018

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	29	1	1	0	1	0	0	0	0	0	0	0	32
01:00	0	18	0	0	1	2	0	0	0	0	0	0	0	21
02:00	0	38	3	0	2	0	0	0	5	0	0	0	0	48
03:00	0	42	1	0	0	0	0	2	5	0	0	0	0	50
04:00	0	82	2	0	8	1	0	4	6	0	2	0	0	105
05:00	2	141	11	1	5	1	1	1	7	0	1	0	0	171
06:00	5	248	22	0	19	7	1	0	12	0	1	0	0	315
07:00	7	429	29	2	25	8	0	4	31	0	3	0	0	538
08:00	3	423	31	8	33	15	1	5	47	0	2	0	0	568
09:00	7	449	30	6	44	13	0	6	46	0	1	0	0	602
10:00	1	503	39	5	44	15	0	18	52	0	2	0	0	679
11:00	4	615	48	4	44	18	0	21	55	0	2	0	0	811
12:00 PM	7	668	38	5	46	19	1	14	61	0	1	0	0	860
13:00	2	738	53	4	46	23	0	17	67	2	2	0	0	954
14:00	9	692	43	6	36	21	1	13	63	1	1	0	0	886
15:00	5	662	32	7	44	16	1	11	60	0	0	0	0	838
16:00	10	641	34	7	43	11	1	12	45	0	0	0	0	804
17:00	7	517	20	7	36	9	2	10	48	0	0	0	0	656
18:00	6	290	19	4	23	5	0	5	20	0	0	0	0	372
19:00	2	168	5	3	6	5	0	3	15	0	0	0	0	207
20:00	0	118	2	0	5	0	0	0	9	0	0	0	0	134
21:00	2	112	5	1	1	1	0	2	5	0	0	0	0	129
22:00	0	64	5	0	1	1	0	2	2	0	0	0	0	75
23:00	0	56	3	0	4	0	0	0	1	0	2	0	0	66
Totals	79	7743	476	71	516	192	9	150	662	3	20	0	0	9921
% of Totals	1%	78%	5%	1%	5%	2%	0%	2%	7%	0%	0%	0%	0%	100%

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes		
	Volume	%	Volume	%	Volume	%	Volume	%	
AM Volumes	29	3017	217	81	61	266	0	0	0
% AM	0%	30%	2%	1%	1%	3%	0	0	0
AM Peak Hour	07:00	11:00	11:00	09:00	11:00	11:00	07:00	11:00	11:00
Volume	7	615	48	44	18	55	3	811	811
PM Volumes	50	4726	259	291	89	396	3	6	0
% PM	1%	48%	3%	3%	1%	4%	0%	0%	0%
PM Peak Hour	16:00	13:00	13:00	12:00	13:00	13:00	13:00	13:00	13:00
Volume	10	738	53	46	23	67	2	2	954
Totals	1106	11%	1814	18%	1460	15%	5541	56%	56%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

APPENDIX C

INTERSECTION LOS AND QUEUEING WORKSHEETS



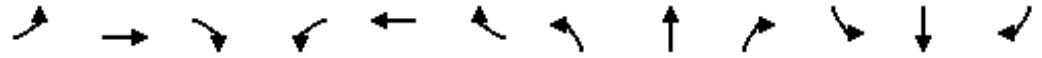
APPENDIX C1

EXISTING (2022) CONDITIONS INTERSECTION LOS WORKSHEETS



Majestic Airway
 1: La Media Road & Otay Mesa Road

Existing (2022) Conditions
 Ti in lan AM ea



M e ent	T	T	T	S	S T	S
ane ni rati ns	↙ ↑↑↑	↙ ↘ ↑↑↑	↙ ↘ ↙ ↘ ↑↑↑	↙ ↘	↙ ↘	↙ ↘
Tra ic l e e						
F t re l e e						
Initial e						
e i e A j A T						
ar in s A j						
r ne n A r ac						
A j Sat Fl w e In						
A j Fl w ate e						
ea r Fact r						
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Arri e n reen						
Sat Fl w e						
r l e e						
r Sat Fl w s e In						
Ser e s s						
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ni r elay s e						
Incr elay s e						
Initial elay s e						
ile ac e In						
nsi M e ent elay s e						
n r elay s e						
n r S						A
A r ac l e						
A r ac elay s e						
A r ac S						
Ti er Assi ne s						
s rati n c s						
an e eri c s						
Ma reen Settin a s						
Ma lear Ti e c l s						
reen t Ti e c s						
Intersecti n S ary						
M t trl elay						
M t S						
tes						
ser a r e l e alancin a n t e lanes r t rnin e ent						
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier						

Majestic Airway
 2: La Media Road & St. Andrews Avenue/SR-905 WB Ramps

Existing (2022) Conditions

Ti in lan AM ea



M e ent	T	T	T	S	S T S
ane ni rati ns	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗ ↖ ↗
Tra ic l e e					
F t re l e e					
Initial e					
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ar in s A j					
r ne nA r ac					
A jSat Fl w e In					
A jFl w ate e					
ea rFact r					
ercent ea y e					
a e					
Arri e n reen					
Sat Fl w e					
r l e e					
r Sat Fl w s e In					
Ser e s s					
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ni r elay s e					
Incr elay s e					
Initial elay s e					
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nsi M e ent elay s e					
n r elay s e					
n r S	A		A	A	A
A r ac l e					
A r ac elay s e					
A r ac S			A		
Ti er Assi ne s					
s rati n c s					
an e eri c s					
Ma reen Settin a s					
Ma learTi e c l s					
reen tTi e c s					
Intersecti n S ary					
M t trl elay					
M t S					
tes					
ser a r e l e alancin a n t elanes r t r n i e ent					
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier					

Majestic Airway
 3: La Media Road & SR-905 EB Ramps

Existing (2022) Conditions
 Ti in lan AM ea



M e ent	T	S	T	S
ane ni rati ns	↙	↘	↙	↘
Tra ic l e e	↑	↑	↑	↑
F t re l e e	↓	↓	↓	↓
Initial e	↙	↘	↙	↘
e i e A j A T				
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Initial elay s e				
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n r elay s e				
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A r ac l e				
A r ac elay s e				
A r ac S	A		A	A
Ti er Assi ne s				
s rati n c s				
an e eri c s				
Ma reen Settin a s				
Ma lear Ti e c l s				
reen t Ti e c s				
Intersecti n S ary				
M t trl elay				
M t S		A		
tes				

M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier

Intersecti n

Intersecti n elay s e

Intersecti n S

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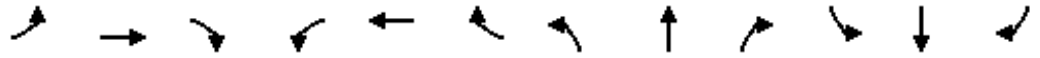
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Majestic Airway
 1: La Media Road & Otay Mesa Road

Existing (2022) Conditions
 Ti in lan M ea



M e ent	T	T	T	S	S T	S
ane ni rati ns	↙ ↑↑↑	↙ ↘ ↑↑↑	↙ ↘ ↙ ↘ ↑↑↑	↙ ↘	↙ ↘ ↙ ↘	↙ ↘
Tra ic l e e						
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Initial e						
e i e A j A T						
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r ne n A r ac						
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Incr elay s e						
Initial elay s e						
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n r elay s e						
n r S			A	A		A
A r ac l e						
A r ac elay s e						
A r ac S						
Ti er Assi ne s						
s rati n c s						
an e eri c s						
Ma reen Settin a s						
Ma lear Ti e c l s						
reen t Ti e c s						
Intersecti n S ary						
M t trl elay						
M t S						
tes						
ser a r e l e alancin a n t e lanes r t r n e ent						
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier						

Majestic Airway
 2: La Media Road & St. Andrews Avenue/SR-905 WB Ramps

Existing (2022) Conditions
 Ti in lan M ea



M e ent	T	T	T	S	S T S
ane ni rati ns	↖ ↗	↖ ↗	↖ ↗ ↖ ↗	↖	↖ ↖ ↖
Tra ic l e e					
F t re l e e					
Initial e					
e ieA jA T					
ar in s A j					
r ne nA r ac					
A jSat Fl w e In					
A jFl w ate e					
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r Sat Fl w s e In					
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n r elay s e					
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A r ac l e					
A r ac elay s e					
A r ac S	F				
Ti er Assi ne s					
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Ma reen Settin a s					
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M t trl elay					
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ser a r e l e alancin a n t e lanes r t r nin e ent					
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier					

Majestic Airway
 3: La Media Road & SR-905 EB Ramps

Existing (2022) Conditions
 Ti in lan M ea



M e ent	T	S	T	S
ane ni rati ns	↙	↘	↙	↘
Tra ic l e e	↑	↑	↑	↑
F t re l e e	↓	↓	↓	↓
Initial e	↙	↘	↙	↘
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n r elay s e				
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A r ac l e				
A r ac elay s e				
A r ac S	A	A	A	
Ti er Assi ne s				
s rati n c s				
an e eri c s				
Ma reen Settin a s				
Ma lear Ti e c l s				
reen t Ti e c s				
Intersecti n S ary				
M t trl elay				
M t S		A		
tes				

M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier

Intersecti n

Intersecti n elay s e

Intersecti n S

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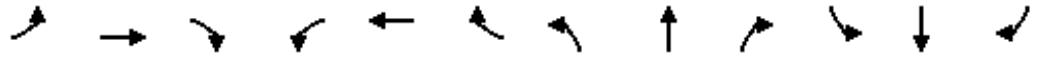
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APPENDIX C2

EXISTING (2022) PLUS PROJECT INTERSECTION LOS WORKSHEETS

Majestic Airway
 1: La Media Road & Otay Mesa Road

Existing (2022) + Project
 Timeline AM ea



Movement	T	T	T	S	S	T	S
Phase	1	2	3	4	5	6	7
Control
Priority
Start
End
Notes

Majestic Airway
 2: La Media Road & St. Andrews Avenue/SR-905 WB Ramps

Existing (2022) + Project
 Ti in lan AM ea



M e ent T T T S S T S

ane ni rati ns ↗ ↘ ↙ ↚ ↛ ↜ ↝ ↞ ↠

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Ma reen Settin a s

Ma lear Ti e c l s

reen t Ti e c s

Intersecti n S ary

M t trl elay

M t S

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ser a r e l e alancin a n t e lanes r t rn in e ent

M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier

Majestic Airway
 3: La Media Road & SR-905 EB Ramps

Existing (2022) + Project
 Timeline Area



Movement	T	S	T	S
Approach	↗	↗	↖	↗
Traffic	↗	↗	↖	↗
Freight	↗	↗	↖	↗
Initial	↗	↗	↖	↗
Access	↗	↗	↖	↗
Arrival	↗	↗	↖	↗
Departure	↗	↗	↖	↗
Intersect	↗	↗	↖	↗
Other	↗	↗	↖	↗
Notes	Mainline			

Intersection

Intersection delay seconds

Intersection Signal Factor

Movement T T T S S T S

lane priorities ↔ ↔ ↔

Traffic lane

Foot lane

east factor

east eids

Motorist

east lanes

Access S

signal access

signal lanes

signal access east

signal lanes east

signal access west S

signal lanes west

Motorist delay

Motorist S F

lane n n S n S n

lane

lane

lane

Signal lane St St St St

Traffic lane

lane

lane

lane

lane

lane

lane

lane es es es es

lane

Service lane

lane

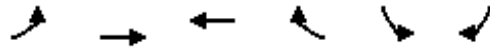
lane

lane S F

lane

Majestic Airway
5: Airway Road & Project Driveway 1

Existing (2022) + Project
Timing Plan: AM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Volume (veh/h)	183	281	191	0	14	64
Future Volume (veh/h)	183	281	191	0	14	64
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1663	1663	1663	1663	1663	1663
Adj Flow Rate, veh/h	238	365	248	0	18	83
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	16	16	16	16	16	16
Cap, veh/h	408	512	924	0	40	186
Arrive On Green	0.56	0.56	0.56	0.00	0.16	0.16
Sat Flow, veh/h	448	922	1663	0	254	1171
Grp Volume(v), veh/h	603	0	248	0	102	0
Grp Sat Flow(s),veh/h/ln	1370	0	1663	0	1439	0
Q Serve(g_s), s	8.1	0.0	2.5	0.0	2.0	0.0
Cycle Q Clear(g_c), s	10.6	0.0	2.5	0.0	2.0	0.0
Prop In Lane	0.39			0.00	0.18	0.81
Lane Grp Cap(c), veh/h	921	0	924	0	229	0
V/C Ratio(X)	0.65	0.00	0.27	0.00	0.45	0.00
Avail Cap(c_a), veh/h	3524	0	4197	0	1440	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	5.3	0.0	3.7	0.0	12.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.2	0.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.2	0.0	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.1	0.0	3.8	0.0	13.4	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		603	248		102	
Approach Delay, s/veh		6.1	3.8		13.4	
Approach LOS		A	A		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				22.0	9.5	22.0
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				79.5	31.5	79.5
Max Q Clear Time (g_c+I1), s				12.6	4.0	4.5
Green Ext Time (p_c), s				4.9	0.3	1.5

Intersection Summary

HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Intersection

Interlay

Meeting T T S S

lane directions ↑ ↑↔ ↗

Traffic

Flow

Prohibited

Signal Free Free Free Free St St

Turn lane ne ne ne

Street

in Median Street

Area

Factor

Geometry

Method

Major Minor Major Major Minor

Prohibited Full

Station

Station

Critical Way

Critical Way St

Critical Way St

Full Way

Turn Maneuver

Station

Station

Location

Man Maneuver

Man Maneuver

Station

Station

Access S

Minor Interlay

MS A

Minor Lane Major Meeting T T S n

Capacity

Maneuver

Minor Interlay

Man S A

Method

Intersection

Intersection

Movement T T T S S T S

Phase Indicators ↕ ↕ ↕ ↕

Traffic Lane

Freeway

Prohibited

Signal Free Free Free Free Free Free St St St St St St

Timing Free Free Free Free Free Free ne ne ne ne

Street

Street

Street

Street

Street

Street

Major/Minor Major/Minor Major/Minor Major/Minor Major/Minor

Prohibited

Station

Station

Station

Station

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Street

Major/Minor Major/Minor Major/Minor Major/Minor Major/Minor

Station

Station

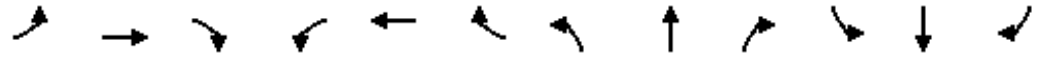
Station

Station

Station

Majestic Airway
 1: La Media Road & Otay Mesa Road

Existing (2022) + Project
 Ti in lan M ea



M e ent	T	T	T	S	S T	S
ane ni rati ns	↙ ↑↑↑	↙ ↘ ↑↑↑	↙ ↘ ↙ ↘ ↑↑↑	↙ ↘	↙ ↘ ↙ ↘	↙ ↘
Tra ic l e e						
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Initial e						
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ar in s A j						
r ne n A r ac						
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ea r Fact r						
ercent ea y e						
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Sat Fl w e						
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r Sat Fl w s e In						
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Incr elay s e						
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A r ac l e						
A r ac elay s e						
A r ac S						
Ti er Assi ne s						
s rati n c s						
an e eri c s						
Ma reen Settin a s						
Ma lear Ti e c l s						
reen t Ti e c s						
Intersecti n S ary						
M t trl elay						
M t S						
tes						
ser a r e l e alancin a n t e lanes r t r n e ent						
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier						

Majestic Airway
 2: La Media Road & St. Andrews Avenue/SR-905 WB Ramps

Existing (2022) + Project
 Ti in lan M ea



M e ent	T	T	T	S	S T S
ane ni rati ns	↗ ↘	↖ ↗	↕	↗	↕↕↕
Tra ic l e e					
F t re l e e					
Initial e					
e ie A j A T					
ar in s A j					
r ne n A r ac					
A j Sat Fl w e In					
A j Fl w ate e					
ea r Fact r					
ercent ea y e					
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Arri e n reen					
Sat Fl w e					
r l e e					
r Sat Fl w s e In					
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ati					
A ail a c a e					
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ni r elay s e					
Incr elay s e					
Initial elay s e					
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nsi M e ent elay s e					
n r elay s e					
n r S	A	F	A	A	
A r ac l e					
A r ac elay s e					
A r ac S	F				
Ti er Assi ne s					
s rati n c s					
an e eri c s					
Ma reen Settin a s					
Ma lear Ti e c l s					
reen t Ti e c s					
Intersecti n S ary					
M t trl elay					
M t S					
tes					
ser a r e l e alancin a n t e lanes r t rnin e ent					
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier					

Majestic Airway
 3: La Media Road & SR-905 EB Ramps

Existing (2022) + Project
 Timeline Mea



Meent	T	S	T	S
ane ni rati ns	↖	↖	↖	↖
Tra ic l e e	↑	↑	↑	↘
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n r elay s e				
n r S	A	A	A	
A r ac l e				
A r ac elay s e				
A r ac S		A	A	
Ti er Assi ne s				
s rati n c s				
an e eri c s				
Ma reen Settin a s				
Ma lear Ti e c l s				
reen t Ti e c s				
Intersecti n S ary				
M t trl elay				
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M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier

Intersecti n

Intersecti n elay s e

Intersecti n S F

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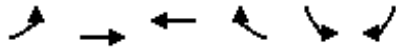
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Majestic Airway
5: Airway Road & Project Driveway 1

Existing (2022) + Project
Timing Plan: PM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (veh/h)	111	210	435	0	29	138
Future Volume (veh/h)	111	210	435	0	29	138
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1663	1663	1663	1663	1663	1663
Adj Flow Rate, veh/h	129	244	506	0	34	160
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	16	16	16	16	16	16
Cap, veh/h	271	405	803	0	53	251
Arrive On Green	0.48	0.48	0.48	0.00	0.21	0.21
Sat Flow, veh/h	222	839	1663	0	251	1180
Grp Volume(v), veh/h	373	0	506	0	195	0
Grp Sat Flow(s),veh/h/ln1061	0	1663	0	1438	0	0
Q Serve(g_s), s	2.7	0.0	6.7	0.0	3.7	0.0
Cycle Q Clear(g_c), s	9.3	0.0	6.7	0.0	3.7	0.0
Prop In Lane	0.35			0.00	0.17	0.82
Lane Grp Cap(c), veh/h	676	0	803	0	306	0
V/C Ratio(X)	0.55	0.00	0.63	0.00	0.64	0.00
Avail Cap(c_a), veh/h	3255	0	4358	0	1629	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	5.8	0.0	5.7	0.0	10.6	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.8	0.0	2.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln0.6	0.0	0.0	0.8	0.0	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.5	0.0	6.5	0.0	12.8	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		373	506		195	
Approach Delay, s/veh		6.5	6.5		12.8	
Approach LOS		A	A		B	
Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			18.8		10.8	18.8
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			77.5		33.5	77.5
Max Q Clear Time (g_c+I1), s			11.3		5.7	8.7
Green Ext Time (p_c), s			3.0		0.6	3.5
Intersection Summary						
HCM 6th Ctrl Delay			7.6			
HCM 6th LOS			A			

Intersection

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Prohibition sign

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Intersection

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APPENDIX C3

EXISTING (2022) PLUS PROJECT MITIGATION INTERSECTION LOS WORKSHEETS

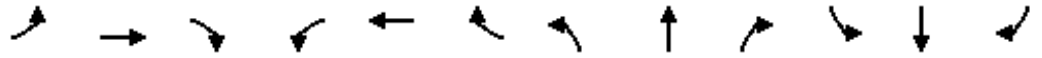


M e n t	T	T	T	S	S	T	S
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A j Fl w ate e							
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n r elay s e							
n r S	A	A	A		A	A	
A r ac l e							
A r ac elay s e							
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Intersecti n S ary							
M t trl elay							
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Majestic Airway
4: La Media Road & Airway Road

Existing (2022) + Project Mitigation

Ti in lan M ea



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ane ni rati ns	↕	↙ ↗			↕	
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n r S	A	A	A	A	A	F
A r ac l e						
A r ac elay s e						
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Ti er Assi ne s						
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Ma reen Settin a s						
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reen t Ti e c s						
Intersecti n S ary						
M t trl elay						
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APPENDIX C4

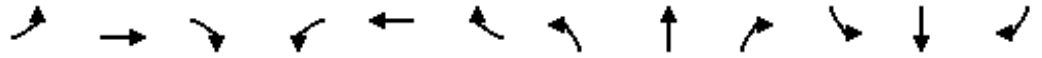
OPENING DAY (YEAR 2025) CONDITIONS INTERSECTION LOS WORKSHEETS



Majestic Airway
 1: La Media Road & Otay Mesa Road

Opening Day (Year 2025) Conditions

Ti in lan AM ea



M e e n t	T	T	T	S	S T	S
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A r ac elay s e						
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Ti er Assi ne s						
s rati n c s						
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Ma reen Settin a s						
Ma lear Ti e c l s						
reen t Ti e c s						
Intersecti n S ary						
M t trl elay						
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tes						
ser a r e l e alancin a n t e lanes r t r n e ent						
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier						



M e ent	T	T	T	S	S T S
ane ni rati ns	↗ ↘	↖ ↗	↑	↗	↑↑↑ ↘
Tra ic l e e					
F t re l e e					
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e i e A j A T					
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A r ac elay s e					
A r ac S					
Ti er Assi ne s					
s rati n c s					
an e eri c s					
Ma reen Settin a s					
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reen t Ti e c s					
Intersecti n S ary					
M t trl elay					
M t S					
tes					
ser a r e l e alancin a n t e lanes r t rnin e ent					
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier					

Majestic Airway
 3: La Media Road & SR-905 EB Ramps

Opening Day (Year 2025) Conditions

Ti in lan AM ea



M e ent	T	S	T	S
ane ni rati ns	↖	↖	↖	↖
Tra ic l e e	↖	↖	↖	↖
F t re l e e	↖	↖	↖	↖
Initial e	↖	↖	↖	↖
e i e A j A T	↖	↖	↖	↖
ar in s A j	↖	↖	↖	↖
r ne n A r ac	↖	↖	↖	↖
A j Sat Fl w e In	↖	↖	↖	↖
A j Fl w ate e	↖	↖	↖	↖
ea r Fact r	↖	↖	↖	↖
ercent ea y e	↖	↖	↖	↖
a e	↖	↖	↖	↖
Arri e n reen	↖	↖	↖	↖
Sat Fl w e	↖	↖	↖	↖
r l e e	↖	↖	↖	↖
r Sat Fl w s e In	↖	↖	↖	↖
Ser e s s	↖	↖	↖	↖
ycle lear c s	↖	↖	↖	↖
r In ane	↖	↖	↖	↖
ane r a c e	↖	↖	↖	↖
ati	↖	↖	↖	↖
A ail a c a e	↖	↖	↖	↖
M lat n ati	↖	↖	↖	↖
strea Filter l	↖	↖	↖	↖
ni r elay s e	↖	↖	↖	↖
Incr elay s e	↖	↖	↖	↖
Initial elay s e	↖	↖	↖	↖
ile ac e In	↖	↖	↖	↖
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Majestic Airway
4: La Media Road & Airway Road

Opening Day (Year 2025) Conditions

Ti in lan AM ea



M e ent	T	T	T	S	S T S
ane ni rati ns	↗↗	↑↑	↖↖	↗	↗↗↗↗↗↗
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reen t Ti e c s					
Intersecti n S ary					
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Intersecti n

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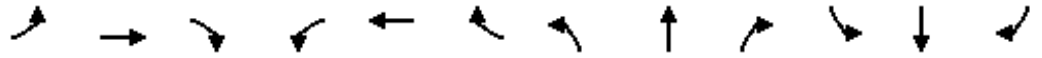
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Majestic Airway
 1: La Media Road & Otay Mesa Road

Opening Day (Year 2025) Conditions

Ti in lan M ea



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Ti er Assi ne s						
s rati n c s						
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Ma reen Settin a s						
Ma lear Ti e c l s						
reen t Ti e c s						
Intersecti n S ary						
M t trl elay						
M t S						
tes						
ser a r e l e alancin a n t elanes r t r n e ent						
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier						



M e ent	T	T	T	S	S T S
ane ni rati ns	↖ ↗	↖ ↗	↖ ↗ ↖ ↗	↖	↖ ↖ ↖
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M t S					
tes					
ser a r e l e alancin a n t e lanes r t rnin e ent					
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier					

Majestic Airway
 3: La Media Road & SR-905 EB Ramps

Opening Day (Year 2025) Conditions
 Ti in lan M ea



M e ent	T	S	T	S
ane ni rati ns	↙	↘	↙	↘
Tra ic l e e	↑	↑	↑	↑
F t re l e e	↓	↓	↓	↓
Initial e				
e ie A j A T				
ar in s A j				
r ne n A r ac				
A j Sat Fl w e In				
A j Fl w ate e				
ea r Fact r				
ercent ea y e				
a e				
Arri e n reen				
Sat Fl w e				
r l e e				
r Sat Fl w s e In				
Ser e s s				
ycle lear c s				
r In ane				
ane r a c e				
ati				
A ail a c a e				
M lat n ati				
strea Filter l				
ni r elay s e				
Incr elay s e				
Initial elay s e				
ile ac e In				
nsi M e ent elay s e				
n r elay s e				
n r S		A		A
A r ac l e				
A r ac elay s e				
A r ac S		A		A
Ti er Assi ne s				
s rati n c s				
an e eri c s				
Ma reen Sett in a s				
Ma lear Ti e c l s				
reen t Ti e c s				
Intersecti n S ary				
M t trl elay				
M t S		A		
tes				
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier				

Majestic Airway
4: La Media Road & Airway Road

Opening Day (Year 2025) Conditions

Ti in lan M ea



M e ent	T	T	T	S	S T S
ane ni rati ns	↗↘	↑↑	↗↘	↑↑	↗↘↑↑↑↗↘
Tra ic l e e					
F t re l e e					
Initial e					
e i e A j A T					
ar in s A j					
r ne n A r ac					
A j Sat Fl w e In					
A j Fl w ate e					
ea r Fact r					
ercent ea y e					
a e					
Arri e n reen					
Sat Fl w e					
r l e e					
r Sat Fl w s e In					
Ser e s s					
ycle lear c s					
r In ane					
ane r a c e					
ati					
A ail a c a e					
M lat n ati					
strea Filter l					
ni r elay s e					
Incr elay s e					
Initial elay s e					
ile ac e In					
nsi M e ent elay s e					
n r elay s e					
n r S					A
A r ac l e					
A r ac elay s e					
A r ac S					
Ti er Assi ne s					
s rati n c s					
an e eri c s					
Ma reen Settin a s					
Ma lear Ti e c l s					
reen t Ti e c s					
Intersecti n S ary					
M t trl elay					
M t S					

Intersecti n

Int elay s e

M e ent T T T S S T S

ane ni rati ns ↔ ↗ ↑↗ ↔ ↔

Tra ic l e

F t re l e

n lictin e s r

Si n ntr l Free Free Free Free Free Free St St St St St St

T anneli e ne ne ne ne

St ra e en t

e in Me ian St ra e

ra e

ea r Fact r

ea y e icles

M t FI w

Maj r Min r Maj r Maj r Min r Min r

n lictin FI w All

Sta e

Sta e

ritical wy

ritical wy St

ritical wy St

F ll w wy

t a Mane er

Sta e

Sta e

lat n l c e

M a Mane er

M a Mane er

Sta e

Sta e

A r ac S

M ntr l elay s

M S

Min r ane Maj r M t n T T S n

a acity e

M ane ati

M ntr l elay s

M ane S A A

M t tile e

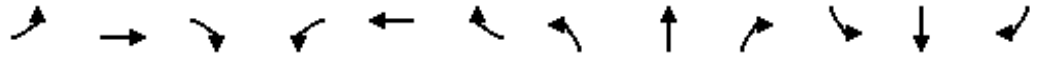
APPENDIX C5

OPENING DAY (YEAR 2025) PLUS PROJECT INTERSECTION LOS WORKSHEETS

Majestic Airway
 1: La Media Road & Otay Mesa Road

Opening Day (Year 2025) Plus Project

Ti in lan AM ea



M e ent	T	T	T	S	S T	S
ane ni rati ns	↙ ↑↑↑	↙ ↘ ↑↑↑	↙ ↑	↙ ↘	↙ ↘	↙
Tra ic l e e						
F t re l e e						
Initial e						
e i e A j A T						
ar in s A j						
r ne n A r ac						
A j Sat Fl w e In						
A j Fl w ate e						
ea r Fact r						
ercent ea y e						
a e						
Arri e n reen						
Sat Fl w e						
r l e e						
r Sat Fl w s e In						
Ser e s s						
ycle lear c s						
r In ane						
ane r a c e						
ati						
A ail a c a e						
M lat n ati						
strea Filter l						
ni r elay s e						
Incr elay s e						
Initial elay s e						
ile ac e In						
nsi M e ent elay s e						
n r elay s e						
n r S						
A r ac l e						
A r ac elay s e						
A r ac S						
Ti er Assi ne s						
s rati n c s						
an e eri c s						
Ma reen Settin a s						
Ma lear Ti e c l s						
reen t Ti e c s						
Intersecti n S ary						
M t trl elay						
M t S						
tes						
ser a r e l e alancin a n t elanes r t rnin e ent						
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier						



M e e n t	T	T	T	S	S T S
ane ni rati ns	↖ ↗	↖ ↗	↖ ↗ ↖ ↗	↖	↑↑↑ ↗
Tra ic l e e					
F t re l e e					
Initial e					
e i e A j A T					
ar in s A j					
r ne n A r ac					
A j Sat Fl w e In					
A j Fl w ate e					
ea r Fact r					
ercent ea y e					
a e					
Arri e n reen					
Sat Fl w e					
r l e e					
r Sat Fl w s e In					
Ser e s s					
ycle lear c s					
r In ane					
ane r a c e					
ati					
A ail a c a e					
M lat n ati					
strea Filter l					
ni r elay s e					
Incr elay s e					
Initial elay s e					
ile ac e In					
nsi M e ent elay s e					
n r elay s e					
n r S		A		A	A A
A r ac l e					
A r ac elay s e					
A r ac S					
Ti er Assi ne s					
s rati n c s					
an e eri c s					
Ma reen Settin a s					
Ma lear Ti e c l s					
reen t Ti e c s					
Intersecti n S ary					
M t trl elay					
M t S					
tes					
ser a r e l e alancin a n t e lanes r t rnin e ent					
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier					



M e e n t	T	S	T	S
ane ni rati ns	↖	↗	↖	↗
Tra ic l e e	↑	↑	↑	↑
F t r e l e e	↖	↗	↖	↗
Initial e	↑	↑	↑	↑
e i e A j A T	↖	↗	↖	↗
ar in s A j	↑	↑	↑	↑
r ne n A r ac	↖	↗	↖	↗
A j Sat Fl w e In	↑	↑	↑	↑
A j Fl w ate e	↖	↗	↖	↗
ea r Fact r	↑	↑	↑	↑
ercent ea y e	↖	↗	↖	↗
a e	↑	↑	↑	↑
Arri e n reen	↖	↗	↖	↗
Sat Fl w e	↑	↑	↑	↑
r l e e	↖	↗	↖	↗
r Sat Fl w s e In	↑	↑	↑	↑
Ser e s s	↖	↗	↖	↗
ycle lear c s	↑	↑	↑	↑
r In ane	↖	↗	↖	↗
ane r a c e	↑	↑	↑	↑
ati	↖	↗	↖	↗
A ail a c a e	↑	↑	↑	↑
M lat n ati	↖	↗	↖	↗
strea Filter l	↑	↑	↑	↑
ni r elay s e	↖	↗	↖	↗
Incr elay s e	↑	↑	↑	↑
Initial elay s e	↖	↗	↖	↗
ile ac e In	↑	↑	↑	↑
nsi M e ent elay s e	↖	↗	↖	↗
n r elay s e	↑	↑	↑	↑
n r S A A	↖	↗	↖	↗
A r ac l e	↑	↑	↑	↑
A r ac elay s e	↖	↗	↖	↗
A r ac S	↑	↑	↑	↑
Ti er Assi ne s	↖	↗	↖	↗
s rati n c s	↑	↑	↑	↑
an e eri c s	↖	↗	↖	↗
Ma reen Sett in a s	↑	↑	↑	↑
Ma lear Ti e c l s	↖	↗	↖	↗
reen t Ti e c s	↑	↑	↑	↑
Intersecti n S ary	↖	↗	↖	↗
M t trl elay	↑	↑	↑	↑
M t S	↖	↗	↖	↗
tes	↑	↑	↑	↑

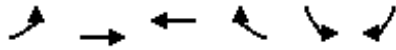
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier

Majestic Airway
 4: La Media Road & Airway Road

Opening Day (Year 2025) Plus Project
 Ti in lan AM ea



M e e n t	T	T	T	S	S T S
ane ni rati ns	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗ ↖ ↗ ↖ ↗
Tra ic l e e					
F t re l e e					
Initial e					
e i e A j A T					
ar in s A j					
r ne n A r ac					
A j Sat Fl w e In					
A j Fl w ate e					
ea r Fact r					
ercent ea y e					
a e					
Arri e n reen					
Sat Fl w e					
r l e e					
r Sat Fl w s e In					
Ser e s s					
ycle lear c s					
r In ane					
ane r a c e					
ati					
A ail a c a e					
M lat n ati					
strea Filter l					
ni r elay s e					
Incr elay s e					
Initial elay s e					
ile ac e In					
nsi M e ent elay s e					
n r elay s e					
n r S					A
A r ac l e					
A r ac elay s e					
A r ac S					
Ti er Assi ne s					
s rati n c s					
an e eri c s					
Ma reen Settin a s					
Ma lear Ti e c l s					
reen t Ti e c s					
Intersecti n S ary					
M t trl elay					
M t S					



M e e n t	T	T	S	S
ane ni rati ns	↖	↑	↗	↘
Tra ic l e e				
F t re l e e				
Initial e				
e i e A j A T				
ar in s A j				
r ne n A r ac				
A j Sat Fl w e In				
A j Fl w ate e				
ea r Fact r				
ercent ea y e				
a e				
Arri e n reen				
Sat Fl w e				
r l e e				
r Sat Fl w s e In				
Ser e s s				
ycle lear c s				
r In ane				
ane r a c e				
ati				
A ail a c a e				
M lat n ati				
strea Filter l				
ni r elay s e				
Incr elay s e				
Initial elay s e				
ile ac e In				
nsi M e ent elay s e				
n r elay s e				
n r S	A	A	A	
A r ac l e				
A r ac elay s e				
A r ac S	A			
Ti er Assi ne s				
s rati n c s				
an e eri c s				
Ma reen Settin a s				
Ma lear Ti e c l s				
reen t Ti e c s				
Intersecti n S ary				
M t trl elay				
M t S		A		
tes				
ser a r e l e alancin a n t e lanes r t rnin e ent				

Intersection

Interlay

Meeting T T S S

lane directions ↑ ↑↗ ↗

Traffic

Flow

Direction

Signal Free Free Free Free St St

Timing

Street

in Median Street

Area

Factor

Geometry

Material

Major Minor Major Major Minor

Directional Flow All

Station

Station

Critical Way

Critical Way St

Critical Way St

Flow Way

Area Maneuver

Station

Station

Location

Area Maneuver

Area Maneuver

Station

Station

Access S

Major Interlay

MS A

Minor Lane Major Meeting T T S n

Area

Area

Major Interlay

Area S A

Meeting Area

Intersecti n

Int elay s e

M e ent T T T S S T S

ane ni rati ns ↔ ↗ ↗ ↗ ↗ ↗ ↗ ↗ ↗

Tra ic l e

F t re l e

n lictin e s r

Si n ntr l Free Free Free Free Free Free St St St St St St

T anneli e ne ne ne ne

St ra e en t

e in Me ian St ra e

ra e

ea r Fact r

ea y e icles

M t FI w

Maj r Min r Maj r Maj r Min r Min r

n lictin FI w All

Sta e

Sta e

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F ll w wy

t a Mane er

Sta e

Sta e

lat n l c e

M a Mane er

M a Mane er

Sta e

Sta e

A r ac S

M ntr l elay s

M S

Min r ane Maj r M t n T T S n

a acity e

M ane ati

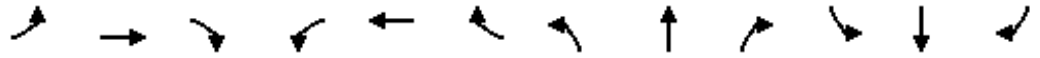
M ntr l elay s

M ane S A A A

M t tile e

Majestic Airway
 1: La Media Road & Otay Mesa Road

Opening Day (Year 2025) Plus Project
 Ti in lan M ea



M e ent	T	T	T	S	S T	S
ane ni rati ns	↶ ↑↑↑	↶ ↷ ↑↑↑	↶ ↷ ↶ ↷	↶ ↷ ↶ ↷	↶ ↷ ↶ ↷	↶ ↷ ↶ ↷
Tra ic l e e						
F t re l e e						
Initial e						
e i e A j A T						
ar in s A j						
r ne n A r ac						
A j Sat Fl w e In						
A j Fl w ate e						
ea r Fact r						
ercent ea y e						
a e						
Arri e n reen						
Sat Fl w e						
r l e e						
r Sat Fl w s e In						
Ser e s s						
ycle lear c s						
r In ane						
ane r a c e						
ati						
A ail a c a e						
M lat n ati						
strea Filter l						
ni r elay s e						
Incr elay s e						
Initial elay s e						
ile ac e In						
nsi M e ent elay s e						
n r elay s e						
n r S		F		A		A F
A r ac l e						
A r ac elay s e						
A r ac S						
Ti er Assi ne s						
s rati n c s						
an e eri c s						
Ma reen Settin a s						
Ma lear Ti e c l s						
reen t Ti e c s						
Intersecti n S ary						
M t trl elay						
M t S						
tes						
ser a r e l e alancin a n t e lanes r t r n e ent						
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier						



M e ent	T	T	T	S	S T S
ane ni rati ns	↗ ↘	↖ ↗	↕	↘	↕↕↕
Tra ic l e e					
F t re l e e					
Initial e					
e i e A j A T					
ar in s A j					
r ne n A r ac					
A j Sat Fl w e In					
A j Fl w ate e					
ea r Fact r					
ercent ea y e					
a e					
Arri e n reen					
Sat Fl w e					
r l e e					
r Sat Fl w s e In					
Ser e s s					
ycle lear c s					
r In ane					
ane r a c e					
ati					
A ail a c a e					
M lat n ati					
strea Filter l					
ni r elay s e					
Incr elay s e					
Initial elay s e					
ile ac e In					
nsi M e ent elay s e					
n r elay s e					
n r S	A	F	A	A	
A r ac l e					
A r ac elay s e					
A r ac S	F				
Ti er Assi ne s					
s rati n c s					
an e eri c s					
Ma reen Settin a s					
Ma lear Ti e c l s					
reen t Ti e c s					
Intersecti n S ary					
M t trl elay					
M t S					
tes					
ser a r e l e alancin a n t e lanes r t rnin e ent					
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier					

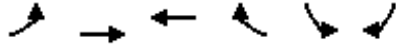


M e e n t	T	S	T	S
ane ni rati ns	↖	↗	↖	↗
Tra ic l e e	↖	↗	↖	↗
F t re l e e	↖	↗	↖	↗
Initial e	↖	↗	↖	↗
e i e A j A T	↖	↗	↖	↗
ar in s A j	↖	↗	↖	↗
r ne n A r ac	↖	↗	↖	↗
A j Sat Fl w e In	↖	↗	↖	↗
A j Fl w ate e	↖	↗	↖	↗
ea r Fact r	↖	↗	↖	↗
ercent ea y e	↖	↗	↖	↗
a e	↖	↗	↖	↗
Arri e n reen	↖	↗	↖	↗
Sat Fl w e	↖	↗	↖	↗
r l e e	↖	↗	↖	↗
r Sat Fl w s e In	↖	↗	↖	↗
Ser e s s	↖	↗	↖	↗
ycle lear c s	↖	↗	↖	↗
r In ane	↖	↗	↖	↗
ane r a c e	↖	↗	↖	↗
ati	↖	↗	↖	↗
A ail a c a e	↖	↗	↖	↗
M lat n ati	↖	↗	↖	↗
strea Filter l	↖	↗	↖	↗
ni r elay s e	↖	↗	↖	↗
Incr elay s e	↖	↗	↖	↗
Initial elay s e	↖	↗	↖	↗
ile ac e In	↖	↗	↖	↗
nsi M e ent elay s e	↖	↗	↖	↗
n r elay s e	↖	↗	↖	↗
n r S	↖	↗	↖	↗
A r ac l e	↖	↗	↖	↗
A r ac elay s e	↖	↗	↖	↗
A r ac S	↖	↗	↖	↗
Ti er Assi ne s	↖	↗	↖	↗
s rati n c s	↖	↗	↖	↗
an e eri c s	↖	↗	↖	↗
Ma reen Sett in a s	↖	↗	↖	↗
Ma lear Ti e c l s	↖	↗	↖	↗
reen t Ti e c s	↖	↗	↖	↗
Intersecti n S ary	↖	↗	↖	↗
M t trl elay	↖	↗	↖	↗
M t S	↖	↗	↖	↗
tes	↖	↗	↖	↗

M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier



M e ent	T	T	T	S	S T S
ane ni rati ns	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
Tra ic l e e	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
F t re l e e	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
Initial e	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
e i e A j A T	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
ar in s A j	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
r ne n A r ac	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
A j Sat Fl w e In	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
A j Fl w ate e	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
ea r Fact r	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
ercent ea y e	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
a e	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
Arri e n reen	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
Sat Fl w e	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
r l e e	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
r Sat Fl w s e In	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
Ser e s s	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
ycle lear c s	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
r In ane	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
ane r a c e	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
ati	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
A ail a c a e	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
M lat n ati	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
strea Filter l	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
ni r elay s e	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
Incr elay s e	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
Initial elay s e	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
ile ac e In	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
nsi M e ent elay s e	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
n r elay s e	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
n r S	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
A r ac l e	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
A r ac elay s e	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
A r ac S	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
Ti er Assi ne s	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
s rati n c s	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
an e eri c s	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
Ma reen Settin a s	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
Ma lear Ti e c l s	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
reen t Ti e c s	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
Intersecti n S ary	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
M t trl elay	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗
M t S	↖ ↗	↑↑	↖ ↗	↑↑	↖ ↗



M e e n t	T	T	S	S
ane ni rati ns	↖	↑	↗	↘
Tra ic l e e				
F t re l e e				
Initial e				
e i e A j A T				
ar in s A j				
r ne n A r ac				
A j Sat Fl w e In				
A j Fl w ate e				
ea r Fact r				
ercent ea y e				
a e				
Arri e n reen				
Sat Fl w e				
r l e e				
r Sat Fl w s e In				
Ser e s s				
ycle lear c s				
r In ane				
ane r a c e				
ati				
A ail a c a e				
M lat n ati				
strea Filter l				
ni r elay s e				
Incr elay s e				
Initial elay s e				
ile ac e In				
nsi M e ent elay s e				
n r elay s e				
n r S	A	A	A	
A r ac l e				
A r ac elay s e				
A r ac S				
Ti er Assi ne s				
s rati n c s				
an e eri c s				
Ma reen Settin a s				
Ma lear Ti e c l s				
reen t Ti e c s				
Intersecti n S ary				
M t trl elay				
M t S				
tes				
ser a r e l e alancin a n t e lanes r t rnin e ent				

Intersection

Interlayse

Movement T T S S

lane priorities ↑ ↑↔ ↗

Traffic lane

Foot lane

Prohibited street

Signal Free Free Free Free St St

Timeline ne ne ne

Street

in Median Street
 lane

Factor

elements

Flow

Major Minor Major Major Minor

Prohibited Flow All

Station

Station

Critical way

Critical way St

Critical way St

Flow way

at Maneer

Station

Station

lane

at Maneer

at Maneer

Station

Station

Arac S

Signal Interlayse

MS

Minor lane Major Movement T T Signal

activity

Maneati

Signal Interlayse

Mane S

Movement tile e

Intersecti n

Int elay s e

M e ent T T T S S T S

ane ni rati ns ↔ ↗ ↗ ↗ ↗ ↗ ↗ ↗ ↗

Tra ic l e

F t re l e

n lictin e s r

Si n ntr l Free Free Free Free Free Free St St St St St St

T anneli e ne ne ne ne

St ra e en t

e in Me ian St ra e

ra e

ea r Fact r

ea y e icles

M t FI w

Maj r Min r Maj r Maj r Min r Min r

n lictin FI w All

Sta e

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ritical wy St

F ll w wy

t a Mane er

Sta e

Sta e

lat n l c e

M a Mane er

M a Mane er

Sta e

Sta e

A r ac S

M ntr l elay s

M S

Min r ane Maj r M t n T T S n

a acity e

M ane ati

M ntr l elay s

M ane S A A

M t tile e

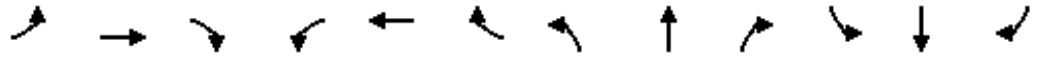
APPENDIX C6

HORIZON YEAR (2062) CONDITIONS INTERSECTION LOS WORKSHEETS

Majestic Airway
 1: La Media Road & Otay Mesa Road

Horizon Year (2062) Conditions

Ti in lan AM ea



M e ent	T	T	T	S	S T	S
ane ni rati ns	↖ ↗ ↘	↖ ↗ ↘ ↙ ↘ ↗	↖ ↗ ↘ ↙ ↘ ↗	↖ ↗ ↘	↖ ↗ ↘ ↙ ↘ ↗	↖ ↗ ↘
Tra ic l e e						
F t re l e e						
Initial e						
e i e A j A T						
ar in s A j						
r ne n A r ac						
A j Sat Fl w e In						
A j Fl w ate e						
ea r Fact r						
ercent ea y e						
a e						
Arri e n reen						
Sat Fl w e						
r l e e						
r Sat Fl w s e In						
Ser e s s						
ycle lear c s						
r In ane						
ane r a c e						
ati						
A ail a c a e						
M lat n ati						
strea Filter l						
ni r elay s e						
Incr elay s e						
Initial elay s e						
ile ac e In						
nsi M e ent elay s e						
n r elay s e						
n r S	F	F	F	F	F	F
A r ac l e						
A r ac elay s e						
A r ac S	F	F	F	F	F	F
Ti er Assi ne s						
s rati n c s						
an e eri c s						
Ma reen Settin a s						
Ma lear Ti e c l s						
reen t Ti e c s						
Intersecti n S ary						
M t trl elay						
M t S	F					
tes						
ser a r e l e alancin a n t e lanes r t r n i e ent						
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier						

Majestic Airway
 2: La Media Road & St. Andrews Avenue/SR-905 WB Ramps

Horizon Year (2062) Conditions

Ti in lan AM ea



M e ent	T	T	T	S	S	T	S
ane ni rati ns	↖ ↗	↖ ↗	↖ ↗ ↖ ↗	↖ ↗	↑↑↑	↖	↖↖↖
Tra ic l e e							
F t re l e e							
Initial e							
e i e A j A T							
ar in s A j							
r ne n A r ac							
A j Sat Fl w e In							
A j Fl w ate e							
ea r Fact r							
ercent ea y e							
a e							
Arri e n reen							
Sat Fl w e							
r l e e							
r Sat Fl w s e In							
Ser e s s							
ycle lear c s							
r In ane							
ane r a c e							
ati							
A ail a c a e							
M lat n ati							
strea Filter l							
ni r elay s e							
Incr elay s e							
Initial elay s e							
ile ac e In							
nsi M e ent elay s e							
n r elay s e							
n r S	F	A	F	F	A	F	F F A F
A r ac l e							
A r ac elay s e							
A r ac S	F		F		F		
Ti er Assi ne s							
s rati n c s							
an e eri c s							
Ma reen Settin a s							
Ma lear Ti e c l s							
reen t Ti e c s							
Intersecti n S ary							
M t trl elay							
M t S			F				
tes							
ser a r e l e alancin a n t e lanes r t rnin e ent							
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier							

Majestic Airway
 3: La Media Road & SR-905 EB Ramps

Horizon Year (2062) Conditions
 Ti in lan AM ea



M e ent	T	S	T	S
ane ni rati ns	↖	↗	↖	↗
Tra ic l e e	↖	↗	↖	↗
F t re l e e	↖	↗	↖	↗
Initial e	↖	↗	↖	↗
e i e A j A T	↖	↗	↖	↗
ar in s A j	↖	↗	↖	↗
r ne n A r ac	↖	↗	↖	↗
A j Sat Fl w e In	↖	↗	↖	↗
A j Fl w ate e	↖	↗	↖	↗
ea r Fact r	↖	↗	↖	↗
ercent ea y e	↖	↗	↖	↗
a e	↖	↗	↖	↗
Arri e n reen	↖	↗	↖	↗
Sat Fl w e	↖	↗	↖	↗
r l e e	↖	↗	↖	↗
r Sat Fl w s e In	↖	↗	↖	↗
Ser e s s	↖	↗	↖	↗
ycle lear c s	↖	↗	↖	↗
r In ane	↖	↗	↖	↗
ane r a c e	↖	↗	↖	↗
ati	↖	↗	↖	↗
A ail a c a e	↖	↗	↖	↗
M lat n ati	↖	↗	↖	↗
strea Filter l	↖	↗	↖	↗
ni r elay s e	↖	↗	↖	↗
Incr elay s e	↖	↗	↖	↗
Initial elay s e	↖	↗	↖	↗
ile ac e In	↖	↗	↖	↗
nsi M e ent elay s e	↖	↗	↖	↗
n r elay s e	↖	↗	↖	↗
n r S F F F F A	↖	↗	↖	↗
A r ac l e	↖	↗	↖	↗
A r ac elay s e	↖	↗	↖	↗
A r ac S F F F	↖	↗	↖	↗
Ti er Assi ne s	↖	↗	↖	↗
s rati n c s	↖	↗	↖	↗
an e eri c s	↖	↗	↖	↗
Ma reen Sett in a s	↖	↗	↖	↗
Ma lear Ti e c l s	↖	↗	↖	↗
reen t Ti e c s	↖	↗	↖	↗
Intersecti n S ary	↖	↗	↖	↗
M t trl elay	↖	↗	↖	↗
M t S F	↖	↗	↖	↗
tes	↖	↗	↖	↗

M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier

Majestic Airway
4: La Media Road & Airway Road

Horizon Year (2062) Conditions

Ti in lan AM ea



M e ent	T	T	T	S	S	T	S
ane ni rati ns	↗↗	↑↑	↖	↗↗	↑↑	↖↖	↗↗
Tra ic l e e							
F t re l e e							
Initial e							
e i e A j A T							
ar in s A j							
r ne n A r ac							
A j Sat Fl w e In							
A j Fl w ate e							
ea r Fact r							
ercent ea y e							
a e							
Arri e n reen							
Sat Fl w e							
r l e e							
r Sat Fl w s e In							
Ser e s s							
ycle lear c s							
r In ane							
ane r a c e							
ati							
A ail a c a e							
M lat n ati							
strea Filter l							
ni r elay s e							
Incr elay s e							
Initial elay s e							
ile ac e In							
nsi M e ent elay s e							
n r elay s e							
n r S	F	F	F	F	F	F	F
A r ac l e							
A r ac elay s e							
A r ac S	F	F	F	F	F	F	F
Ti er Assi ne s							
s rati n c s							
an e eri c s							
Ma reen Settin a s							
Ma lear Ti e c l s							
reen t Ti e c s							
Intersecti n S ary							
M t trl elay							
M t S		F					

Intersection

Interlayse

Meent T T T S S T S

ane n i rati ns ↔ ↗ ↗ ↗ ↗ ↗ ↗ ↗ ↗

Traic l e

F t re l e

n lictin e s r

Si n ntr l Free Free Free Free Free Free St St St St St St

T anneli e ne ne ne ne

St ra e en t

e in Me ian St ra e
ra e

ea r Fact r

ea y e icles

M t FI w

Maj r Min r Maj r Maj r Min r Min r

n lictin FI w All

Sta e

Sta e

ritical wy

ritical wy St

ritical wy St

F ll w wy

t a Mane er

Sta e

Sta e

lat n l c e

M a Mane er

M a Mane er

Sta e

Sta e

A r ac S

M ntr l elay s

M S F F

Min r ane Maj r M t n T T S n

a acity e

M ane ati

M ntr l elay s

M ane S F A F

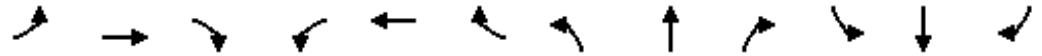
M t tile e

tes

l e e cee s ca acity elay e cee s s tati n t e ine All aj r l e in lat n

Majestic Airway
 1: La Media Road & Otay Mesa Road

Horizon Year (2062) Conditions
 Ti in lan M ea



M e ent	T	T	T	S	S T	S
ane ni rati ns	↖ ↗ ↘ ↙	↖ ↗ ↘ ↙	↖ ↗ ↘ ↙	↖ ↗ ↘ ↙	↖ ↗ ↘ ↙	↖ ↗ ↘ ↙
Tra ic l e e						
F t re l e e						
Initial e						
e i e A j A T						
ar in s A j						
r ne n A r ac						
A j Sat Fl w e In						
A j Fl w ate e						
ea r Fact r						
ercent ea y e						
a e						
Arri e n reen						
Sat Fl w e						
r l e e						
r Sat Fl w s e In						
Ser e s s						
ycle lear c s						
r In ane						
ane r a c e						
ati						
A ail a c a e						
M lat n ati						
strea Filter l						
ni r elay s e						
Incr elay s e						
Initial elay s e						
ile ac e In						
nsi M e ent elay s e						
n r elay s e						
n r S	F	F	F	F	F	A F
A r ac l e						
A r ac elay s e						
A r ac S	F	F	F	F	F	F
Ti er Assi ne s						
s rati n c s						
an e eri c s						
Ma reen Sett in a s						
Ma lear Ti e c l s						
reen t Ti e c s						
Intersecti n S ary						
M t trl elay						
M t S		F				
tes						
ser a r e l e alancin a n t e lanes r t r n in e ent						
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier						

i ley r n an Ass ciates
 M t Si nali e Intersecti n S ary

Sync r e rt
 a e

Majestic Airway
 2: La Media Road & St. Andrews Avenue/SR-905 WB Ramps

Horizon Year (2062) Conditions

Ti in lan M ea



M e ent	T	T	T	S	S	T	S
ane ni rati ns	↖ ↗	↖ ↗	↖ ↗ ↖ ↗	↖ ↗	↑↑↑	↖	↖
Tra ic l e e							
F t re l e e							
Initial e							
e i e A j A T							
ar in s A j							
r ne n A r ac							
A j Sat Fl w e In							
A j Fl w ate e							
ea r Fact r							
ercent ea y e							
a e							
Arri e n reen							
Sat Fl w e							
r l e e							
r Sat Fl w s e In							
Ser e s s							
ycle lear c s							
r In ane							
ane r a c e							
ati							
A ail a c a e							
M lat n ati							
strea Filter l							
ni r elay s e							
Incr elay s e							
Initial elay s e							
ile ac e In							
nsi M e ent elay s e							
n r elay s e							
n r S	F	A	F	F	F	F	F
A r ac l e							
A r ac elay s e							
A r ac S	F	F	F	F	F	F	F
Ti er Assi ne s							
s rati n c s							
an e eri c s							
Ma reen Settin a s							
Ma lear Ti e c l s							
reen t Ti e c s							
Intersecti n S ary							
M t trl elay							
M t S		F					
tes							
ser a r e l e alancin a n t e lanes r t r nin e ent							
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier							

Majestic Airway
 3: La Media Road & SR-905 EB Ramps

Horizon Year (2062) Conditions
 Ti in lan M ea



M e ent	T	S	T	S
ane ni rati ns	↗	↗	↖	↑
Tra ic l e e	↗	↗	↖	↑
F t re l e e	↗	↗	↖	↑
Initial e	↗	↗	↖	↑
e i e A j A T	↗	↗	↖	↑
ar in s A j	↗	↗	↖	↑
r ne n A r ac	↗	↗	↖	↑
A j Sat Fl w e In	↗	↗	↖	↑
A j Fl w ate e	↗	↗	↖	↑
ea r Fact r	↗	↗	↖	↑
ercent ea y e	↗	↗	↖	↑
a e	↗	↗	↖	↑
Arri e n reen	↗	↗	↖	↑
Sat Fl w e	↗	↗	↖	↑
r l e e	↗	↗	↖	↑
r Sat Fl w s e In	↗	↗	↖	↑
Ser e s s	↗	↗	↖	↑
ycle lear c s	↗	↗	↖	↑
r In ane	↗	↗	↖	↑
ane r a c e	↗	↗	↖	↑
ati	↗	↗	↖	↑
A ail a c a e	↗	↗	↖	↑
M lat n ati	↗	↗	↖	↑
strea Filter l	↗	↗	↖	↑
ni r elay s e	↗	↗	↖	↑
Incr elay s e	↗	↗	↖	↑
Initial elay s e	↗	↗	↖	↑
ile ac e In	↗	↗	↖	↑
nsi M e ent elay s e	↗	↗	↖	↑
n r elay s e	↗	↗	↖	↑
n r S	F	F	F	A
A r ac l e				
A r ac elay s e				
A r ac S	F			F
Ti er Assi ne s				
s rati n c s				
an e eri c s				
Ma reen Settin a s				
Ma lear Ti e c l s				
reen t Ti e c s				
Intersecti n S ary				
M t trl elay				
M t S			F	
tes				

M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier

Majestic Airway
4: La Media Road & Airway Road

Horizon Year (2062) Conditions
Ti in lan M ea



M e ent	T	T	T	S	S	T	S
ane ni rati ns	↖↖	↗↗	↖	↖↖	↖↖	↖↖	↖↖
Tra ic l e e							
F t re l e e							
Initial e							
e i e A j A T							
ar in s A j							
r ne n A r ac							
A j Sat Fl w e In							
A j Fl w ate e							
ea r Fact r							
ercent ea y e							
a e							
Arri e n reen							
Sat Fl w e							
r l e e							
r Sat Fl w s e In							
Ser e s s							
ycle lear c s							
r In ane							
ane r a c e							
ati							
A ail a c a e							
M lat n ati							
strea Filter l							
ni r elay s e							
Incr elay s e							
Initial elay s e							
ile ac e In							
nsi M e ent elay s e							
n r elay s e							
n r S	F	F	F	F	F	F	F
A r ac l e							
A r ac elay s e							
A r ac S	F	F	F	F	F	F	F
Ti er Assi ne s							
s rati n c s							
an e eri c s							
Ma reen Sett in a s							
Ma lear Ti e c l s							
reen t Ti e c s							
Intersecti n S ary							
M t trl elay							
M t S		F					

Intersecti n

Int elay s e

M e ent T T T S S T S

ane ni rati ns ↔ ↗ ↑↗ ↔ ↔

Tra ic l e

F t re l e

n lictin e s r

Si n ntr l Free Free Free Free Free Free St St St St St St

T anneli e ne ne ne ne

St ra e en t

e in Me ian St ra e

ra e

ea r Fact r

ea y e icles

M t FI w

Maj r Min r Maj r Maj r Min r Min r

n lictin FI w All

Sta e

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ritical wy

ritical wy St

ritical wy St

F ll w wy

t a Mane er

Sta e

Sta e

lat n l c e

M a Mane er

M a Mane er

Sta e

Sta e

A r ac S

M ntr l elay s

M S F

Min r ane Maj r M t n T T S n

a acity e

M ane ati

M ntr l elay s

M ane S F A

M t tile e

tes

l e e cee s ca acity elay e cee s s tati n t e ine All aj r l e in lat n

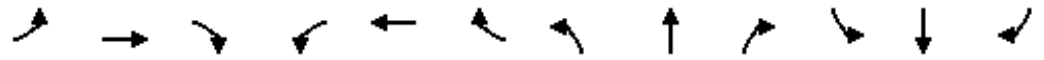
APPENDIX C7

HORIZON YEAR (2022) PLUS PROJECT INTERSECTION LOS WORKSHEETS



Majestic Airway
 1: La Media Road & Otay Mesa Road

Horizon Year (2062) + Project
 Timeline Area



Measure	T	T	T	S	S	T	S
Annual Volumes	↑↑↑	↑↑↑	↑	↑	↑	↑	↑
Travel Time							
Initial							
Annual Delay							
Annual Fuel Consumption							
Annual Emissions							
Annual Cost							
Annual Revenue							
Annual Savings							
Annual Net Benefit							
Annual Net Cost							
Annual Net Revenue							
Annual Net Savings							
Annual Net Benefit							
Annual Net Cost							
Annual Net Revenue							
Annual Net Savings							
Annual Net Benefit							
Annual Net Cost							
Annual Net Revenue							
Annual Net Savings							
Annual Net Benefit							
Annual Net Cost							
Annual Net Revenue							
Annual Net Savings							
Annual Net Benefit							
Annual Net Cost							
Annual Net Revenue							
Annual Net Savings							
Annual Net Benefit							
Annual Net Cost							
Annual Net Revenue							
Annual Net Savings							
Annual Net Benefit							
Annual Net Cost							
Annual Net Revenue							
Annual Net Savings							
Annual Net Benefit							
Annual Net Cost							
Annual Net Revenue							
Annual Net Savings							
Annual Net Benefit							
Annual Net Cost							
Annual Net Revenue							
Annual Net Savings							
Annual Net Benefit							
Annual Net Cost							
Annual Net Revenue							
Annual Net Savings							
Annual Net Benefit							
Annual Net Cost							
Annual Net Revenue							
Annual Net Savings							
Annual Net Benefit							
Annual Net Cost							
Annual Net Revenue							
Annual Net Savings							
Annual Net Benefit							
Annual Net Cost							
Annual Net Revenue							
Annual Net Savings							
Annual Net Benefit							
Annual Net Cost							
Annual Net Revenue							
Annual Net Savings							
Annual Net Benefit							
Annual Net Cost							
Annual Net Revenue							
Annual Net Savings							
Annual Net Benefit							
Annual Net Cost							
Annual Net Revenue							
Annual Net Savings							
Annual Net Benefit							
Annual Net Cost							
Annual Net Revenue							
Annual Net Savings							
Annual Net Benefit							
Annual Net Cost							
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Annual Net Savings							
Annual Net Benefit							
Annual Net Cost							
Annual Net Revenue							
Annual Net Savings							
Annual Net Benefit							
Annual Net Cost							
Annual Net Revenue							
Annual Net Savings							
Annual Net Benefit							
Annual Net Cost							
Annual Net Revenue							
Annual Net Savings							
Annual Net Benefit							
Annual Net Cost							
Annual Net Revenue							
Annual Net Savings							
Annual Net Benefit							
Annual Net Cost							



M e e n t	T	T	T	S	S	T	S
ane ni rati ns	↗	↘	↗	↘	↗	↘	↗
Tra ic l e e							
F t re l e e							
Initial e							
e i e A j A T							
ar in s A j							
r ne n A r ac							
A j Sat Fl w e In							
A j Fl w ate e							
ea r Fact r							
ercent ea y e							
a e							
Arri e n reen							
Sat Fl w e							
r l e e							
r Sat Fl w s e In							
Ser e s s							
ycle lear c s							
r In ane							
ane r a c e							
ati							
A ail a c a e							
M lat n ati							
strea Filter l							
ni r elay s e							
Incr elay s e							
Initial elay s e							
ile ac e In							
nsi M e ent elay s e							
n r elay s e							
n r S	F	A	F	F	A	F	F
A r ac l e							
A r ac elay s e							
A r ac S	F	F	F	F	F	F	F
Ti er Assi ne s							
s rati n c s							
an e eri c s							
Ma reen Settin a s							
Ma lear Ti e c l s							
reen t Ti e c s							
Intersecti n S ary							
M t trl elay							
M t S		F					
tes							
ser a r e l e alancin a n t e lanes r t r n i n e ent							
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier							



Measurement T S T S

lane intersection

Traffic light

Front light

Initial

element A j A T

arrivals A j

arrivals A j

arrival times

arrival times

arrival times

arrival times

arrival times

arrival times

arrival times

arrival times

arrival times

arrival times

arrival times

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arrival times

arrival times

arrival times

arrival times

arrival times

arrival times

arrival times

arrival times

arrival times

Measurement intersection clearance times relative to arrival

Majestic Airway
4: La Media Road & Airway Road

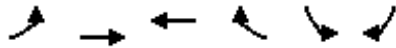
Horizon Year (2062) + Project
Timeline AM ea



M e e n t	T	T	T	S	S	T	S
ane ni rati ns	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
Tra ic l e e	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
F t re l e e	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
Initial e	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
e i e A j A T	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
ar in s A j	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
r ne n A r ac	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
A j Sat Fl w e In	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
A j Fl w ate e	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
ea r Fact r	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
ercent ea y e	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
a e	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
Arri e n reen	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
Sat Fl w e	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
r l e e	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
r Sat Fl w s e In	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
Ser e s s	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
ycle lear c s	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
r In ane	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
ane r a c e	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
ati	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
A ail a c a e	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
M lat n ati	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
strea Filter l	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
ni r elay s e	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
Incr elay s e	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
Initial elay s e	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
ile ac e In	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
nsi M e ent elay s e	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
n r elay s e	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
n r S	F	F	F	F	F	F	F
A r ac l e	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
A r ac elay s e	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
A r ac S	F	F	F	F	F	F	F
Ti er Assi ne s	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
s rati n c s	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
an e eri c s	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
Ma reen Sett in a s	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
Ma lear Ti e c l s	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
reen t Ti e c s	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
Intersecti n S ary	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
M t trl elay	↗↗	↑↑	↖↖	↗↗	↑↑	↖↖	↗↗
M t S	F						

Majestic Airway
 5: Airway Road & Project Driveway 1

Horizon Year (2062) + Project
 Timeline AM EA



M e e n t	T	T	S	S
ane ni rati ns	↖	↑	↗	↘
Tra ic l e e	↖	↑	↗	↘
F t re l e e				
Initial e				
e i e A j A T				
ar in s A j				
r ne n A r ac				
A j Sat Fl w e In				
A j Fl w ate e				
ea r Fact r				
ercent ea y e				
a e				
Arri e n reen				
Sat Fl w e				
r l e e				
r Sat Fl w s e In				
Ser e s s				
ycle lear c s				
r In ane				
ane r a c e				
ati				
A ail a c a e				
M lat n ati				
strea Filter l				
ni r elay s e				
Incr elay s e				
Initial elay s e				
ile ac e In				
nsi M e ent elay s e				
n r elay s e				
n r S F A A				
A r ac l e				
A r ac elay s e				
A r ac S F				
Ti er Assi ne s				
s rati n c s				
an e eri c s				
Ma reen Settin a s				
Ma lear Ti e c l s				
reen t Ti e c s				
Intersecti n S ary				
M t trl elay				
M t S F				
tes				
ser a r e l e alancin a n t e lanes r t rmin e ent				

Intersection

Interlay

Meeting T T S S

Approach Signs ↑ ↑↔ ↗

Traffic

Flow

Provision

Signal Free Free Free Free Stop Stop
Tandem ne ne ne

Structure

Median Structure
rae

Factor

Features

Material

Major Minor Major Major Minor

Provision All

Station

Station

Critical Way

Critical Way Stop

Critical Way Stop

Flow Way

Approach Maneuver

Station

Station

Location

Major Maneuver

Major Maneuver

Station

Station

Approach S

Major Interlay

MS

Minor Approach Major Meeting T T Sign

Capacity

Maneuver

Major Interlay

Maneuver S

Meeting Feature

Intersection

Interlayse

Meent T T T S S T S

ane n i rati ns ↔ ↗ ↗ ↗ ↗ ↗ ↗ ↗ ↗

Traic l e

F t r e l e

n l i c t i n e s r

S i n n t r l Free Free Free Free Free Free St St St St St St

T a n n e l i e n e n e n e n e

S t r a e e n t

e i n M e i a n S t r a e

r a e

e a r F a c t r

e a y e i c l e s

M t F l w

Maj r Min r Maj r Maj r Min r Min r

n l i c t i n F l w A l l

S t a e

S t a e

r i t i c a l w y

r i t i c a l w y S t

r i t i c a l w y S t

F l l w w y

t a M a n e e r

S t a e

S t a e

l a t n l c e

M a M a n e e r

M a M a n e e r

S t a e

S t a e

A r a c S

M n t r l e l a y s

M S F F

M i n r a n e M a j r M t n T T S n

a a c i t y e

M a n e a t i

M n t r l e l a y s

M a n e S F A F

M t t i l e e

t e s

l e e c e e s c a a c i t y e l a y e c e e s s t a t i n t e i n e A l l a j r l e i n l a t n

Majestic Airway
 1: La Media Road & Otay Mesa Road

Horizon Year (2062) + Project
 Ti in lan M ea



M e e n t	T	T	T	S	S T	S
ane ni rati ns	↵ ↕ ↗	↵ ↕ ↗	↵ ↕ ↗	↵ ↕ ↗	↵ ↕ ↗	↵ ↕ ↗
Tra ic l e e	↵ ↕ ↗	↵ ↕ ↗	↵ ↕ ↗	↵ ↕ ↗	↵ ↕ ↗	↵ ↕ ↗
F t re l e e						
Initial e						
e i e A j A T						
ar in s A j						
r ne n A r ac						
A j Sat Fl w e ln						
A j Fl w ate e						
ea r Fact r						
ercent ea y e						
a e						
Arri e n reen						
Sat Fl w e						
r l e e						
r Sat Fl w s e ln						
Ser e s s						
ycle lear c s						
r ln ane						
ane r a c e						
ati						
A ail a c a e						
M lat n ati						
strea Filter l						
ni r elay s e						
Incr elay s e						
Initial elay s e						
ile ac e ln						
nsi M e ent elay s e						
n r elay s e						
n r S	F	F	F	F	F	A F
A r ac l e						
A r ac elay s e						
A r ac S	F	F	F	F	F	F
Ti er Assi ne s						
s rati n c s						
an e eri c s						
Ma reen Settin a s						
Ma lear Ti e c l s						
reen t Ti e c s						
Intersecti n S ary						
M t trl elay						
M t S		F				
tes						
ser a r e l e alancin a n t elanes r t r n n e ent						
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier						

i ley rn an Ass ciates
 M t Si nali e Intersecti n S ary

Sync r e rt
 a e



M e ent	T	T	T	S	S T S
ane ni rati ns	↖ ↗	↖ ↗	↖ ↗ ↖ ↗	↖	↖ ↗ ↖ ↗
Tra ic l e e					
F t re l e e					
Initial e					
e ieA jA T					
ar in s A j					
r ne nA r ac					
A jSat Fl w e In					
A jFl w ate e					
ea rFact r					
ercent ea y e					
a e					
Arri e n reen					
Sat Fl w e					
r l e e					
r Sat Fl w s e In					
Ser e s s					
ycle lear c s					
r In ane					
ane r a c e					
ati					
A ail a c a e					
M lat n ati					
strea Filter l					
ni r elay s e					
Incr elay s e					
Initial elay s e					
ile ac e In					
nsi M e ent elay s e					
n r elay s e					
n r S	F	A	F	F	F F F F F A F F
A r ac l e					
A r ac elay s e					
A r ac S	F	F	F	F	F
Ti er Assi ne s					
s rati n c s					
an e eri c s					
Ma reen Settin a s					
Ma learTi e c l s					
reen tTi e c s					
Intersecti n S ary					
M t trl elay					
M t S		F			
tes					
ser a r e l e alancin a n t e lanes r t r nin e ent					
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier					



Meent	T	S	T	S
ane ni rati ns	↖	↗	↖	↗
Tra ic l e e	↖	↗	↖	↗
F t re l e e	↖	↗	↖	↗
Initial e	↖	↗	↖	↗
e i e A j A T	↖	↗	↖	↗
ar in s A j	↖	↗	↖	↗
r ne n A r ac	↖	↗	↖	↗
A j Sat Fl w e In	↖	↗	↖	↗
A j Fl w ate e	↖	↗	↖	↗
ea r Fact r	↖	↗	↖	↗
ercent ea y e	↖	↗	↖	↗
a e	↖	↗	↖	↗
Arri e n reen	↖	↗	↖	↗
Sat Fl w e	↖	↗	↖	↗
r l e e	↖	↗	↖	↗
r Sat Fl w s e In	↖	↗	↖	↗
Ser e s s	↖	↗	↖	↗
ycle lear c s	↖	↗	↖	↗
r In ane	↖	↗	↖	↗
ane r a c e	↖	↗	↖	↗
ati	↖	↗	↖	↗
A ail a c a e	↖	↗	↖	↗
M lat n ati	↖	↗	↖	↗
strea Filter l	↖	↗	↖	↗
ni r elay s e	↖	↗	↖	↗
Incr elay s e	↖	↗	↖	↗
Initial elay s e	↖	↗	↖	↗
ile ac e In	↖	↗	↖	↗
nsi M e ent elay s e	↖	↗	↖	↗
n r elay s e	↖	↗	↖	↗
n r S	F	F	F	F
A r ac l e	↖	↗	↖	↗
A r ac elay s e	↖	↗	↖	↗
A r ac S	F		F	
Ti er Assi ne s	↖	↗	↖	↗
s rati n c s	↖	↗	↖	↗
an e eri c s	↖	↗	↖	↗
Ma reen Sett in a s	↖	↗	↖	↗
Ma lear Ti e c l s	↖	↗	↖	↗
reen t Ti e c s	↖	↗	↖	↗
Intersecti n S ary	↖	↗	↖	↗
M t trl elay	↖	↗	↖	↗
M t S			F	
tes	↖	↗	↖	↗

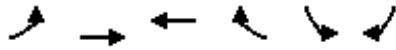
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier



M e ent	T	T	T	S	S	T	S
ane ni rati ns	↖↖	↑↑	↗	↖↖	↑↑	↗↗	↖↖
Tra ic l e e							
F t re l e e							
Initial e							
e i e A j A T							
ar in s A j							
r ne n A r ac							
A j Sat Fl w e In							
A j Fl w ate e							
ea r Fact r							
ercent ea y e							
a e							
Arri e n reen							
Sat Fl w e							
r l e e							
r Sat Fl w s e In							
Ser e s s							
ycle lear c s							
r In ane							
ane r a c e							
ati							
A ail a c a e							
M lat n ati							
strea Filter l							
ni r elay s e							
Incr elay s e							
Initial elay s e							
ile ac e In							
nsi M e ent elay s e							
n r elay s e							
n r S	F	F	F	F	F	F	F
A r ac l e							
A r ac elay s e							
A r ac S	F	F	F	F	F	F	F
Ti er Assi ne s							
s rati n c s							
an e eri c s							
Ma reen Settin a s							
Ma lear Ti e c l s							
reen t Ti e c s							
Intersecti n S ary							
M t trl elay							
M t S		F					

Majestic Airway
5: Airway Road & Project Driveway 1

Horizon Year (2062) + Project
Timeline Mea



M e e n t	T	T	S	S
ane ni rati ns	↖	↑	↗	↘
Tra ic l e e				
F t re l e e				
Initial e				
e i e A j A T				
ar in s A j				
r ne n A r ac				
A j Sat Fl w e In				
A j Fl w ate e				
ea r Fact r				
ercent ea y e				
a e				
Arri e n reen				
Sat Fl w e				
r l e e				
r Sat Fl w s e In				
Ser e s s				
ycle lear c s				
r In ane				
ane r a c e				
ati				
A ail a c a e				
M lat n ati				
strea Filter l				
ni r elay s e				
Incr elay s e				
Initial elay s e				
ile ac e In				
nsi M e ent elay s e				
n r elay s e				
n r S	F	A	A	
A r ac l e				
A r ac elay s e				
A r ac S				
Ti er Assi ne s				
s rati n c s				
an e eri c s				
Ma reen Settin a s				
Ma lear Ti e c l s				
reen t Ti e c s				
Intersecti n S ary				
M t trl elay				
M t S				
tes				
ser a r e l e alancin a n t e lanes r t rnin e ent				

Intersection							
Interlay site							
Movement	T	T	S	S			
Approach	↑	↑↗		↖			
Traffic							
Freeway							
Interlay site							
Signal	Free	Free	Free	Free	St	St	
Timing	ne			ne	ne		
Street							
Main Street							
Side Street							
East Side Street							
West Side Street							
Main Street							

Maj	Min	Maj	Maj	Min			
Interlay site							
Station							
Station							
Critical							
Critical							
Critical							
Freeway							
Main Street							
Station							
Station							
Main Street							
Main Street							
Station							
Station							

Arac				S			
Main Street							
Main Street							

Min	ane	Maj	M	T	T	S	n
Main Street							
Main Street							
Main Street							
Main Street							

Intersection

Interlayse

Meent T T T S S T S

ane n i rati ns ↔ ↗ ↗ ↗ ↗ ↗ ↗

Traic l e

F t re l e

n lictin e s r

Si n ntr l Free Free Free Free Free Free St St St St St St

T anneli e ne ne ne ne

St ra e en t

e in Me ian St ra e

ra e

ea r Fact r

ea y e icles

M t FI w

Maj r Min r Maj r Maj r Min r Min r

n lictin FI w All

Sta e

Sta e

ritical wy

ritical wy St

ritical wy St

F ll w wy

t a Mane er

Sta e

Sta e

lat n l c e

M a Mane er

M a Mane er

Sta e

Sta e

A r ac S

M ntr l elay s

M S F

Min r ane Maj r M t n T T S n

a acity e

M ane ati

M ntr l elay s

M ane S F A

M t tile e

tes

l e e cee s ca acity elay e cee s s tati n t e ine All aj r l e in lat n

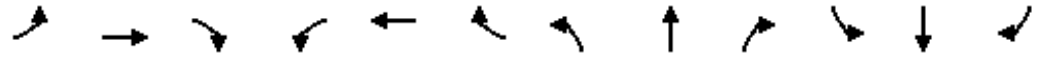
APPENDIX C8

HORIZON YEAR (2062) PLUS PROJECT MITIGATION INTERSECTION LOS WORKSHEETS

Majestic Airway
 1: La Media Road & Otay Mesa Road

Horizon Year (2062) + Project Mitigation

Ti in lan AM ea



M e ent	T	T	T	S	S T	S
ane ni rati ns	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
Tra ic l e e	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
F t re l e e	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
Initial e	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
e i e A j A T	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
ar in s A j	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
r ne n A r ac	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
A j Sat Fl w e In	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
A j Fl w ate e	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
ea r Fact r	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
ercent ea y e	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
a e	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
Arri e n reen	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
Sat Fl w e	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
r l e e	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
r Sat Fl w s e In	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
Ser e s s	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
ycle lear c s	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
r In ane	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
ane r a c e	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
ati	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
A ail a c a e	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
M lat n ati	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
strea Filter l	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
ni r elay s e	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
Incr elay s e	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
Initial elay s e	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
ile ac e In	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
nsi M e ent elay s e	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
n r elay s e	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
n r S	F	F	F	F	F	F
A r ac l e	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
A r ac elay s e	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
A r ac S	F	F	F	F	F	F
Ti er Assi ne s	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
s rati n c s	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
an e eri c s	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
Ma reen Settin a s	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
Ma lear Ti e c l s	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
reen t Ti e c s	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
Intersecti n S ary	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
M t trl elay	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
M t S	F	F	F	F	F	F
tes	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
ser a r e l e alancin a n t elanes r t r n e ent	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗



M e e n t	T	T	T	S	S T S
ane ni rati ns	↖	↗	↖	↗	↑↑↑
Tra ic l e e					
F t re l e e					
Initial e					
e i e A j A T					
ar in s A j					
r ne n A r ac					
A j Sat Fl w e In					
A j Fl w ate e					
ea r Fact r					
ercent ea y e					
a e					
Arri e n reen					
Sat Fl w e					
r l e e					
r Sat Fl w s e In					
Ser e s s					
ycle lear c s					
r In ane					
ane r a c e					
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A ail a c a e					
M lat n ati					
strea Filter l					
ni r elay s e					
Incr elay s e					
Initial elay s e					
ile ac e In					
nsi M e ent elay s e					
n r elay s e					
n r S		F	A	F	F
A r ac l e					
A r ac elay s e					
A r ac S		F		F	
Ti er Assi ne s					
s rati n c s					
an e eri c s					
Ma reen Settin a s					
Ma lear Ti e c l s					
reen t Ti e c s					
Intersecti n S ary					
M t trl elay					
M t S		F			
tes					
ser a r e l e alancin a n t e lanes r t rnin e ent					
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier					

Majestic Airway
 3: La Media Road & SR-905 EB Ramps

Horizon Year (2062) + Project Mitigation
 Timeline Area



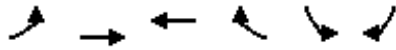
Movement	T	S	T	S
lane configuration	↖	↗	↖	↗
Traffic flow	↑↑↑	↑↑↑	↑↑↑	↑↑↑
Initial				
Access				
Arrival				
Departure				
Intersections				
Signal				
Control				
Notes				

Mitigation measures: ...

Majestic Airway
5: Airway Road & Project Driveway 1

Horizon Year (2062) + Project Mitigation

Ti in lan AM ea

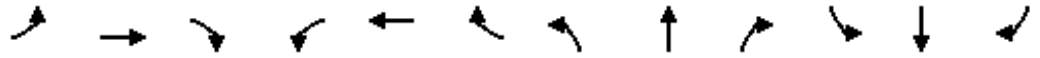


M e e n t	T	T	S	S
ane ni rati ns	↖	↑↑	↑↗	↘
Tra ic l e e				
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r ne n A r ac				
A j Sat Fl w e In				
A j Fl w ate e				
ea r Fact r				
ercent ea y e				
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Arri e n reen				
Sat Fl w e				
r l e e				
r Sat Fl w s e In				
Ser e s s				
ycle lear c s				
r In ane				
ane r a c e				
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A ail a c a e				
M lat n ati				
strea Filter l				
ni r elay s e				
Incr elay s e				
Initial elay s e				
ile ac e In				
nsi M e ent elay s e				
n r elay s e				
n r S		A	A	A
A r ac l e				
A r ac elay s e				
A r ac S		A		
Ti er Assi ne s				
s rati n c s				
an e eri c s				
Ma reen Settin a s				
Ma lear Ti e c l s				
reen t Ti e c s				
Intersecti n S ary				
M t trl elay				
M t S				
tes				
ser a r e l e alancin a n t e lanes r t rnin e ent				

Majestic Airway
7: Avenida Costa Azul & Airway Road

Horizon Year (2062) + Project Mitigation

Timeline Area

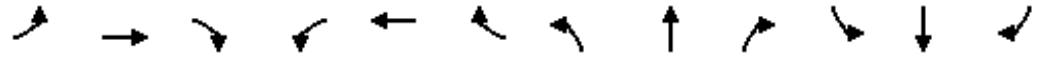


M e e n t	T	T	T	S	S T	S
ane ni rati ns	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗
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F t re l e e						
Initial e						
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A j Sat Fl w e In						
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Ser e s s						
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M lat n ati						
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ni r elay s e						
Incr elay s e						
Initial elay s e						
ile ac e In						
nsi M e e n t elay s e						
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n r S		F		A	A	A
A r ac l e						
A r ac elay s e						
A r ac S						
Ti er Assi ne s						
s rati n c s						
an e eri c s						
Ma reen Sett in a s						
Ma lear Ti e c l s						
reen t Ti e c s						
Intersecti n S ary						
M t trl elay						
M t S						

Majestic Airway
1: La Media Road & Otay Mesa Road

Horizon Year (2062) + Project Mitigation

Ti in lan M ea



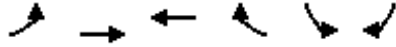
M e ent	T	T	T	S	S T	S
ane ni rati ns	↖↖	↑↑↑	↗↗	↖↖	↑↑↑	↗↗
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ni r elay s e						
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Initial elay s e						
ile ac e In						
nsi M e ent elay s e						
n r elay s e						
n r S	F	F	F	F	F	F
A r ac l e						
A r ac elay s e						
A r ac S	F	F	F	F	F	F
Ti er Assi ne s						
s rati n c s						
an e eri c s						
Ma reen Settin a s						
Ma lear Ti e c l s						
reen t Ti e c s						
Intersecti n S ary						
M t trl elay						
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M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier



M e ent	T	T	T	S	S	T	S
ane ni rati ns	↘	↗	↘	↖	↗	↖	↗
Tra ic l e e							
F t re l e e							
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A ail a c a e							
M lat n ati							
strea Filter l							
ni r elay s e							
Incr elay s e							
Initial elay s e							
ile ac e In							
nsi M e ent elay s e							
n r elay s e							
n r S			F	F	A	F	A
A r ac l e							
A r ac elay s e							
A r ac S				F			F
Ti er Assi ne s							
s rati n c s							
an e eri c s							
Ma reen Settin a s							
Ma lear Ti e c l s							
reen t Ti e c s							
Intersecti n S ary							
M t trl elay							
M t S					F		
tes							
ser a r e l e alancin a n t e lanes r t r nin e ent							
M t c tati nal en ine re ires e al clearance ti es r t e ases cr ssin t e arrier							

Majestic Airway
5: Airway Road & Project Driveway 1

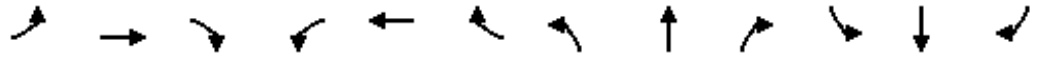


M e e n t	T	T	S	S
ane ni rati ns	↗	↑↑	↑↗	↘
Tra ic l e e				
F t re l e e				
Initial e				
e ie A j A T				
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A j Sat Fl w e In				
A j Fl w ate e				
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Arri e n reen				
Sat Fl w e				
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r Sat Fl w s e In				
Ser e s s				
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n r S		A	A	A
A r ac l e				
A r ac elay s e				
A r ac S		A		
Ti er Assi ne s				
s rati n c s				
an e eri c s				
Ma reen Settlin a s				
Ma lear Ti e c l s				
reen t Ti e c s				
Intersecti n S ary				
M t trl elay				
M t S				
tes				
ser a r e l e alancin a n t e lanes r t rmin e ent				

Majestic Airway
7: Avenida Costa Azul & Airway Road

Horizon Year (2062) + Project Mitigation

Ti in lan M ea



M e ent	T	T	T	S	S T	S
ane ni rati ns	↶ ↷	↶ ↷	↶ ↷	↶ ↷	↶ ↷	↶ ↷
Tra ic l e e						
F t re l e e						
Initial e						
e i e A j A T						
ar in s A j						
r ne n A r ac						
A j Sat Fl w e In						
A j Fl w ate e						
ea r Fact r						
ercent ea y e						
a e						
Arri e n reen						
Sat Fl w e						
r l e e						
r Sat Fl w s e In						
Ser e s s						
ycle lear c s						
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A ail a c a e						
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ni r elay s e						
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ile ac e In						
nsi M e ent elay s e						
n r elay s e						
n r S	A		A		A	A
A r ac l e						
A r ac elay s e						
A r ac S						
Ti er Assi ne s						
s rati n c s						
an e eri c s						
Ma reen Settin a s						
Ma lear Ti e c l s						
reen t Ti e c s						
Intersecti n S ary						
M t trl elay						
M t S						

APPENDIX C9

PROJECT DRIVEWAY QUEUEING WORKSHEET - OPENING DAY (YEAR 2025) PLUS PROJECT





ane r	T	T	S
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c ati			
nter l elay			
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T tal elay			
e e en t t t			
e e en t t t			
Internal in ist t			
T m ay en t t			
ase a acity			
Star ati n a e ctn			
S ill ac a e ctn			
St ra e a e ctn			
e ce c ati			
Intersecti n S ary			



ane r	T	T	S
ane r Fl w			
c ati			
nter l elay			
e e elay			
T tal elay			
e e en t t t			
e e en t t t			
Internal in ist t			
T m ay en t t			
ase a acity			
Star ati n a e ctn			
S ill ac a e ctn			
St ra e a e ctn			
e ce c ati			
Intersecti n S ary			

APPENDIX C10

PROJECT DRIVEWAY QUEUEING WORKSHEET - HORIZON YEAR (2062) PLUS PROJECT



ane r	T	T	S
ane r Fl w			
c ati			
nter l elay			
e e elay			
T tal elay			
e e en t t t			
e e en t t t			
Internal in ist t			
T m ay en t t			
ase a acity			
Star ati n a e ctn			
S ill ac a e ctn			
St ra e a e ctn			
e ce c ati			
Intersecti n S ary			
l e e cee sca acity e e is t e retically in inite			
e e s wn is a i a ter tw cycles			
t ercentile l e e cee sca acity e e ay el n er			
e e s wn is a i a ter tw cycles			



ane r	T	T	S
ane r Fl w			
c ati			
nter l elay			
e e elay			
T tal elay			
e e en t t t			
e e en t t t			
Internal in ist t			
T m ay en t t			
ase a acity			
Star ati n a e ctn			
S ill ac a e ctn			
St ra e a e ctn			
e ce c ati			
Intersecti n S ary			
l e e cee sca acity e e is t e retically in inite			
e e s wn is a i a ter tw cycles			
t ercentile l e e cee sca acity e e ay el n er			
e e s wn is a i a ter tw cycles			

APPENDIX D

OPENING DAY (YEAR 2025) GROWTH RATE CALCULATION



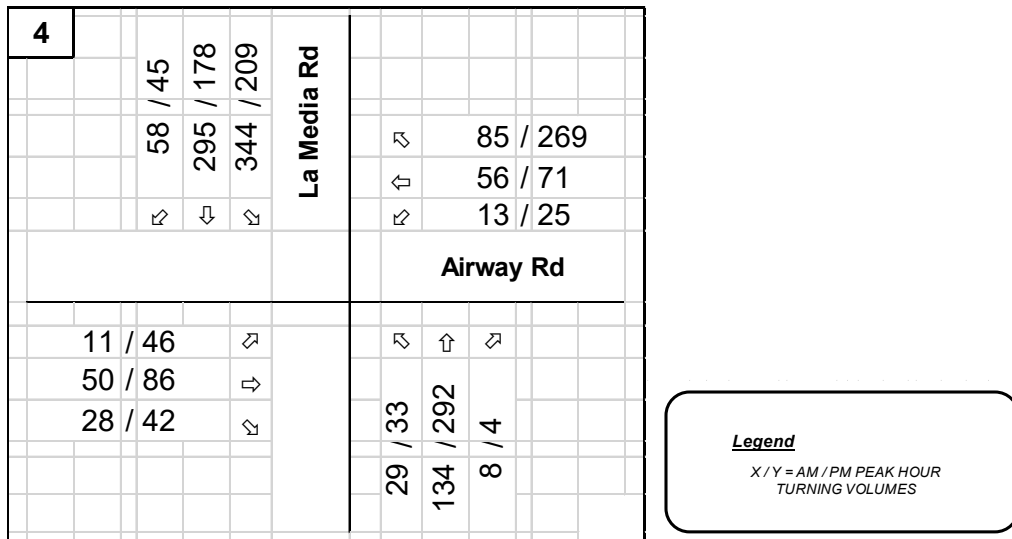
Intersection of La Media Road and Airway Road: The Opening Day (Year 2025) scenario includes the completion of CIP improvements and addition of northbound travel lanes and traffic volumes. Traffic volumes at this location were developed based on traffic data collected in 2015 for the Plaza La Media North Traffic Impact Study (dated January 2021). The turning movement counts are included in **Attachment 5**. These intersection volumes were increased by 21% total, or 3% annually over 7 years (2015 to 2022, when existing traffic data was collected for the proposed Project). This growth rate was calculated using roadway segment volumes included in the SANDAG Model Series 14 (ABM 2+) for 2016 baseline model year and 2025. **Attachment 6** contains a screen capture of the model plots utilized. **Table 3** outlines the 9-year growth rates and annual growth rates calculated for each leg of the intersection, and the intersection as a whole.

Based on the model volume projections, the intersection volumes are expected to increase 2.9% annually, or 17.4% between 2016 and 2022. 3% annually / 21% total growth rate was selected for conservative and rounding purposes. **Figure 1** shows these baseline turning movement volumes (without cumulative project traffic). Finally, cumulative project traffic volumes would be added to these developed intersection volumes to capture the traffic growth between Existing (2022) and Opening Day (2025) conditions.

Table 3 La Media Road / Airway Calculated Growth Rate

Segment	2016	2025	9 Year Growth Rate	Annual Growth Rate
	ABM2+ Series 14 Model	ABM2+ Series 14 Model		
La Media Road				
between SR 905 EB Ramps and Airway Rd	12,700	16,200	27.6%	3.1%
between Airway Road and Siempre Viva Rd	7,000	11,400	62.9%	7.0%
Airway Road				
between Centurion Street and La Media Road	2,700	2,800	3.7%	0.4%
between La Media Road and Project Main Driveway	5,300	4,500	-15.1%	-1.7%
Total Intersection Average	27,700	34,900	26.0%	2.9%

Figure 1 – Opening Day (Year 2025) Baseline Volumes – Without Cum Volumes



ATTACHMENT 5

2015 INTERSECTION VOLUMES AT LA MEDIA ROAD / AIRWAY ROAD

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

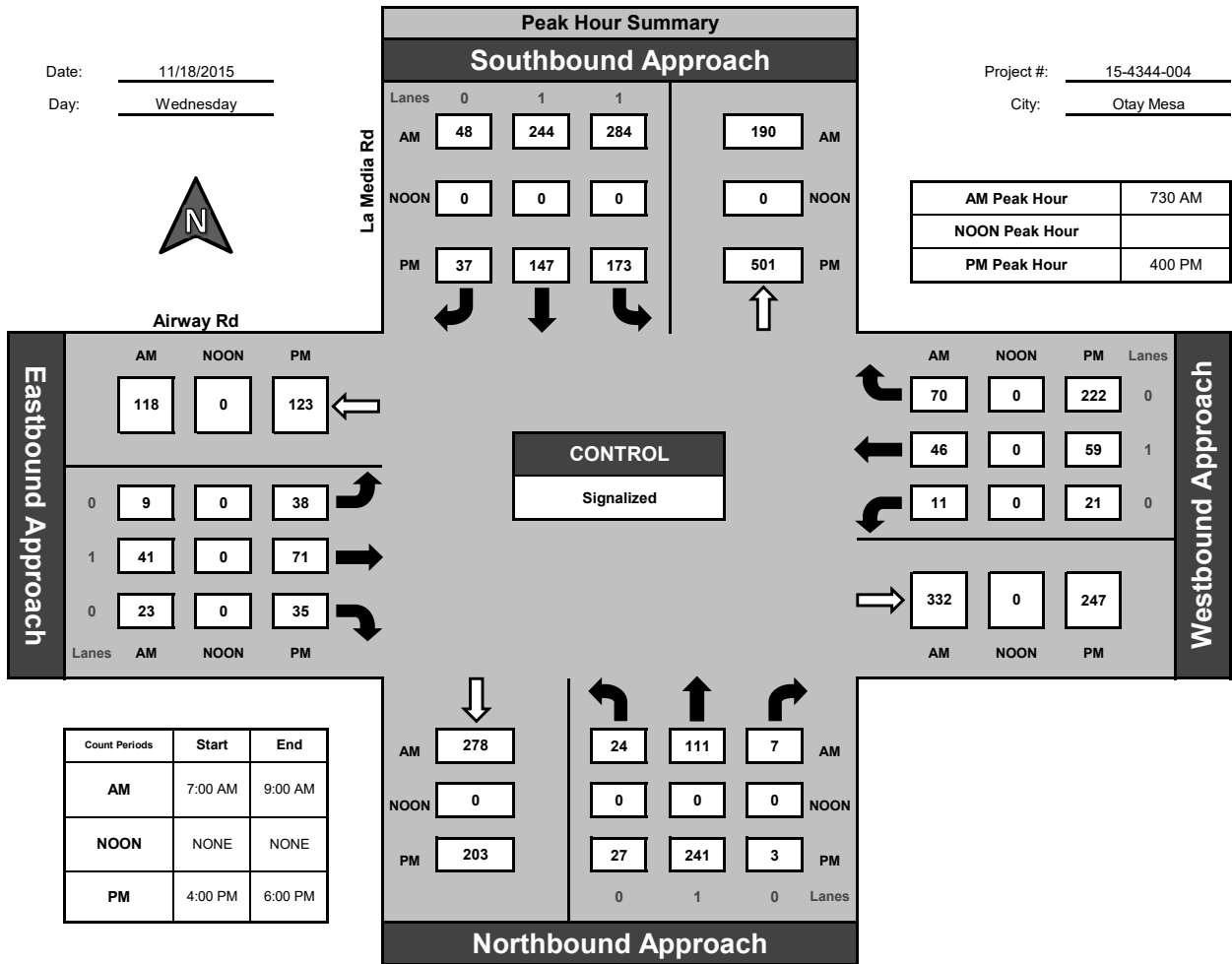
La Media Rd and Airway Rd, Otay Mesa

Date: 11/18/2015

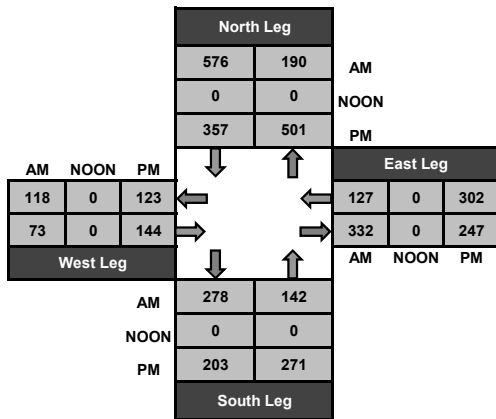
Day: Wednesday

Project #: 15-4344-004

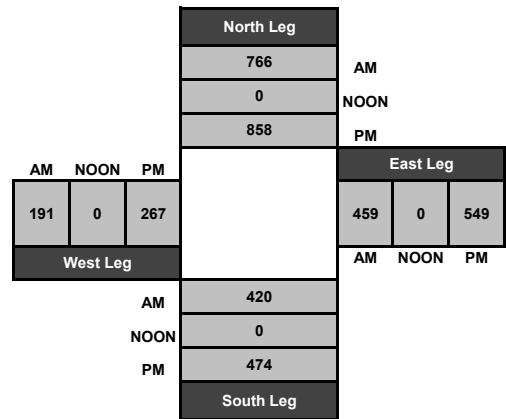
City: Otay Mesa



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4344-005

Day: Wednesday

City: Otay Mesa

Date: 11/18/2015

AM

NS/EW Streets:	La Media Rd			La Media Rd			Avenida De La Fuente			Avenida De La Fuente			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	0	0	1	1	0	
7:00 AM	0	17	0	11	36	0	0	0	0	3	0	8	75
7:15 AM	0	19	0	17	39	0	0	0	0	4	0	10	89
7:30 AM	0	16	0	16	25	0	0	0	0	5	0	5	67
7:45 AM	0	19	1	28	53	0	0	0	0	8	0	10	119
8:00 AM	0	16	2	22	22	0	0	0	0	14	0	12	88
8:15 AM	0	13	0	28	41	0	0	0	0	20	0	11	113
8:30 AM	0	19	4	26	31	0	0	0	0	17	0	24	121
8:45 AM	0	23	3	18	37	0	0	0	0	22	0	12	115
TOTAL VOLUMES :	0	142	10	166	284	0	0	0	0	93	0	92	787
APPROACH %'s :	0.00%	93.42%	6.58%	36.89%	63.11%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	50.27%	0.00%	49.73%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	67	7	104	147	0	0	0	0	59	0	57	441
PEAK HR FACTOR :	0.804			0.775			0.000			0.707			0.911

CONTROL : 3-Way Stop (NB/SB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4344-005

Day: Wednesday

City: Otay Mesa

Date: 11/18/2015

PM

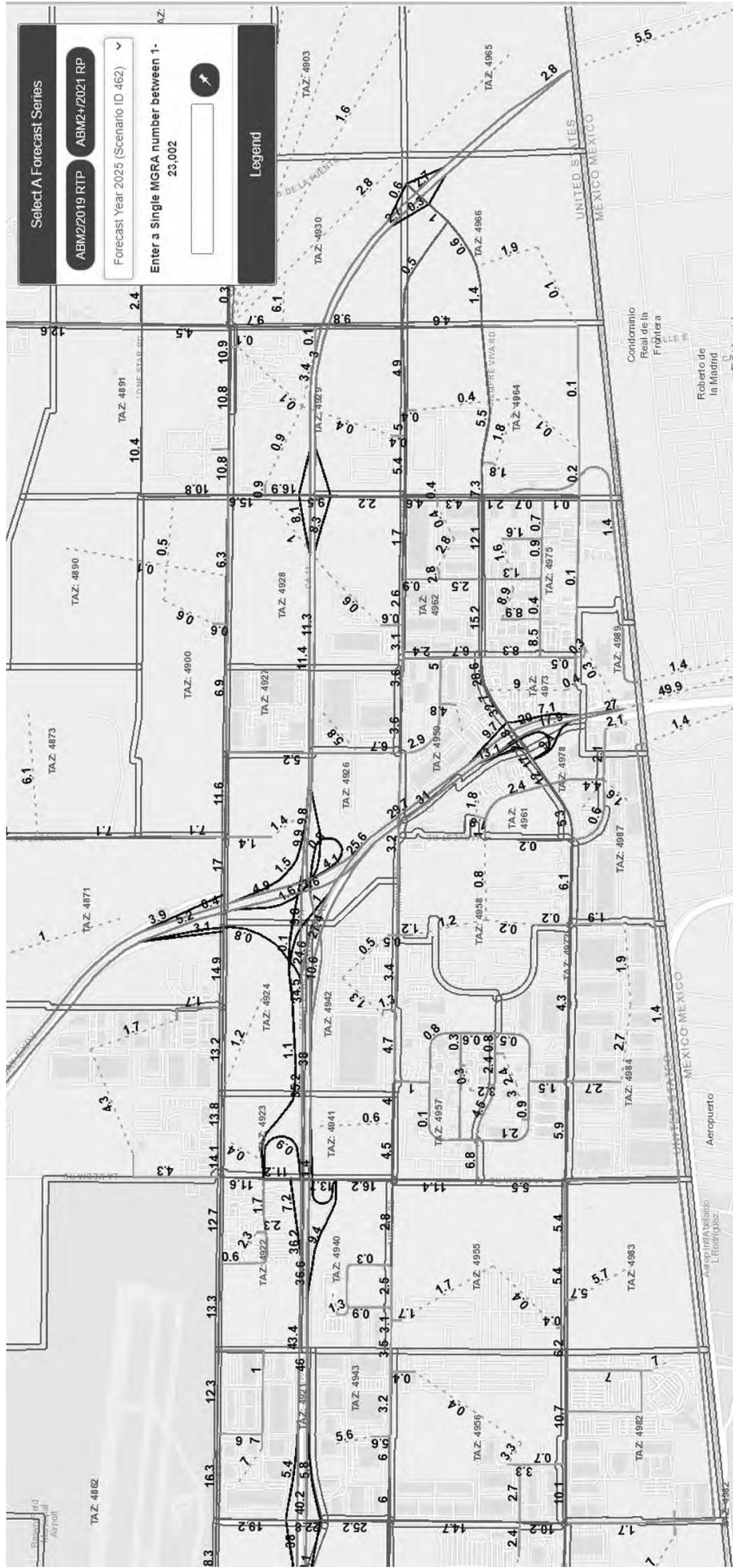
NS/EW Streets:	La Media Rd			La Media Rd			Avenida De La Fuente			Avenida De La Fuente			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	0	0	1	1	0	
4:00 PM	0	40	1	18	37	0	0	0	0	14	0	17	127
4:15 PM	0	45	3	21	29	0	0	0	0	19	0	22	139
4:30 PM	0	41	3	16	34	0	0	0	0	21	0	25	140
4:45 PM	0	27	2	9	36	0	0	0	0	27	0	21	122
5:00 PM	0	41	5	18	19	0	0	0	0	12	0	39	134
5:15 PM	0	21	1	15	5	0	0	0	0	6	0	16	64
5:30 PM	0	11	4	5	5	0	0	0	0	5	0	17	47
5:45 PM	0	17	0	2	5	0	0	0	0	6	0	21	51
TOTAL VOLUMES :	0	243	19	104	170	0	0	0	0	110	0	178	824
APPROACH %'s :	0.00%	92.75%	7.25%	37.96%	62.04%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	38.19%	0.00%	61.81%	
PEAK HR START TIME :	4:15 PM												TOTAL
PEAK HR VOL :	0	154	13	64	118	0	0	0	0	79	0	107	535
PEAK HR FACTOR :	0.870			0.910			0.000			0.912			0.955

CONTROL : 3-Way Stop (NB/SB/WB)

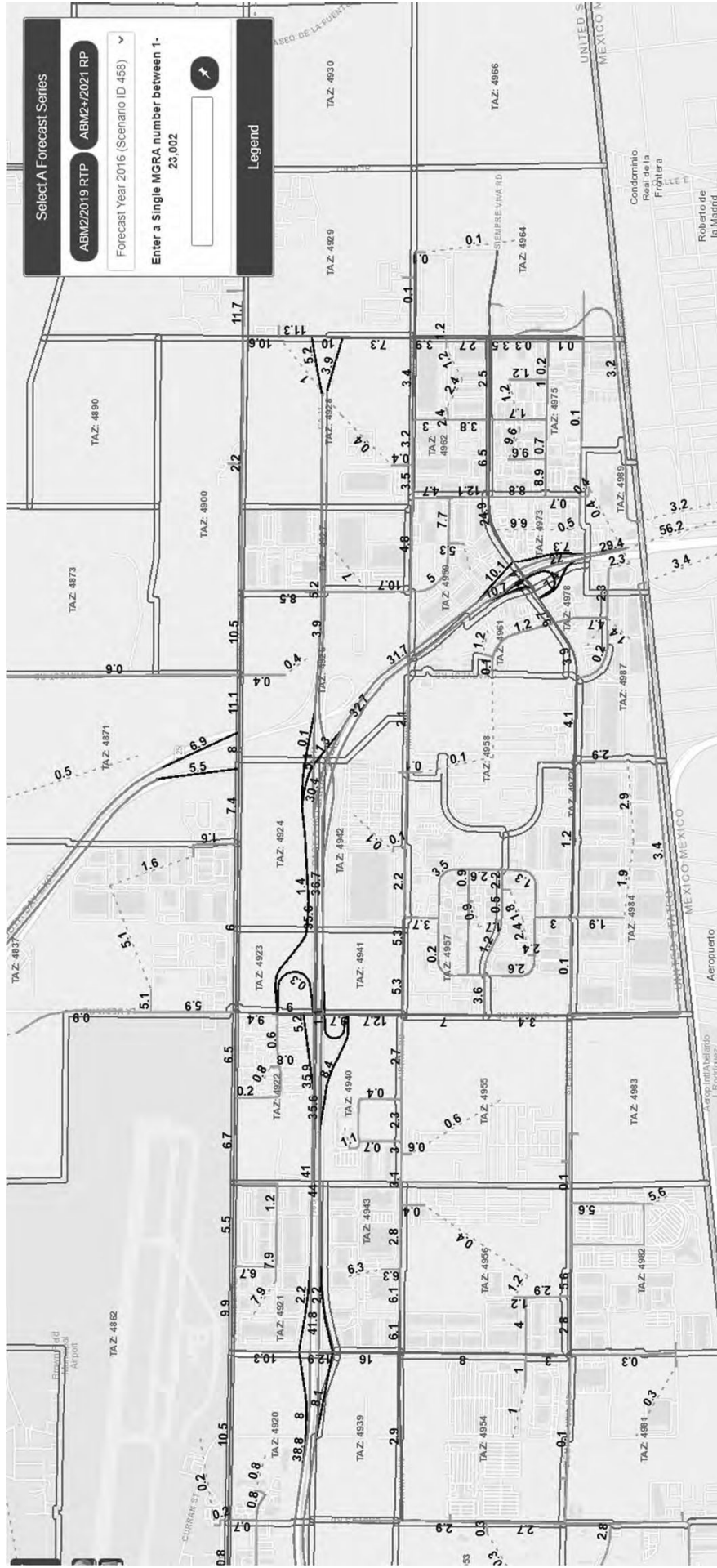
ATTACHMENT 6

SANDAG SERIES 14 (ABM2+) MODEL PLOTS

SANDAG ABM 2+ - Forecast Year 2025 (Scenario ID 462)



SANDAG ABM 2+ - Base Year 2016 (Scenario ID 458)



APPENDIX E

CUMULATIVE PROJECT INFORMATION



TOTAL CUMULATIVE PROJECTS

<p>1</p> <p style="text-align: center;">8 / 19</p> <p style="text-align: center;">↔</p> <p style="text-align: center;">La Media Rd</p> <p style="text-align: center;">↔ ↕ ↕</p> <p style="text-align: center;">162 / 151 342 / 606 162 / 373</p> <p style="text-align: center;">Otay Mesa Rd</p> <hr/> <p style="text-align: center;">16 / 12 314 / 478 15 / 17</p> <p style="text-align: center;">↕ ↕ ↕</p> <p style="text-align: center;">15 / 16 288 / 187</p>	<p>2</p> <p style="text-align: center;">10 / 25 168 / 389</p> <p style="text-align: center;">↕ ↕</p> <p style="text-align: center;">La Media Rd</p> <p style="text-align: center;">↕</p> <p style="text-align: center;">45 / 72</p> <p style="text-align: center;">↕ ↕</p> <p style="text-align: center;">10 / 5</p> <p style="text-align: center;">SR-905 WB Ramps</p> <hr/> <p style="text-align: center;">16 / 21</p> <p style="text-align: center;">↕</p> <p style="text-align: center;">45 / 5 360 / 372 45 / 120</p>	<p>3</p> <p style="text-align: center;">27 / 78 81 / 142</p> <p style="text-align: center;">↕ ↕</p> <p style="text-align: center;">La Media Rd</p> <hr/> <p style="text-align: center;">279 / 232</p> <p style="text-align: center;">↕</p> <p style="text-align: center;">134 / 111</p> <p style="text-align: center;">↕</p> <p style="text-align: center;">5 / 13 169 / 266</p>	<p>4</p> <p style="text-align: center;">93 / 89 24 / 99 98 / 65</p> <p style="text-align: center;">↕ ↕ ↕</p> <p style="text-align: center;">La Media Rd</p> <p style="text-align: center;">↕ ↕</p> <p style="text-align: center;">58 / 145 31 / 45</p> <p style="text-align: center;">Airway Rd</p> <hr/> <p style="text-align: center;">49 / 121 37 / 36 19 / 50</p> <p style="text-align: center;">↕ ↕ ↕</p> <p style="text-align: center;">49 / 26 67 / 16</p>
<p>5</p> <p style="text-align: center;">Driveway 1</p> <p style="text-align: center;">↕</p> <p style="text-align: center;">53 / 94</p> <p style="text-align: center;">Airway Rd</p> <hr/> <p style="text-align: center;">50 / 56</p> <p style="text-align: center;">↕</p>	<p>6</p> <p style="text-align: center;">Driveway 2</p> <p style="text-align: center;">↕</p> <p style="text-align: center;">53 / 94</p> <p style="text-align: center;">Airway Rd</p> <hr/> <p style="text-align: center;">50 / 56</p> <p style="text-align: center;">↕</p>	<p>7</p> <p style="text-align: center;">↕</p> <p style="text-align: center;">53 / 94</p> <p style="text-align: center;">Airway Rd</p> <hr/> <p style="text-align: center;">50 / 56</p> <p style="text-align: center;">↕</p> <p style="text-align: center;">Avenida Costa Azul</p>	

Legend

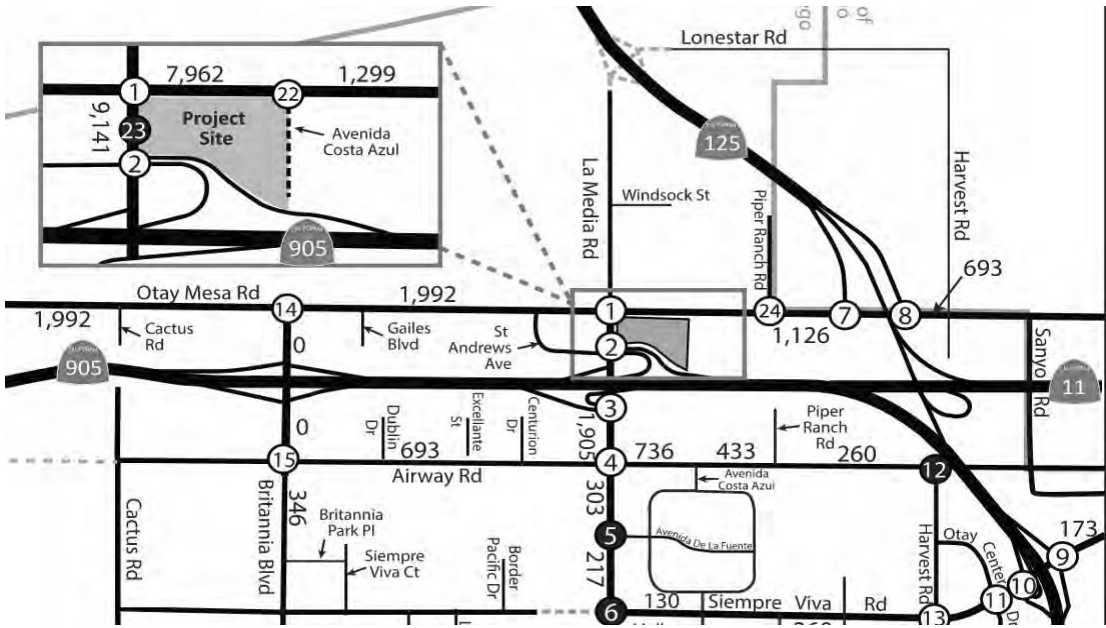
X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



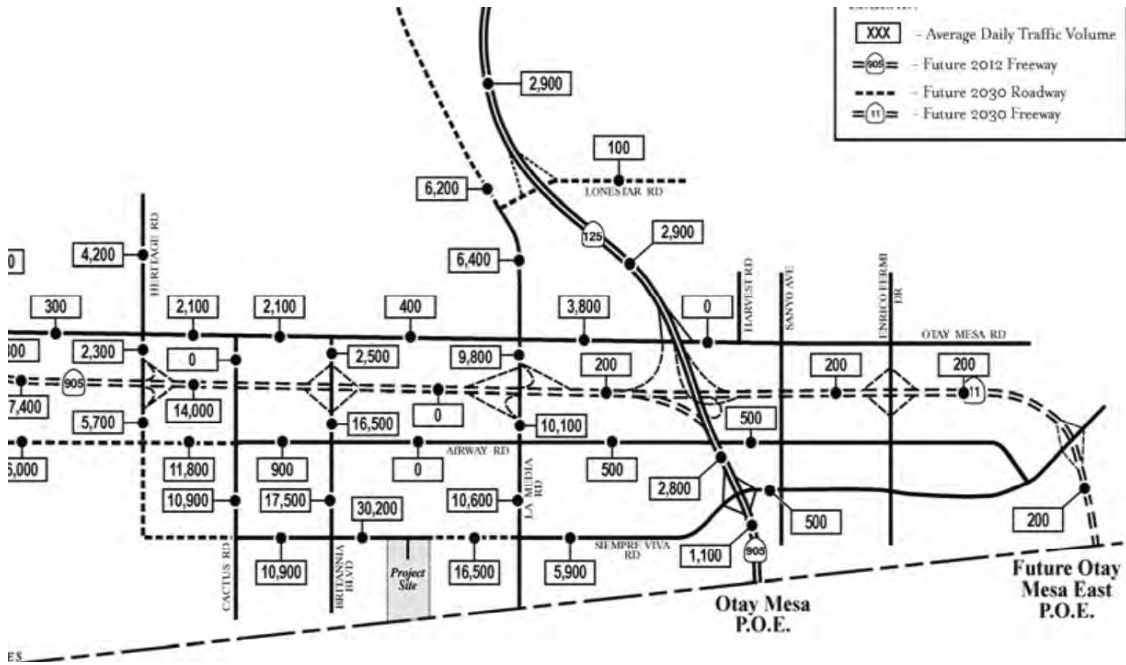
NOT TO SCALE

Roadway Segment	CP03 - Plaza La Media North	CP08 - Tijuana CBX	CP09 - Metro Airpark Phase 1 and 2	CP10 - Sunroad	CP11 - Lumina	CP13 - Airway Logistics	CP15 - Sanyo Logistics	Total
La Media Road								
between Otay Mesa Rd and SR 905 WB Ramps/St. Andrews Ave	9,141	9,800	430	2,662	0	258	0	22,291
between SR 905 WB Ramps/St. Andrews Ave and SR 905 EB Ramps	5,000	10,000	645	127	0	509	465	16,746
between SR 905 EB Ramps and Airway Road	1,905	10,100	860	127	0	509	860	14,361
between Airway Road and Avenida de la Fuente	303	10,600	860	0	0	759	0	12,522
between Avenida de la Fuente and Siempre Viva Road	217	10,600	860	0	0	0	0	11,677
Airway Road								
between La Media Road and Project Driveway 1	736	500	0	0	1,870	46	875	4,027
between Project Driveway 1 and Avenida Costa Azul	736	500	0	0	1,870	46	875	4,027
between Avenida Costa Azul and Piper Ranch Road	433	500	0	0	1,403	46	875	3,257
between Piper Ranch Road and Avenida de la Fuente N	260	500	0	0	1,247	46	875	2,928
between Avenida de la Fuente N and Harvest Rd	260	500	0	0	1,247	46	875	2,928
between Harvest Rd and Sanyo Avenue	260	500	0	0	312	46	894	2,012

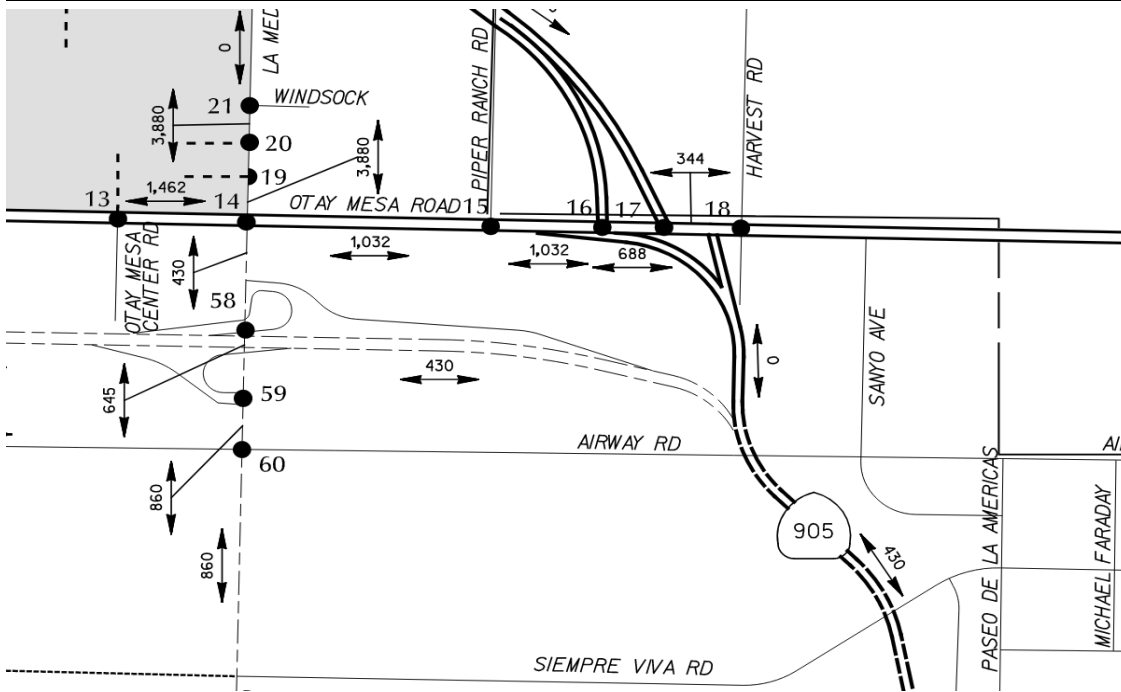
CP01 - Plaza La Media North



CP08 - Tijuana CBX



CP09 - Metro Airpark Phase 1 and 2

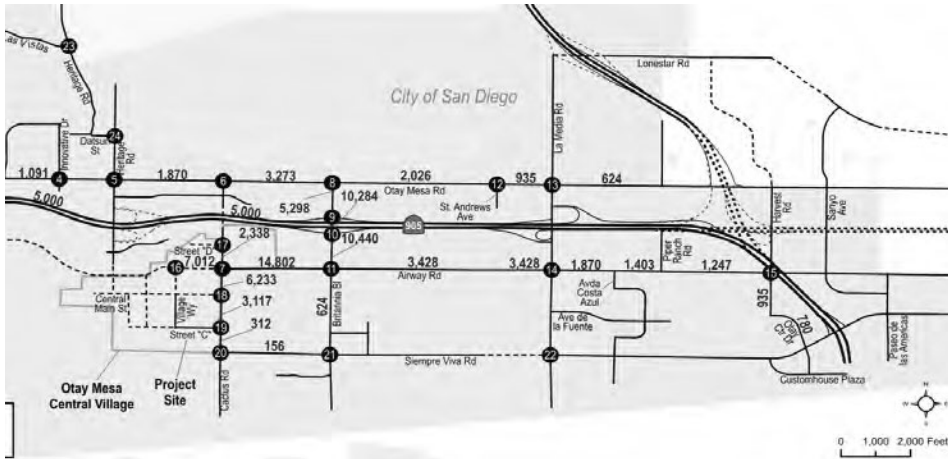


CP10 - Sunroad

Table 6-2 Existing with Phase 1 & 2 Project Conditions Roadway Segment LOS Summary

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	EXISTING BASELINE			EXISTING PLUS PHASE 1			A in ADT	A in V/C	SIGNIFICANT?
			ADT	RATIO (a)	LOS	ADT	RATIO (a)	LOS			
Otay Mesa Road											
Sanyo Road to Harvest Road	4 Lane Collector	30,000	9,639	0.321	A	9,977	0.333	A	332	0.012	NO
Harvest Road to SR-125 NB Ramp	4 Lane Collector	30,000	9,795	0.327	A	10,133	0.338	B	335	0.011	NO
SR-125 NB Ramp to SR-125 SB Ramp	5 Lane Collector	37,500	12,419	0.331	A	13,180	0.351	B	761	0.020	NO
SR-125 SB Ramp to Piper Ranch Road	5 Lane Collector	37,500	16,170	0.431	B				761	0.149	NO
Piper Ranch Road to Avenida Costa Azul Project Access #2	6 Lane Prime Arterial	60,000				16,931	0.282	A			
	5 Lane Prime Arterial	50,000	14,091	0.282	A	14,431	0.241	A	338	0.041	NO
Avenida Costa Azul Project Access #2 to La Media Road	5 Lane Prime Arterial	50,000	14,091	0.282	A				3465	0.011	NO
	6 Lane Prime Arterial	60,000				17,558	0.293	A			
La Media Road to Otay Mesa Center Road	6 Lane Prime Arterial	60,000	9,921	0.165	A	10,639	0.177	A	718	0.012	NO
Otay Mesa Center Road to Gates Boulevard	6 Lane Prime Arterial	60,000	10,389	0.173	A	11,117	0.185	A	718	0.012	NO
Gates Boulevard to Britannia Boulevard	6 Lane Prime Arterial	60,000	10,802	0.181	A	11,320	0.192	A	718	0.012	NO
Britannia Boulevard to Cactus Road	6 Lane Prime Arterial	60,000	11,652	0.194	A	12,370	0.206	A	718	0.012	NO
Cactus Road to Heritage Road	6 Lane Prime Arterial	60,000	10,762	0.179	A	11,311	0.189	A	549	0.010	NO
Heritage Road to Corporate Center Drive	6 Lane Prime Arterial	60,000	11,817	0.197	A	12,197	0.203	A	580	0.006	NO
Corporate Center Drive to Ocean View Hills Parkway	6 Lane Prime Arterial	60,000	16,715	0.279	A	17,011	0.284	A	296	0.005	NO
La Media Road											
Otay Mesa Road to SR-905	5 Lane Collector	37,500	18,170	0.483	C	20,832	0.556	C	2062	0.071	NO
SR-905 WB Ramps to SR-905 EB Ramps	5 Lane Collector	37,500	16,415	0.436	B	16,543	0.441	B	127	0.003	NO

CP11 - Lumina



CP13 - Airway Logistics



CP15 - Sanyo Logistics



Figure 7-2
Project Traffic Volumes
 Sanyo Logistics Center

1. Plaza La Media Trip Generation & Trip Assignment

Majestic Airway - Cumulative Trips

<p>1</p> <p>La Media Rd</p> <p>↕ ↑ 128 / 350 86 / 233</p> <p>Otay Mesa Rd</p> <hr/> <p>75 / 158 ↕</p>	<p>2</p> <p>5 / 16 ↕ ↕ 75 / 235</p> <p>La Media Rd</p> <p>↕ 27 / 61</p> <p>SR-905 WB Ramps</p> <hr/> <p>7 / 16 ↕</p> <p>79 / 175 ↕</p>	<p>3</p> <p>19 / 61 ↕ ↕ 28 / 89</p> <p>La Media Rd</p> <p>SR-905 EB Ramps</p> <hr/> <p>38 / 85 ↕</p> <p>40 / 90 ↕</p>	<p>4</p> <p>6 / 41 ↕ ↕ 9 / 28 ↕ ↕ 13 / 20</p> <p>La Media Rd</p> <p>↕ 22 / 49</p> <p>Airway Rd</p> <hr/> <p>18 / 41 ↕</p>
<p>5</p> <p>Driveway 1</p> <p>↕ 22 / 49</p> <p>Airway Rd</p> <hr/> <p>13 / 20 ↕</p>	<p>6</p> <p>Driveway 2</p> <p>↕ 22 / 49</p> <p>Airway Rd</p> <hr/> <p>13 / 20 ↕</p>	<p>7</p> <p>↕ 22 / 49</p> <p>Airway Rd</p> <hr/> <p>13 / 20 ↕</p> <p>Avenida Costa Azul</p>	

INTERSECTION 1 CUMULATIVE VOLUMES FOR WESTBOUND APPROACH REBLANANCED TO UTILIZE AVAILABLE THROUGH CAPACITY AND LESS CONGESTED BRITANNIA BOULEVARD INTERCHANGE. ASSUMES 40% OF WESTBOUND VEHICLES MAKE WBL AND 60% MAKE WBT. VOLUMES AT INTERSECTION 2 BALANCED ACCORDINGLY.

Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



Table 5-1
Trip Generation Rates

Land Use	Driveway Vehicle Trip Rate	Cumulative Vehicle Trip Rate	AM PEAK HOUR		PM PEAK HOUR	
			% of ADT	In:Out Ratio	% of ADT	In:Out Ratio
Community Retail	70 ADT / ksf	49 trips / ksf	3%	0.60 : 0.40	10%	0.50 : 0.50
Fast Food w/Drive Thru	700 ADT / ksf	420 trips / ksf	4%	0.60 : 0.40	8%	0.50 : 0.50
Drugstore	90 ADT / ksf	40 trips / ksf	4%	0.60 : 0.40	10%	0.50 : 0.50
Gas Station w/Food Mart & Carwash	155 ADT / vfs	31 trips / vfs	8%	0.50 : 0.50	9%	0.50 : 0.50

Notes:

ksf: 1,000 square feet, vfs: vehicle fueling space

The trip rates for the proposed uses are based on the *City of San Diego's Trip Generation Manual, May 2003*.

Table 5-2
Trip Generation Summary

Land Use	Amount	ADT	AM PEAK HOUR			PM PEAK HOUR		
			In	Out	Total	In	Out	Total
Community Retail	106.7 ksf	7,469	134	90	224	374	373	747
Drugstore	13.5 ksf	1,215	29	20	49	61	61	122
Fast Food w/Drive Thru	6 ksf	4,200	101	67	168	168	168	336
Gas Station w/Food Mart & Carwash	12 vfs	1,860	75	74	149	84	83	167
<i>Project Driveway Trips Total</i>		14,744	339	251	590	687	685	1,372
Project Cumulative Trips Total^(a)		8,660	183	127	310	407	405	812

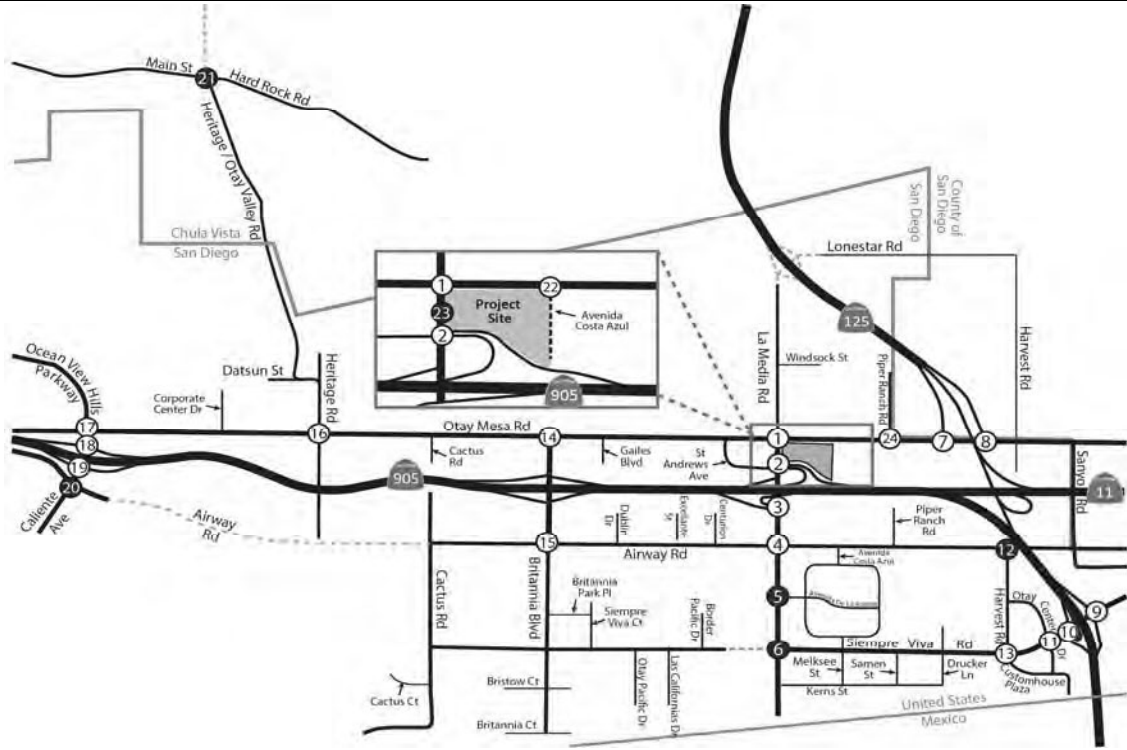
Notes:

ksf: 1,000 square feet, vfs: vehicle fueling space

The trip rates for the proposed uses are based on the *City of San Diego's Trip Generation Manual, May 2003*.

^(a) Cumulative trips are based on the cumulative trip rates and do not include pass-by trips.

La Media Retail

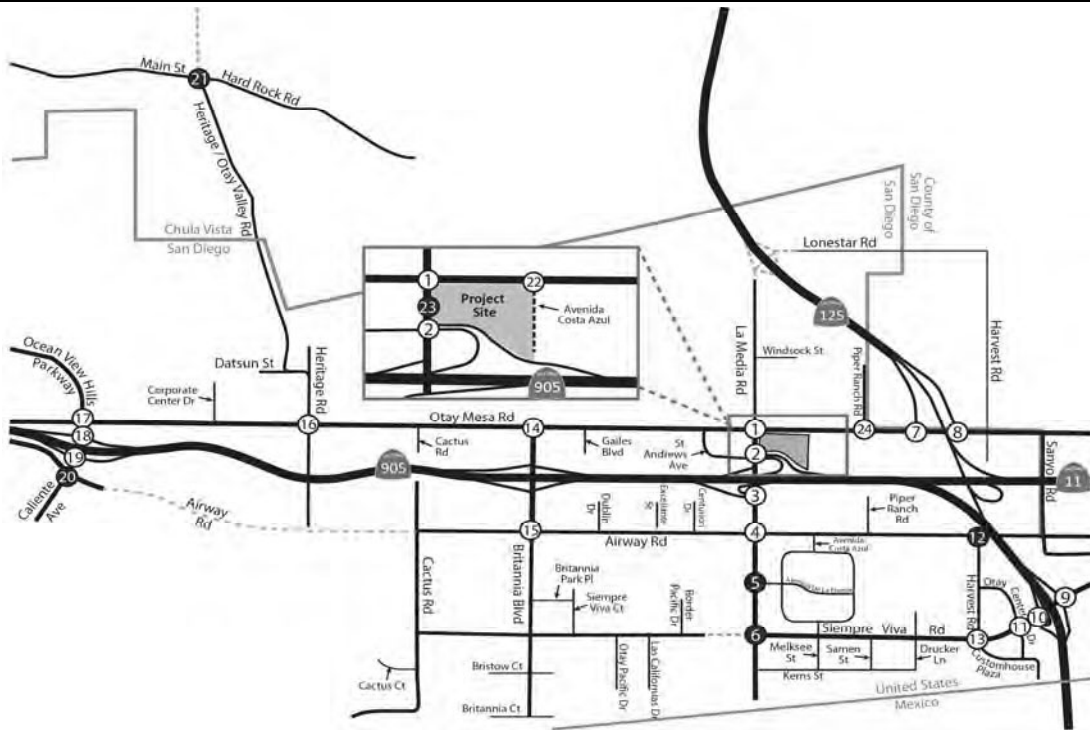


xx / yy = AM / PM Peak-Hour Turning Movement Volumes
 The naming convention for intersections is North-South / East-West

La Media Rd @ Otay Mesa Rd	La Media Rd @ SR-905 WB Ramps	La Media Rd @ SR-905 EB Ramps	La Media Rd @ Airway Rd
<p>← 58 / 158 ↓ 156 / 425</p> <p>1</p> <p>78 / 158 →</p>	<p>↑ 5 / 16 ← 74 / 235</p> <p>2</p> <p>7 / 16 ↑</p> <p>↑ 27 / 61</p> <p>79 / 175 →</p>	<p>↑ 19 / 61 ↓ 28 / 89</p> <p>3</p> <p>38 / 85 ↑</p> <p>40 / 90 →</p>	<p>↑ 13 / 41 ↓ 9 / 28</p> <p>4</p> <p>18 / 41 ↑</p> <p>↑ 22 / 49</p>
La Media Rd @ Avenida de la Fuente	La Media Rd @ Siempre Viva Rd	SR-125 SB Ramp @ Otay Mesa Rd	SR-125 NB Ramp @ Otay Mesa Rd
<p>← 6 / 20 ↓ 3 / 8</p> <p>5</p>	<p>← 3 / 8 ↓ 4 / 12</p> <p>6</p>	<p>↑ 9 / 20</p> <p>7</p> <p>17 / 53 →</p> <p>← 15 / 33</p>	<p>← 15 / 33</p> <p>8</p> <p>6 / 20 ↑</p> <p>10 / 32 →</p>
SR-905 NB Ramps @ Siempre Viva Rd	SR-905 SB Ramps @ Siempre Viva Rd	Otay Center Dr @ Siempre Viva Rd	Harvest Rd @ Airway Rd
<p>← 4 / 8</p> <p>9</p> <p>3 / 8 →</p>	<p>← 4 / 8</p> <p>10</p> <p>3 / 8 →</p>	<p>← 4 / 8</p> <p>11</p> <p>3 / 8 →</p>	<p>← 5 / 12</p> <p>12</p> <p>4 / 12 →</p>

Figure 5-3a
 Opening Year 2020 Peak Hour Project Trip Assignment

La Media Retail



xx / yy = AM / PM Peak-Hour Turning Movement Volumes

The naming convention for intersections is North-South / East-West

Harvest Rd / Customhouse Plaza @ Siempre Viva Rd		Britannia Blvd @ Otay Mesa Rd		Britannia Blvd @ Airway Rd		Heritage Rd @ Otay Mesa Rd	
← 4 / 8	13	← 29 / 93	14	← 3 / 8 ↓ 5 / 16	15	↓ 18 / 41 ↑ 13 / 41 ← 17 / 53	16
3 / 8 →		42 / 94 →		4 / 8 →	7 / 16 ↓	24 / 53 →	
Ocean View Hills Pkwy / Caliente Ave @ Otay Mesa Rd		Caliente Ave @ SR-905 WB Ramps		Caliente Ave @ SR-905 EB Ramps		Caliente Ave @ Airway Rd	
↓ 24 / 53	17	↓ 4 / 12	18	← 4 / 12	19	↑ 4 / 12	20
↑ 17 / 53				5 / 12 →		5 / 12 ↑	
Heritage Rd @ Hard Rock Rd / Main St		Avenida Costa Azul @ Otay Mesa Rd		La Media Rd @ Project Driveway		Piper Ranch Rd @ Otay Mesa Rd	
← 18 / 41	21	↓ 51 / 103	22	← 156 / 425	23	↑ 4 / 8 ← 24 / 53	24
13 / 41 →		78 / 158 ↓	213 / 582 ↑ 38 / 103 ↓	210 / 426 ↓		3 / 8 ↑ 17 / 53 →	

Figure 5-3b
Opening Year 2020 Peak Hour Project Trip Assignment

La Media Retail

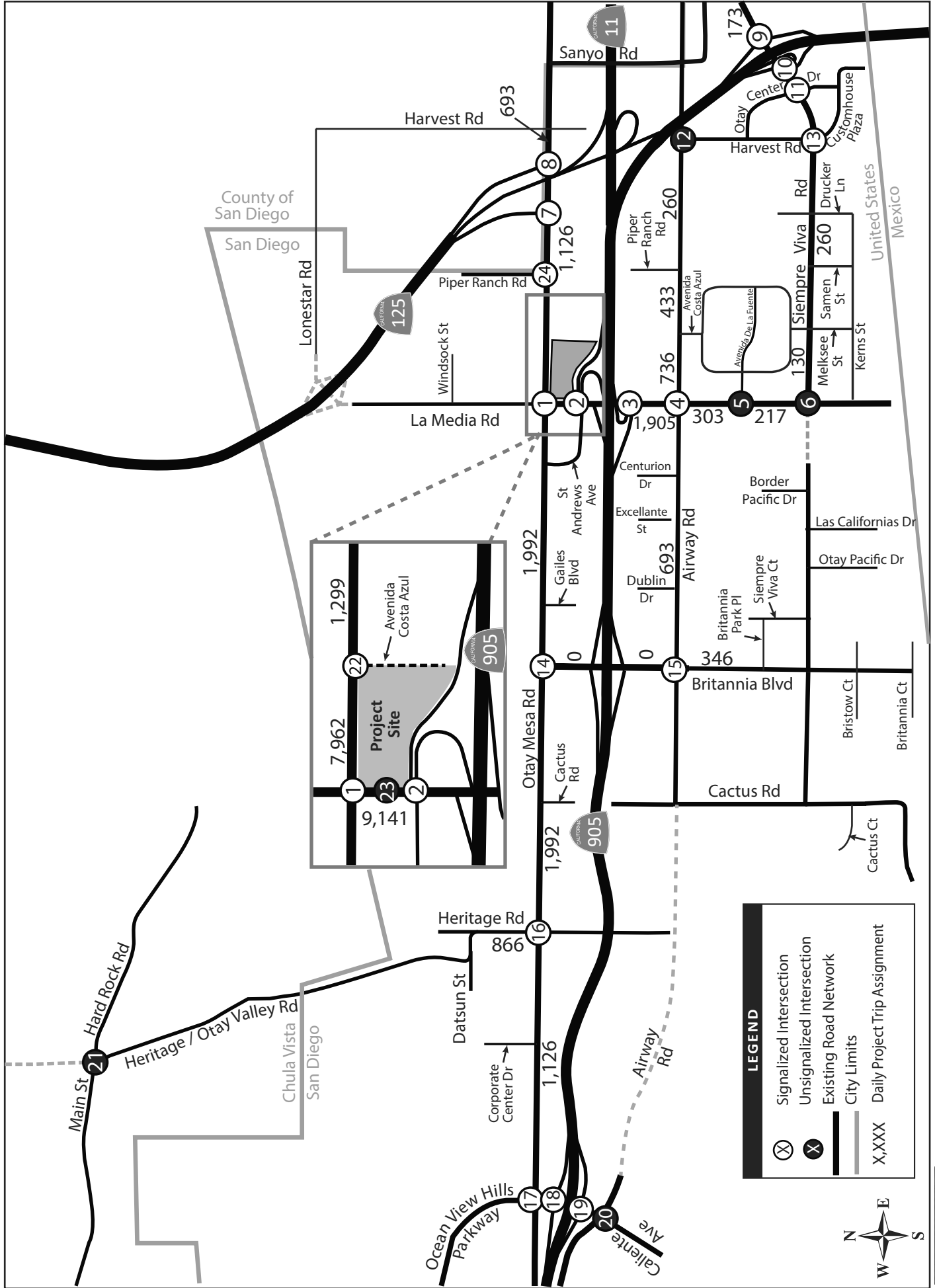


Figure 5-4
Opening Year 2020 Daily Project Trip Assignment

3. Candlelight Trip Generation & Trip Assignment

Project not expected to generate trips within proposed study area.

4.0 PROJECT TRAFFIC

The following section describes the trip generation, distribution and assignment related to the proposed Candlelight project.

Trip Generation

In order to estimate the traffic generation for the site, standard City of San Diego traffic generation rates taken from the City of San Diego *Trip Generation Manual* (May 2003) were applied to the proposed project. “Multiple Dwelling Units – Over 20 dwelling units per acre” rates were used to estimate the daily trip rate and morning and afternoon peak-hour traffic generation for this use. **Table 4-1** summarizes the trip generation for the site. As shown in the table, the site would generate a total of 2,850 new daily trips, including 228 (46 in, 182 out) a.m. peak-hour trips, and 257 (180 in, 77 out) p.m. peak-hour trips.

Trip Distribution

The project distribution for the Existing and Near Term roadway network scenarios were estimated based on traffic distributions patterns used in the final Traffic Impact Study prepared for the Southview project, dated November 15, 2011. The distributions for both studies should be the same since both projects have the same land uses and the roadway segment networks are the same.

For the Horizon Year scenarios, a Series 11 Select Zone model run was obtained for the project and provided by the City of San Diego. The distribution for the Horizon Year scenario is different from the Near Term scenario because of land use and roadway network changes expected for the Horizon Year conditions based on the City’s Adopted Community Plan and Public Facilities Financing Plan for the Otay Mesa community.

Existing and Near Term Conditions:

- 87% of the project traffic would originate from the north along Caliente Avenue.
 - 32% would originate from the north
 - 6% north along Ocean View Hills Parkway
 - 26% east along Otay Mesa Road
 - 42% would originate from the west along SR-905
 - 13% would originate from the east along SR-905
- 13% of the project traffic would originate from the west along Airway Road.

Horizon Year Conditions:

- 2% of the project traffic would originate from the south along Caliente Avenue.
- 88% of the project traffic would originate from the north along Caliente Avenue.
 - 41% would originate from the north
 - 8% north along Ocean View Hills Parkway
 - 28% east along Otay Mesa Road
 - 5% west along Otay Mesa Road)
 - 14% would originate from the west along SR-905
 - 33% would originate from the east along SR-905
- 10% of the project traffic would originate from the west along Airway Road.

Figure 4-1 shows the project traffic distribution for the Existing and Near Term conditions. **Figure 4-2** shows the project traffic distributions for the Horizon Year Conditions.

TABLE 4-1
TRIP GENERATION SUMMARY

Land Use	Units ¹	Daily Trip Rate ²	Daily Trips	AM Peak-Hour			PM Peak-Hour									
				% of ADT ²	In:Out Ratio ²	In	Out	Total	% of ADT ²	In:Out Ratio ²	In	Out	Total			
Proposed																
Driveway Trips ³																
	Multiple Dwelling Unit - Over 20 dwelling units/acre	475 du	6 / du	2,850	8%	2.00	8.00	46	182	228	9%	7.00	3.00	180	77	257
Proposed Total				2,850		46	182	228		180	77	257				
NET TRIP GENERATION =				2,850		46	182	228		180	77	257				

Note:
 1. DU = Dwelling Unit
 2. Trip rates referenced from the City of San Diego Land Development Code - Trip Generation Manual, May 2003.
 3. Driveway trips are the total number of trips generated by a site.

K:\SND_TPTCO\095809001-Candlelight\Excel\809001TGO1.kshpSummary

TABLE 4-1
TRIP GENERATION SUMMARY

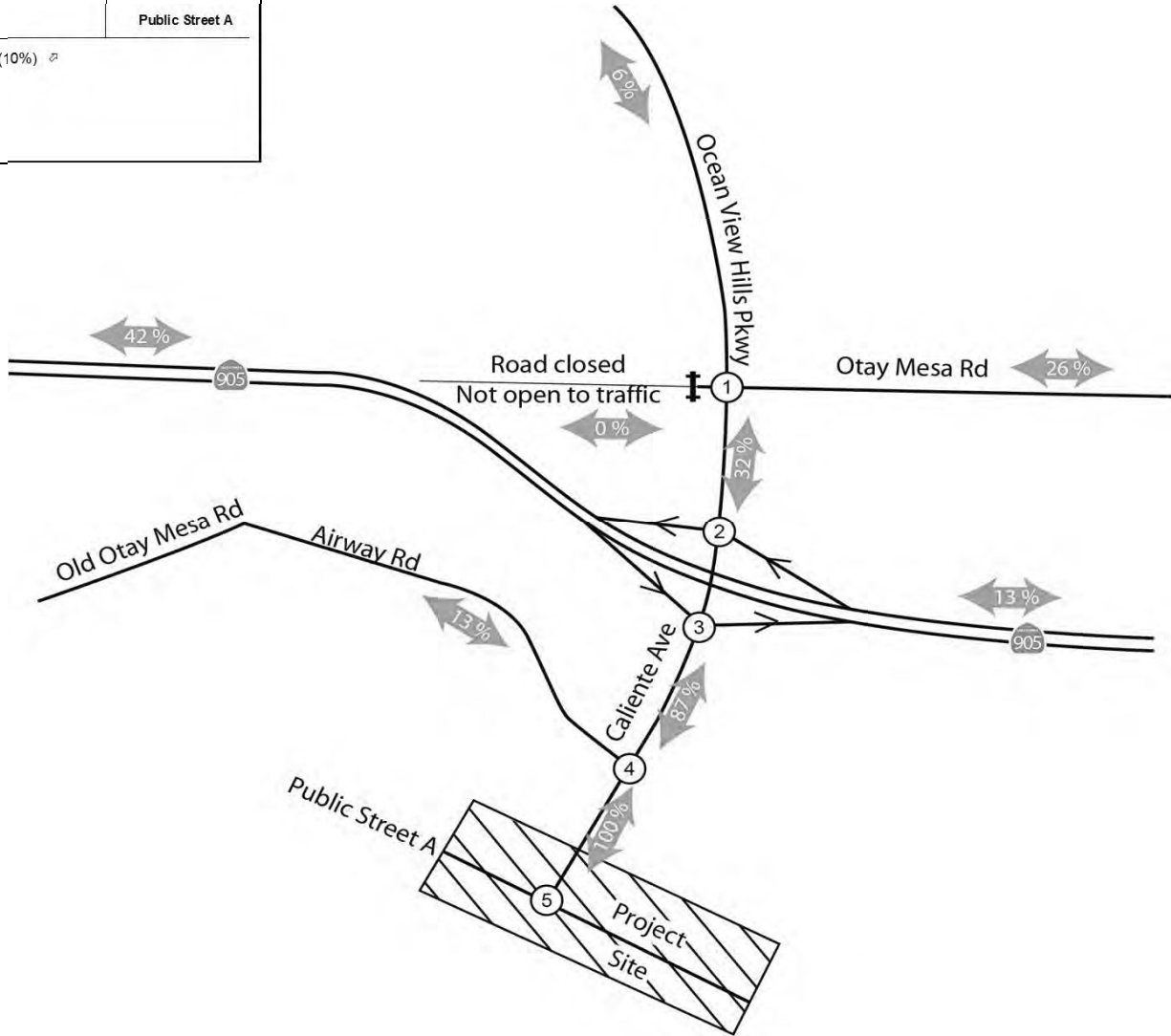
Land Use	Units ¹	Daily Trip Rate ²	Daily Trips	AM Peak-Hour			PM Peak-Hour							
				% of ADT ²	In:Out Ratio ²	In	Out	Total	% of ADT ²	In:Out Ratio ²	In	Out	Total	
Driveaway Trips ³														
Proposed														
Candlelight	Multiple Dwelling Unit - Under 20 dwelling units/acre	450 du	8 / du	3,600	8%	2.00 : 8.00	58	230	288	10%	7.00 : 3.00	252	108	360
Proposed Total				3,600			58	230	288			252	108	360
NET TRIP GENERATION =				3,600			58	230	288			252	108	360

Note:

1. DU = Dwelling Unit
2. Trip rates referenced from the City of San Diego K:\SND_TPTO\095791005 - Candlelight TG\ANALYSIS
3. Driveaway trips are the total number of trips generated by a site.

Candlelight

<p>1</p> <p>⇄ 6%</p> <p>Ocean View Hills Pkwy</p> <p>⇄ 26%</p> <p>Otay Mesa Rd</p> <p>⇄ (6%) (26%) ⇄</p> <p>Callente Ave</p>	<p>2</p> <p>⇄ 32%</p> <p>Callente Ave</p> <p>⇄ 13%</p> <p>SR-905 WB Ramps</p> <p>(42%) ⇄ (32%) ⇄</p>	<p>3</p> <p>⇄ 45%</p> <p>Callente Ave</p> <p>42%</p> <p>SR-905 EB Ramps</p> <p>(74%) ⇄ (13%) ⇄</p>	<p>4</p> <p>⇄ 87%</p> <p>Callente Ave</p> <p>13%</p> <p>Airway Rd</p> <p>(13%) ⇄ (87%) ⇄</p>
<p>5</p> <p>⇄ 10%</p> <p>⇄ 90%</p> <p>Callente Ave</p> <p>⇄ (90%)</p> <p>Public Street A</p> <p>(10%) ⇄</p>			

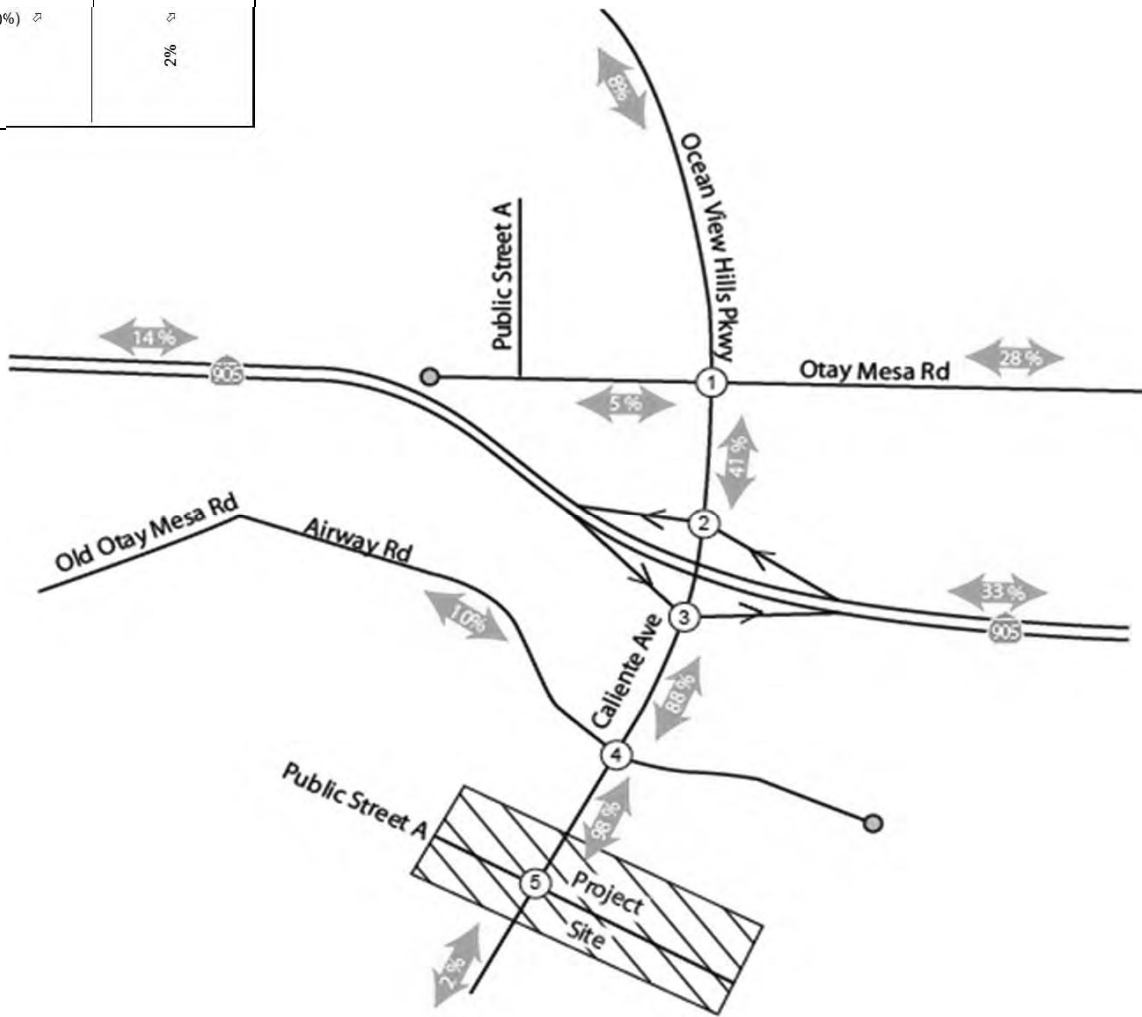


Legend
 X% / (Y%) = IN / OUT PERCENT DISTRIBUTION



Candlelight

<p>1</p> <p>↔ 8% Ocean View Hills Pkwy</p> <p>↔ 28% Otay Mesa Rd</p>	<p>2</p> <p>↔ 41% Callente Ave</p> <p>↔ 33% SR-905 WB Ramps</p>	<p>3</p> <p>↔ 74% Callente Ave</p> <p>↔ SR-905 EB Ramps</p>	<p>4</p> <p>↔ 50% Callente Ave</p> <p>↔ 22% Airway Rd</p>
<p>↔ 5% Callente Ave</p> <p>(5%) ↕ (8%) ↕ (28%) ↕</p>	<p>(14%) ↕ (41%) ↕</p>	<p>↔ 14%</p> <p>(55%) ↕ (33%) ↕</p>	<p>↔ 10%</p> <p>(10%) ↕ (50%) ↕ (22%) ↕</p>
<p>5</p> <p>↔ 10% Callente Ave</p> <p>↔ 88%</p> <p>↔ (88%)</p> <p>↔ (2%) Public Street A</p> <p>(10%) ↕</p> <p>↔ 2%</p>			



Legend
 X% / (Y%) = IN / OUT PERCENT DISTRIBUTION



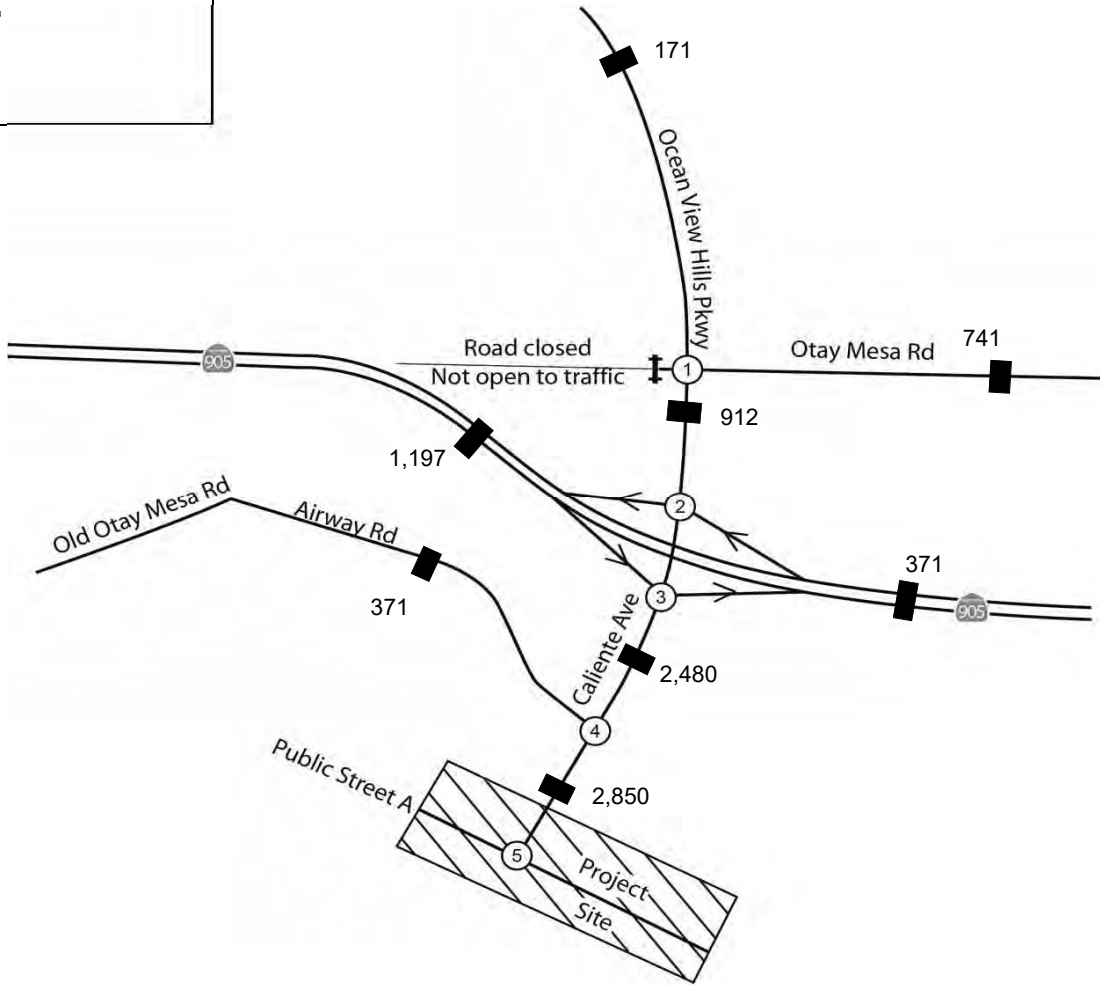
NOT TO SCALE

Trip Assignment

Based on the project trip distributions, daily and a.m. and p.m. peak-hour project trips were assigned to the local roadway network and through the study intersections. **Figure 4-3** shows the project traffic assignment for the Existing and Near Term conditions and **Figure 4-4** shows the project traffic assignment for Horizon Year conditions.

Candlelight

<p>1</p> <p>3 / 11</p> <p>Ocean View Hills Pkwy</p> <p>12 / 47</p> <p>Otay Mesa Rd</p> <p>Calliente Ave</p> <p>11 / 5</p> <p>47 / 20</p>	<p>2</p> <p>15 / 58</p> <p>Calliente Ave</p> <p>6 / 23</p> <p>SR-905 WB Ramps</p> <p>76 / 32</p> <p>58 / 25</p>	<p>3</p> <p>21 / 81</p> <p>Calliente Ave</p> <p>SR-905 EB Ramps</p> <p>19 / 76</p> <p>135 / 57</p> <p>24 / 10</p>	<p>4</p> <p>40 / 157</p> <p>Calliente Ave</p> <p>Airway Rd</p> <p>6 / 23</p> <p>24 / 10</p> <p>158 / 67</p>
<p>5</p> <p>5 / 18</p> <p>41 / 162</p> <p>Calliente Ave</p> <p>164 / 69</p> <p>Public Street A</p> <p>18 / 8</p>			



Legend

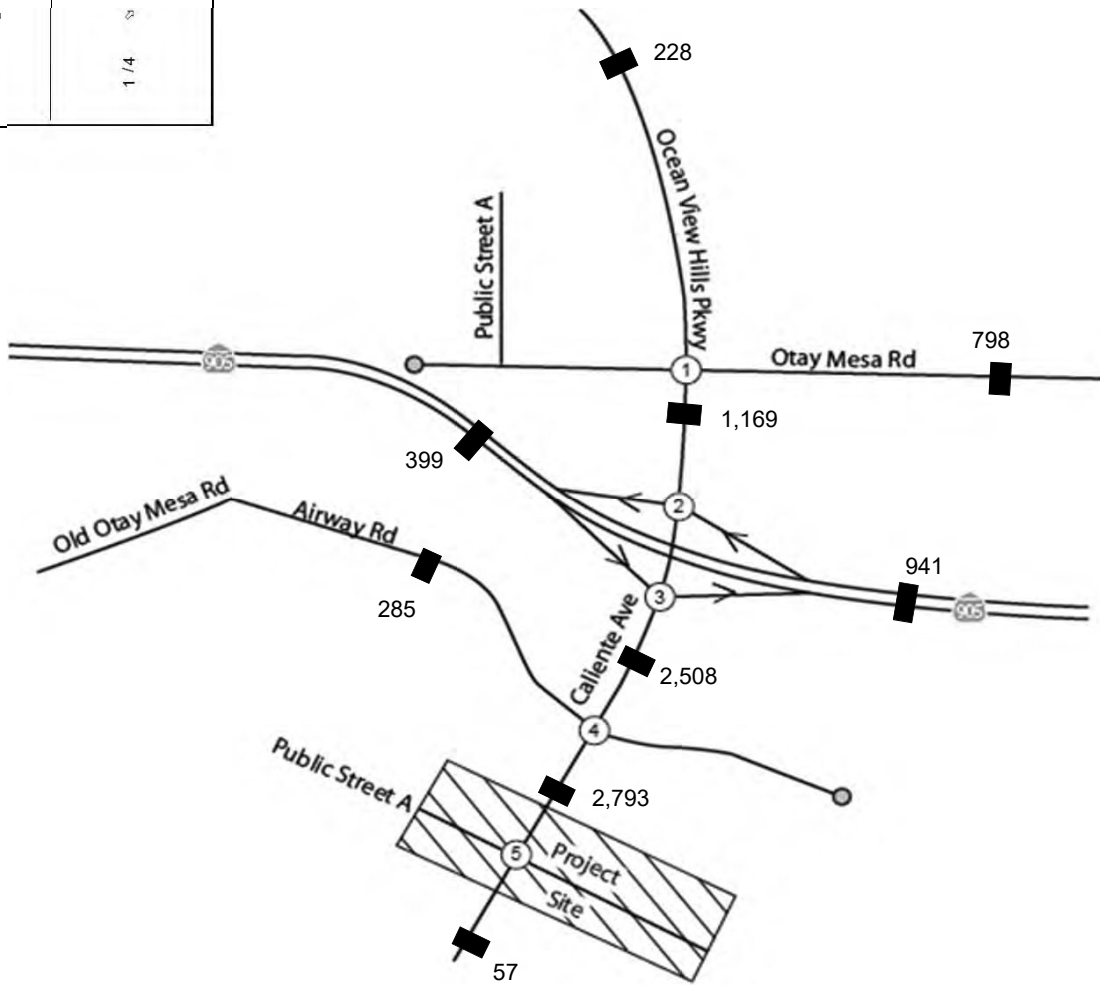
X / Y = AM / PM PEAK HOUR TURNING VOLUMES

■ X,XXX = Average Daily Traffic



Candlelight

<p>1</p> <p>4 / 14 ⇄ Ocean View Hills Pkwy</p> <p>13 / 50 ⇄ Otay Mesa Rd</p> <hr/> <p>2 / 9 ⇄ Calliente Ave</p> <p>9 / 4 ⇄ 15 / 6 ⇄ 51 / 22 ⇄</p>	<p>2</p> <p>19 / 74 ⇄ Calliente Ave</p> <p>15 / 59 ⇄ SR-905 WB Ramps</p> <hr/> <p>25 / 11 ⇄ 75 / 32 ⇄</p>	<p>3</p> <p>34 / 133 ⇄ Calliente Ave</p> <p>SR-905 EB Ramps</p> <hr/> <p>6 / 25 ⇄</p> <p>100 / 42 ⇄ 60 / 25 ⇄</p>	<p>4</p> <p>23 / 90 ⇄ Calliente Ave</p> <p>10 / 40 ⇄ Airway Rd</p> <hr/> <p>5 / 18 ⇄</p> <p>18 / 8 ⇄ 91 / 39 ⇄ 40 / 17 ⇄</p>
<p>5</p> <p>5 / 18 ⇄ 40 / 158 ⇄ Calliente Ave</p> <p>160 / 68 ⇄ 4 / 2 ⇄ Public Street A</p> <hr/> <p>18 / 8 ⇄</p> <p>1 / 4 ⇄</p>			



Legend

X / Y = AM / PM PEAK HOUR TURNING VOLUMES

■ X,XXX = Average Daily Traffic



FIGURE 4-4

K:\SND_TP\TO\095809001-Candlelight\Excel\809001TA01.xlsm\HY Proj Assign Figure 1-16

5. BDM Mixed Use Trip Generation & Trip Assignment

Project not expected to generate trips within proposed study area.

Project Trip Generation

Project trip generation estimates were derived utilizing the trip generation rates outlined in the *City of San Diego Land Development Code – Trip Generation Manual, May 2003*. **Table 1** displays the Proposed Project’s trip generation.

Table 1 BDM Mixed Use – Trip Generation

Land Use	Units	Trip Rate	ADT	AM Peak Hour					PM Peak Hour				
				%	Trips	Split	In	Out	%	Trips	Split	In	Out
Commercial	6,000 SF	40 / KSF	240	3%	8	6:4	5	3	9%	22	5:5	11	11
Multi-family	430 DU	6 / DU	2,580	8%	207	2:8	41	166	9%	233	7:3	163	70
Total			2,820		215		46	169		255		174	81

Source: *City of San Diego Land Development Code – Trip Generation Manual, May 2003*

Notes:

SF = Square Feet

KSF = 1,000 Square Feet

DU = Dwelling unit

As shown in Table 1, the Proposed Project would be expected to generate approximately 2,820 daily trips, including 215 (46-in / 169-out) AM peak hour trips and 255 (174-in / 81-out) PM peak hour trips.

Project Distribution

Since the Proposed Project trip generation is greater than 2,400 average daily trips, a SANDAG Series 13 Year 2020 select zone analysis (SZA) was conducted to determine the project’s trip distribution patterns. However, the SZA analysis assumes a fully built out network including an improvement of Heritage Road north of Otay Mesa Road from a two-lane Collector with a continuous left-turn lane to a six-lane Primary Arterial (per Otay Mesa Community Plan). Due to the uncertainty of timing of implementation of the Heritage Road improvements, the project trip distribution patterns were modified to reflect the current transportation network. Additionally, since the Proposed Project utilizes two separate driveways, the project site was divided into three separate zones, each with different driveway utilization assumptions. The results of the select zone analysis are provided in **Attachment 2** and driveway utilization assumptions are provided in **Attachment 3**. **Figure 3** displays the project trip distribution patterns associated with the Proposed Project under all study scenarios.

Project Assignment

Based upon the project trip distribution pattern and driveway utilization assumptions, the daily and AM/PM peak hour project trips were assigned to the study area roadway network. **Figure 4** displays the assignment of project trips to the study area roadways and intersections under all study scenarios.

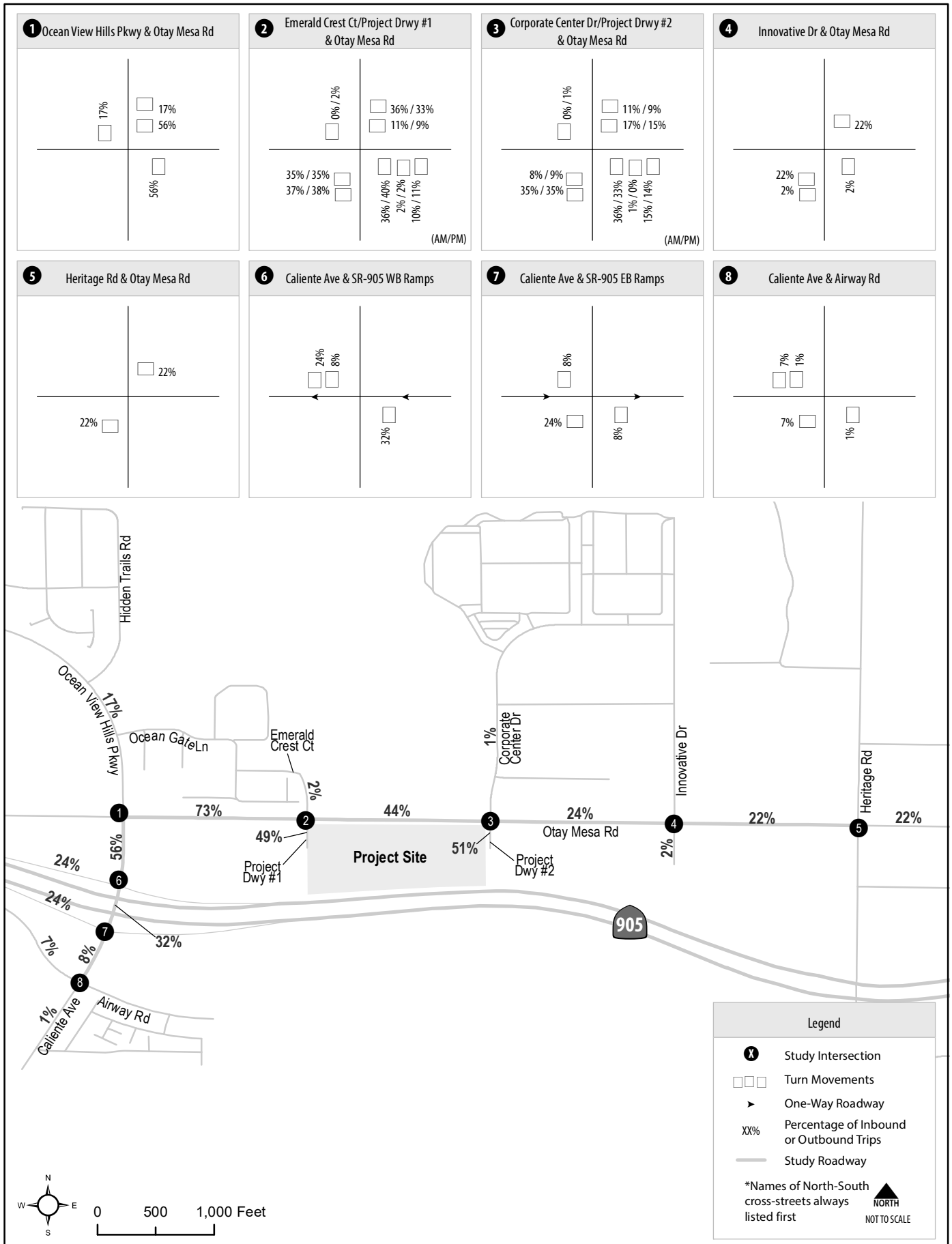


Figure 3
 Proposed Project Trip Distribution

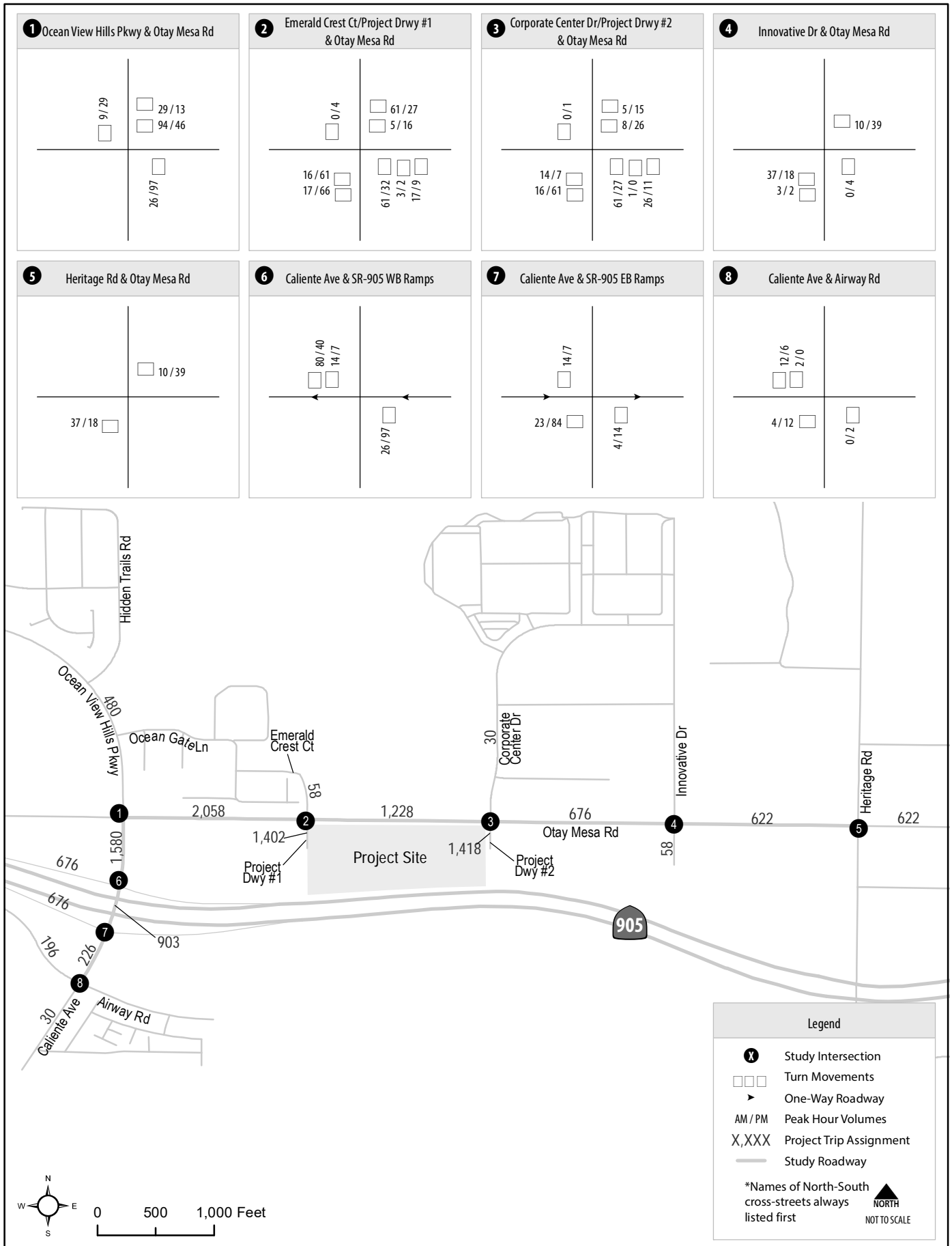


Figure 4
Proposed Project Trip Assignment

6. Marijuana Production Facility Trip Assignment

Project trips captured in existing count - project operational at the time data collection took place

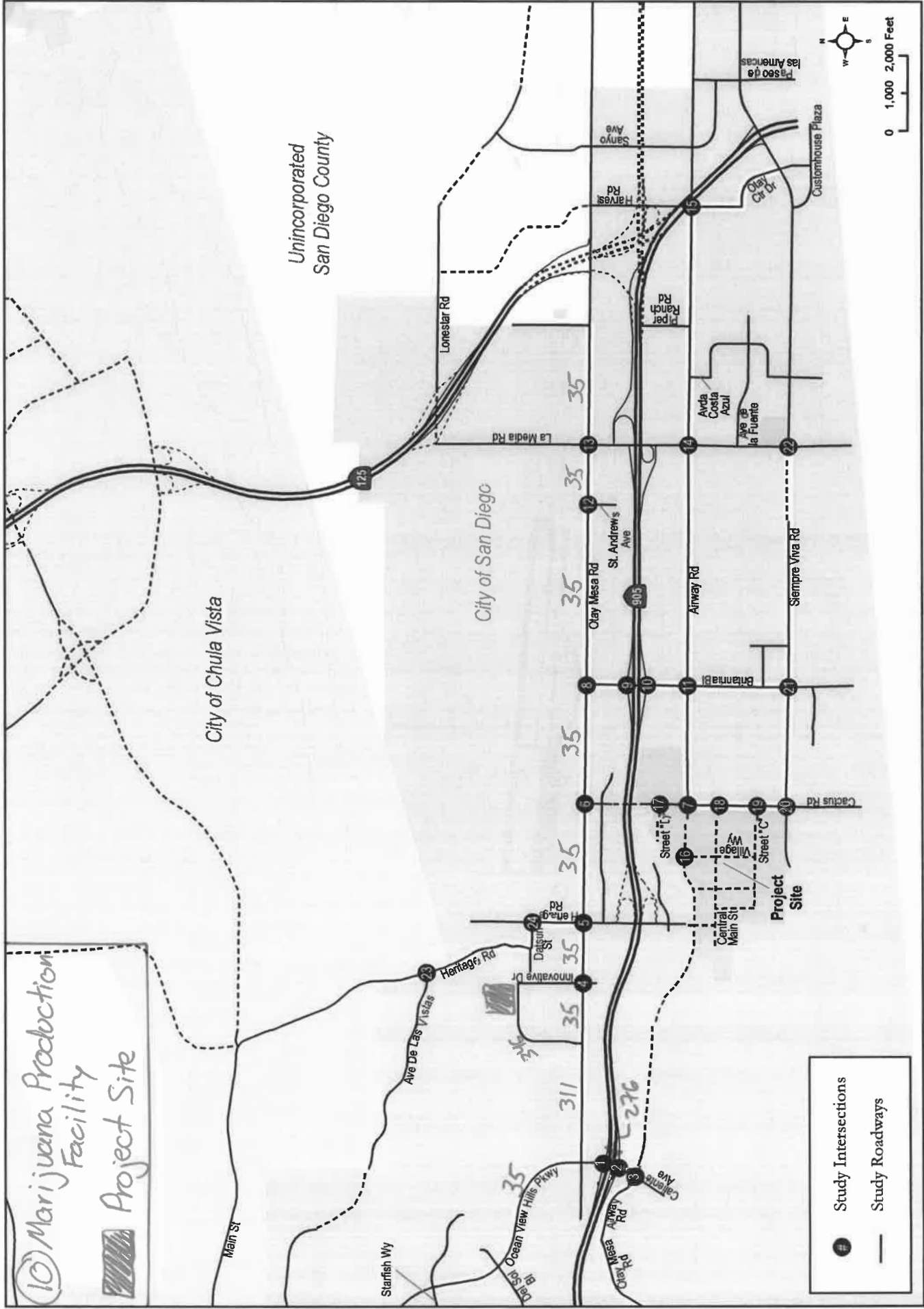


Figure 1-2
Project Study Area

7. PA 61 Trip Generation & Trip Assignment

Project not expected to generate trips within proposed study area.

4.0 Project Description

The proposed California Terraces PA 61 is a mixed-use project with 171 to 267 multi-family units, up to 45,000 sf of commercial/retail space, and a 0.19 acre private park. The site of approximately 14 acres is currently vacant. The project is anticipated to open in 2020. The City of San Diego *Otay Mesa Community Plan* identifies the site as Community Commercial (Appendix E). The project requires a CPA to redesignate the site from Community Commercial – Residential Prohibited to Community Commercial – Residential Permitted and to rezone the eastern portion of the property from CC-1-3 to RM-2-5. The following discretionary approvals are required as part of the project:

- 1) Vesting Tentative Map
- 2) Site Development Permit
- 3) Master Planned Development Permit
- 4) Neighborhood Development Permit
- 5) Community Plan Amendment Land Use and Roadway Classification
- 6) Street Vacation and Rezone

4.1 Project Site Access

Two new public cul-de-sac streets are proposed as part of the project (Street A and Street B). Project access will be from driveways on these cul-de-sac streets. A right-in/right-out only point of access is proposed on Otay Mesa Road approximately 500 feet east of Caliente Avenue (centerline to centerline, Street A) and a full signalized shared access at Otay Mesa Road/Emerald Crest Court/Street B. The intersection of Otay Mesa Road /Emerald Crest Court will be signalized by the first applicant to obtain building permits between this project and the adjacent Handler commercial project, unless it is completed beforehand as outlined in the Deferred Improvement Agreement between Garden Communities and City of San Diego dated 4/24/2007. Additionally, Pardee and Handler have letters of permission for offsite grading/improvements from each other (included in **Appendix J**) to allow the first in line to proceed with the full construction of Street B (southerly extension of Emerald Crest Ct); however, Pardee agrees to the conditions of approval that requires the construction of Street B if Pardee precedes the adjacent Handler commercial project. Each of the two access points will have a dedicated right turn deceleration lane along Otay Mesa Road.

Street B will also serve the adjacent and easterly parcel currently being processed as the Handler Commercial improvement plans. Coordination is on-going with the Handler Commercial applicant. The California MUTCD Figure 4C-103 (Average Traffic Estimate Form) signal warrant analysis is satisfied with the addition of project traffic for a traffic signal at the intersection of Otay Mesa Road/Street B/Emerald Crest Court. The traffic signal warrant is also included in Appendix J.

4.2 Project Trip Generation

The trip generation for the project was calculated using trip rates from the City of San Diego *Trip Generation Manual*, May 2003 (excerpt included in **Appendix K**). Two trip generation rates were applied: a driveway rate for project access points and intersection of Otay Mesa Road/ Caliente Avenue/Ocean View Hills Parkway and a cumulative rate that was applied for all other analyzed roadways.

A Series 13, year 2050 SANDAG Select Zone Assignment for the project land uses documented an internal capture rate of 2.8% that was applied to the trip generation. The SANDAG internal capture rate is included in **Appendix L**. The residential density is greater than 20 units per acres (267 du/9.2 acres = 29.0 du/acre).

The project driveway volumes were calculated at 6,816 ADT with 336 AM peak hour trips (152 inbound and 184 outbound) and 717 PM peak hour trips (387 inbound and 330 outbound). The cumulative traffic volumes were calculated at 4,716 ADT with 252 AM peak hour trips (101 inbound and 151 outbound) and 486 PM peak hour trips (271 inbound and 215 outbound) as shown in **Table 9**.

TABLE 9: PROJECT TRIP GENERATION AS ANALYZED IN THIS TIA (HIGHEST DENSITY RESIDENTIAL WITH 267 UNITS)

Land Use	Daily		ADT	%	Split	AM			PM			
	Rate	Size & Units				IN	OUT	%	Split	IN	OUT	
Driveway Trips												
Neighborhood Shopping Center	120 /KSF	45,000 SF	5,400	4%	0.6 0.4	130	86	11%	0.5 0.5	297	297	
Multi Family (over 20 du/ac)	6 /DU	267 DU	1,602	8%	0.2 0.8	26	103	9%	0.7 0.3	101	43	
Developed Park	50 /Acre	0.19 Acres	10	4%	0.5 0.5	0	0	8%	0.5 0.5	0	0	
SANDAG Traffic Model Internal Capture 2.8%			-196			-4	-5			-11	-10	
External Driveway Trips:			6,816			152	184			387	330	
Cumulative Trips												
Neighborhood Shopping Center	72 /KSF	45,000 SF	3,240	4%	0.6 0.4	78	52	11%	0.5 0.5	178	178	
Multi Family (over 20 du/ac)	6 /DU	267 DU	1,602	8%	0.2 0.8	26	103	9%	0.7 0.3	101	43	
Developed Park	50 /Acre	0.19 Acres	10	4%	0.5 0.5	0	0	8%	0.5 0.5	0	0	
SANDAG Traffic Model Internal Capture 2.8%			-136			-3	-4			-8	-6	
External Cumulative Trips:			4,716			101	151			271	215	

Source: City of San Diego *Trip Generation Manual*, May 2003. SF - Square Feet; ADT-Average Daily Traffic. Totals above ±1 due to Excel rounding.

SF - Square Feet; ADT-Average Daily Traffic; Split-percent inbound and outbound.

If the final project has fewer units, the trip generation will decrease until reaching 183 units at which time the density decreases to less than 20 du/acre (183 du/9.2ac = 19.9 du/acre). At 183 units, the applicable trip generation rate of 8 ADT/du results in 1,464 ADT with 117 AM peak hour trips (23 inbound and 94 outbound) and 146 PM peak hour trips (102 inbound and 44 outbound). When compared to the 183 units at the higher trip rate, 267 units at 6 ADT/du is calculated to generate 1,602 ADT (138 more ADT), 128 AM peak hour trips (11 more peak hour trips), and 144 PM peak hour trips.

If the project is completed at a lower density as shown on the site plan with only 171 dwelling units, then the project driveway volumes were calculated at 6,656 ADT with 320 AM peak hour trips (149 inbound and 171 outbound) and 718 PM peak hour trips (386 inbound and 332 outbound). The cumulative traffic volumes were calculated at 4,535 ADT with 235 AM peak hour trips (98 inbound and 137 outbound) and 484 PM peak hour trips (269 inbound and 215 outbound) as shown in **Table 10**.

TABLE 10: PROJECT TRIP GENERATION NOT ANALYZED (LOWEST DENSITY RESIDENTIAL WITH 171 UNITS)

Land Use	Rate	Size & Units	ADT	%	Split	AM			PM		
						IN	OUT	%	Split	IN	OUT
Driveway Trips											
Neighborhood Shopping Center	120 /KSF	45,000 SF	5,400	4%	0.6 0.4	130	86	11%	0.5 0.5	297	297
Residential - Multi Family	8 /DU	171 DU	1,368	8%	0.2 0.8	22	88	10%	0.7 0.3	96	41
Developed Park	50 /Acre	0.19 Acres	10	4%	0.5 0.5	0	0	8%	0.5 0.5	0	0
SANDAG Internal Capture 1.8%			-122			-3	-3			-7	-6
External Driveway Trips:			6,656			149	171			386	332
Cumulative Trips											
Neighborhood Shopping Center	72 /KSF	45,000 SF	3,240	4%	0.6 0.4	78	52	11%	0.5 0.5	178	178
Residential - Multi Family	8 /DU	171 DU	1,368	8%	0.2 0.8	22	88	10%	0.7 0.3	96	41
Developed Park	50 /Acre	0.19 Acres	10	4%	0.5 0.5	0	0	8%	0.5 0.5	0	0
SANDAG Internal Capture 1.8%			-83			-2	-3			-5	-4
External Cumulative Trips:			4,535			98	137			269	215

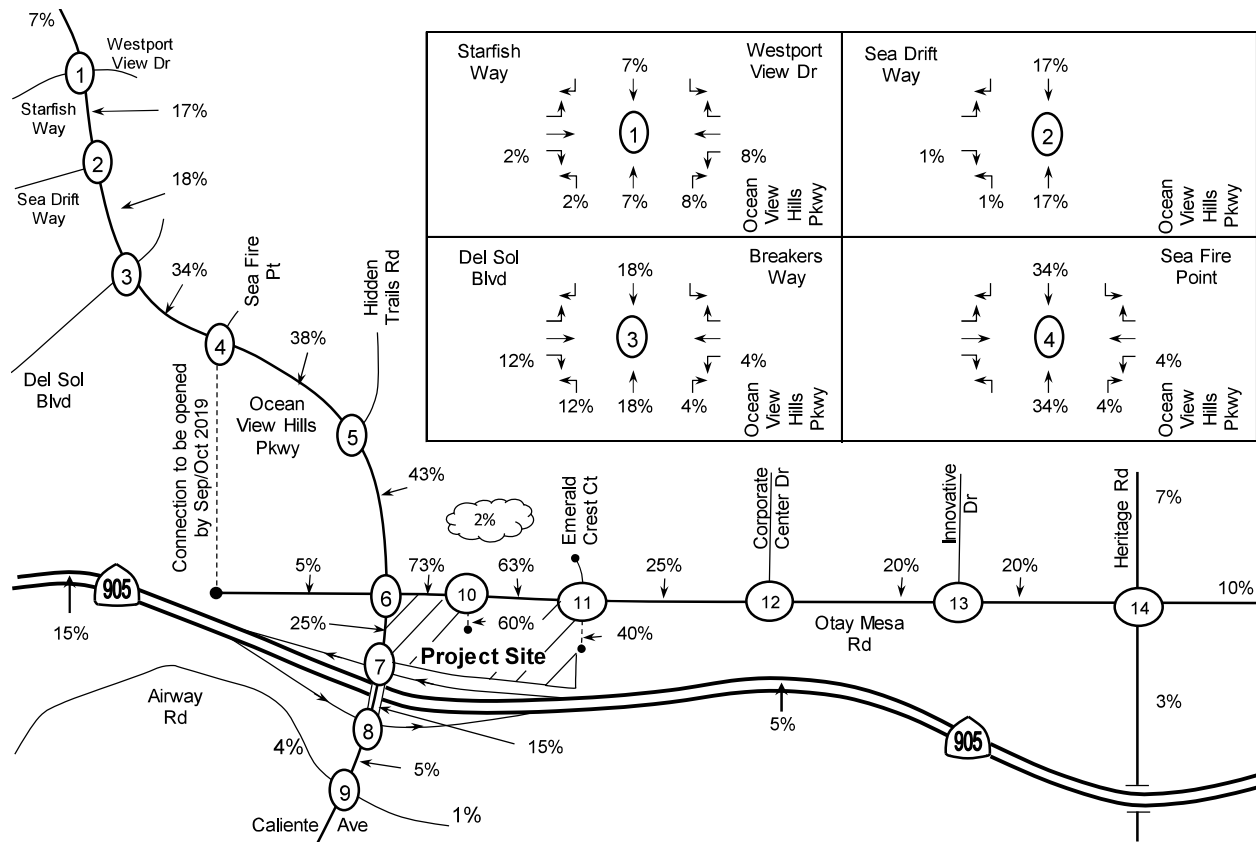
Source: City of San Diego *Trip Generation Manual*, May 2003. SF - Square Feet; ADT-Average Daily Traffic. Totals above ±1 due to Excel rounding.

SF - Square Feet; ADT-Average Daily Traffic rounded to nearest 10 for total; Split-percent inbound and outbound.

4.3 Project Distribution and Assignment

Project traffic was distributed to the adjacent roadway network based on coordination with City staff, a review of existing traffic patterns, surrounding land uses, existing and future network changes, and a Series 13 Year 2050 SANDAG Select Zone Assignment (Appendix L). The project distribution is shown in **Figure 6**. The project assignment is shown in **Figure 7** to which driveway trips are applied to intersections #6, #10 and #11 to comply with the City of San Diego *Traffic Impact Study Manual*, July 1998 that states on page 13 “All site access points should be evaluated using the higher driveway rates.”

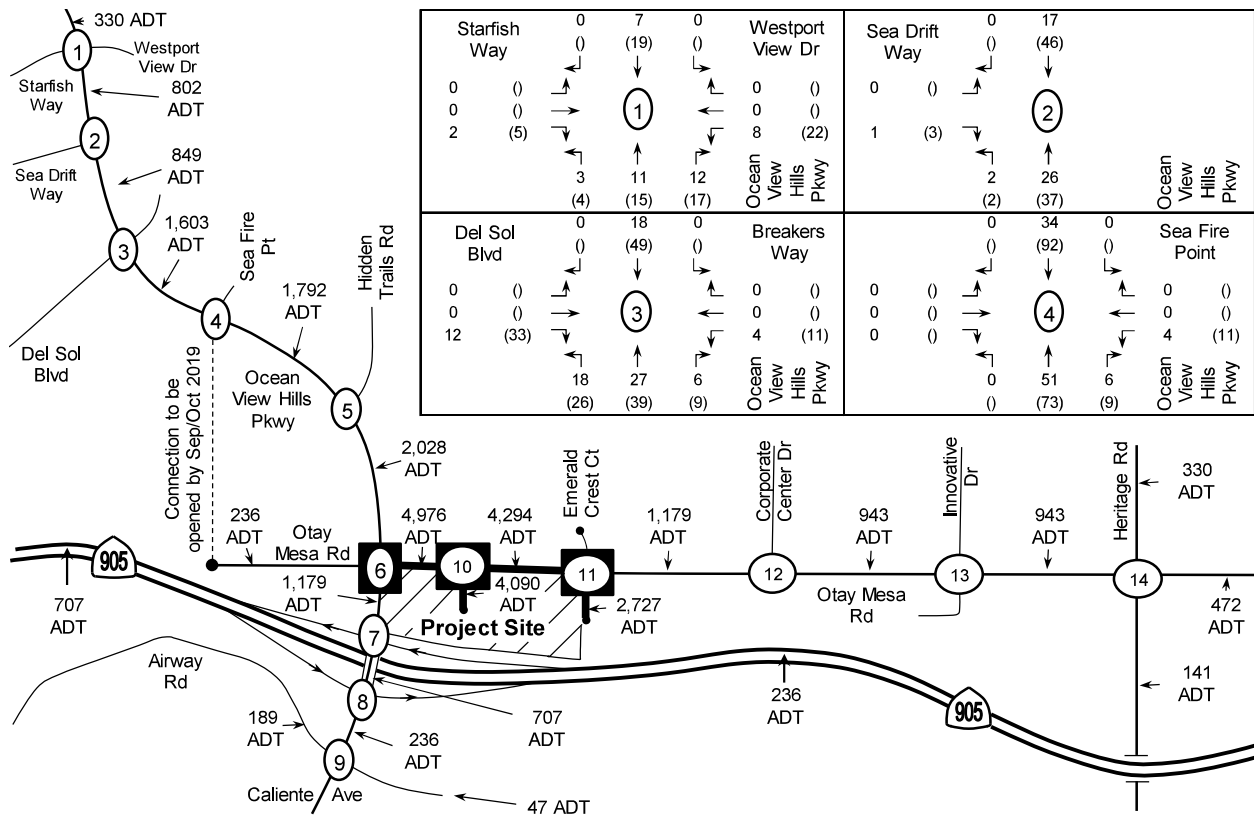
Figure 6: Project Distribution



Starfish Way 7% 2% 2%	7% 1 7%	Westport View Dr 8% 8%	Sea Drift Way 17% 1% 17%	Ocean View Hills Pkwy 17%
Del Sol Blvd 12% 12%	18% 3 18%	Breakers Way 4% 4%	Sea Fire Pt 34% 34%	Ocean View Hills Pkwy 4% 4%

38% 5 38%	Hidden Trails Rd 5% Ocean View Hills Pkwy	Otay Mesa Rd 5% 43% Ocean View Hills Pkwy 43% 5% 25% Caliente Ave	15% 10% 7 20% Caliente Ave SR-905 WB Ramp 5%
15% 8 5%	SR-905 EB Ramp 5% Caliente Ave	Airway Rd 4% 4% 1% 1% Caliente Ave	Otay Mesa Rd 3% in 70% in 10 50% out Street A (Project West Access)
2% 11 33% out 2% out 15% out Street B (Project East Access)	Otay Mesa Rd 40% out 10% out 3% in 25% Emerald Crest Ct 25% Street B (Project East Access)	Otay Mesa Rd 5% 5% 20% 20% Corporate Center Dr 20%	Otay Mesa Rd 20% 13 20% Innovative Dr
7% 10% 3% 3% 14	Otay Mesa Rd 7% 10% 3% Heritage Rd 10%	LEGEND X % Distribution x% Local Absorption # Intersection Reference Number to LOS Tables — Existing Roadways - - - - - Future Roadway	

Figure 7: Project Assignment



Starfish Way 0 0 2	7 (19)	0 0 0	Westport View Dr 0 0 8	Sea Drift Way 0 0 1	17 (46)		Ocean View Hills Pkwy 0 26 (37)
Del Sol Blvd 0 0 12	18 (49)	0 0 0	Breakers Way 0 0 4		34 (92)	0 0 0	Sea Fire Point 0 0 4

Hidden Trails Rd 0 0 0	38 (103)	0 0 0	Otay Mesa Rd 0 0 0	65 (166)	23 (32)	15 (22)	SR-905 WB Ramp 5 0 0
Ocean View Hills Pkwy 5 8 0	57 (82)	8 (11)	Caliente Ave 0 0 0	38 (97)	0 0 0	20 (54)	Caliente Ave 0 0 0
SR-905 EB Ramp 15 0 0	8 (11)	8 (11)	Airway Rd 4 0 0	6 (9)	0 0 0	2 (2)	Otay Mesa Rd 5 106
Otay Mesa Rd 74 18 5	3 (8)	0 0 0	Emerald Crest Ct 0 0 0	5 (14)	0 0 0	1 (3)	Otay Mesa Rd 30 0
Otay Mesa Rd 10 15 5	7 (19)	0 0 0	Street B (Project East Access) 61 4 (109)	38 (7)	28 (49)	0 0 0	Innovative Dr 0 20 (54)

LEGEND

- XX AM peak hour volumes at intersections
- (YY) PM peak hour volumes at intersections an empty bracket () represents a 0 PM volume
- Z.ZZZ ADT volumes shown along segments
- (#) Intersection Reference Number to LOS Tables
- Existing Roadways
- Cul-de-Sac
- # Intersection with Driveway Volumes that will be higher than adjacent intersections with Cumulative Volumes
- Roadways with Driveway Volumes
- No Scale

8. Tijuana Cross Border Trip Generation & Trip Assignment

Majestic Airway - Cumulative Trips

<p>1</p> <p>La Media Rd</p> <p>↕ ↗ 162 / 151 ↕ ↘ 5 / 5</p> <p>Otay Mesa Rd</p> <hr/> <p>119 / 152 ↕</p> <p>↕ ↗ 3 / 5</p>	<p>2</p> <p>↕ ↗ 5 / 5</p> <p>La Media Rd</p> <p>SR-905 WB Ramps</p> <hr/> <p>↕ ↗ 3 / 5</p>	<p>3</p> <p>↕ ↗ 5 / 5</p> <p>La Media Rd</p> <p>SR-905 EB Ramps</p> <hr/> <p>↕ ↗ 3 / 5</p>	<p>4</p> <p>↕ ↗ 5 / 5</p> <p>La Media Rd</p> <p>↕ ↗ 14 / 14</p> <p>Airway Rd</p> <hr/> <p>↕ ↗ 3 / 5 ↕ ↗ 10 / 13 ↕ ↗ 15 / 20</p> <p>↕ ↗ 18 / 22</p>
<p>5</p> <p>Driveaway 1</p> <p>↕ ↗ 14 / 14</p> <p>Airway Rd</p> <hr/> <p>10 / 13 ↕</p>	<p>6</p> <p>Driveaway 2</p> <p>↕ ↗ 14 / 14</p> <p>Airway Rd</p> <hr/> <p>10 / 13 ↕</p>	<p>7</p> <p>↕ ↗ 14 / 14</p> <p>Airway Rd</p> <hr/> <p>10 / 13 ↕</p> <p>Avenida Costa Azul</p>	

Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



NOT TO SCALE

flows through the CBF. For Phase 1, the CBF building will be an approximately 45,000 sf, two-level facility designed to serve up to approximately 6,838 average daily passengers and 400 peak-hour northbound passengers. For purposes of this analysis, Phase 1 is associated with the Phase 1 condition. There will be no parking structure in Phase 1; instead, there will be 889 surface parking spaces. The CBF is scheduled to open in late 2012.

In Phase 2, the CBF will be expanded by approximately 10,000 sf to a 55,000 sf facility designed to serve up to approximately 13,172 average daily passengers (up to 800 peak-hour northbound airline passengers). A parking structure will be constructed that will provide a total of 1,712 parking spaces on site. For purposes of this analysis, Phase 2 is associated with the Phase 2 condition.

The build out is currently projected for 2026, when the CBF building will reach 95,000 sf, which is designed to serve 17,225 average daily passengers and 1,200 peak-hour airline passengers from Mexico to the United States. For purposes of this analysis, this Horizon Year 2030 phase of the project will be referred to as Build Out Adopted Community Plan condition.

PROJECT TRIP GENERATION

The project is proposed ultimately to develop the 95,000 sf CBF, 402,000 sf of industrial use, 34,000 sf of specialty retail complex, 340 hotel rooms, a 12-pump gas station with a 1,200 sf convenience market and car wash, and a 6,000 sf restaurant by project build out.

As noted previously, the property is currently zoned Otay Mesa Development District (OMDD), which permits uses within the Heavy Industrial (IH-2-1) base zone plus research and development and limited commercial development, and is designated as Industrial in the 1981 Otay Mesa Community Plan. A Community Plan Amendment (CPA) is requested to change the designation of the entire site from Industrial to Institutional and to permit the Cross Border Facility and other non-industrial uses on the site.

The project trip generation for both the commercial and industrial land uses was determined using trip rates from the San Diego Municipal Code Land Development Code, *Trip Generation Manual* (May 2003). The project trip generation is shown in Table B. It should be noted that a rate of 12 trips per 1,000 sf of industrial use was used since the project is still in the early planning stages and will be developing a mixture of various industrial land uses that have a range of trip generation rates (i.e., Large Industrial Park, Small Industrial Park, Industrial/Business Park with some commercial included, Warehousing). The 12 trips per 1,000 sf is a reasonable average rate that captures the range that could occur on site. As shown in the table, the industrial land use is forecast to generate 4,824 ADT, 531 a.m. peak-hour trips, and 579 p.m. peak-hour trips. The commercial land uses (specialty retail, hotel, and gas station with convenience market) are forecast to generate 7,400 ADT, 456 a.m. peak-hour trips, and 623 p.m. peak-hour trips.

As part of the recent San Diego International Airport (SDIA) Master Plan effort, great detail and time was expended in developing the trip generation rate for air travel passengers in the region. Because both SDIA and the CBF are of similar land use types, the 2030 long-range trip generation rates developed for SDIA were used to forecast trips for the CBF. The SDIA trip rates are provided in Appendix C. Furthermore, based on discussion with City staff, these rates have been reviewed and approved for use in this analysis and have been applied to the future forecast passenger data from the

12. Cross order Express

LSA ASSOCIATES, INC.

Table B: Project Trip Generation Summary

Land Use	Size	Units	ADT	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
<i>Hotel (w/ convention facilities/restaurant)</i>									
Trip Rate ¹		Rooms	10.00	0.36	0.24	0.60	0.48	0.32	0.80
Trip Generation	340	Rooms	3,400	122	82	204	163	109	272
<i>Sit Down Restaurant</i>									
Trip Rate ²		TSF	130.00	5.20	5.20	10.40	6.24	4.16	10.40
Trip Generation	6,000	TSF	780	31	31	62	37	25	62
<i>Gasoline w/ Food Mart and Car Wash</i>									
Trip Rate ³		VFS	155.00	6.20	6.20	12.40	6.98	6.98	13.95
Trip Generation	12	VFS	1,860	74	74	149	84	84	167
<i>Specialty Retail</i>									
Trip Rate ¹		TSF	40.00	0.72	0.48	1.20	1.80	1.80	3.60
Trip Generation	34,000	TSF	1,360	24	16	41	61	61	122
<i>Industrial/Business Park (no comm.)</i>									
Trip Rate ¹		TSF	12.00	1.19	0.13	1.32	0.29	1.15	1.44
Trip Generation	402,000	TSF	4,824	478	53	531	116	463	579
<i>Cross Border Facility</i>									
Trip Rate ⁴		Passengers	2.00	0.05	0.03	0.08	0.04	0.04	0.08
Trip Generation (2030)	17,225	Passengers	34,467	775	551	1,326	655	689	1,344
Total Project Trip Generation			46,691	1,505	808	2,313	1,116	1,431	2,547

Trip rates referenced from the San Diego Municipal Code Land Development Code, "Trip Generation Manual," May 2003.

¹Hotel (With Convention Facilities/Restaurant), Specialty Center/Strip Commercial, Industrial/Business Park (No Commercial)

²Driveway Vehicle trip rate based on High Turnover (Sit-Down) Restaurant.

³Driveway Vehicle trip rate based on Gasoline Station with Food Mart and Car Wash.

⁴Trip Rates based on San Diego International Airport Master Plan EIR, April 2008 (Proposed Airport Land Use Plan, Year 2030).

TSF = Thousand Square Feet

VFS = Vehicle Fueling Space

SH&E study. By 2030 the proposed CBF is anticipated to service approximately 17,225 passengers per day. In that horizon, the facility is forecast to generate 34,467 ADT, 1,326 a.m. peak-hour trips, and 1,344 p.m. peak-hour trips.

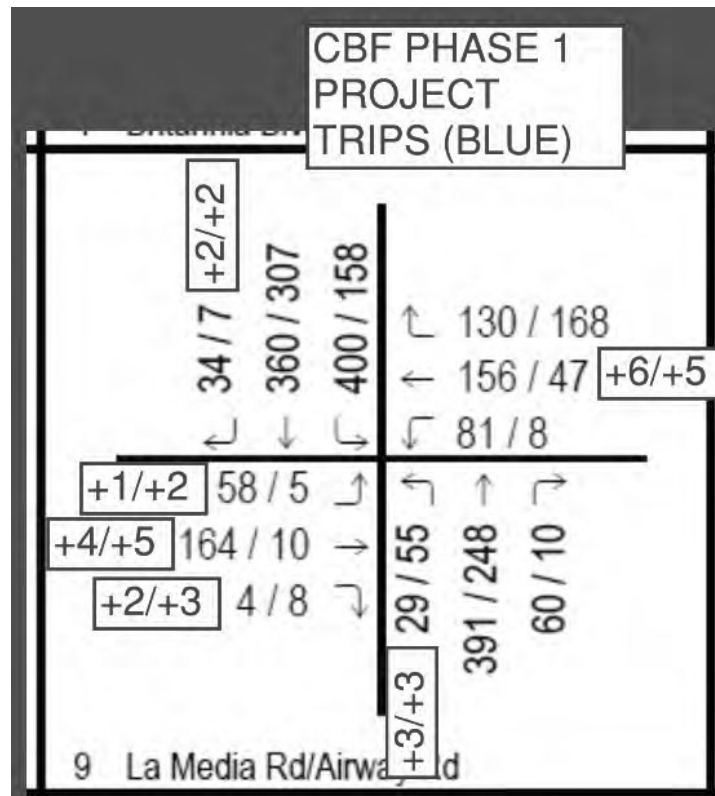
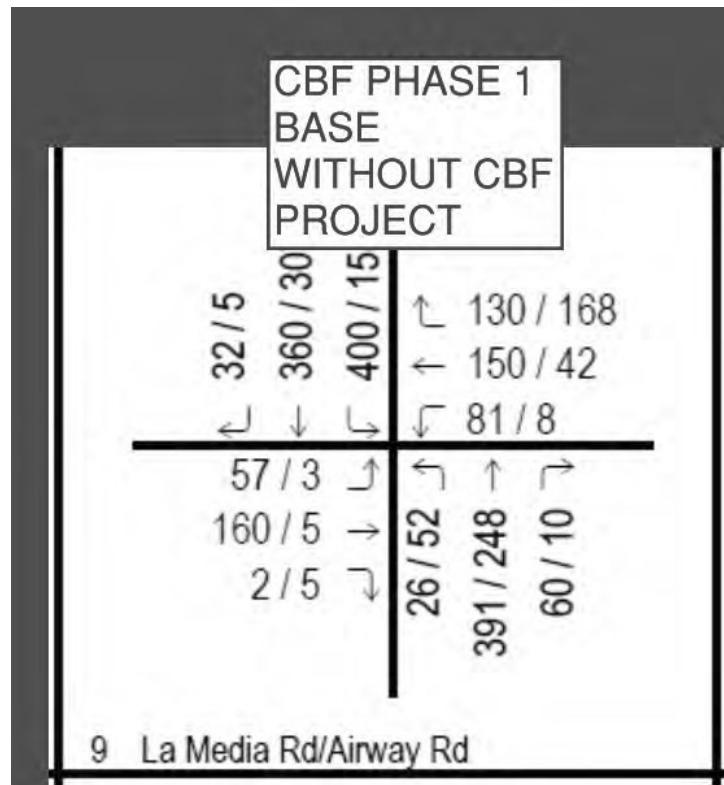
The total gross forecast trips generated by the proposed project are approximately 46,691 ADT, 2,313 a.m. peak-hour trips, and 2,547 p.m. peak-hour trips. The City's *Traffic Impact Study Manual* recommends a 4 percent trip reduction from the industrial land use trips to account for potential trip capture between commercial and industrial uses, which has been factored into the trip generation estimates used in the analysis. While LSA understands that additional trip capture will occur between the commercial land uses and the CBF, internal capture rates for these uses are not available and were not factored into this analysis so that it is a conservative, worst-case scenario for the proposed project. With the reduction in trips from internal trip capture, the project is forecast to generate approximately 46,498 ADT, 2,291 a.m. peak-hour trips, and 2,523 p.m. peak-hour trips externally from the site.

TRIP DISTRIBUTION AND ASSIGNMENT

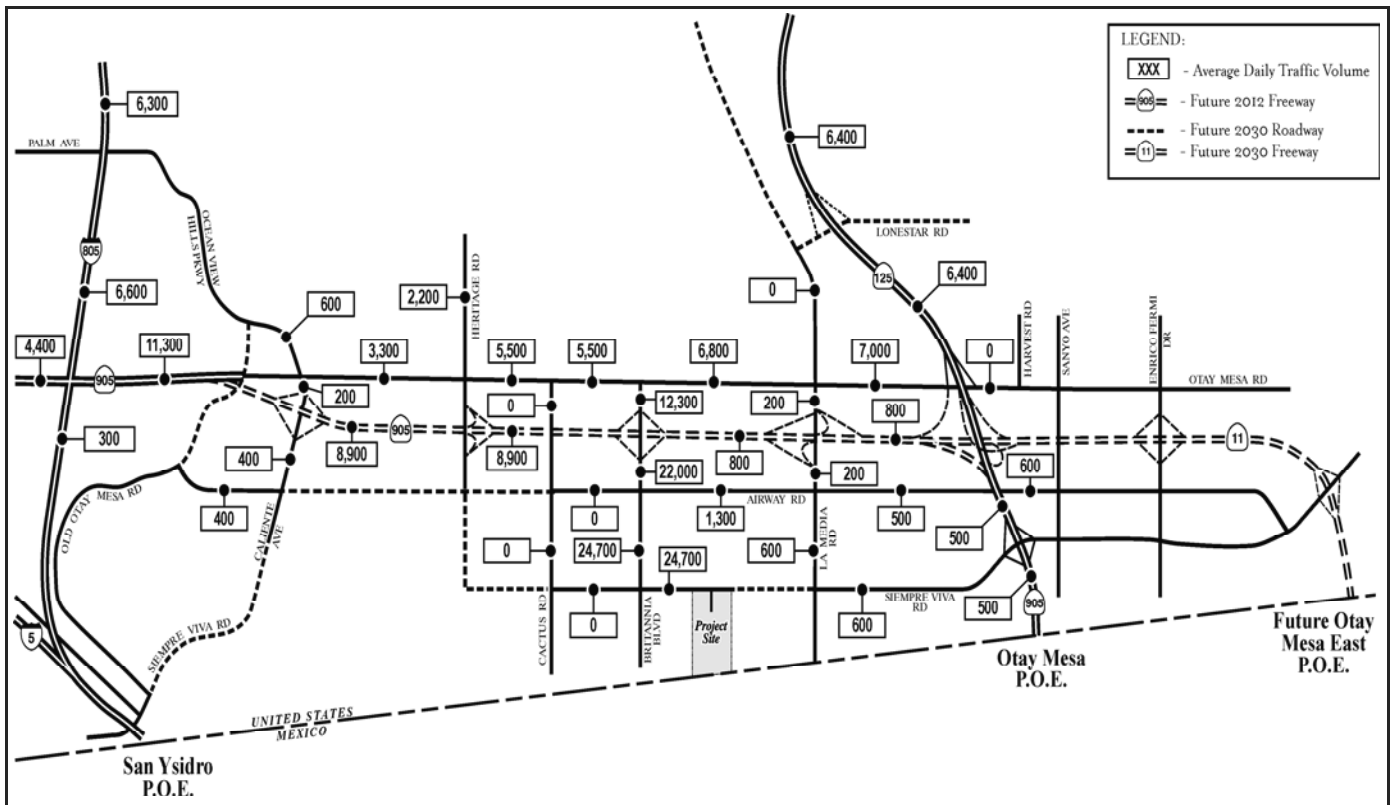
The City of San Diego prepared select zone assignment traffic forecasts for the CBF and non-terminal uses. Project trips were distributed separately to the study area roadway network since the project consists of various land uses. LSA made minor adjustments to the City's forecast plots to reduce internal trip capture to account for an increase of trips along I-5. It should be noted that project traffic was distributed assuming the completion of the SR-905 freeway extension. The trip distribution percentages for the CBF are approximately 83 percent toward the north (via I-5, I-805, Caliente Avenue, Heritage Road, La Media Road, and State Route 125 [SR-125]), percent to the west (via SR-905 and Airway Road), 4 percent to the east (via Airway Road and Siempre Viva Road), 4 percent in the vicinity of the project site, and 5 percent to the United States/Mexico border. The trip distribution percentages for non-terminal uses are approximately 53 percent toward the north (via I-5, I-805, Caliente Avenue, Heritage Road, La Media Road, and SR-125), 8 percent to the west (via SR-905 and Airway Road), 7 percent to the east (via Airway Road and Siempre Viva Road), 25 percent in the vicinity of the project site, and 7 percent to the United States/Mexico border. Figure 3 shows the project trip distribution for the CBF use only for Build Out of Community Plan. Figure 4 shows the project trip distribution for the ancillary uses for Build Out of Community Plan. Trip assignment for the proposed project for each development scenario was developed by multiplying the trip generation for each land use by its specific trip distribution, as illustrated in Figures 5, 6, and 7. Figure 5 illustrates the project trip assignment associated with the Phase 1 condition. Figure 6 illustrates the project trip assignment associated with the Phase 2 condition. Figure 7 illustrates the project trip assignment associated with the Build Out Adopted Community Plan condition.

As previously stated in the project description and market study, a fraction of the CBF traffic along the I-805 and I-5 freeways north of the SR-905 are new trips. The traffic to the Tijuana International Airport now and in the future is already utilizing the I-805 and I-5 freeways. The CBF project will divert trips destined to each port of entry to the project. Therefore, manual adjustments were made to the freeway analysis to include 25 percent of the CBF trips and 100 percent of the non-ancillary uses.

CBF Volumes at La Media Road/Airway Road



12. Cross order Express



<p>1 Caliente Ave/Otay Mesa Rd</p>	<p>2 Heritage Rd/Otay Mesa Rd</p>	<p>3 Cactus Rd/Otay Mesa Rd</p>	<p>4 Britannia Blvd/Otay Mesa Rd</p>	<p>5 La Media Rd/Otay Mesa Rd</p>
<p>6 SR-125 SB Ramps/Otay Mesa Rd</p>	<p>7 SR-125 NB Ramps/Otay Mesa Rd</p>	<p>8 Britannia Blvd/Airway Rd</p>	<p>9 La Media Rd/Airway Rd</p>	<p>10 Cactus Rd/Siempre Viva Rd</p>
<p>11 Britannia Blvd/Siempre Viva Rd</p>	<p>12 La Media Rd/Siempre Viva Rd</p>	<p>13 SR-905 SB Ramps/Siempre Viva Rd</p>	<p>14 SR-905 NB Ramps/Siempre Viva Rd</p>	<p>15 Caliente Ave/SR-905 WB Ramps</p>

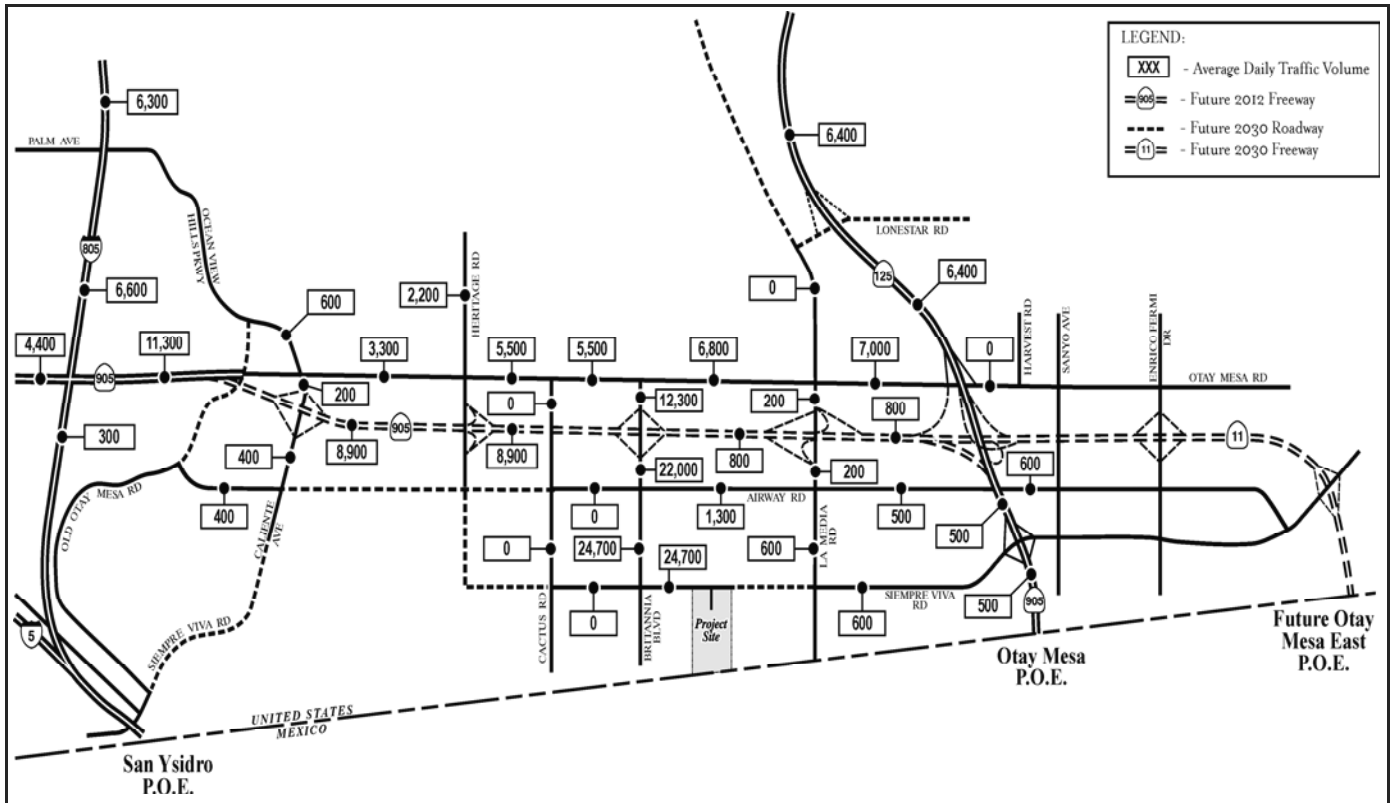
FIGURE 6A

Legend

123 / 456 AM / PM Volume

Otay Cross Border Facility
Project Trip Assignment (Phase 2)

12. Cross order Express



<p>16 Caliente Ave/SR-905 EB Ramps</p>	<p>Future Intersection</p> <p>17 Heritage Rd/SR-905 WB Ramps</p>	<p>Future Intersection</p> <p>18 Heritage Rd/SR-905 EB Ramps</p>	<p>19 Britannia Blvd/SR-905 WB Ramps</p>	<p>20 Britannia Blvd/SR-905 EB Ramps</p>
<p>21 La Media Rd/SR-905 WB Ramps</p>	<p>22 La Media Rd/SR-905 EB Ramps</p>	<p>Future Intersection</p> <p>23 Heritage Rd/Airway Rd</p>	<p>24 Cactus Rd/Airway Rd</p>	<p>25 Caliente Ave/Airway Rd</p>
<p>Future Intersection</p> <p>26 La Media Rd/Lone Star Rd</p>	<p>Future Intersection</p> <p>27 SR-125 SB off-ramp/Lone Star Rd</p>	<p>Future Intersection</p> <p>28 SR-125 NB on-ramp/Lone Star Rd</p>		

FIGURE 6B

Legend

123 / 456 AM / PM Volume

Otay Cross Border Facility
Project Trip Assignment (Phase 2)

12. Cross order Express

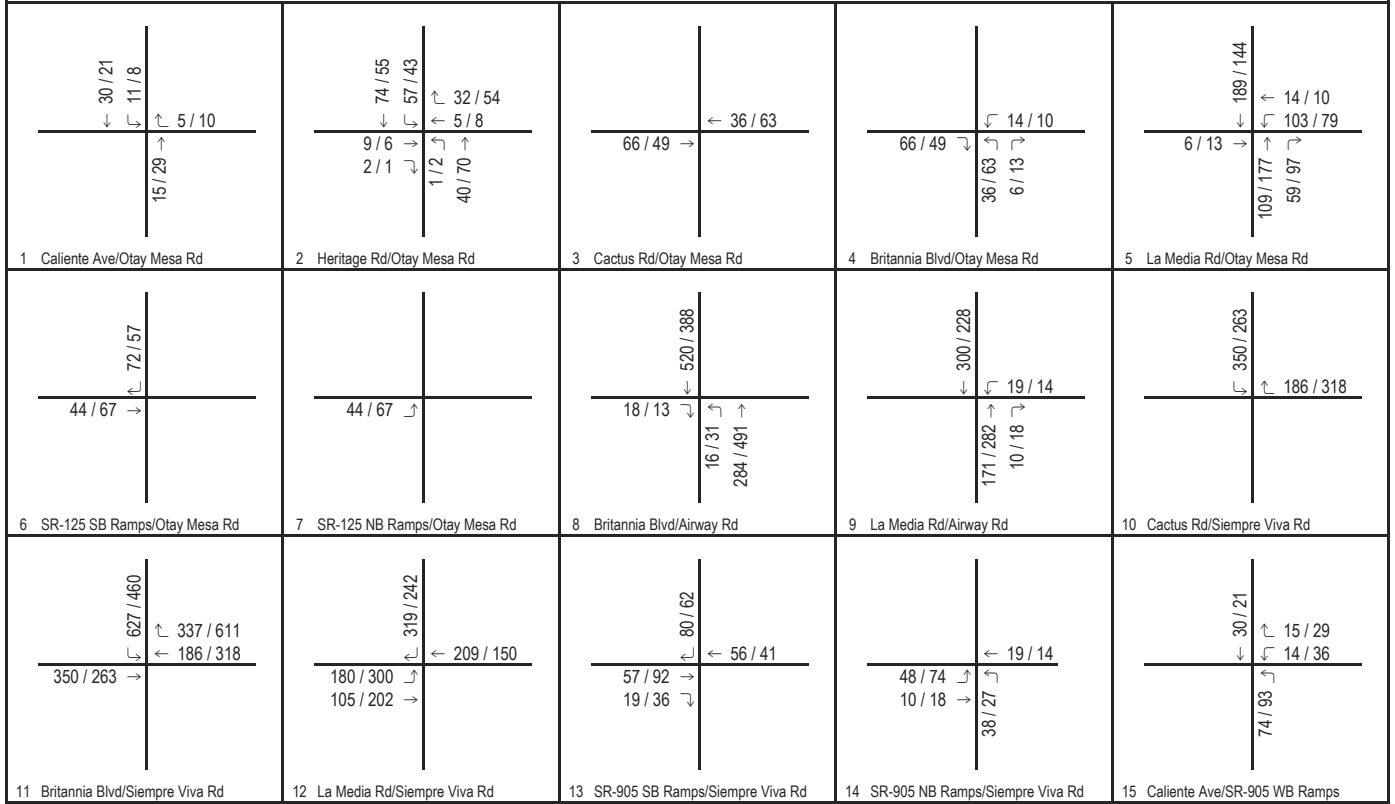
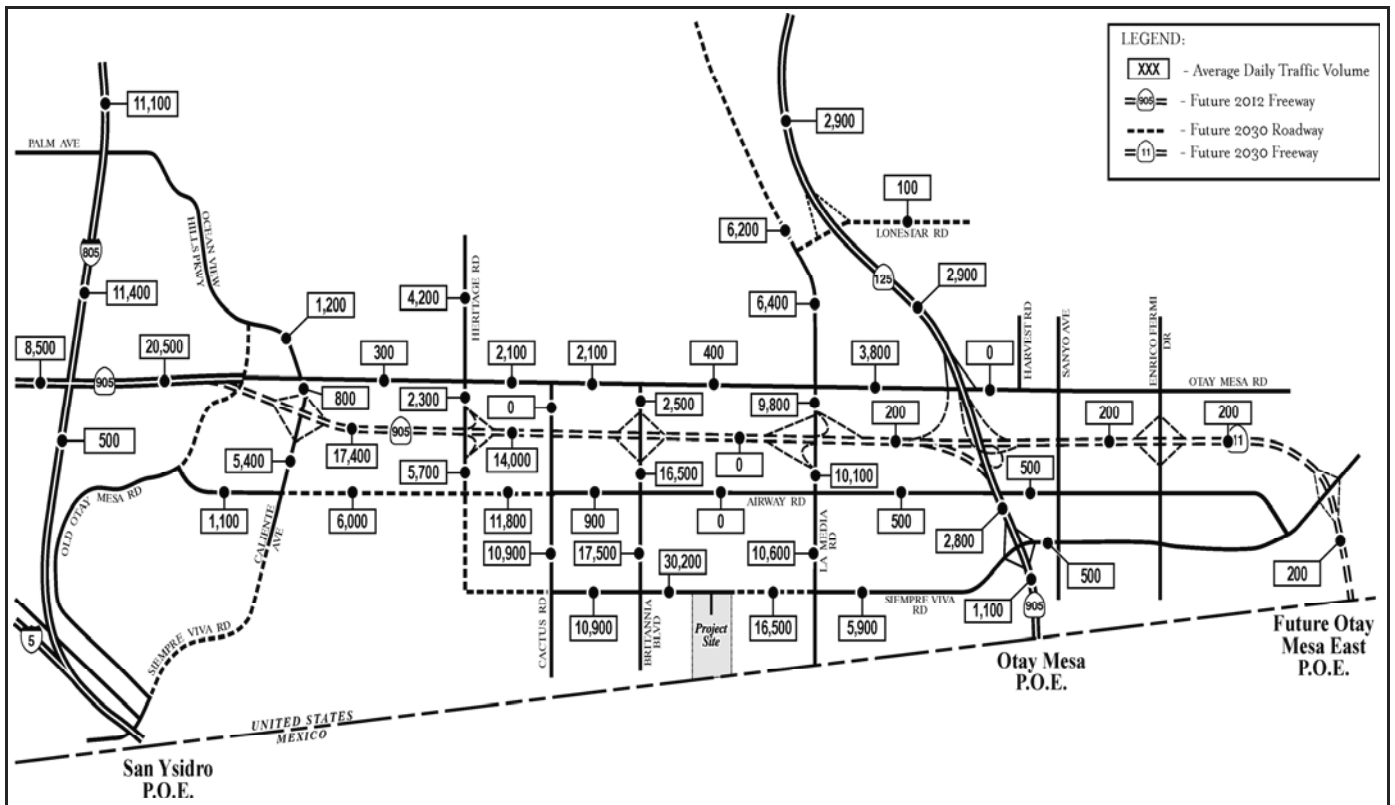


FIGURE 7A

Legend

123 / 456 AM / PM Volume

Otay Cross Border Facility

Project Trip Assignment (Buildout Adopted Community Plan)

12. Cross order Express

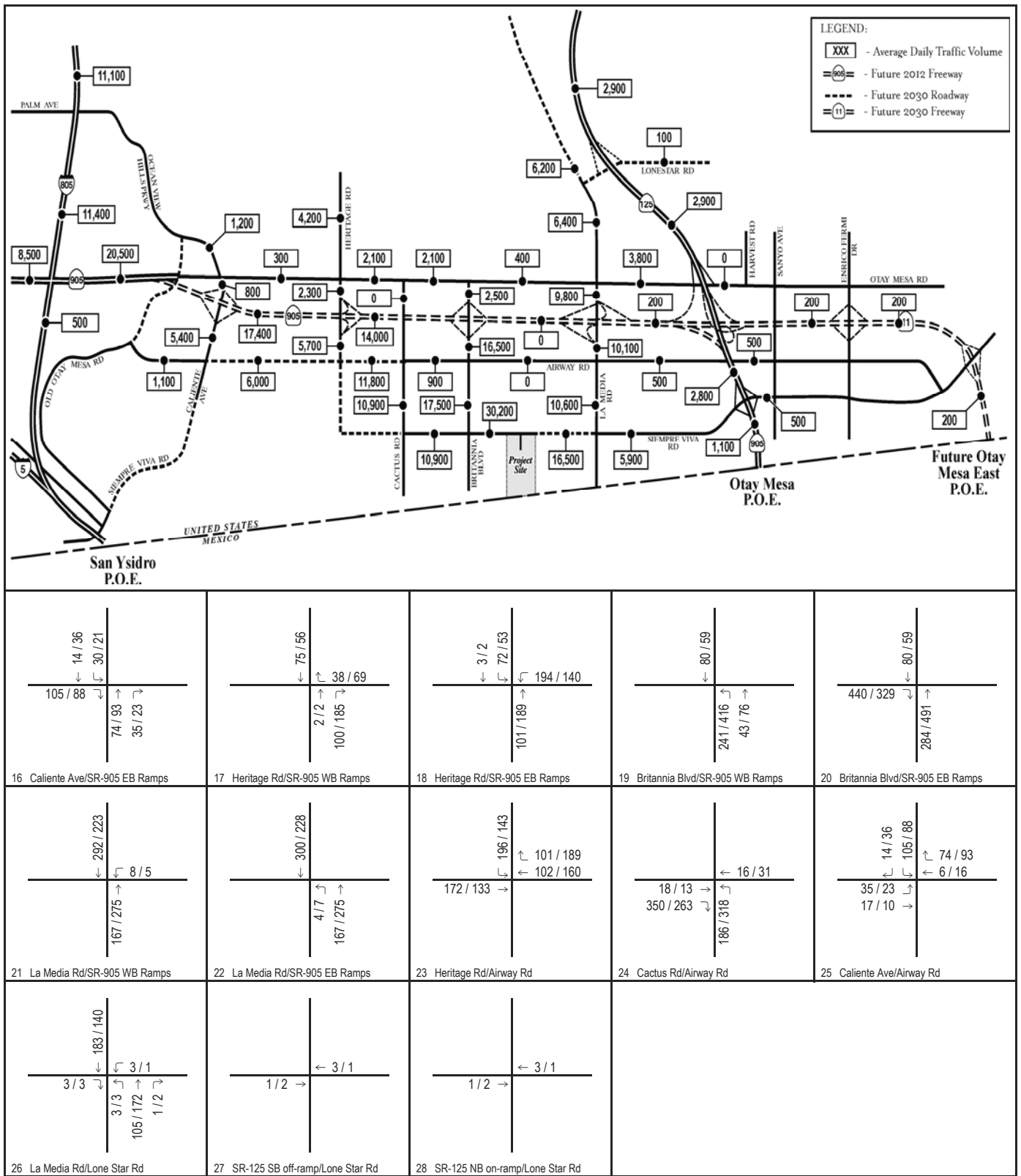


FIGURE 7B

Legend

123 / 456 AM / PM Volume

Otay Cross Border Facility

Project Trip Assignment (Buildout Adopted Community Plan)

9. Metro Airpark Trip Generation & Trip Assignment

Majestic Airway - Cumulative Trips

<p>1</p> <p>La Media Rd</p> <p>⇄ 100 / 13</p> <p>Otay Mesa Rd</p> <hr/> <p>12 / 98 ⇄</p> <p>1 / 9 ⇄</p> <p>10 / 3 ⇄</p>	<p>2</p> <p>⇄ 1 / 1</p> <p>⇄ 2 / 9</p> <p>La Media Rd</p> <p>SR-905 WB Ramps</p> <hr/> <p>45 / 5 ⇄</p> <p>11 / 4 ⇄</p>	<p>3</p> <p>⇄ 0 / 1</p> <p>⇄ 1 / 8</p> <p>La Media Rd</p> <p>SR-905 EB Ramps</p> <hr/> <p>1 / 1 ⇄</p> <p>5 / 43 ⇄</p> <p>54 / 8 ⇄</p>	<p>4</p> <p>⇄ 6 / 51</p> <p>La Media Rd</p> <p>Airway Rd</p> <hr/> <p>4 / 30 ⇄</p> <p>31 / 4 ⇄</p> <p>54 / 8 ⇄</p>
<p>5</p> <p>Driveway 1</p> <p>Airway Rd</p>	<p>6</p> <p>Driveway 2</p> <p>Airway Rd</p>	<p>7</p> <p>Private Driveway</p> <p>Airway Rd</p> <p>Avenida Costa Azul</p>	

Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



NOT TO SCALE

**TABLE 5
REPHASED PROJECT TRIP GENERATION ESTIMATES USING DRIVEWAY TRIP RATES
METROPOLITAN AIRPARK, CITY OF SAN DIEGO**

Land Use	Size	Unit	Daily Trips			AM Peak Hour Trips				PM Peak Hour Trips				
			Driveway Rate	ADT	Peak Hour %	In/Out Split	Inbound	Outbound	Total	Peak Hour %	In/Out Split	Inbound	Outbound	Total
Phase 1A (2012 thru 2016)														
Airport (General Aviation) ^{1,8}	163	Flights	2	327	6%	60/40	12	8	20	7%	50/50	11	12	23
Total Phase 1A Project Trips				327			12	8	20			11	12	23
Phase 1B (2016/2017)														
Commercial Office ^{2,8} (Jet FBO)	51,175	Ksf	(See Footnote 2)	1,017	13%	90/10	119	13	132	14%	20/80	28	114	142
Total (Phases 1A + 1B) Project Trips				1,344			131	21	152			39	126	165
Phase 2 (2017 thru 2021)														
Airport (General Aviation) ¹	9	Flights	2	18	6%	60/40	1	1	2	7%	50/50	1	1	2
Industrial ³ (south)	905	Ksf	8	7,240	11%	90/10	718	79	797	12%	20/80	75	694	769
Total Phase 2 Project Trips				7,258			719	80	799			76	695	771
Total (Phases 1 + 2) Project Trips				8,602			850	101	951			115	821	936
Phase 3A (2022 thru 2026)														
Industrial ³ (north)	450	Ksf	8	3,600	11%	90/10	356	40	396	12%	20/80	86	346	432
Total (Phases 1 + 2 + 3A) Project Trips				12,202			1,206	141	1,347			201	1,167	1,368
Phase 3B (2022 thru 2026)														
Airport Related Commercial ⁵	152.2	Ksf	70	10,654	3%	60/40	192	128	320	10%	50/50	533	533	1,065
Total (Phase 1 + 2 + 3A + 3B) Project Trips				22,856			1,398	269	1,667			734	1,700	2,434
Phase 3C (2022 thru 2026)														
High Turnover Restaurant ⁴	5	Ksf	130	650	8%	50/50	26	26	52	8%	60/40	31	21	52
Airport Related Commercial ⁵	50,725	Ksf	70	3,551	3%	60/40	64	43	107	10%	50/50	178	178	355
Hotel ⁶	150	rooms	10	1,500	6%	60/40	54	36	90	8%	60/40	72	48	120
Total Phase 3C Project Trips				5,701			144	105	249			281	247	527
Total (Phase 1 + 2 + 3A + 3B + 3C) Project Trips				28,557			1,542	374	1,916			1,015	1,946	2,961
Phase 4 (2027 thru 2031)														
Airport (General Aviation) ^{1,9}	146	Flights	2	292	6%	60/40	11	8	19	7%	50/50	11	11	22
Hotel ⁶	120	rooms	10	1,200	6%	60/40	43	29	72	8%	60/40	58	38	96
Solar Field ⁷	66.5	acre	-	2	-	-	1	0	1	-	-	0	1	1
Total Phase 4 Project Trips				1,494			55	37	92			69	50	119
Total (Phase 1 + 2 + 3 + 4) Project Trips				30,051			1,597	411	2,008			1,084	1,996	3,080

Note:

Trip rates are trips per flight or trips per 1,000 square feet (ksf) or trips per room; ADT=Average Daily Traffic

¹Airport: Trip generation rates for "General Aviation" were used per City of San Diego Trip Generation Manual. The number of flights for each phase was determined based on the difference between the project and no project scenarios for the "Average Day of Peak Month" Aircraft and Operational Forecasts. Source: "Brown Field Airport Master Plan Update", "Working Paper No. 2, Summary of Aviation Activity Forecasts" prepared by Mead and Hunt; Peak hour percentages and in/out splits for "Commercial Airport" land use were used to derive the peak hour trips for the proposed Aviation facility

²Commercial Office: Trip generation rates for "Commercial Office" were based on the natural logarithmic equation per City of San Diego Trip Generation Manual

³Industrial: Trip generation rates for "Large Industrial Park" were used per City of San Diego Trip Generation Manual

⁴High Turnover Restaurant: Trip generation rates for "High Turnover (sit down)" land use were used per City of San Diego Trip Generation Manual

⁵Airport Related Commercial: Trip generation rates for "Community Shopping Center" were used per City of San Diego Trip Generation Manual; This will include uses such as grocery and/or drug store, beauty shops, stationery, recreational facilities, custom shops, etc.

⁶Hotel: Trip generation rates for "Hotel" were used per City of San Diego Trip Generation Manual; The proposed hotel will have conventional facilities or restaurants

⁷Solar Field: Two daily trips were assumed for maintenance/operation

⁸The Phase 1 FBO includes 102,350 sq. ft. of total office space, 51,175 sq. ft. services direct aviation functions; therefore, the ADT calculations (by flight) are included in the FBO calculations. The remaining 51,175 sq. ft. calculates ADT's by using City's Commercial Office trip generation rate.

⁹Phase 4 large jet FBOs and rotorcraft FBO contain approximately 37,507 sq. ft. of offices. These offices are directly related to aviation flight operations; therefore, the ADT calculations (by flight) are included in their respective FBO calculations.

**TABLE 6
REPHASED PROJECT TRIP GENERATION ESTIMATES USING CUMULATIVE TRIP RATES
METROPOLITAN AIRPARK, CITY OF SAN DIEGO**

Land Use	Size	Unit	Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips			Total	Peak Hour %	In/Out Split	Inbound	Outbound	Total
			Cumulative Rate	ADT	Peak Hour %	In/Out Split	Inbound	Outbound	In/Out Split	Inbound						
Phase 1A (2012 thru 2016)																
Airport (General Aviation) ^{1,8}	163	Flights	2	327	6%	60/40	12	8	20	7%	50/50	11	12	23		
Total Phase 1A Project Trips				327			12	8	20			11	12	23		
Phase 1B (2016/2017)																
Commercial Office ^{2,6} (Jet FBO)	51,175	Ksf	(See Footnote 2)	1,017	13%	90/10	119	13	132	14%	20/80	28	114	142		
Total (Phases 1A + 1B) Project Trips				1,344			131	21	152			39	126	165		
Phase 2 (2017 thru 2021)																
Airport (General Aviation) ¹	9	Flights	2	18	6%	60/40	1	1	2	7%	50/50	1	1	2		
Industrial ³ (south)	905	Ksf	8	7,240	11%	90/10	718	79	797	12%	20/80	75	694	769		
Total Phase 2 Project Trips				7,258			719	80	799			76	695	771		
Total (Phases 1 + 2) Project Trips				8,602			850	101	951			115	821	936		
Phase 3A (2022 thru 2026)																
Industrial ³ (north)	450	Ksf	8	3,600	11%	90/10	356	40	396	12%	20/80	86	346	432		
Total (Phases 1 + 2 + 3A) Project Trips				12,202			1,206	141	1,347			201	1,167	1,368		
Phase 3B (2022 thru 2026)																
Airport Related Commercial ⁵	152.2	Ksf	49	7,458	3%	60/40	134	90	224	10%	50/50	373	373	746		
Total (Phase 1 + 2 + 3A + 3B) Project Trips				19,660			1,340	231	1,571			574	1,540	2,114		
Phase 3C (2022 thru 2026)																
High Turnover Restaurant ⁴	5	Ksf	104	520	8%	50/50	21	21	42	8%	60/40	25	17	42		
Airport Related Commercial ⁵	50,725	Ksf	49	2,486	3%	60/40	45	30	75	10%	50/50	125	125	249		
Hotel ⁶	150	rooms	10	1,500	6%	60/40	54	36	90	8%	60/40	72	48	120		
Total Phase 3 Project Trips				4,506			120	87	207			222	190	411		
Total (Phase 1 + 2 + 3A + 3B + 3C) Project Trips				24,165			1,460	318	1,778			795	1,730	2,525		
Phase 4 (2027 thru 2031)																
Airport (General Aviation) ^{1,9}	146	Flights	2	292	6%	60/40	11	8	19	7%	50/50	11	11	22		
Hotel ⁶	120	rooms	10	1,200	6%	60/40	43	29	72	8%	60/40	58	38	96		
Solar Field ⁷	66.5	acre	-	2	-	-	1	0	1	-	-	0	1	1		
Total Phase 4 Project Trips				1,494			55	37	92			69	50	119		
Total (Phase 1 + 2 + 3 + 4) Project Trips				25,659			1,515	355	1,870			864	1,780	2,644		

Note:

Trip rates are trips per flight or trips per 1,000 square feet (Ksf) or trips per room; ADT=Average Daily Traffic

¹Airport: Trip generation rates for "General Aviation" were used per City of San Diego Trip Generation Manual. The number of flights for each phase was determined based on the difference between the project and no project scenarios for the "Average Day of Peak Month" Aircraft and Operational Forecasts. Source: "Brown Field Airport Master Plan Update", "Working Paper No. 2, Summary of Aviation Activity Forecasts" prepared by Mead and Hunt; Peak hour percentages and in/out splits for "Commercial Airport" land use were used to derive the peak hour trips for the proposed Aviation facility

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³Industrial: Trip generation rates for "Large Industrial Park" were used per City of San Diego Trip Generation Manual

⁴High Turnover Restaurant: Trip generation rates for "High Turnover (sit down)" land use were used per City of San Diego Trip Generation Manual

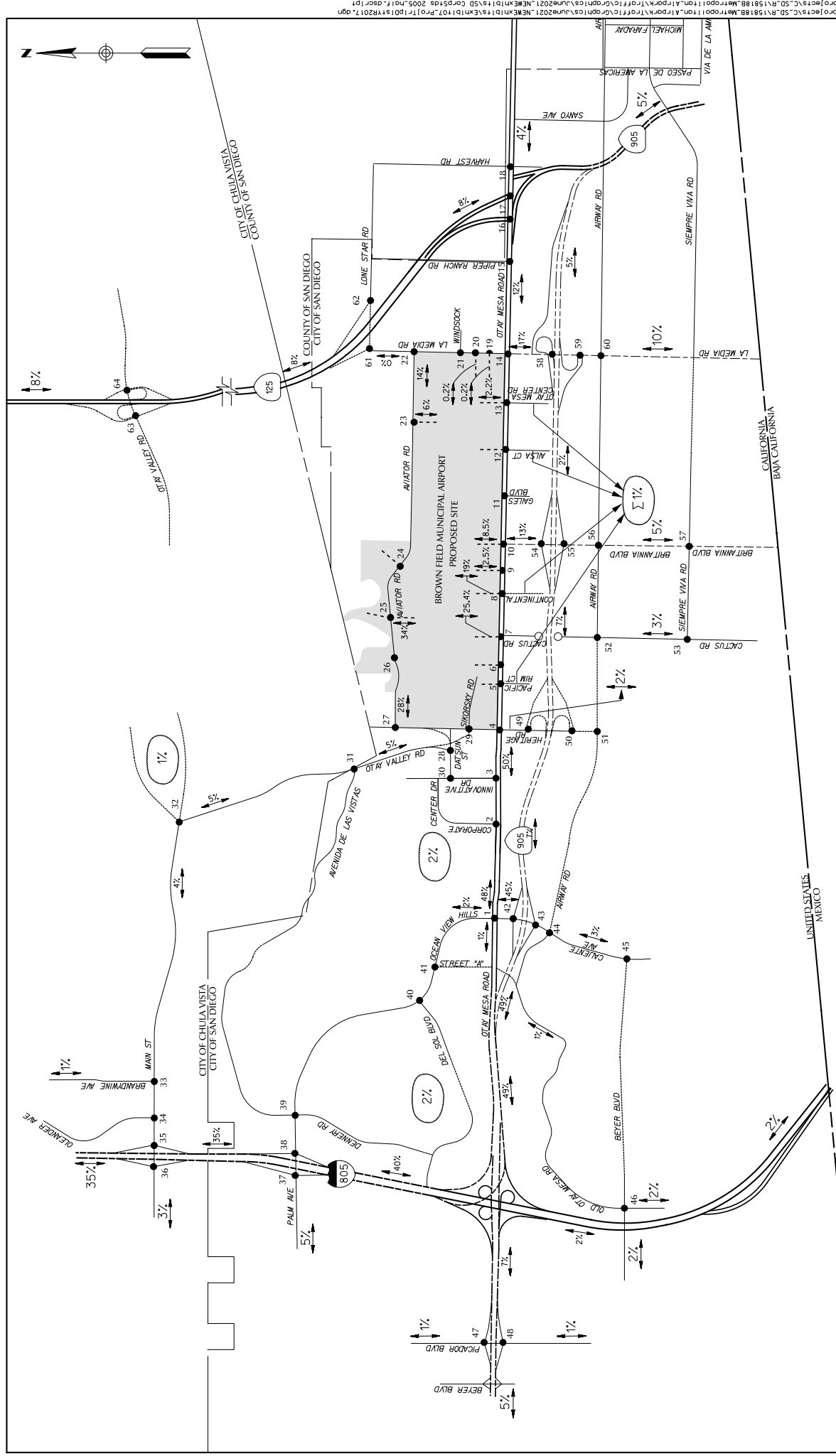
⁵Airport Related Commercial: Trip generation rates for "Community Shopping Center" were used per City of San Diego Trip Generation Manual; This will include uses such as grocery and/or drug store, beauty shops, stationery, recreational facilities, custom shops, etc.

⁶Hotel: Trip generation rates for "Hotel" were used per City of San Diego Trip Generation Manual; The proposed hotel will have conventional facilities or restaurants

⁷Solar Field: Two daily trips were assumed for maintenance/operation

⁸The Phase 1 FBO includes 102,350 sq. ft. of total office space. 51,175 sq. ft. services direct aviation functions; therefore, the ADT calculations (by flight) are included in the FBO calculations. The remaining 51,175 sq. ft. calculates ADT's by using City's Commercial Office trip generation rate.

⁹Phase 4 large jet FBOs and rotorcraft FBO contain approximately 37,507 sq. ft. of offices. These offices are directly related to aviation flight operations; therefore, the ADT calculations (by flight) are included in their respective FBO calculations.



LEGEND

- = STUDY INTERSECTION
- = TRUCK ROUTE
- = PROJECT ACCESS
- = FUTURE ROAD
- XX% = MACRO TRIP DISTRIBUTION ASSIGNMENT
- xx% = MICRO TRIP DISTRIBUTION ASSIGNMENT

EXHIBIT 7
 PHASE 1+2 TRIP DISTRIBUTION FOR YEAR 2017 (PHASE 2 OPENING YEAR) SCENARIO
 METROPOLITAN AIRPARK TRAFFIC IMPACT ANALYSIS

5620 FRIARS ROAD
 SAN DIEGO, CA 92110
 619.291.0707
 (FAX) 619.291.4165



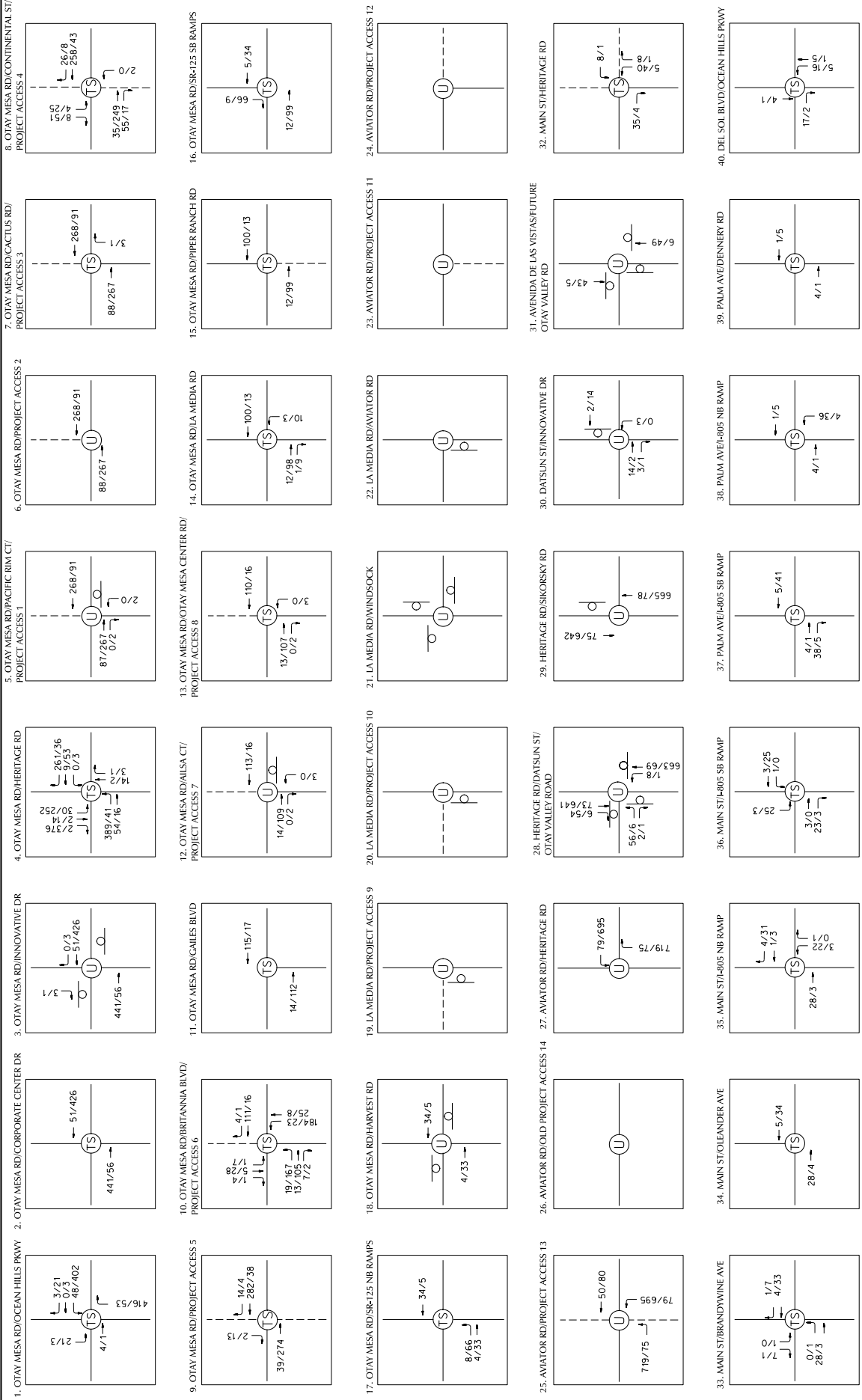
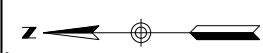


LEGEND
 ● = STUDY INTERSECTION
 --- = PROJECT ACCESS
 --- = FUTURE ROAD
 --- = TRUCK ROUTE
 xx-xxx = ADT

EXHIBIT 13A
 PHASE 1 + 2 TRIP ASSIGNMENT FOR YEAR 2017 (PHASE 2 OPENING YEAR) SCENARIO
 METROPOLITAN AIRPARK TRAFFIC IMPACT ANALYSIS

5620 FRIARS ROAD
 SAN DIEGO, CA 92110
 619.291.0707
 (FAX) 619.291.4165





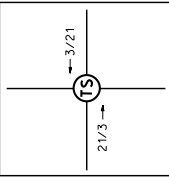
○ = STOP-CONTROLLED
 TS = TRAFFIC SIGNAL
 U = UNSIGNALIZED INTERSECTION
 XXX/XXX = AM/PM PEAK HOUR VOLUMES

EXHIBIT 13B
 PHASE 1 + 2 TRIP ASSIGNMENT FOR YEAR 2017 (PHASE 2 OPENING YEAR) SCENARIO
 METROPOLITAN AIRPARK TRAFFIC IMPACT ANALYSIS

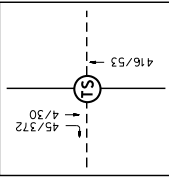
5620 FRIARS ROAD
 SAN DIEGO, CA 92110
 619.291.0707
 (FAX) 619.291.4165



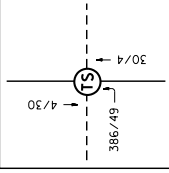
41. OCEAN HILLS PKWY/STREET WA



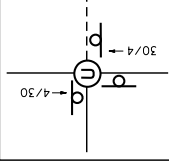
42. CALIENTE AVE/SR-905 WB RAMP



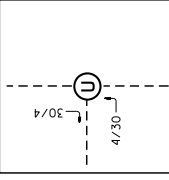
43. CALIENTE AVE/SR-905 EB RAMP



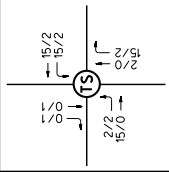
44. CALIENTE AVE/AIRWAY RD



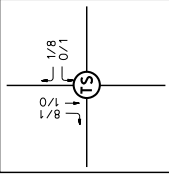
45. CALIENTE AVE/BEYER BLVD



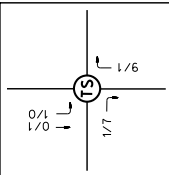
46. OLD OTAY MESA RD/BEYER BLVD



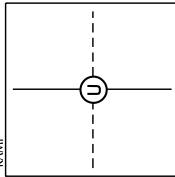
47. PICADOR BLVD/SR-905 WB RAMP



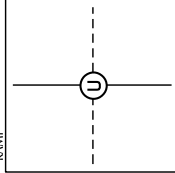
48. PICADOR BLVD/SR-905 EB RAMP



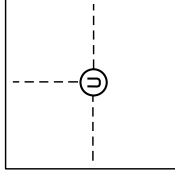
49. BRITANNIA BLVD/SR-905 WB RAMP



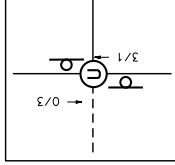
50. HERITAGE RD/SR-905 EB RAMP



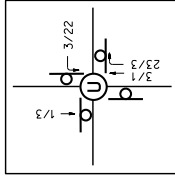
51. HERITAGE RD/AIRWAY RD



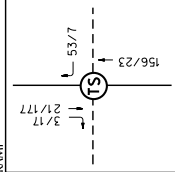
52. CACTUS RD/AIRWAY RD



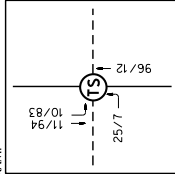
53. CACTUS RD/SIEMPRE VIVA RD



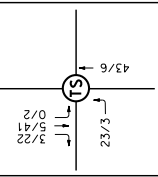
54. BRITANNIA BLVD/SR-905 WB RAMP



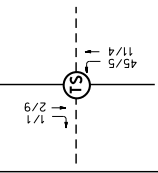
55. BRITANNIA BLVD/SR-905 EB RAMP



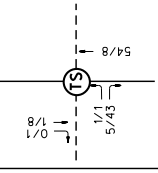
57. BRITANNIA BLVD/SIEMPRE VIVA RD



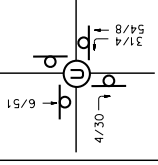
58. LA MEDIA RD/SR-905 WB RAMP



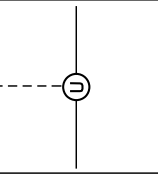
59. LA MEDIA RD/SR-905 EB RAMP



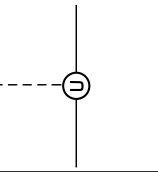
60. LA MEDIA RD/AIRWAY RD



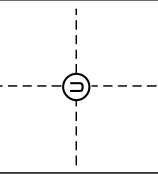
61. LONE STAR RD/SR-125 SB RAMP



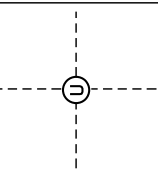
62. LONE STAR RD/SR-125 NB RAMP



63. OTAY VALLEY RD/SR-125 SB RAMP



64. OTAY VALLEY RD/SR-125 NB RAMP



LEGEND

= STOP-CONTROLLED
 = TRAFFIC SIGNAL
 = UNSIGNALIZED INTERSECTION
 = FUTURE STREET/ PROJECT ACCESS

XXX/XXX = AM/PM PEAK HOUR VOLUMES
 --- = FUTURE STREET/ PROJECT ACCESS

EXHIBIT 13C

PHASE 1 + 2 TRIP ASSIGNMENT FOR YEAR 2017 (PHASE 2 OPENING YEAR) SCENARIO

METROPOLITAN AIRPARK TRAFFIC IMPACT ANALYSIS

TRICK

ENGINEERING COMPANY

5620 FRIARS ROAD
 SAN DIEGO, CA 92110
 619.291.0707
 (FAX) 619.291.4165

10. Sunroad Otay Mesa Trip Generation & Trip Assignment

Majestic Airway - Cumulative Trips

<p>1</p> <p>La Media Rd</p> <p>↕ ↕ 93 / 200 62 / 133</p> <p>Otay Mesa Rd</p> <hr/> <p>75 / 46 ↕</p> <p>↕</p> <p>280 / 170</p>	<p>2</p> <p>↕ ↕ 4 / 8 58 / 125</p> <p>La Media Rd</p> <p>↕ 18 / 11</p> <p>SR-905 WB Ramps</p> <hr/> <p>9 / 5 ↕</p> <p>↕</p> <p>253 / 154</p>	<p>3</p> <p>↕ ↕ 8 / 16 9 / 20</p> <p>La Media Rd</p> <p>SR-905 EB Ramps</p> <hr/> <p>240 / 146 ↕</p> <p>↕</p> <p>13 / 8</p>	<p>4</p> <p>↕ 9 / 20</p> <p>La Media Rd</p> <p>Airway Rd</p> <hr/> <p>↕</p> <p>13 / 8</p>
<p>5</p> <p>Driveaway 1</p> <p>Airway Rd</p>	<p>6</p> <p>Driveaway 2</p> <p>Airway Rd</p>	<p>7</p> <p>Airway Rd</p> <p>Avenida Costa Azul</p>	

INTERSECTION 1 CUMULATIVE VOLUMES FOR WESTBOUND APPROACH REBLANANCED TO UTILIZE AVAILABLE THROUGH CAPACITY AND LESS CONGESTED BRITANNIA BOULEVARD INTERCHANGE. ASSUMES 40% OF WESTBOUND VEHICLES MAKE WBL AND 60% MAKE WBT. VOLUMES AT INTERSECTION 2 BALANCED ACCORDINGLY.

Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



NOT TO SCALE

4 PROJECT TRAFFIC

The following section describes the trip generation, distribution and assignment related to the proposed Sunroad Otay Mesa project. The proposed project includes the addition of 845,100 square feet of warehousing on undeveloped land in the Otay Mesa area of San Diego.

4.1 TRIP GENERATION

The City of San Diego *Trip Generation Manual* (May 2003) was referenced to calculate the estimated trip generation for the proposed project. The “Warehousing” land use was used to forecast daily and peak-hour trips for the project. Due to the land use type and the location of the site, no pass-by trips, internal capture, nor transit, bicycle, or pedestrian credits were applied. The trip generation was separated into two phases to reflect the proposed phasing of the project.

The proposed Phase 1 would construct two of the four warehousing buildings totaling 369,820 square feet. Using the trip generation rate for warehousing of 5 trips per ksf, Phase 1 is expected to generate a total of 1,849 daily trips with 277 morning peak-hour trips (195 in, 82 out) and 296 afternoon peak-hour trips (118 in, 178 out).

The proposed Phase 2 would construct the remaining two warehousing buildings totaling 475,230 square feet. Using the trip generation rate for warehousing of 5 trips per ksf, Phase 2 is expected to generate a total of 2,376 daily trips with 356 morning peak-hour trips (249 in, 107 out) and 380 afternoon peak-hour trips (152 in, 228 out).

Combining Phases 1 & 2, the resulting total trip generation for the project is 4,225 daily trips with 633 morning peak-hour trips (444 in, 189 out) and 676 afternoon peak-hour trips (270 in, 406 out).

To account for truck traffic, vehicle classification counts were collected to determine the heavy vehicle assumption of 16% utilized in the analysis for movements in and out of the site.

Table 4-1 summarizes the trip generation for the site.

Table 4-1 Trip Generation Summary

Description	Land Use	Units ¹	Trip Rate ²	Daily Trips	AM Peak-Hour			PM Peak-Hour			Total	Total		
					% of ADT ²	In:Out Ratio ²	In	Out	% of ADT ²	In:Out Ratio ²			In	Out
Driveway Trips³														
Phase 1														
Building 3	Warehousing	216.3 ksf	5 / ksf	1,082	15%	7.00 : 3.00	114	48	162	16%	4.00 : 6.00	69	104	173
Building 4	Warehousing	153.5 ksf	5 / ksf	768	15%	7.00 : 3.00	81	34	115	16%	4.00 : 6.00	49	74	123
Phase Total		369.8		1,849			195	82	277			118	178	296
Phase 2														
Building 1	Warehousing	234.7 ksf	5 / ksf	1,173	15%	7.00 : 3.00	123	53	176	16%	4.00 : 6.00	75	113	188
Building 2	Warehousing	240.6 ksf	5 / ksf	1,203	15%	7.00 : 3.00	126	54	180	16%	4.00 : 6.00	77	115	192
Phase Total		475.2		2,376			249	107	356			152	228	380
Proposed Total		845		4,225			444	189	633			270	406	676

Note:

1. ksf = Thousand Square Feet
2. Daily and peak-hour trip generation rates referenced from the City of San Diego Land Development Code - Trip Generation Manual, May 2003.

K:\SND_LDEV\095128024 - Sunroad Ouy/Traffic\ANALYSIS\EXCEL\095128024_TG01.xlsx\Summary

4.2 TRIP DISTRIBUTION

The project traffic distribution was based on a Select Zone Regional Model prepared by SANDAG using their Series 12 model. The distribution shown in the Select Zone Regional Model was generally followed in establishing the project's trip distribution; however, some modifications were made to reflect network assumptions in this study. Model runs were prepared for Year 2020 to reflect existing and near-term distribution patterns and Year 2050 to reflect community build-out distribution patterns. **Appendix D** contains a copy of the Select Zone Model Runs.

4.2.1 EXISTING AND NEAR TERM

The following modifications were made to estimate trip distribution for the existing plus project and near term plus project scenarios:

- Traffic assumed in the model to travel east on Otay Mesa Road and north on Alta Road was modified to use SR-905 to the west instead. There are no land uses or roadway connections near Alta Road that would be expected to match with the project's trip destinations or origins. While typically trips are reallocated to a similar area, in this case the trips were put on the freeway to head west towards populated areas.
- Traffic assumed in the model to travel on Otay Valley Road and north of Main Street on Heritage Road was modified to use SR-905 to the west instead. The Heritage Road connection from Main Street north is not anticipated to be completed until late 2020, see **Appendix H**. Using the existing roadway network, the quickest route to get to the Chula Vista area is to take SR 905 west to I 805, which is where the trips were reassigned to.

The following is the resulting general project traffic distribution assumed for this study for the existing plus project and near term plus project scenarios:

- 2% to/from the north on Piper Ranch Road;
- 10% to/from the north along SR-125;
- 6% to/from the south (Mexico) along SR-905;
- 6% to/from the east along Otay Mesa Road;
- 17% to/from the west along Otay Mesa Road;
- 54% to/from the west along SR 905;
- 2% to/from nearby Otay Mesa areas to the west; and
- 3% to/from nearby Otay Mesa areas to the south.

Figure 4-1 shows the general project traffic distribution within the study area for the Existing plus Project and Near Term plus Project scenarios. **Figure 4-2 & 4-3** shows the Existing and Near Term (2018) scenarios project traffic distribution throughout the study area intersections for Phase 1 of the project. **Figure 4-4 & 4-5** shows the Existing and Near Term (2020) scenarios project traffic distribution throughout the study area intersections for Phases 1 & 2 of the project, which includes the second access point to the site.

4.2.2 HORIZON YEAR

Year 2050 network assumptions in the model include the freeway and roadway network north of Otay Mesa Road and east of La Media Road as expanded and developed. For purposes of this analysis, we are not assuming network changes in the Horizon Year (2035) scenario. Land use changes assumed in the model are applicable, though, as there is significant potential development in the area that would change traffic patterns. To account for this, the distribution for this scenario was mostly unchanged, with modifications

made at Otay Mesa Road and Cactus Road (shown in Appendix D) where a connection across SR 905 is assumed in the model but not in the analysis. The following is the resulting project traffic distribution assumed for this study in the horizon year:

- 7% to/from the north on Piper Ranch Road;
- 36% to/from the north along SR-125;
- 4% to/from the south and east (Mexico) along SR-905;
- 6% to/from the east along Otay Mesa Road;
- 17% to/from the west along Otay Mesa Road;
- 24% to/from the west along SR 905;
- 2% to/from nearby Otay Mesa areas to the west; and
- 4% to/from nearby Otay Mesa areas to the south.

Figure 4-6 shows the general project traffic distribution within the study area for the Horizon Year condition. **Figure 4-7 & 4-8** shows the Horizon Year project traffic distribution throughout the study area intersections for Phases 1 & 2 of the project.

4.2.3 ALTERNATIVE ACCESS AT AVENIDA COSTA AZUL

The Plaza La Media cumulative project proposes a traffic signal at the project's west driveway. The analysis included in this traffic study does not assume this improvement to be in place. An alternative evaluation has been prepared and included in **Appendix L** to show volumes and analysis results if that intersection was converted to a traffic signal. The appendix includes Near Term (2020) and Horizon Year (2035) project traffic distribution throughout the study area intersections for the project, which includes the second access point to the site and adjacent Plaza La Media project.

4.3 TRIP ASSIGNMENT

Based on the project trip generation and trip distribution, project trips were assigned to the local roadway network and through the study intersections. Two different trip assignments were created to reflect the two phases of the proposed project. As part of Phase 1, the only access to the project site is assumed to be from the intersection of Otay Mesa Road and Piper Ranch Road. As part of Phase 2, the second access further west on Otay Mesa Road is assumed to be operational.

Figure 4-9 & 4-10 shows the trip assignment for Phase 1 of the project under existing and near term (2018) conditions at the study intersections, roadway segments, and freeway segments within the study area.

Figure 4-11 & 4-12 shows the trip assignment for the development of both Phase 1 & 2 of the project under existing and near term (2020) conditions at the study intersections, roadway segments, and freeway segments within the study area.

Figure 4-13 & 4-14 shows the trip assignment for the development of both Phase 1 & 2 of the project under Horizon Year (2035) conditions at the study intersections, roadway segments, and freeway segments within the study area.

FIGURE 4-1

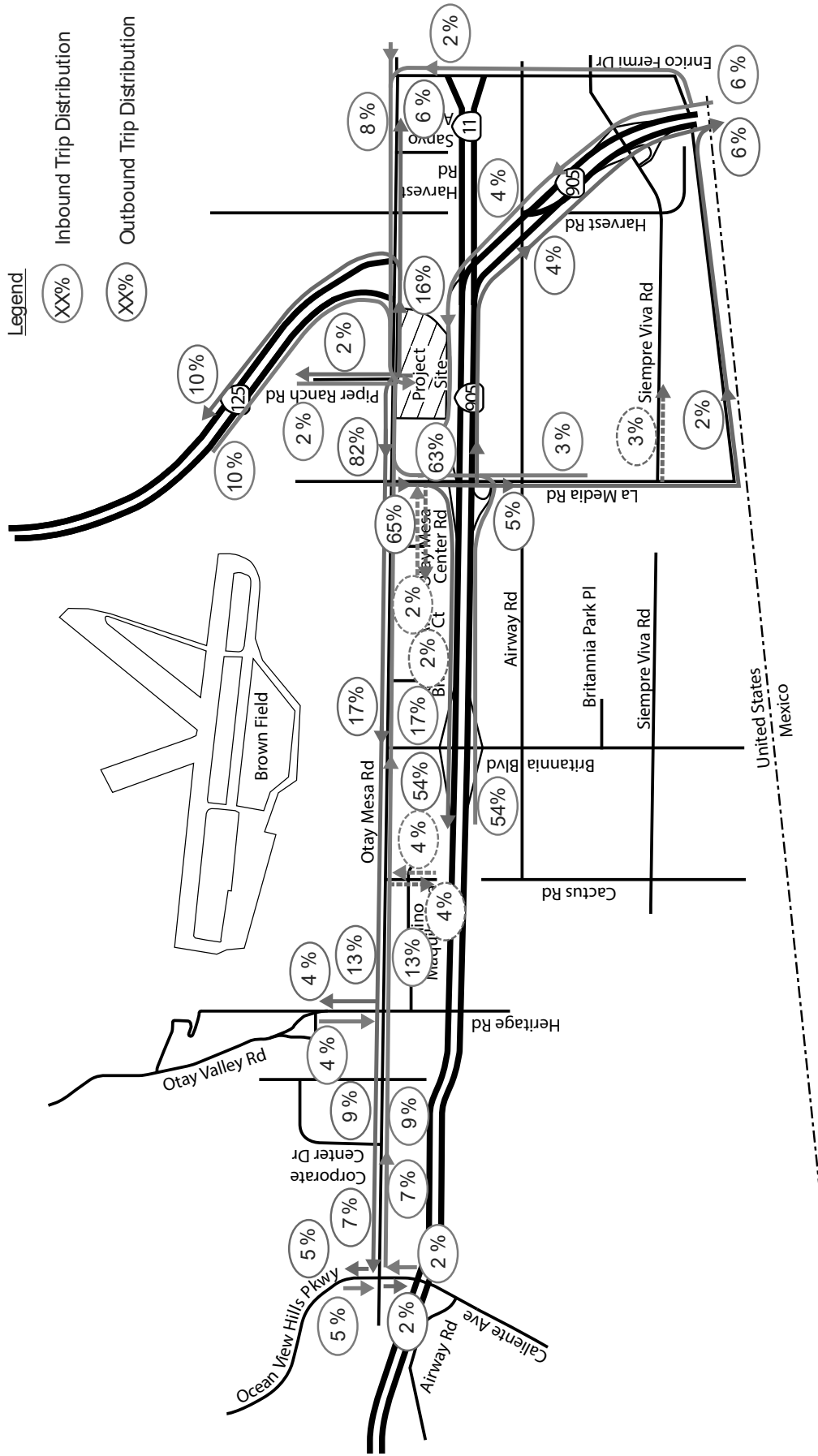
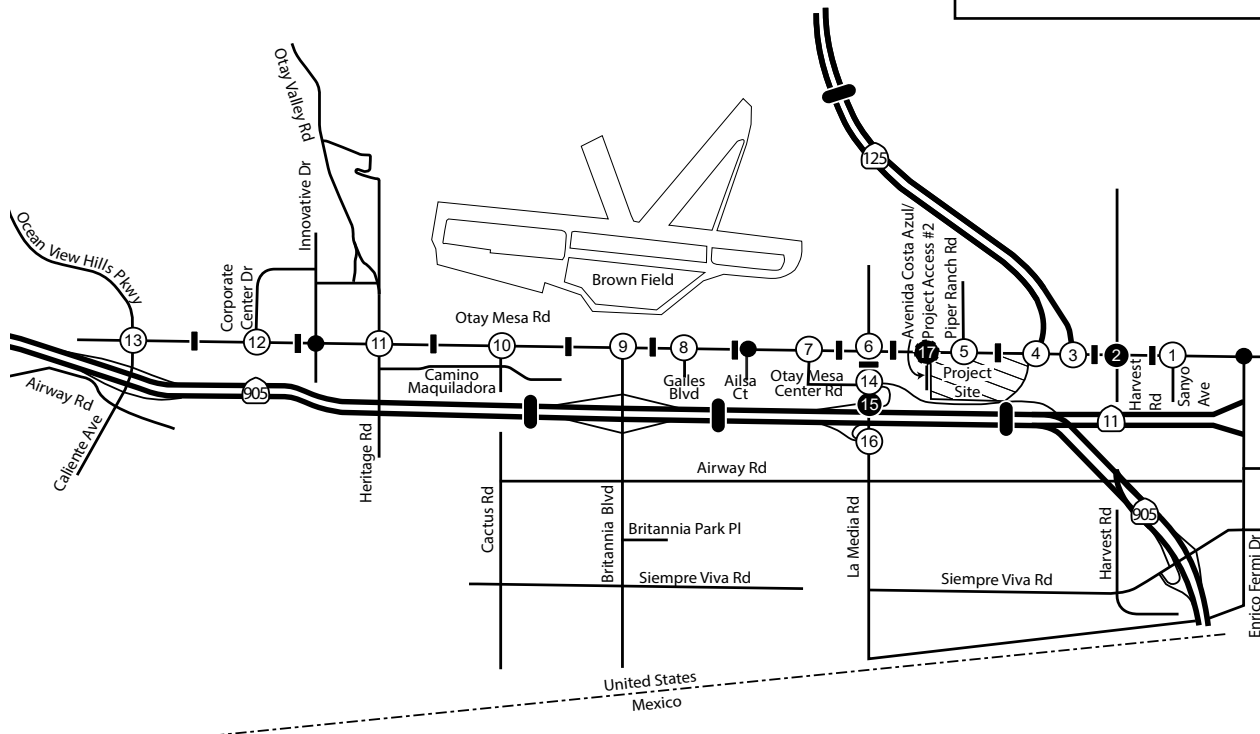


FIGURE 4-2

<p>1</p> <p>↑ 8%</p> <p>Otay Mesa Road</p> <p>(6%) ↓</p> <p>Sanyo Avenue</p>	<p>2</p> <p>↑ 8%</p> <p>Otay Mesa Road</p> <p>(6%) ↓</p> <p>Harvest Road</p>	<p>3</p> <p>SR-125 NB Ramps</p> <p>↑ 8%</p> <p>Otay Mesa Road</p> <p>(10%) ↓</p> <p>(6%) ↓</p>	<p>4</p> <p>≈ 10%</p> <p>SR-125 SB Ramps</p> <p>↑ 8%</p> <p>Otay Mesa Road</p> <p>(16%) ⇔</p>
<p>5</p> <p>⇔ 2%</p> <p>Piper Ranch Road</p> <p>⇔ 18%</p> <p>Otay Mesa Road</p> <p>80% ⇔</p> <p>(82%) ↓</p> <p>(2%) ⇔</p> <p>(16%) ↓</p>	<p>6</p> <p>La Media Road</p> <p>⇔ (17%)</p> <p>⇔ (65%)</p> <p>Otay Mesa Road</p> <p>17% ⇔</p> <p>63% ⇔</p>	<p>7</p> <p>⇔ (17%)</p> <p>Otay Mesa Road</p> <p>17% ↓</p> <p>Otay Mesa Center Road</p>	<p>8</p> <p>⇔ (17%)</p> <p>Otay Mesa Road</p> <p>17% ⇔</p> <p>Galles Boulevard</p>
<p>Legend</p> <ul style="list-style-type: none"> ⊗ Signalized Study Intersection ⊗ Unsignalized Study Intersection ● Non-study Intersection ▬ Study Area Roadway Segment ▬ Study Area Freeway Segment X/(Y%) In/Out Trip Distribution 			



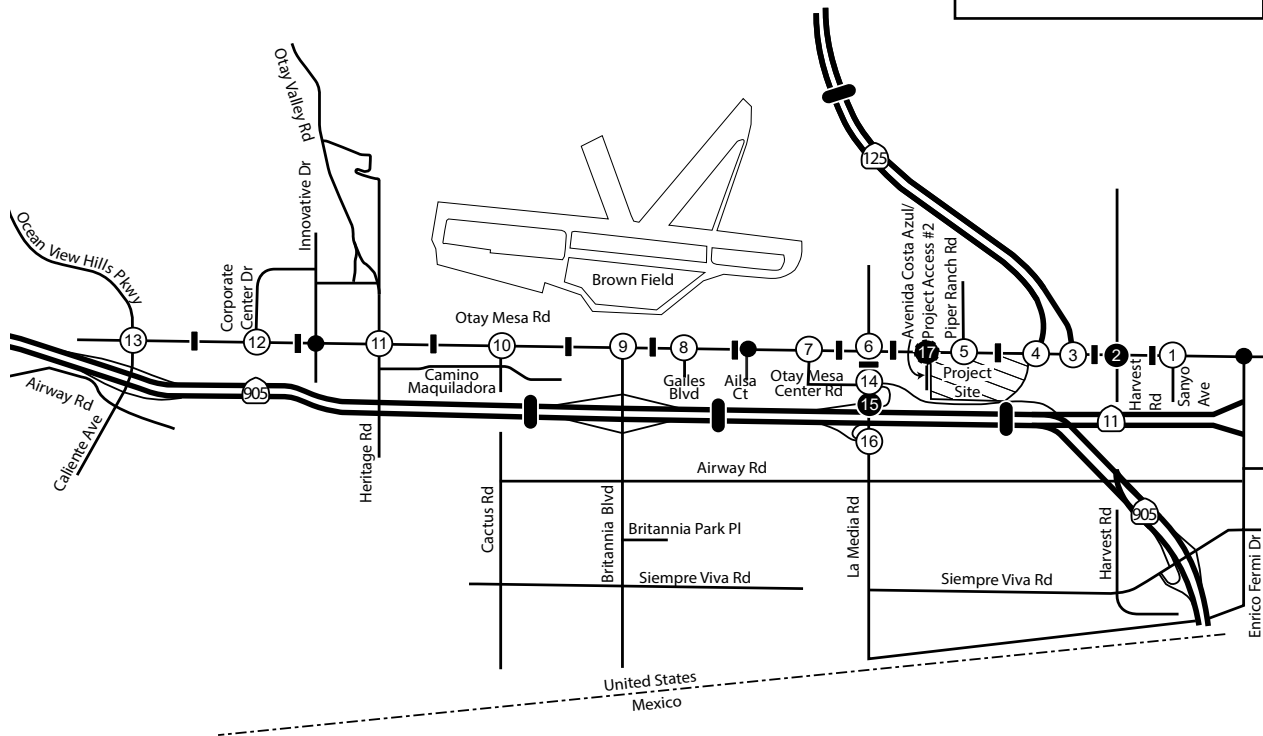
Trip Distribution For Phase 1 Existing & Near Term (2018)

FIGURE 4-3

<p>9</p> <p>↑ (17%)</p> <p>Otay Mesa Road</p> <p>17% ↓</p> <p>Britannia Boulevard</p>	<p>10</p> <p>↑ (13%)</p> <p>↓ (4%)</p> <p>Otay Mesa Road</p> <p>13% ↓</p> <p>Cactus Road</p> <p>4%</p>	<p>11</p> <p>4%</p> <p>Heritage Road</p> <p>↓ (4%)</p> <p>↑ (9%)</p> <p>Otay Mesa Road</p> <p>9% ↓</p>	<p>12</p> <p>2%</p> <p>Corporate Center Drive</p> <p>↓ (2%)</p> <p>↑ (7%)</p> <p>Otay Mesa Road</p> <p>7% ↓</p> <p>0%</p>
<p>13</p> <p>5%</p> <p>Ocean View Hills Parkway</p> <p>↓ (5%)</p> <p>↑ (2%)</p> <p>Otay Mesa Road</p> <p>2%</p>	<p>14</p> <p>2%</p> <p>↓ (2%)</p> <p>↑ (63%)</p> <p>La Media Road</p> <p>St Andrew Avenue</p> <p>SR-905 WB Ramps</p> <p>4%</p> <p>2%</p> <p>La Media Road</p> <p>57%</p>	<p>15</p> <p>54%</p> <p>↓ (54%)</p> <p>↑ (9%)</p> <p>La Media Road</p> <p>SR-905 WB On Ramp</p> <p>57%</p>	<p>16</p> <p>4%</p> <p>↓ (4%)</p> <p>↑ (5%)</p> <p>La Media Road</p> <p>SR-905 EB Ramps</p> <p>54%</p> <p>3%</p>

Legend

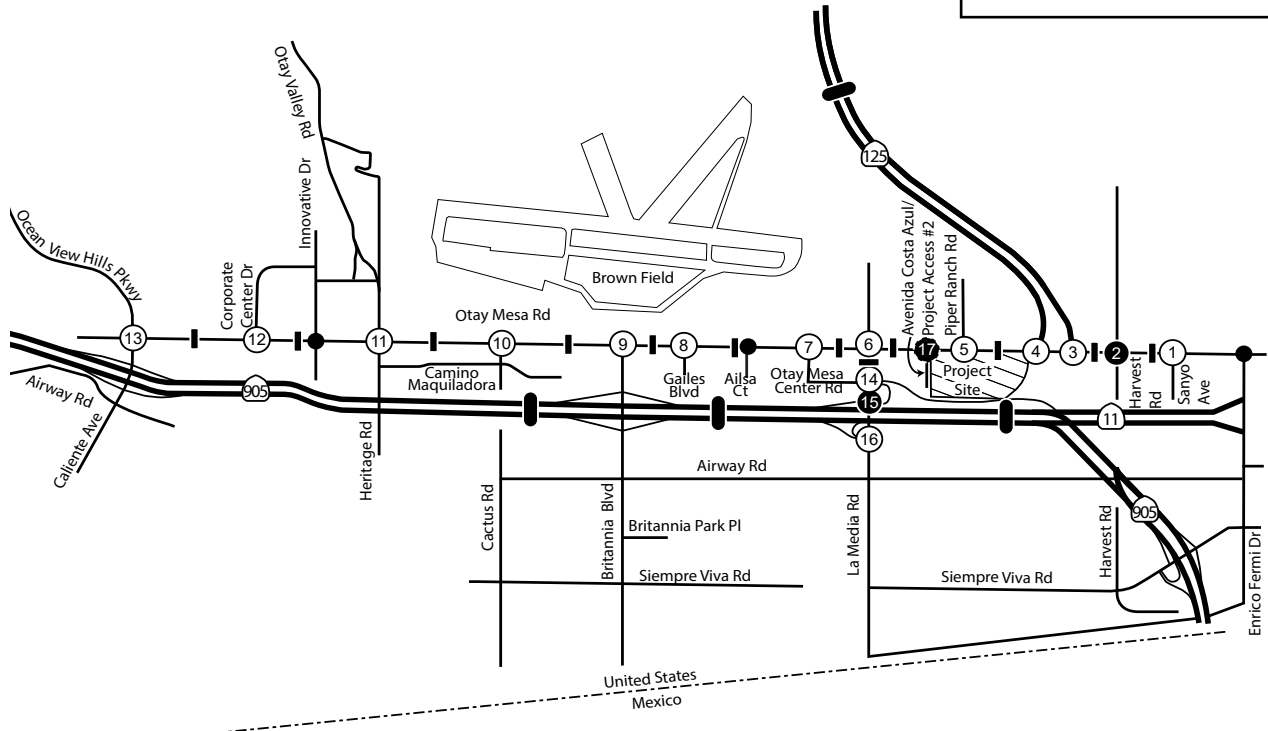
- ⊗ Signalized Study Intersection
- ⊗ Unsignalized Study Intersection
- Non-study Intersection
- ▬ Study Area Roadway Segment
- ▬ Study Area Freeway Segment
- X%(Y%) In/Out Trip Distribution



Trip Distribution For Phase 1 Existing & Near Term (2018) (cont.)

FIGURE 4-4

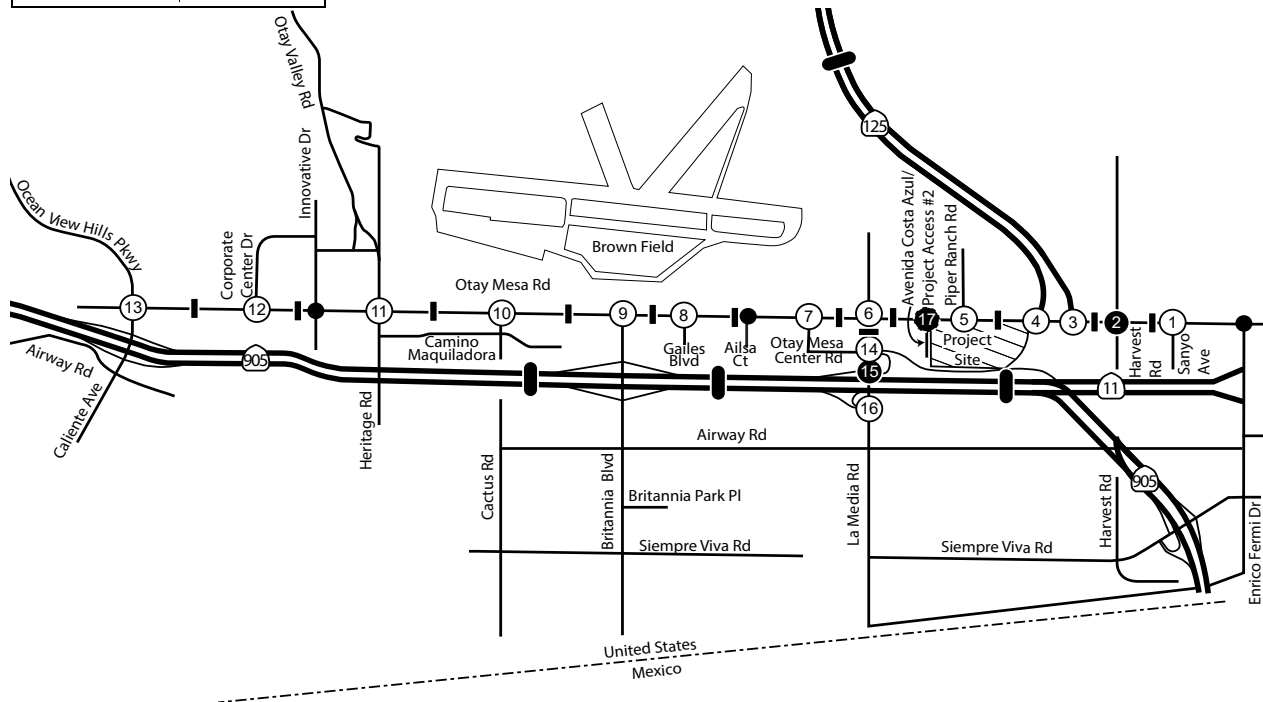
<p>1</p> <p>↑ 8%</p> <p>Otay Mesa Road</p> <p>(6%) ↓</p> <p>Sanyo Avenue</p>	<p>2</p> <p>↑ 8%</p> <p>Otay Mesa Road</p> <p>(6%) ↓</p> <p>Harvest Road</p>	<p>3</p> <p>SR-125 NB Ramps</p> <p>↑ 8%</p> <p>Otay Mesa Road</p> <p>(10%) ↓</p> <p>(6%) ↓</p>	<p>4</p> <p>↑ 10%</p> <p>SR-125 SB Ramps</p> <p>↑ 8%</p> <p>Otay Mesa Road</p> <p>(16%) ↓</p>
<p>5</p> <p>↑ 2%</p> <p>Piper Ranch Road</p> <p>↑ 18%</p> <p>Otay Mesa Road</p> <p>(20%) ↓</p> <p>60% ↓</p> <p>(62%) ↓</p> <p>(2%) ↓</p> <p>(16%) ↓</p>	<p>6</p> <p>La Media Road</p> <p>↑ (17%)</p> <p>↓ (65%)</p> <p>Otay Mesa Road</p> <p>17% ↓</p> <p>63% ↓</p>	<p>7</p> <p>↑ (17%)</p> <p>Otay Mesa Road</p> <p>17% ↓</p> <p>Otay Mesa Center Road</p>	<p>8</p> <p>↑ (17%)</p> <p>Otay Mesa Road</p> <p>17% ↓</p> <p>Galles Boulevard</p>
<p>Legend</p> <ul style="list-style-type: none"> ⊗ Signalized Study Intersection ⊗ Unsignalized Study Intersection ● Non-study Intersection ▬ Study Area Roadway Segment ▬ Study Area Freeway Segment <p>X%(Y%) In/Out Trip Distribution</p>			



Trip Distribution For Phase 1 & 2
Existing & Near Term (2020)

FIGURE 4-5

<p>9</p> <p>↑ (17%)</p> <p>Otay Mesa Road</p> <hr/> <p>17% ↓</p> <p>Britannia Boulevard</p>	<p>10</p> <p>↑ (13%)</p> <p>↓ (4%)</p> <p>Otay Mesa Road</p> <hr/> <p>13% ↓</p> <p>Cactus Road</p> <p>4% ↓</p>	<p>11</p> <p>4% ↓</p> <p>Heritage Road</p> <p>↓ (4%)</p> <p>↑ (9%)</p> <p>Otay Mesa Road</p> <hr/> <p>9% ↓</p>	<p>12</p> <p>2% ↓</p> <p>Corporate Center Drive</p> <p>↓ (2%)</p> <p>↑ (7%)</p> <p>Otay Mesa Road</p> <hr/> <p>7% ↓</p> <p>0%</p>
<p>13</p> <p>5% ↓</p> <p>Ocean View Hills Parkway</p> <p>↓ (5%)</p> <p>↑ (2%)</p> <p>Otay Mesa Road</p> <hr/> <p>2% ↓</p>	<p>14</p> <p>2% ↓</p> <p>↑ (63%)</p> <p>La Media Road</p> <p>4% ↓</p> <p>SR-905 WB Ramps</p> <hr/> <p>2% ↓</p> <p>La Media Road</p> <p>57% ↓</p>	<p>15</p> <p>54% ↓</p> <p>↑ (9%)</p> <p>La Media Road</p> <p>SR-905 WB On Ramp</p> <hr/> <p>57% ↓</p>	<p>16</p> <p>4% ↓</p> <p>↑ (5%)</p> <p>La Media Road</p> <p>SR-905 EB Ramps</p> <hr/> <p>54% ↓</p> <p>3% ↓</p>
<p>17</p> <p>*Alternative distribution and analysis assuming traffic signal is provided in Appendix L</p> <p>82% ↓</p> <p>Otay Mesa Road</p> <hr/> <p>60% ↓</p> <p>20% ↓</p> <p>Avenida Costa Azul/Project Access #2</p> <p>(20%) ↓</p>		<p>Legend</p> <ul style="list-style-type: none"> ⊗ Signalized Study Intersection ⊗ Unsignalized Study Intersection ● Non-study Intersection ▬ Study Area Roadway Segment ▬ Study Area Freeway Segment <p>X%(Y%) In/Out Trip Distribution</p>	



Trip Distribution For Phase 1 & 2
Existing Conditions & Near Term (2020) (cont.)

FIGURE 4-6

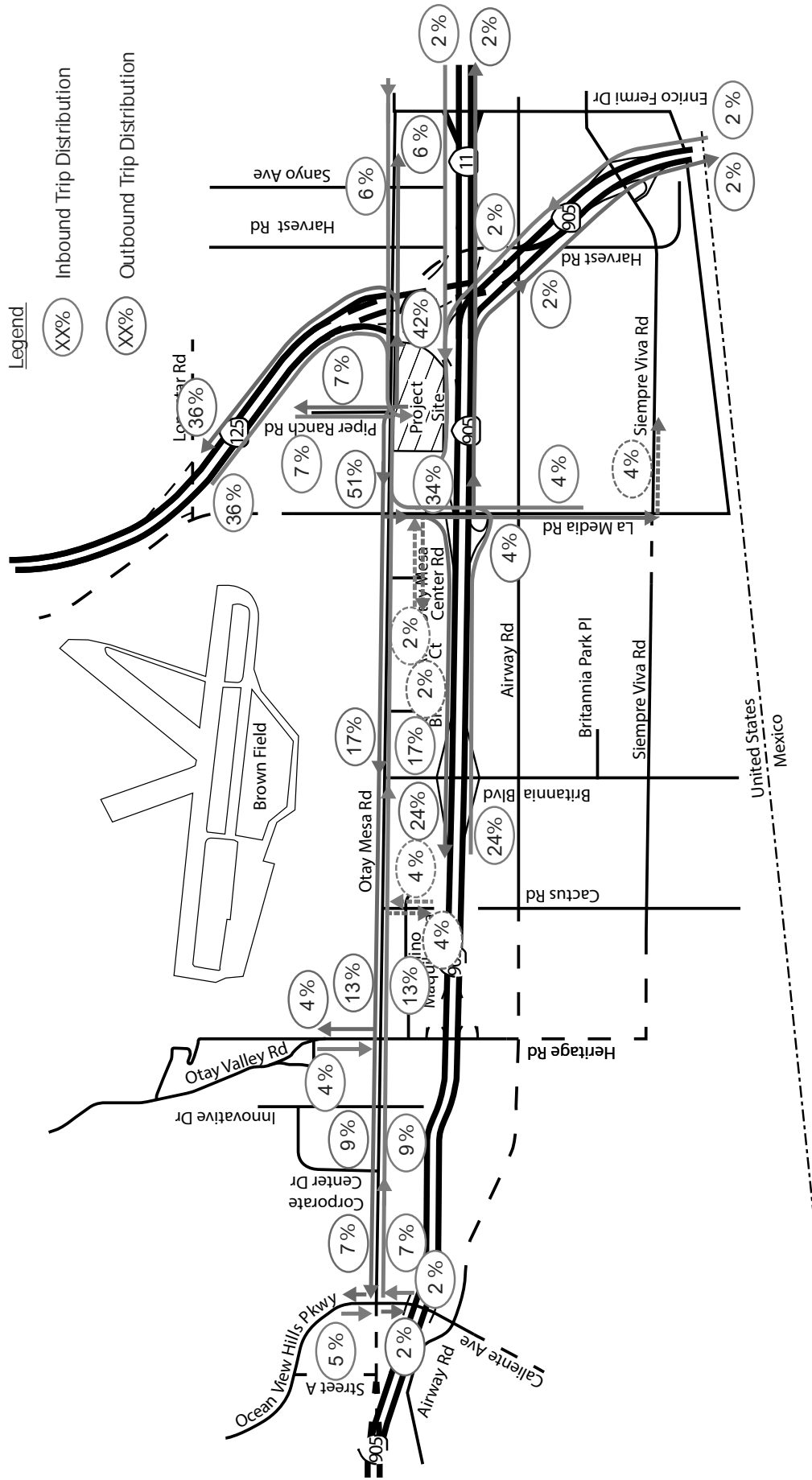
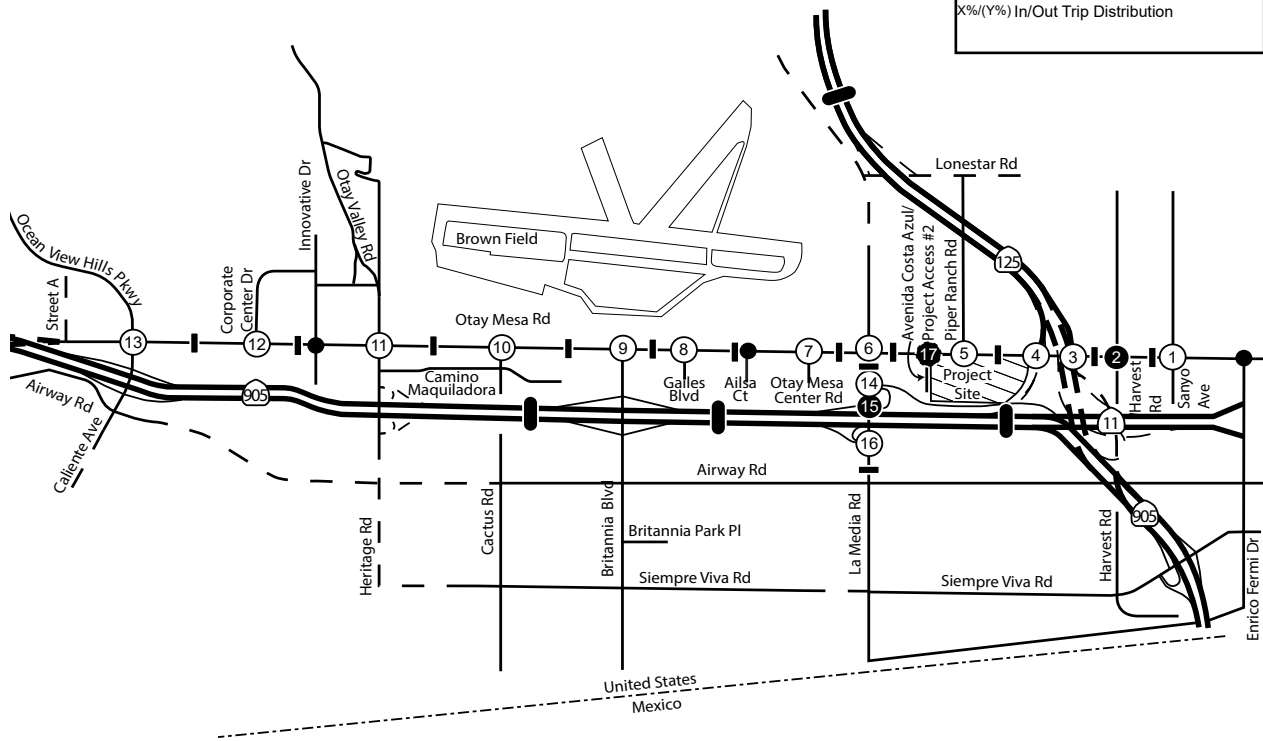


FIGURE 4-7

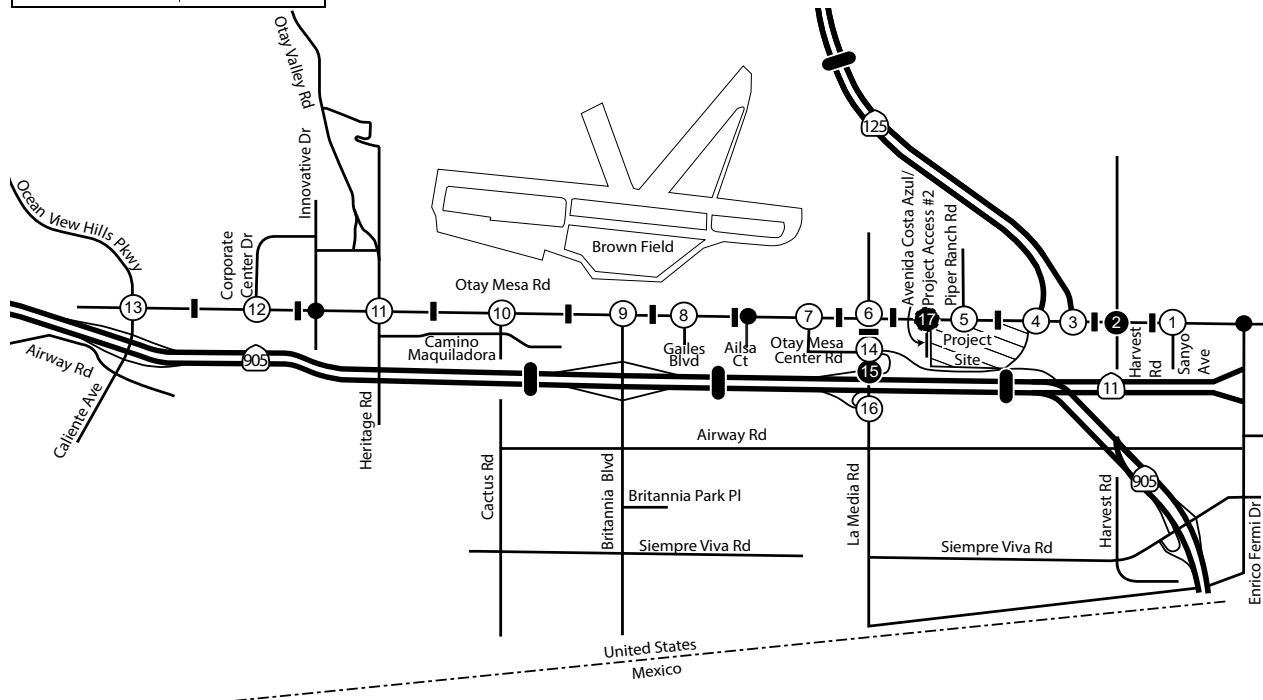
<p>1</p> <p>Sanyo Avenue</p> <p>↑ 6%</p> <p>Otay Mesa Road</p> <p>(6%) ↓</p>	<p>2</p> <p>Harvest Road</p> <p>↑ 6%</p> <p>Otay Mesa Road</p> <p>(6%) ↓</p>	<p>3</p> <p>SR-125 NB Ramps</p> <p>↑ 6%</p> <p>Otay Mesa Road</p> <p>(36%) ↔</p> <p>(6%) ↓</p>	<p>4</p> <p>SR-125 SB Ramps</p> <p>↑ 6%</p> <p>Otay Mesa Road</p> <p>≈ 36%</p> <p>(42%) ⇔</p>
<p>5</p> <p>Piper Ranch Road</p> <p>↔ 7%</p> <p>Otay Mesa Road</p> <p>↔ 42%</p> <p>(15%) ↓</p> <p>26%</p>	<p>6</p> <p>La Media Road</p> <p>↔ (17%)</p> <p>↔ (34%)</p> <p>Otay Mesa Road</p> <p>17% ↔</p> <p>34%</p>	<p>7</p> <p>Otay Mesa Center Road</p> <p>17% ↓</p> <p>(17%) ⇔</p> <p>Otay Mesa Road</p>	<p>8</p> <p>Galles Boulevard</p> <p>17% ⇔</p> <p>Otay Mesa Road</p> <p>(17%) ⇔</p>
<p>Legend</p> <ul style="list-style-type: none"> ⊗ Signalized Study Intersection ⊗ Unsignalized Study Intersection ● Non-study Intersection ▬ Study Area Roadway Segment ▬ Study Area Freeway Segment <p>X%(Y%) In/Out Trip Distribution</p>			



Trip Distribution For Phase 1 & 2
Horizon Year (2035) Conditions

FIGURE 4-8

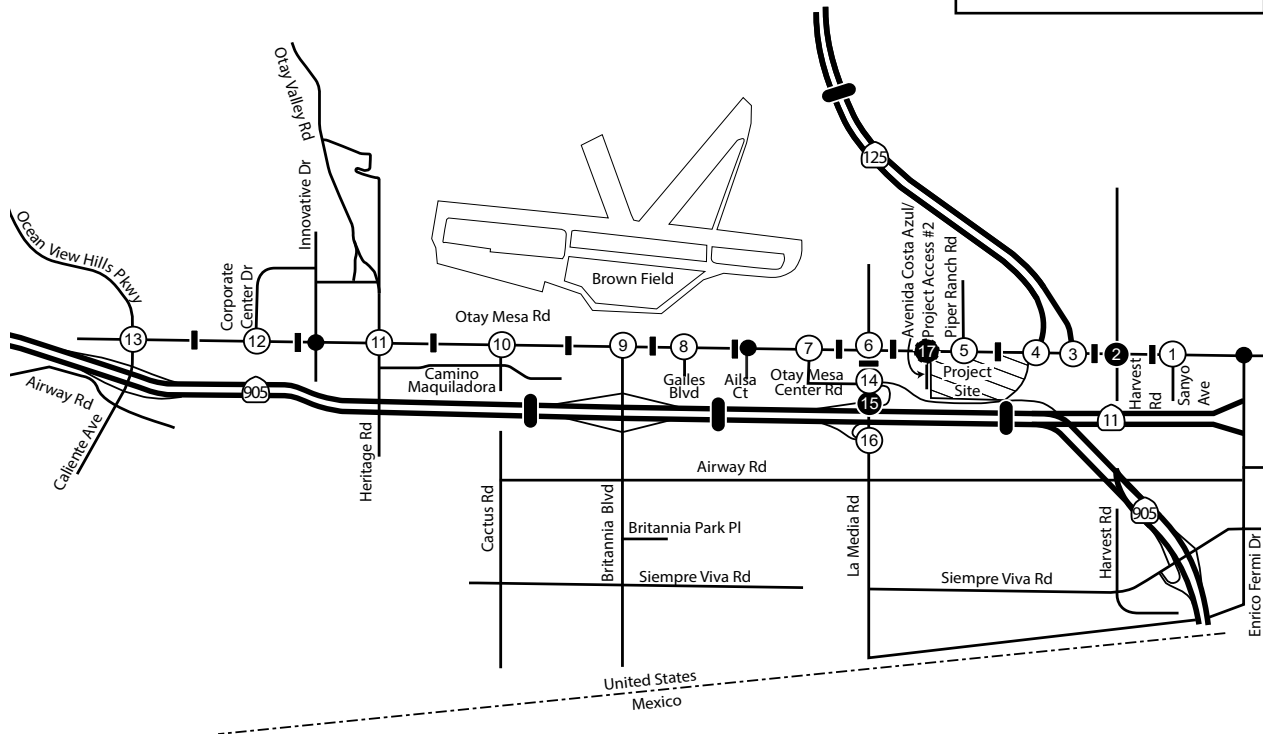
<p>9</p> <p>Britannia Boulevard ↑ (17%) Otay Mesa Road</p> <p>17% →</p>	<p>10</p> <p>Cactus Road ↑ (13%) ↓ (4%) Otay Mesa Road</p> <p>13% ↓</p> <p>4%</p>	<p>11</p> <p>4% Heritage Road ↓ (4%) ↑ (9%) Otay Mesa Road</p> <p>9% ↓</p>	<p>12</p> <p>2% Corporate Center Drive ↓ (2%) ↑ (7%) Otay Mesa Road</p> <p>7% →</p>
<p>13</p> <p>4% Ocean View Hills Parkway ↓ (4%) ↑ (3%) Otay Mesa Road</p> <p>3%</p>	<p>14</p> <p>2% ↓ (2%) ↑ (32%) La Media Road St Andrew Avenue SR-905 WB Ramps</p> <p>2% ↓</p> <p>4%</p> <p>28%</p>	<p>15</p> <p>24% ↓ (24%) ↑ (8%) La Media Road SR-905 WB On Ramp</p> <p>28%</p>	<p>16</p> <p>4% ↓ (4%) ↑ (4%) La Media Road SR-905 EB Ramps</p> <p>24% ↓</p> <p>4%</p>
<p>17</p> <p>*Alternative distribution and analysis assuming traffic signal is provided in Appendix L</p> <p>↑ (51%) Otay Mesa Road</p> <p>26% ↓ 25% ↓ Avenida Costa Azul/ Project Access #2</p> <p>(40%) ↓</p>		<p>Legend</p> <ul style="list-style-type: none"> ⊗ Signalized Study Intersection ⊗ Unsignalized Study Intersection ● Non-study Intersection ▬ Study Area Roadway Segment ▬ Study Area Freeway Segment <p>X%(Y%) In/Out Trip Distribution</p>	



Trip Distribution For Phase 1 & 2
Horizon Year (2035) Conditions (cont.)

FIGURE 4-9

<p>1</p> <p>↑ 16 / 9</p> <p>Otay Mesa Road</p> <p>5 / 11 ↓</p> <p>Sanyo Avenue</p>	<p>2</p> <p>Harvest Road</p> <p>↑ 16 / 9</p> <p>Otay Mesa Road</p> <p>5 / 11 ↓</p>	<p>3</p> <p>SR-125 NB Ramps</p> <p>↑ 16 / 9</p> <p>Otay Mesa Road</p> <p>8 / 18 ↗</p> <p>5 / 11 ↓</p>	<p>4</p> <p>↖ 20 / 12</p> <p>SR-125 SB Ramps</p> <p>↑ 16 / 9</p> <p>Otay Mesa Road</p> <p>13 / 28 ↓</p>
<p>5</p> <p>↖ 4 / 2</p> <p>Piper Ranch Road</p> <p>↖ 35 / 21</p> <p>Otay Mesa Road</p> <p>156 / 94 ↖</p> <p>67 / 146 ↖</p> <p>2 / 4 ↖</p> <p>13 / 28 ↖</p>	<p>6</p> <p>La Media Road</p> <p>↖ 14 / 30</p> <p>↖ 53 / 116</p> <p>Otay Mesa Road</p> <p>33 / 20 ↓</p> <p>123 / 74 ↖</p>	<p>7</p> <p>↖ 14 / 30</p> <p>Otay Mesa Road</p> <p>33 / 20 ↓</p> <p>Otay Mesa Center Road</p>	<p>8</p> <p>↖ 14 / 30</p> <p>Otay Mesa Road</p> <p>33 / 20 ↓</p> <p>Galles Boulevard</p>
<p>Legend</p> <ul style="list-style-type: none"> ⊗ Signalized Study Intersection ⊗ Unsignalized Study Intersection ● Non-study Intersection ▬ Study Area Roadway Segment ▬ Study Area Freeway Segment XY AM/PM Peak Hour Turning Volumes 			



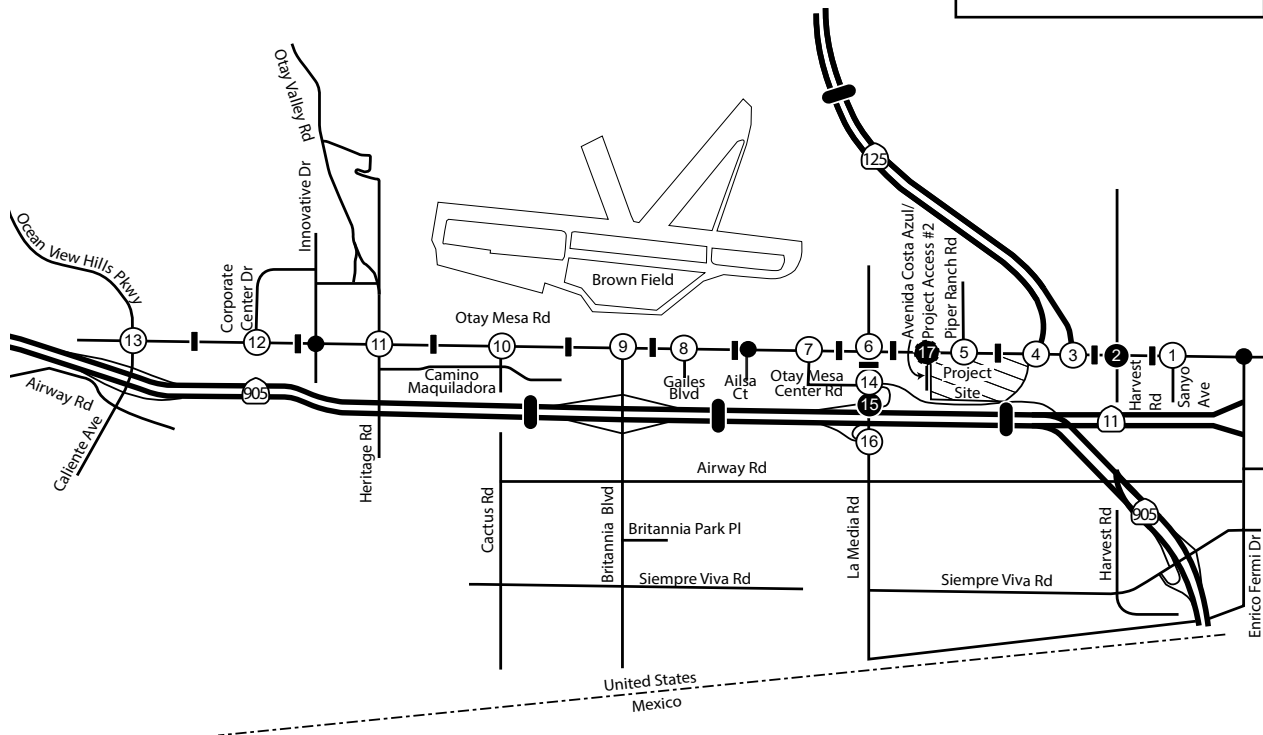
**Trip Assignment For Phase 1
Existing & Near Term (2018)**

FIGURE 4-10

<p>9</p> <p>↑ 14 / 30</p> <p>Otay Mesa Road</p> <p>33 / 20 ↓</p> <p>Britannia Boulevard</p>	<p>10</p> <p>Cactus Road</p> <p>↑ 11 / 23 3 / 7</p> <p>Otay Mesa Road</p> <p>25 / 15 ↓</p> <p>8 / 5</p>	<p>11</p> <p>8 / 5</p> <p>Heritage Road</p> <p>↑ 3 / 7 7 / 16</p> <p>Otay Mesa Road</p> <p>18 / 11 ↓</p>	<p>12</p> <p>4 / 2</p> <p>Corporate Center Drive</p> <p>↑ 2 / 4 6 / 12</p> <p>Otay Mesa Road</p> <p>14 / 8 ↓</p>
<p>13</p> <p>10 / 6</p> <p>Ocean View Hills Parkway</p> <p>4 / 9</p> <p>2 / 4</p> <p>Otay Mesa Road</p> <p>Callente Avenue</p> <p>4 / 2</p>	<p>14</p> <p>2 / 4</p> <p>52 / 112</p> <p>La Media Road</p> <p>8 / 5</p> <p>St Andrew Avenue</p> <p>SR-905 WB Ramps</p> <p>4 / 2</p> <p>La Media Road</p> <p>111 / 67</p>	<p>15</p> <p>44 / 96</p> <p>7 / 16</p> <p>La Media Road</p> <p>SR-905 WB On Ramp</p> <p>111 / 67</p>	<p>16</p> <p>3 / 7</p> <p>4 / 9</p> <p>La Media Road</p> <p>SR-905 EB Ramps</p> <p>105 / 64</p> <p>6 / 4</p>

Legend

- ⊗ Signalized Study Intersection
- ⊗ Unsignalized Study Intersection
- Non-study Intersection
- ▬ Study Area Roadway Segment
- ▬ Study Area Freeway Segment
- XY AM/PM Peak Hour Turning Volumes



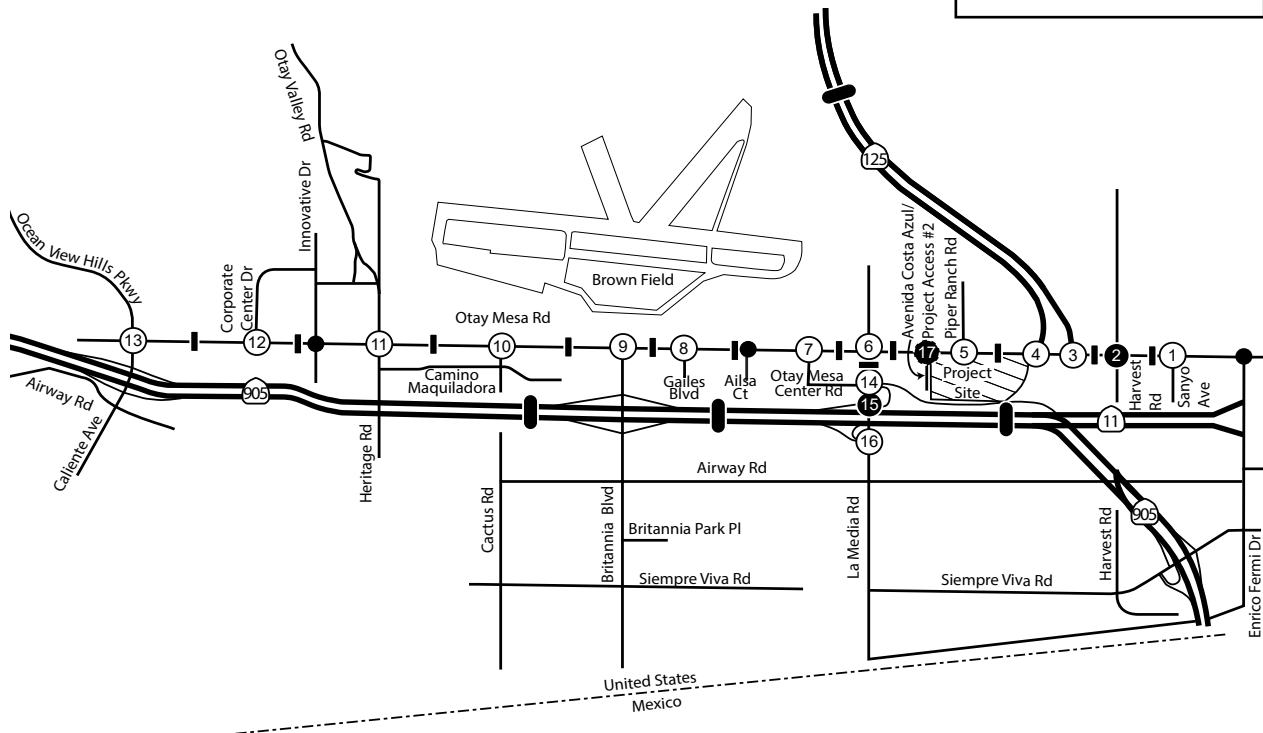
*Trip Assignment For Phase 1
Existing & Near Term (2018) (cont.)*

FIGURE 4-11

<p>1</p> <p>↑ 36 / 22</p> <p>Otay Mesa Road</p> <p>11 / 24 ↓</p> <p>Sanyo Avenue</p>	<p>2</p> <p>Harvest Road</p> <p>↑ 36 / 22</p> <p>Otay Mesa Road</p> <p>11 / 24 ↓</p>	<p>3</p> <p>SR-125 NB Ramps</p> <p>↑ 36 / 22</p> <p>Otay Mesa Road</p> <p>19 / 41 ↗</p> <p>11 / 24 ↓</p>	<p>4</p> <p>44 / 27 ↘</p> <p>SR-125 SB Ramps</p> <p>↑ 36 / 22</p> <p>Otay Mesa Road</p> <p>30 / 65 ↓</p>
<p>5</p> <p>9 / 5 ↘</p> <p>Piper Ranch Road</p> <p>80 / 49 ↘</p> <p>Otay Mesa Road</p> <p>38 / 81 ↘</p> <p>266 / 162 ↘</p> <p>117 / 252 ↘</p> <p>4 / 8 ↘</p> <p>30 / 65 ↘</p>	<p>6</p> <p>La Media Road</p> <p>↑ 32 / 69</p> <p>↘ 123 / 264</p> <p>Otay Mesa Road</p> <p>75 / 46 ↓</p> <p>280 / 170 ↘</p>	<p>7</p> <p>↑ 32 / 69</p> <p>Otay Mesa Road</p> <p>75 / 46 ↓</p> <p>Otay Mesa Center Road</p>	<p>8</p> <p>↑ 32 / 69</p> <p>Otay Mesa Road</p> <p>75 / 46 ↓</p> <p>Galles Boulevard</p>

Legend

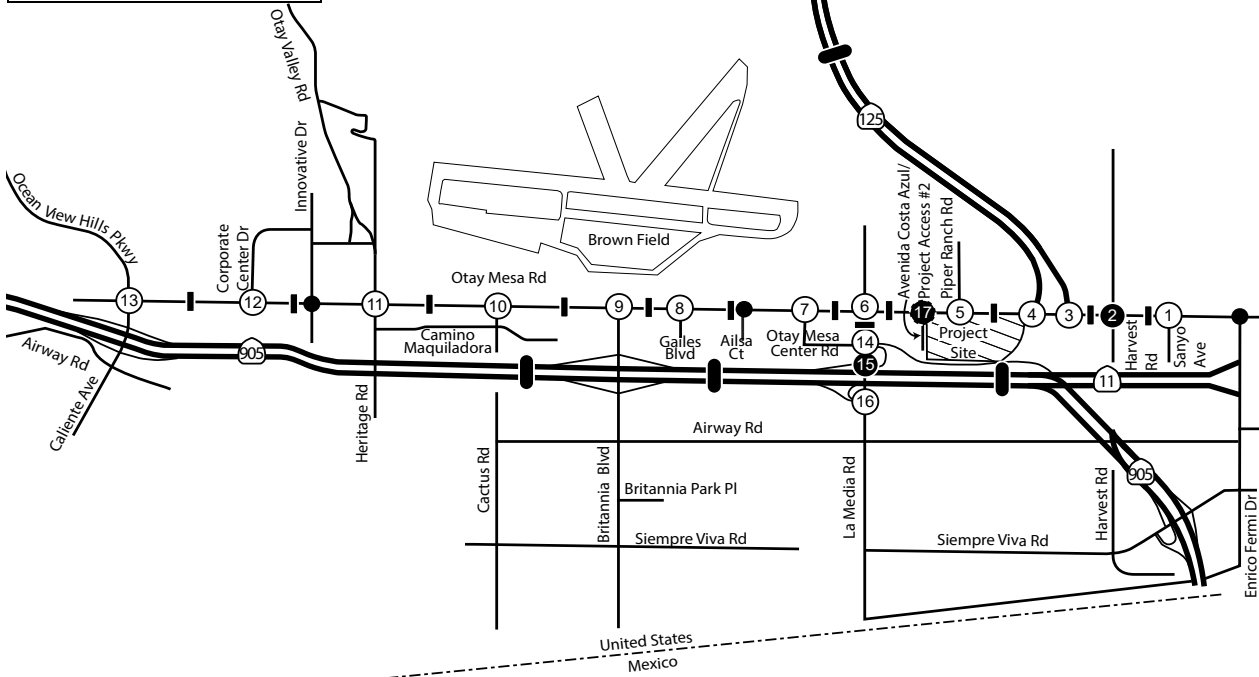
- ⊗ Signalized Study Intersection
- ⊗ Unsignalized Study Intersection
- Non-study Intersection
- ▬ Study Area Roadway Segment
- ▬ Study Area Freeway Segment
- X/Y AM/PM Peak Hour Turning Volumes



Trip Assignment For Phase 1 & 2
Existing Condition & Near Term (2020)

FIGURE 4-12

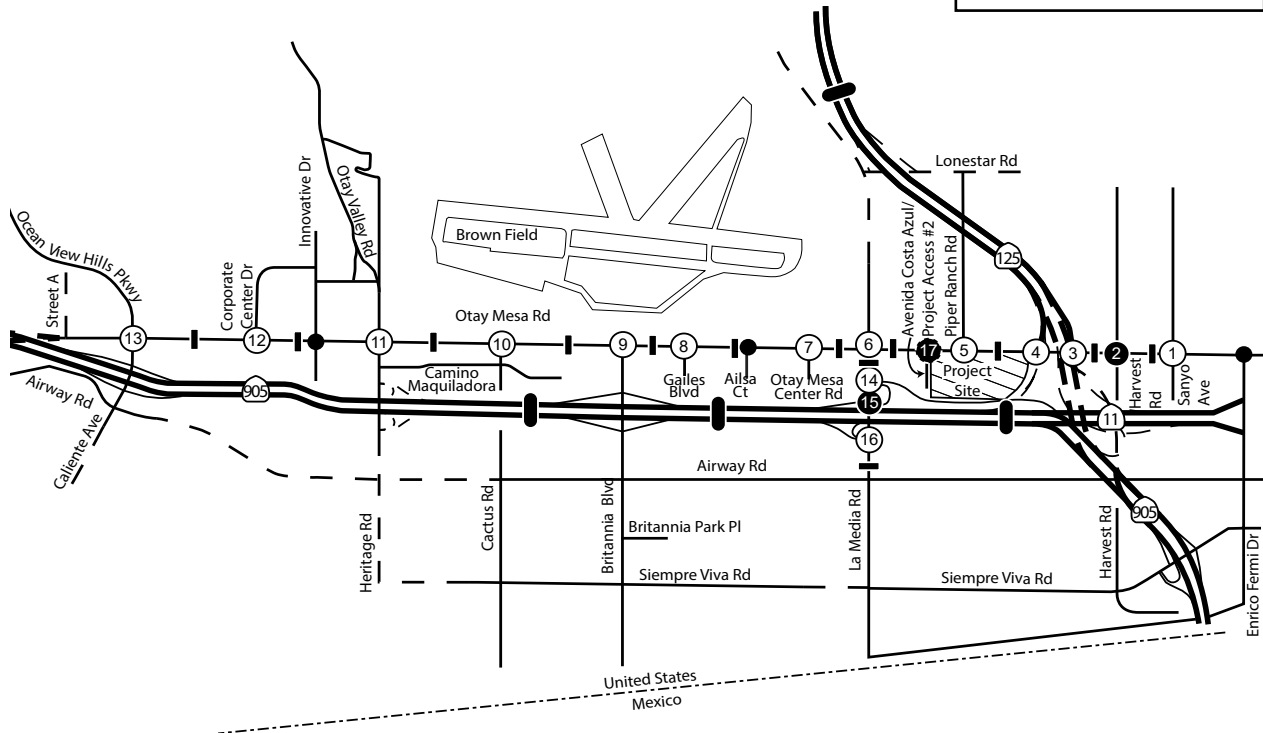
<p>9</p> <p style="text-align: center;">⇕ 32 / 69</p> <p style="text-align: center;">Otay Mesa Road</p> <hr/> <p>75 / 46 ⇕</p> <p style="text-align: center;">Britannia Boulevard</p>	<p>10</p> <p style="text-align: center;">⇕ 25 / 53 8 / 16</p> <p style="text-align: center;">Otay Mesa Road</p> <hr/> <p>58 / 35 ⇕</p> <p style="text-align: center;">18 / 11</p>	<p>11</p> <p style="text-align: center;">⇕ 18 / 11</p> <p style="text-align: center;">Heritage Road</p> <hr/> <p style="text-align: center;">⇕ 8 / 16 17 / 37</p> <p style="text-align: center;">Otay Mesa Road</p>	<p>12</p> <p style="text-align: center;">⇕ 9 / 5</p> <p style="text-align: center;">Corporate Center Drive</p> <hr/> <p style="text-align: center;">⇕ 4 / 8 13 / 28</p> <p style="text-align: center;">Otay Mesa Road</p>
<p>13</p> <p style="text-align: center;">⇕ 22 / 14</p> <p style="text-align: center;">Ocean View Hills Parkway</p> <hr/> <p style="text-align: center;">⇕ 9 / 20 4 / 8</p> <p style="text-align: center;">Otay Mesa Road</p> <hr/> <p style="text-align: center;">⇕ 9 / 5</p> <p style="text-align: center;">Calliente Avenue</p>	<p>14</p> <p style="text-align: center;">⇕ 4 / 8 119 / 256</p> <p style="text-align: center;">St Andrew Avenue</p> <hr/> <p style="text-align: center;">⇕ 18 / 11</p> <p style="text-align: center;">SR-905 WB Ramps</p> <hr/> <p style="text-align: center;">⇕ 9 / 5</p> <p style="text-align: center;">La Media Road</p>	<p>15</p> <p style="text-align: center;">⇕ 102 / 219 17 / 37</p> <p style="text-align: center;">SR-905 WB On Ramp</p> <hr/> <p style="text-align: center;">⇕ 253 / 154</p> <p style="text-align: center;">La Media Road</p>	<p>16</p> <p style="text-align: center;">⇕ 8 / 16 9 / 20</p> <p style="text-align: center;">SR-905 EB Ramps</p> <hr/> <p style="text-align: center;">⇕ 240 / 146</p> <p style="text-align: center;">La Media Road</p> <hr/> <p style="text-align: center;">⇕ 13 / 8</p>
<p>17</p> <p style="text-align: center;">⇕ 155 / 333</p> <p style="text-align: center;">Otay Mesa Road</p> <hr/> <p>266 / 162 ⇕</p> <p>89 / 54 ⇕</p> <p style="text-align: center;">Avenida Costa Azul/Project Access #2</p> <p style="text-align: center;">⇕ 38 / 81</p>		<p style="text-align: center;">Legend</p> <ul style="list-style-type: none"> ⊗ Signalized Study Intersection ⊗ Unsignalized Study Intersection ● Non-study Intersection ▬ Study Area Roadway Segment ▬ Study Area Freeway Segment XY AM/PM Peak Hour Turning Volumes 	



Trip Assignment For Phase 1 & 2 Existing & Near Term (2020) (cont.)

FIGURE 4-13

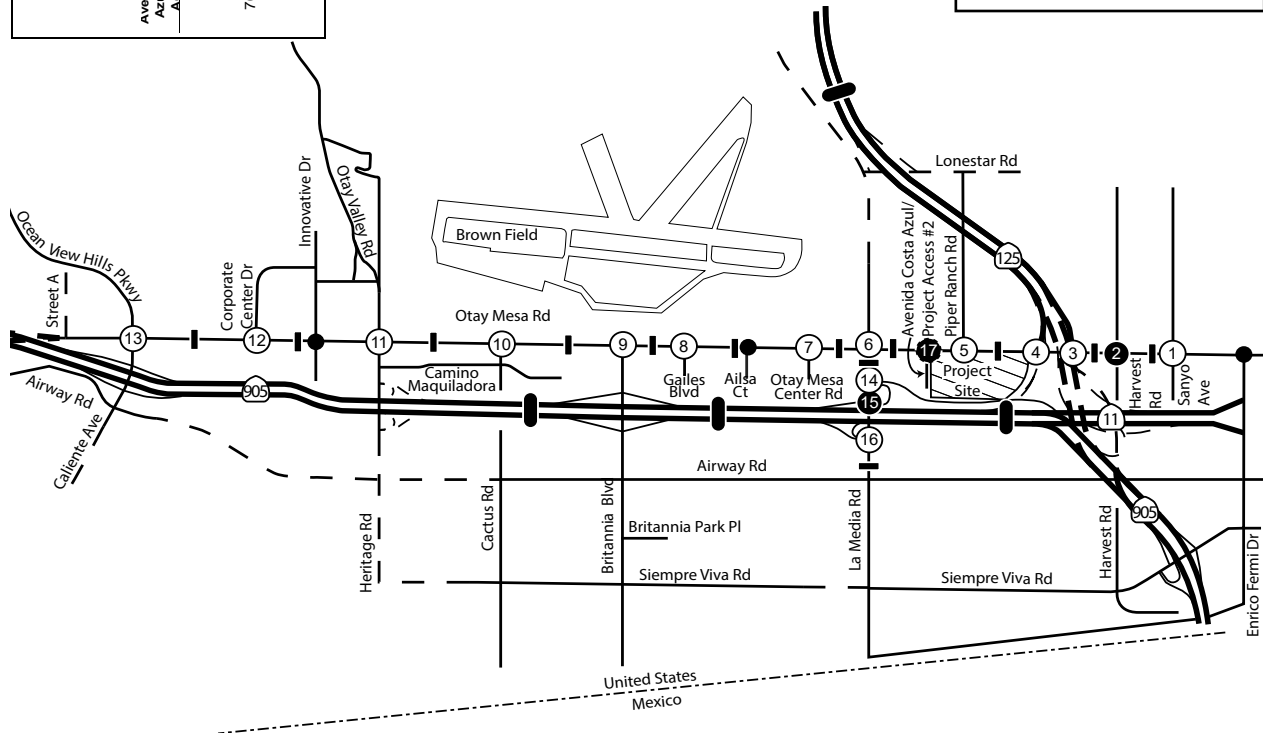
<p>1</p> <p>Sanyo Avenue ↑ 27 / 16</p> <p>Otay Mesa Road</p> <p>11 / 24 ↓</p>	<p>2</p> <p>Harvest Road ↑ 27 / 16</p> <p>Otay Mesa Road</p> <p>11 / 24 ↓</p>	<p>3</p> <p>SR-125 NB Ramps ↑ 27 / 16</p> <p>Otay Mesa Road</p> <p>68 / 146 ↕ 11 / 24 ↓</p>	<p>4</p> <p>160 / 97 ↕</p> <p>SR-125 SB Ramps ↑ 27 / 16</p> <p>Otay Mesa Road</p> <p>79 / 171 ↓</p>
<p>5</p> <p>Piper Ranch Road ↕ 31 / 19</p> <p>Otay Mesa Road</p> <p>49 / 106 ↕ 13 / 28 ↕ 51 / 110 ↕</p> <p>28 / 61 ↕ 115 / 70 ↕</p>	<p>6</p> <p>La Media Road ↕ 32 / 69 64 / 138</p> <p>Otay Mesa Road</p> <p>75 / 46 ↓</p> <p>151 / 92 ↕</p>	<p>7</p> <p>Otay Mesa Center Road ↓ 75 / 46</p> <p>Otay Mesa Road</p> <p>32 / 69 ↕</p>	<p>8</p> <p>Galles Boulevard ↓ 75 / 46</p> <p>Otay Mesa Road</p> <p>32 / 69 ↕</p>
<p>Legend</p> <ul style="list-style-type: none"> ⊗ Signalized Study Intersection ⊗ Unsignalized Study Intersection ● Non-study Intersection ▬ Study Area Roadway Segment ▬ Study Area Freeway Segment X/Y AM/PM Peak Hour Turning Volumes 			



Trip Assignment For Phase 1 & 2
Horizon Year Conditions

FIGURE 4-14

<p>9</p> <p>Britannia Boulevard</p> <p>↑ 32 / 69</p> <p>Otay Mesa Road</p> <p>75 / 46 ↓</p>	<p>10</p> <p>Cactus Road</p> <p>↑ 25 / 53 8 / 16</p> <p>Otay Mesa Road</p> <p>58 / 35 ↓</p> <p>18 / 11 ↓</p>	<p>11</p> <p>18 / 11</p> <p>Heritage Road</p> <p>↑ 8 / 16 17 / 37</p> <p>Otay Mesa Road</p> <p>40 / 24 ↓</p>	<p>12</p> <p>9 / 5</p> <p>Corporate Center Drive</p> <p>↑ 4 / 8 13 / 28</p> <p>Otay Mesa Road</p> <p>31 / 19 ↓</p>
<p>13</p> <p>18 / 11</p> <p>Ocean View Hills Parkway</p> <p>↑ 8 / 16 6 / 12</p> <p>Otay Mesa Road</p> <p>Caliente Avenue</p> <p>13 / 8 ↓</p>	<p>14</p> <p>4 / 8 60 / 130</p> <p>La Media Road</p> <p>↑ 18 / 11</p> <p>St Andrew Avenue</p> <p>9 / 5 ↓</p> <p>SR-905 WB Ramps</p> <p>124 / 76 ↓</p>	<p>15</p> <p>45 / 97 15 / 32</p> <p>La Media Road</p> <p>↑ 124 / 76</p> <p>SR-905 WB On Ramp</p>	<p>16</p> <p>8 / 16 8 / 16</p> <p>La Media Road</p> <p>↑ 18 / 11</p> <p>SR-905 EB Ramps</p> <p>107 / 65 ↓</p>
<p>17</p> <p>*Alternative distribution and analysis assuming traffic signal is provided in Appendix L</p> <p>↑ 96 / 207</p> <p>Otay Mesa Road</p> <p>115 / 70 111 / 68</p> <p>Avenida Costa Azul/ Project Access #2</p> <p>76 / 162 ↓</p>		<p>Legend</p> <ul style="list-style-type: none"> ⊗ Signalized Study Intersection ⊗ Unsignalized Study Intersection ● Non-study Intersection ▬ Study Area Roadway Segment ▬ Study Area Freeway Segment X/Y AM/PM Peak Hour Turning Volumes 	



Trip Assignment For Phase 1 & 2
Horizon Year Conditions (cont.)

11. Lumina Trip Generation & Trip Assignment

Majestic Airway - Cumulative Trips

<p>1</p> <p>8 / 19</p> <p>La Media Rd</p> <p>16 / 38</p> <p>Otay Mesa Rd</p> <p>16 / 12</p> <p>33 / 24</p>	<p>2</p> <p>La Media Rd</p> <p>SR-905 WB Ramps</p>	<p>3</p> <p>La Media Rd</p> <p>SR-905 EB Ramps</p>	<p>4</p> <p>La Media Rd</p> <p>12 / 28</p> <p>Airway Rd</p> <p>25 / 18</p>
<p>5</p> <p>Driveaway 1</p> <p>12 / 28</p> <p>Airway Rd</p> <p>25 / 18</p>	<p>6</p> <p>Driveaway 2</p> <p>12 / 28</p> <p>Airway Rd</p> <p>25 / 18</p>	<p>7</p> <p>Private Driveaway</p> <p>12 / 28</p> <p>Airway Rd</p> <p>25 / 18</p> <p>Avenida Costa Azul</p>	

Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



NOT TO SCALE

3.2 Street Vacation

The Lumina project site contains a public right-of-way for an unnamed road in the western portion of the site, dedicated by Map 1267 shown on **Figure 3-3**. The unnamed road was dedicated to provide circulation, access, and public services; however, the unnamed road was never constructed and is undriveable under existing conditions. The Lumina project will implement the Central Village Specific Plan planned roadway circulation system on-site, which will provide the circulation necessary to the public within and through the community. The Lumina project proposes vacation of the unnamed road because it is not needed to provide public circulation.

3.3 Project Trip Generation, Distribution, and Assignment

Project Trip Generation

Project trip generation estimates were derived utilizing the trip generation rates outlined in *Table 1* of the *City of San Diego Land Development Code – Trip Generation Manual, May 2003*. **Table 3.1** displays the proposed project’s trip generation during both Phase 1 and full development.

**TABLE 3.1
OTAY MESA LUMINA - TRIP GENERATION**

Land Use	Units	Trip Rate	ADT	AM Peak Hour					PM Peak Hour				
				%	Trips	Split	In	Out	%	Trips	Split	In	Out
Phase 1 (Year 2023)													
Multi-Family (Over 20 DU/acre)	1,129 DU	6	6,774	8%	542	2:8	108	434	9%	610	7:3	427	183
Community Commercial ^a	62.53 KSF	70 ^a	4,377	3%	131	6:4	79	52	10%	438	5:5	219	219
Phase 1 Total			11,151	-	673	-	187	486	-	1,048	-	646	402
Phase 2 (Year 2027)													
Multi-Family (Over 20 DU/acre)	526 DU	6	3,156	8%	252	2:8	51	201	9%	284	7:3	199	85
Multi-Family (Under 20 DU/acre)	213 DU	8	1,704	8%	136	2:8	27	109	10%	170	7:3	119	51
Park (Developed)	6.6 Acres	50	330	4%	13	5:5	7	6	8%	26	5:5	13	13
Elementary School	6.3 Acres*	136	857	31%	266	6:4	159	107	19%	163	4:6	65	98
Phase 2 Total			6,047	-	667	-	244	423	-	643	-	396	247
Full Development Total			17,198		1,340		431	909		1,691		1,042	649
Internal Trips Capture (9.4%)^b			1,617		126		41	85		159		98	61
External Trips			15,581		1,214		390	824		1,532		944	588

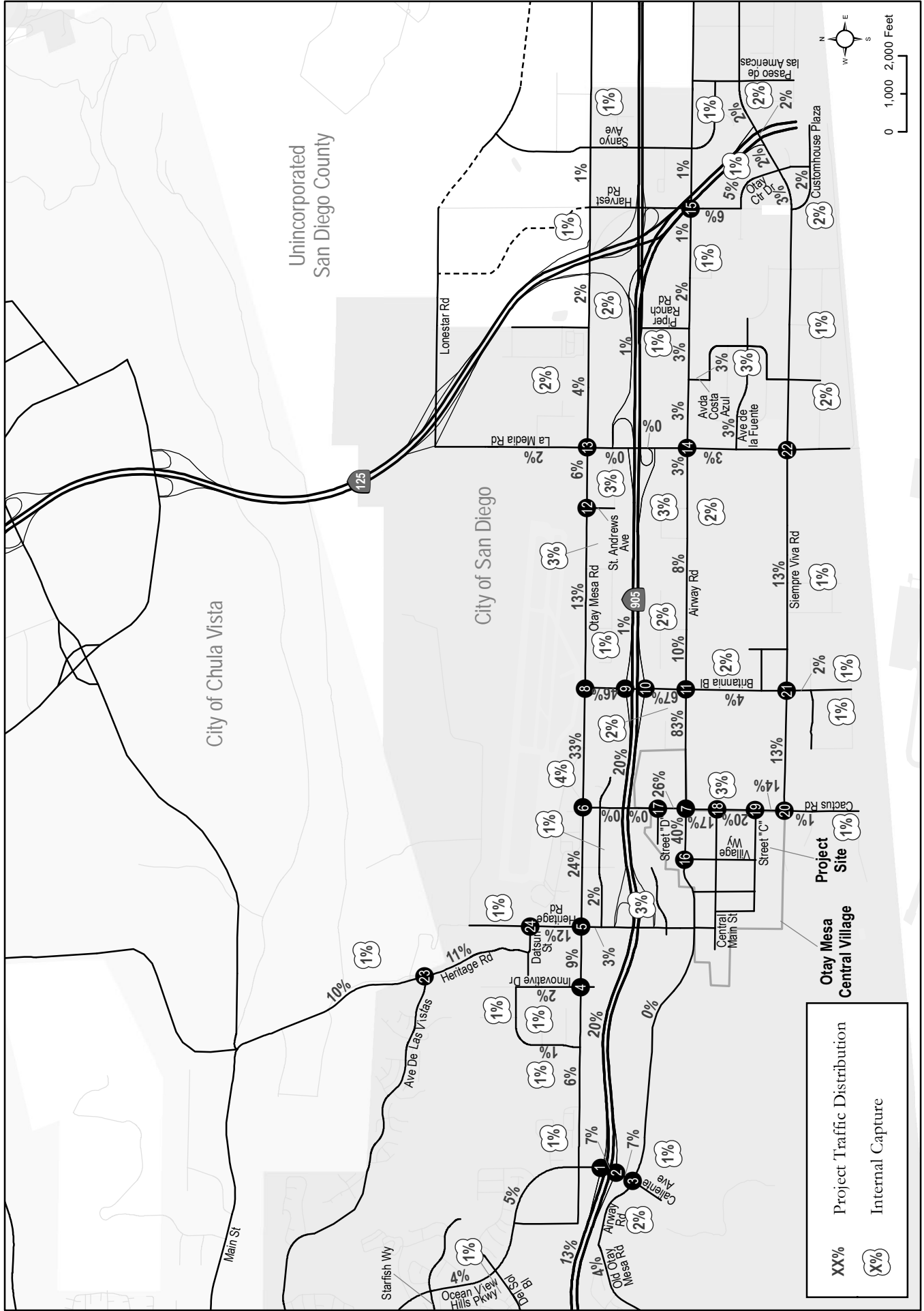
Source: Colrich, December 2017; City of San Diego Land Development Code – Trip Generation Manual, May 2003

Notes:

* 6.3 acres represents the ColRich portion of the elementary school and the entire school site is estimated to be 13.1 acres.

^a – Trip generation rate used is consistent with the Otay Mesa CPU & OMCVSP.

^b – Internal capture consistent with Otay Mesa Central Village Specific Plan.



Otay Mesa Lumina Transportation Impact Study
 CHEN RYAN
 Project Trip Distribution - Buildout of Community Plan Conditions
 Figure 3-5

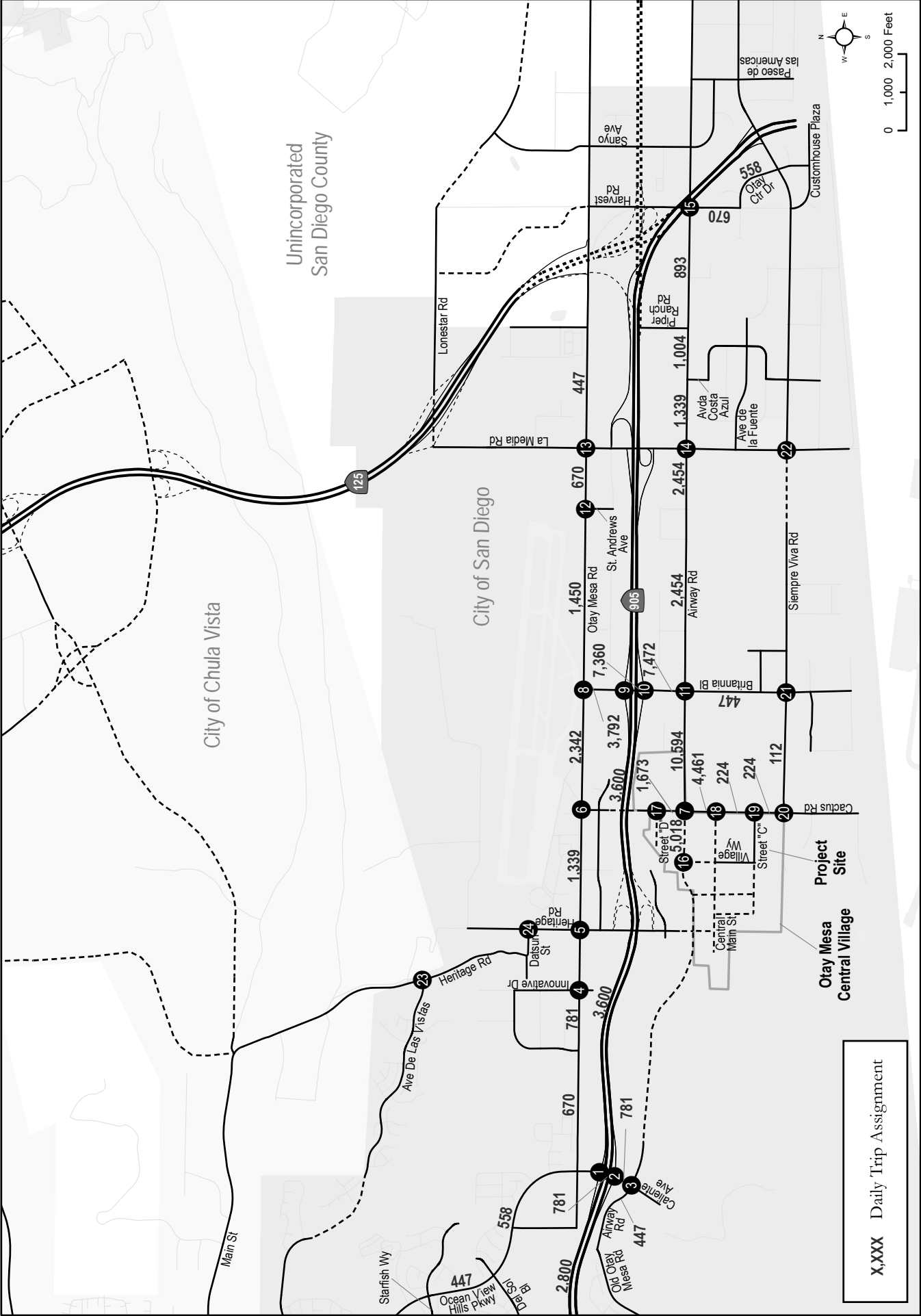
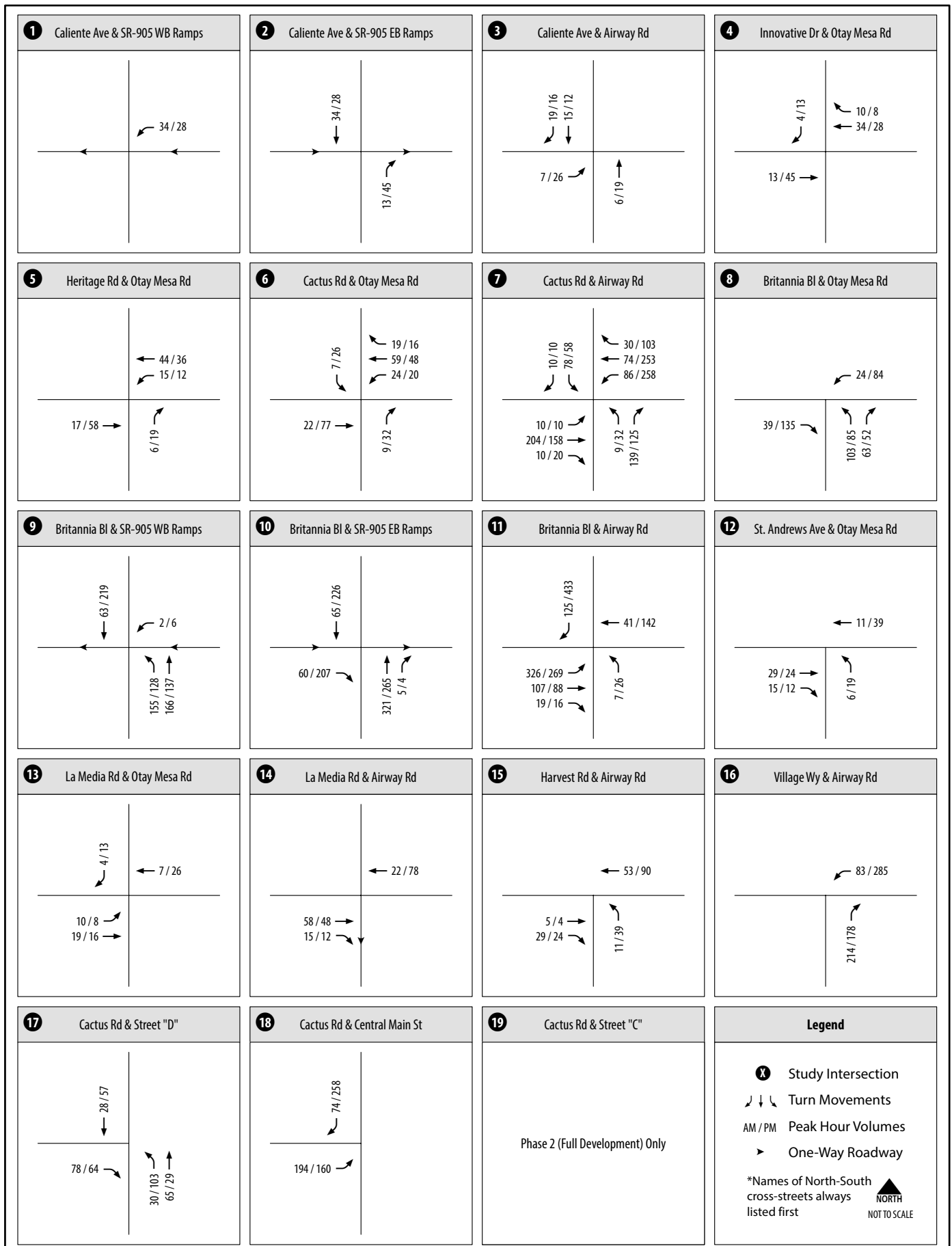


Figure 3-6
 Project Trip Assignment (Phase 1) - Near-Term 2023 Roadway Network



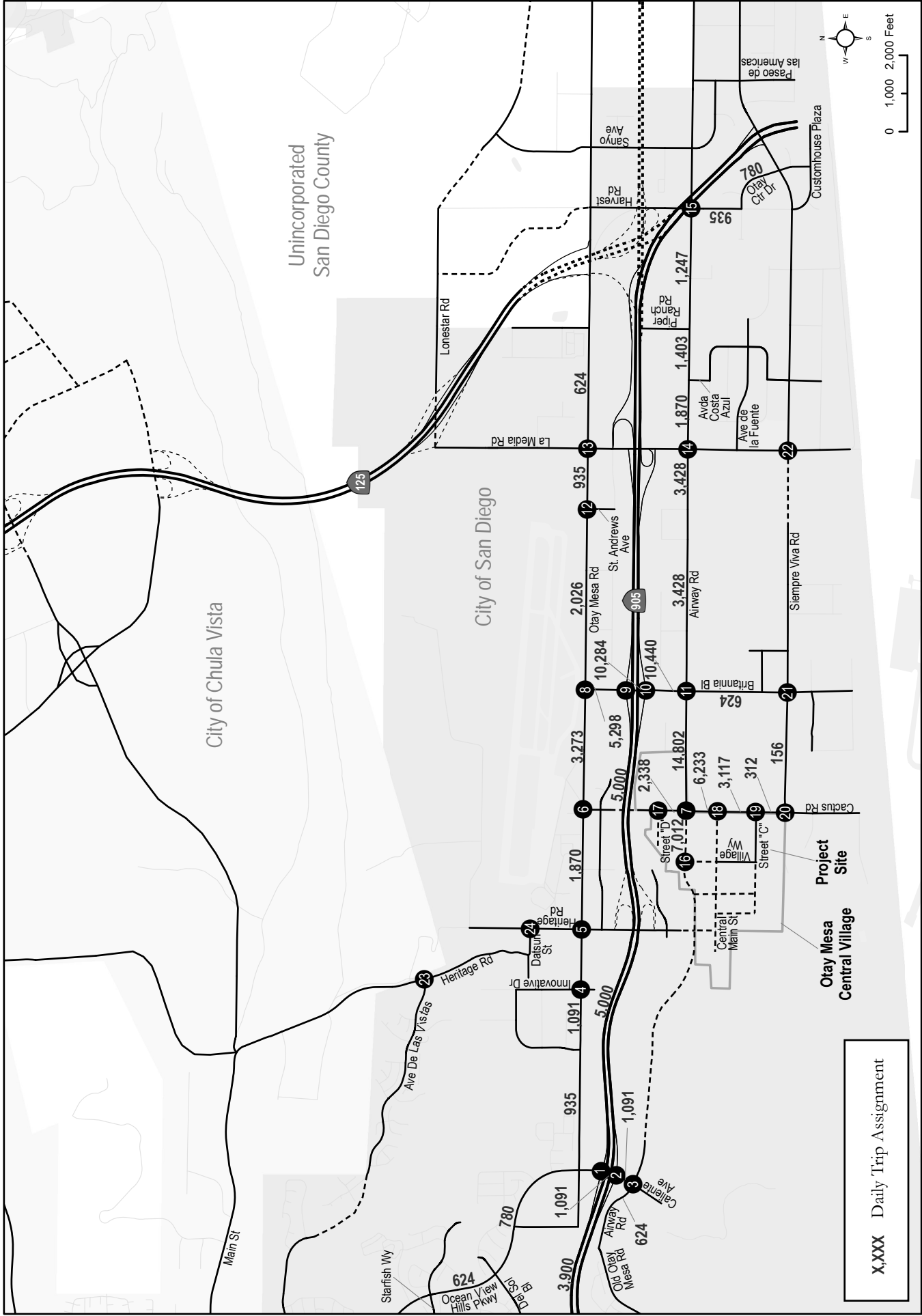
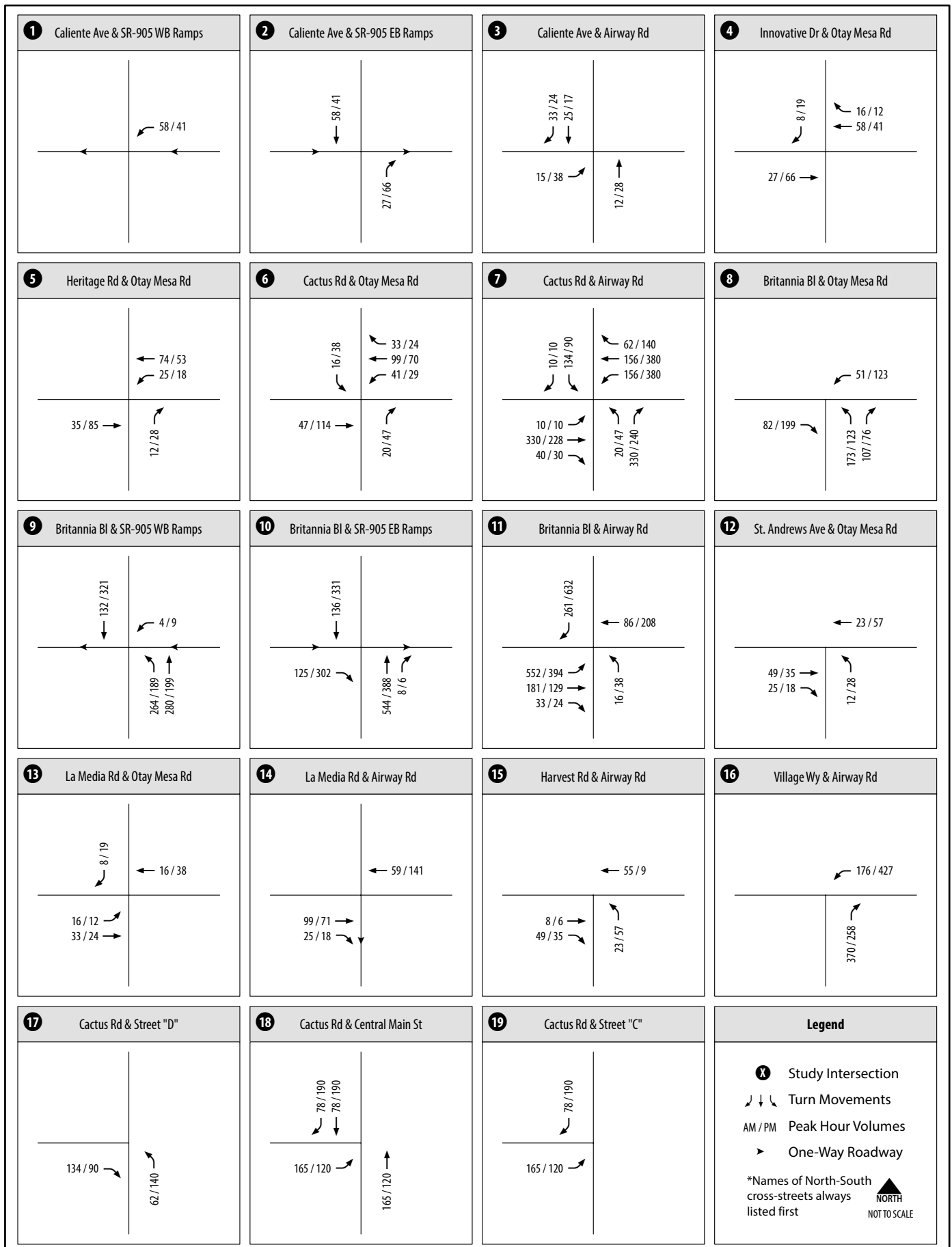


Figure 3-8
 Otay Mesa Lumina Transportation Impact Study
 Project Trip Assignment (Full Development) - Existing and Near-Term 2027 Roadway Network



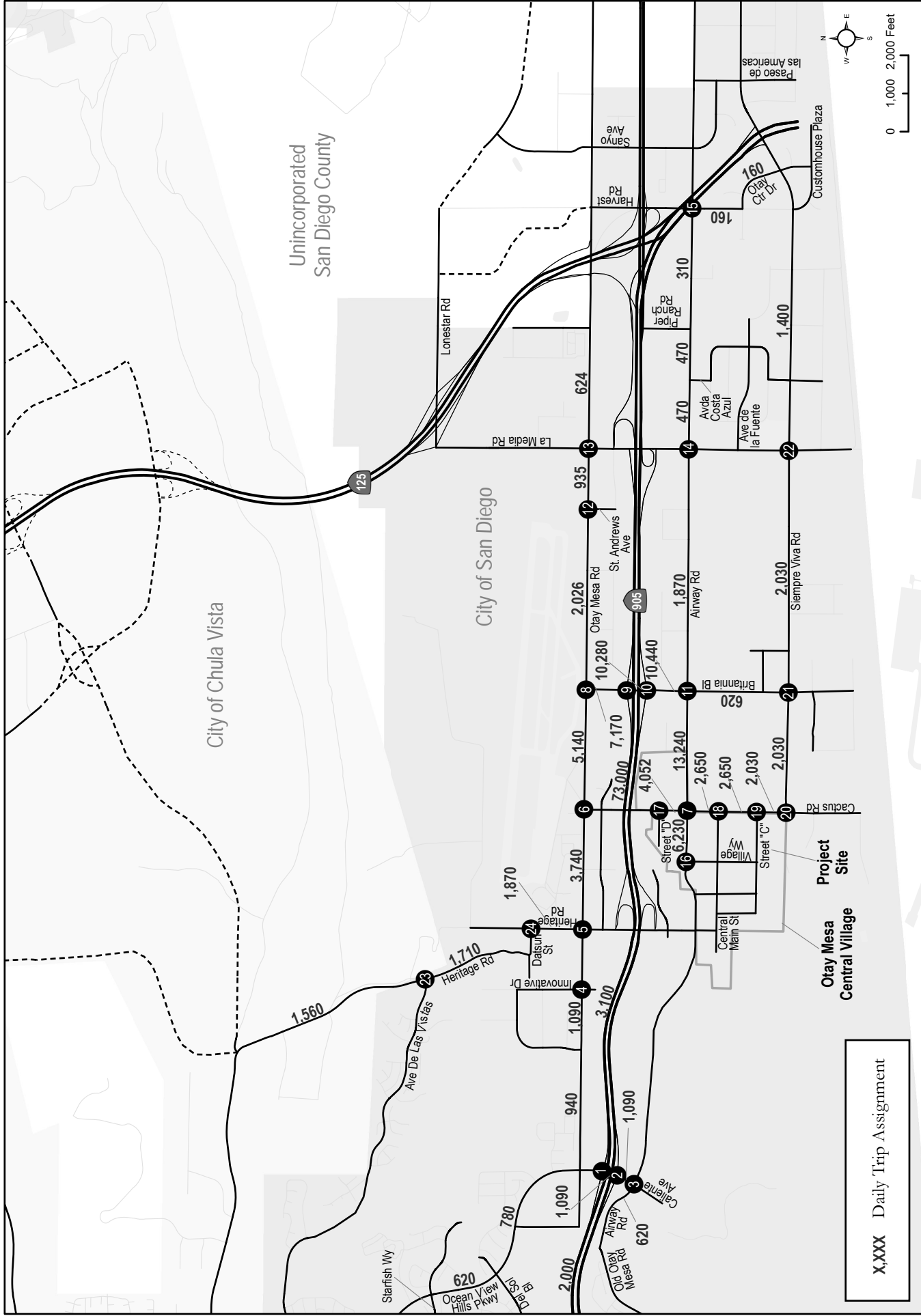
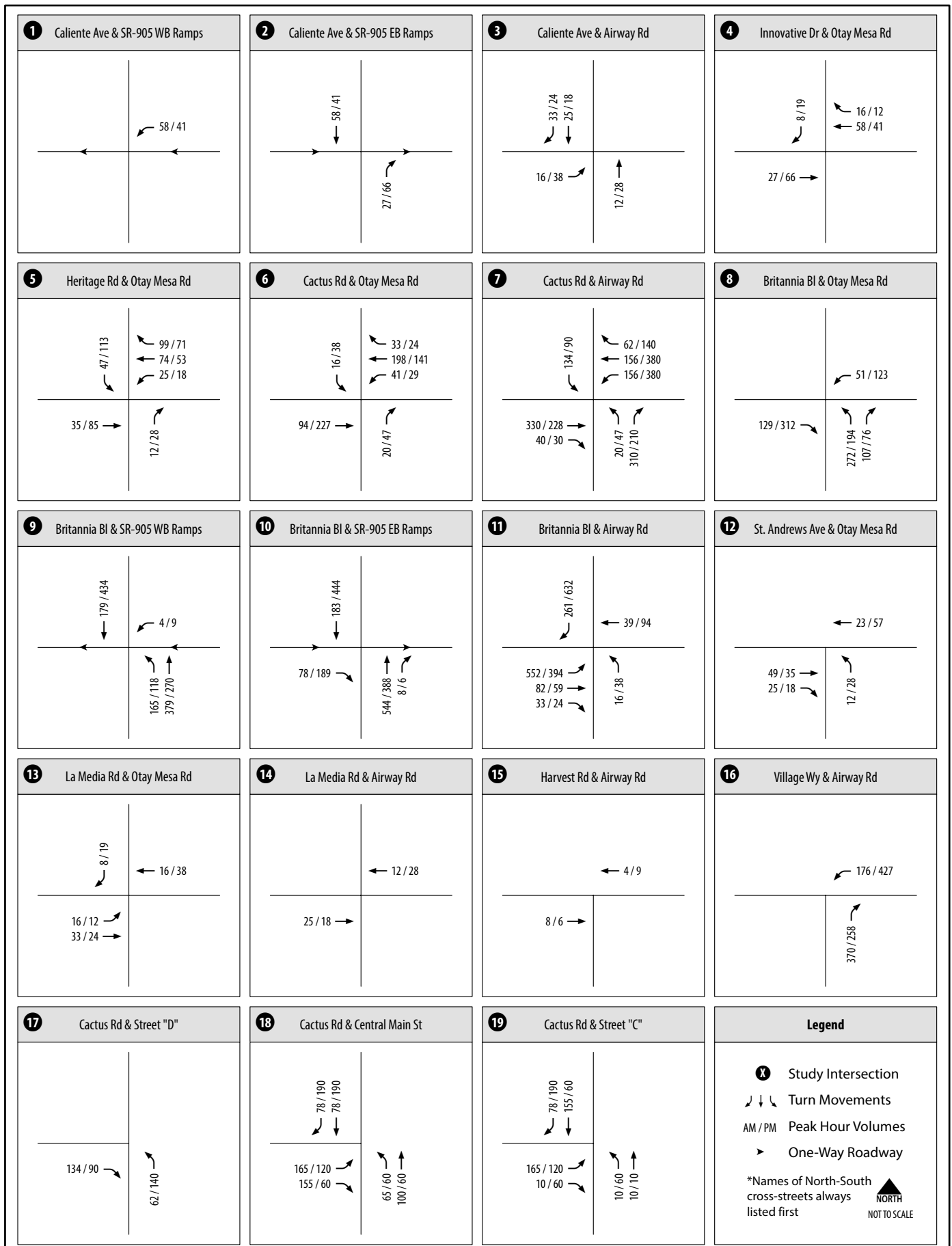
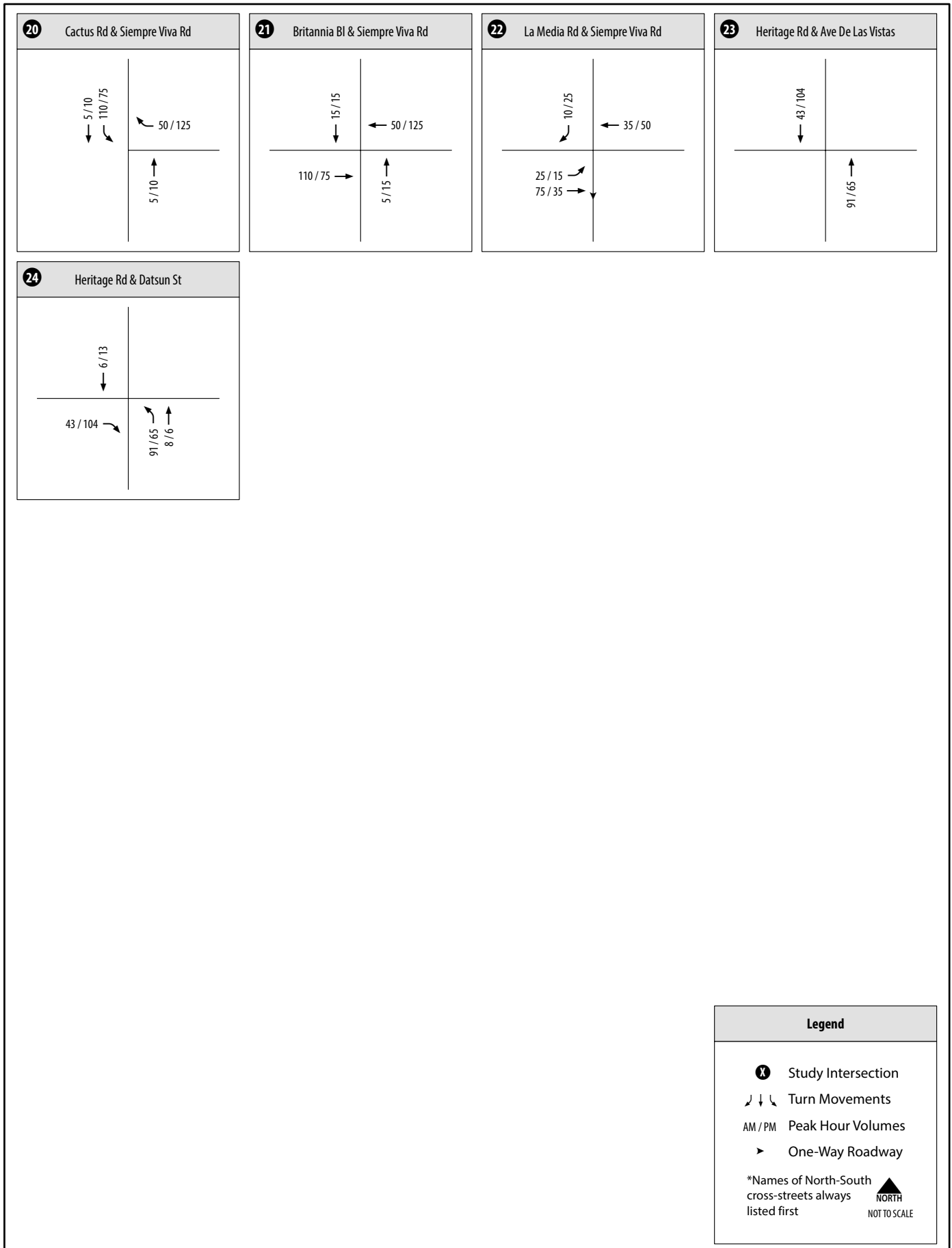


Figure 3-10
 Project Trip Assignment (Full Development) - Buildout of Community Plan Roadway Network





13. Airway Logistics Trip Generation & Trip Assignment

Majestic Airway - Cumulative Trips

<p>1</p> <p>La Media Rd</p> <p>⇄ 14 / 7 Otay Mesa Rd</p> <hr/> <p>14 / 8 ⇄</p> <p>5 / 13 ⇄ 5 / 12 ⇄</p>	<p>2</p> <p>⇄ 28 / 15</p> <p>La Media Rd</p> <p>⇄ 10 / 5 SR-905 WB Ramps</p> <hr/> <p>10 / 25 ⇄ 15 / 41 ⇄</p>	<p>3</p> <p>⇄ 38 / 20</p> <p>La Media Rd</p> <p>SR-905 EB Ramps</p> <hr/> <p>44 / 23 ⇄</p> <p>3 / 9 ⇄ 25 / 66 ⇄</p>	<p>4</p> <p>⇄ 82 / 43</p> <p>La Media Rd</p> <p>⇄ 5 / 3 Airway Rd</p> <hr/> <p>28 / 75 ⇄ 2 / 5 ⇄</p>
<p>5</p> <p>Driveaway 1</p> <p>⇄ 5 / 3 Airway Rd</p> <hr/> <p>2 / 5 ⇄</p>	<p>6</p> <p>Driveaway 2</p> <p>⇄ 5 / 3 Airway Rd</p> <hr/> <p>2 / 5 ⇄</p>	<p>7</p> <p>Private Driveaway</p> <p>⇄ 5 / 3 Airway Rd</p> <hr/> <p>2 / 5 ⇄ Avenida Costa Azul</p>	

Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



NOT TO SCALE

7.0 TRIP GENERATION/DISTRIBUTION/ASSIGNMENT

7.1 Trip Generation

The Project proposes the construction of 235,480 square feet (sf) of warehousing and distribution use for up to eight (8) tenants, and 12,000 sf of multi-tenant office use. Based on the proposed land use types, the rates for “warehousing” and “commercial office” found in the City of San Diego’s *Trip Generation Manual, May 2003* were used for the proposed Project.

Table 7–1 tabulates the total Project traffic generation. The total Project is calculated to generate approximately 1,518 ADT with 222 trips (165 inbound / 57 outbound) during the AM peak hour and 237 trips (86 inbound / 151 outbound) during the PM peak hour.

**TABLE 7–1
PROJECT TRIP GENERATION**

Land Use	Size	Daily Trip Ends (ADTs)		AM Peak Hour					PM Peak Hour						
		Rate ^a	Volume	% of ADT	In:Out		Volume			% of ADT	In:Out		Volume		
					Split	In	Out	Total	Split		In	Out	Total		
Warehousing	235.48 KSF	5 /KSF	1,178	15%	70:30	124	53	177	16%	40:60	76	113	189		
Commercial Office	12.00 KSF	Log formula ^b	340	13%	90:10	41	4	45	14%	20:80	10	38	48		
Total		—	1,518	—	—	165	57	222	—	—	86	151	237		

Footnotes:

a. Rate is based on City of San Diego’s Trip Generation Manual.

b. $Ln(ADT) = 0.756 Ln(KSF) + 3.95$

7.2 Trip Distribution/Assignment

Access to the Project site is proposed via two (2) driveways on Airway Road. The eastern driveway will be used by trucks accessing the site while the western driveway will be used by light vehicles. Project traffic was distributed and assigned to the street system based on the number of loading docks (66), existing traffic patterns in the area, review of trip distribution of similar land uses from recently approved development projects in the vicinity, anticipated traffic patterns to and from the site, and the Project’s proximity to state highways and arterials. **Figure 7–1** shows the Project traffic distribution. **Figure 7–2** shows the total Project traffic volumes.

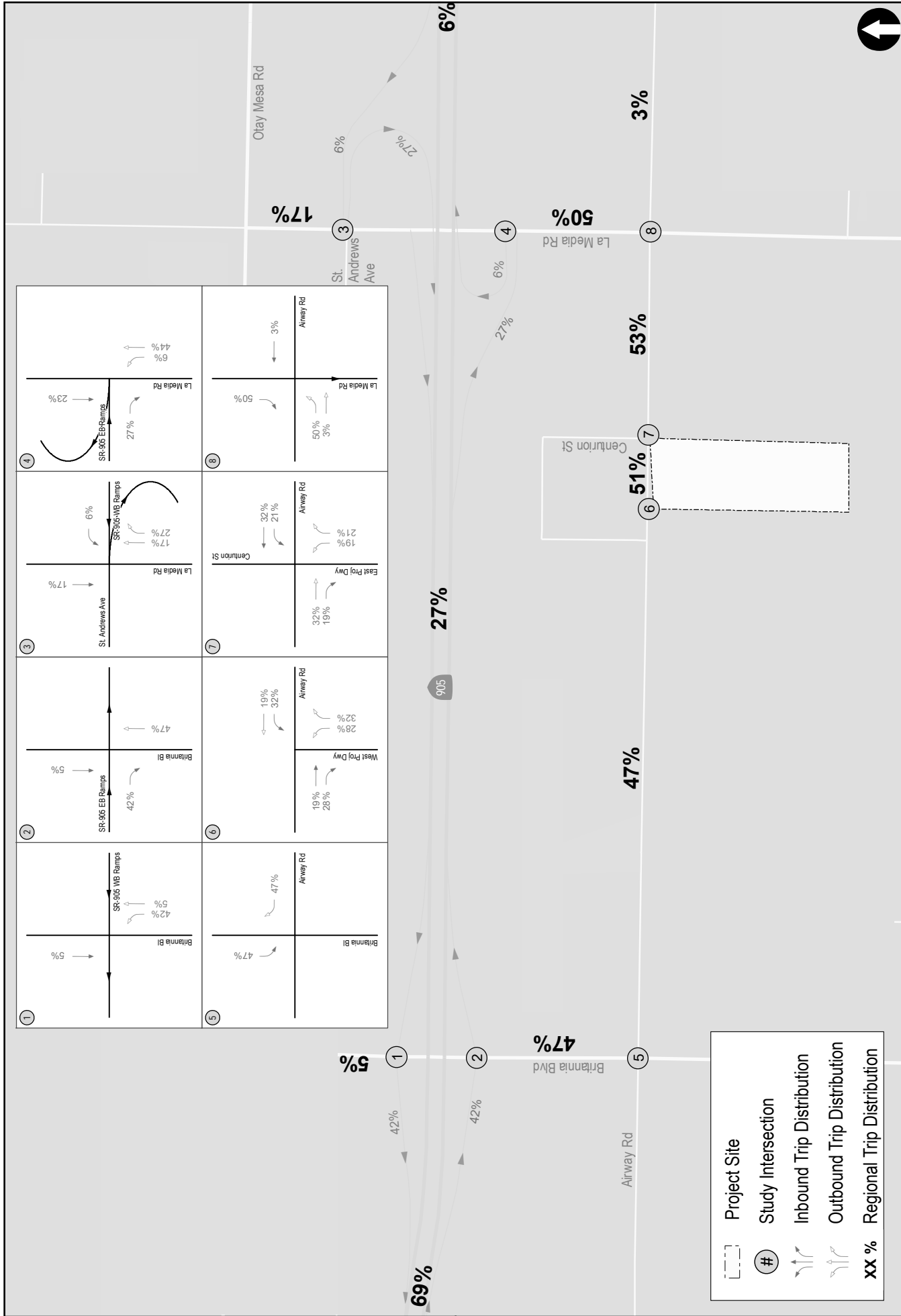


Figure 7-1

Project Trip Distribution

AIRWAY LOGISTICS CENTER

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Date: 9/14/2020
Time: 12:33 PM



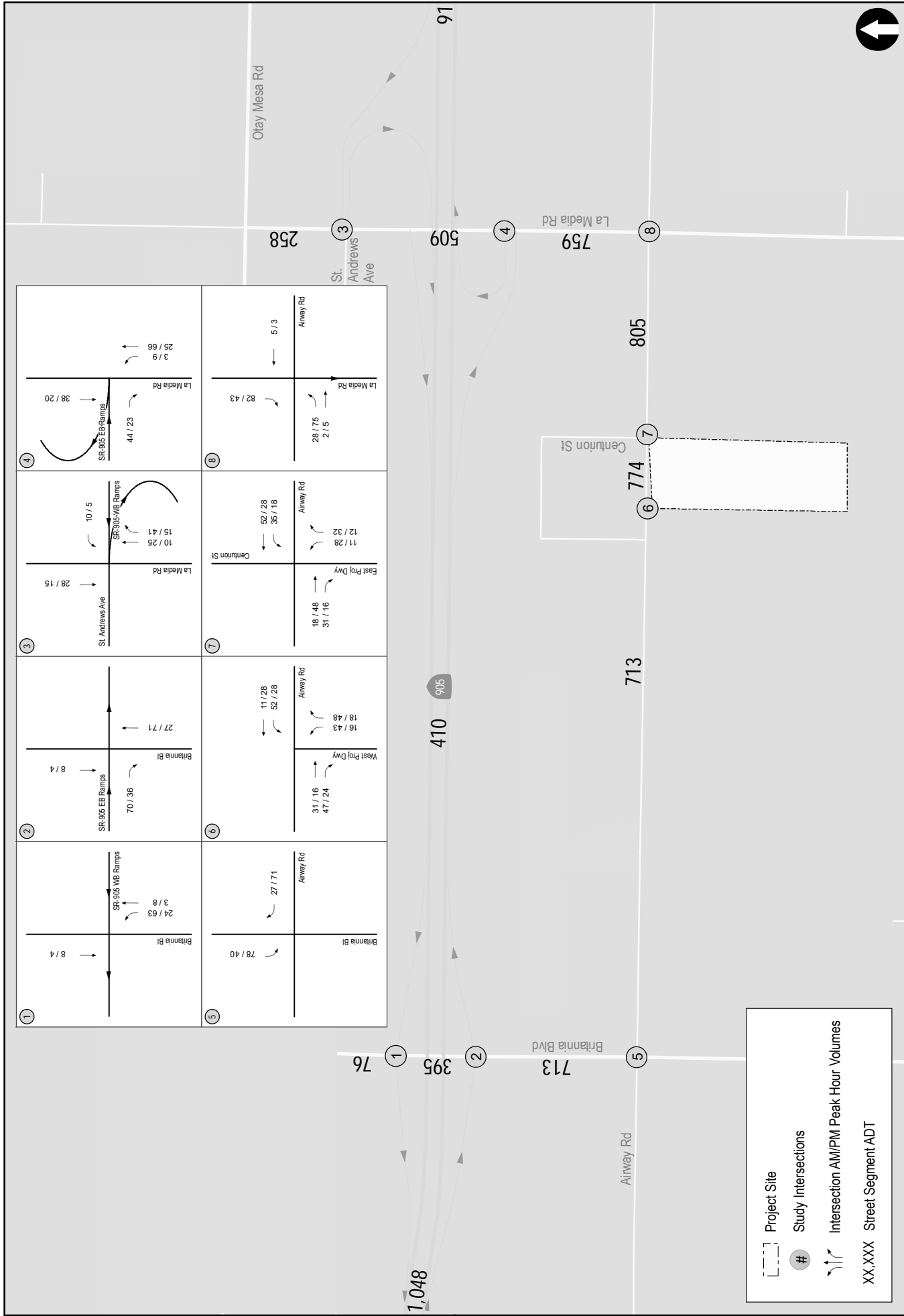
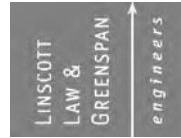


Figure 7-2
Project Traffic Volumes

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 Date: 9/14/2020
 Time: 3:12 PM



14. Otay Truck Storage Trip Assignment

Project not expected to generate trips within proposed study area.

Project assignment obtained from Sanyo Logistics traffic study cumulative project information prepared by LLG.

Segment	Total Cumulative Projects Traffic	Otay Truck Parking	Airway Gardens Residential Project Volumes	Airway Project Volumes (#3219)	CROSS BORDER EXPRESS	OTAY MESA LUMINA CUMULATIVE PROJECTS TRAFFIC VOLUMES (YEAR 2023)
Cactus Road						
Airway Road to Project Driveway #1	30	0	0	0	0	30
Britannia Boulevard						
Otay Mesa Road to SR-905 WB Ramps	2,895	0	1,008	76	12,300	14,111
SR-905 WB Ramps to SR-905 EB Ramps	8,531	536	1,525	400	16,740	22,810
SR-905 EB Ramps to Airway Road	5,808	1,060	2,043	720	22,000	23,985
Airway Road to Project Driveway #7	2,168	1,060	0	0	24,700	25,808
Airway Road						
Cactus Road to Continental Street	173	0	0	0	0	173
Continental Street to Britannia Boulevard	2,897	0	2,724	0	0	173

15. Sanyo Logistics Trip Generation & Trip Assignment

Majestic Airway - Cumulative Trips

<p>1</p> <p>La Media Rd</p> <p>Otay Mesa Rd</p>	<p>2</p> <p>La Media Rd</p> <p>SR-905 WB Ramps</p> <p>4 / 9 ↻ 30 / 79 ↻</p>	<p>3</p> <p>La Media Rd</p> <p>SR-905 EB Ramps</p> <p>85 / 45 ↻ 2 / 4 ↻ 34 / 89 ↻</p>	<p>4</p> <p>85 / 45 ↻ La Media Rd</p> <p>36 / 96 ↻ Airway Rd</p>
<p>5</p> <p>Driveway 1</p> <p>Airway Rd</p>	<p>6</p> <p>Driveway 2</p> <p>Airway Rd</p>	<p>7</p> <p>Private Driveway</p> <p>Avenida Costa Azul</p> <p>Airway Rd</p>	

Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



NOT TO SCALE

7.0 TRIP GENERATION/DISTRIBUTION/ASSIGNMENT

7.1 Trip Generation

The Project proposes the construction of 232,969 square feet (sf) of warehousing and distribution use for up to eight (8) tenants, and 10,000 sf of multi-tenant office use. Based on the proposed land use types, the rates for “warehousing” and “commercial office” found in the City of San Diego’s *Trip Generation Manual, May 2003* were used for the proposed Project.

Table 7–1 tabulates the total Project traffic generation. The total Project is calculated to generate approximately 1,462 ADT with 214 trips (158 inbound / 56 outbound) during the AM peak hour and 229 trips (83 inbound / 146 outbound) during the PM peak hour.

**TABLE 7–1
PROJECT TRIP GENERATION**

Land Use	Size	Daily Trip Ends (ADTs)		AM Peak Hour						PM Peak Hour			
		Rate ^a	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
						In	Out	Total			In	Out	Total
Warehousing	232.969 KSF	5 /KSF	1,165	15%	70:30	123	52	175	16%	40:60	75	112	187
Commercial Office	10.00 KSF	Log formula ^b	297	13%	90:10	35	4	39	14%	20:80	8	34	42
Total		—	1,462	—	—	158	56	214	—	—	83	146	229

Footnotes:

a. Rate is based on City of San Diego’s Trip Generation Manual.

b. $\text{Ln (ADT)} = 0.756 \text{ Ln (KSF)} + 3.95$

7.2 Trip Distribution/Assignment

Access to the Project site is proposed via two (2) driveways on Airway Road and one (1) driveway on Sanyo Avenue. The westerly driveway on Airway Road will be used by light-vehicles only and will be restricted by a raised median to allow right-in and right-out movements only. The easterly driveway on Airway Road will be used by trucks accessing the site and would allow right-in, right-out and left-in movements while prohibiting left-turn outbound movements. The driveway on Sanyo Avenue will allow full movements and be used by light vehicles only. Project traffic was distributed and assigned to the street system based on the number of loading docks (45), existing traffic patterns in the area, review of trip distribution of similar land uses from recently approved development projects in the vicinity, anticipated traffic patterns to and from the site, and the Project’s proximity to state highways and arterials. **Figure 7–1** shows the Project traffic distribution. **Figure 7–2** shows the total Project traffic volumes.



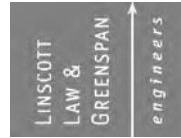
Figure 7-1
Project Distribution

N:\3245\Figures
Date: 4/14/2021
Time: 7:53 AM



Figure 7-2
Project Traffic Volumes

N:\3245\Figures
 Date: 4/14/2021
 Time: 7:54 AM



APPENDIX F

PLANNED CITY CIP #S-15018 IMPROVEMENTS





FOR IMMEDIATE RELEASE
Friday, March 24, 2023

Traffic Detour Scheduled in Otay Mesa as Major Road Improvement Project Begins

CLOSURE WILL IMPACT ACCESS TO LA MEDIA ROAD FROM STATE ROUTE 905

SAN DIEGO – Starting on Monday, March 27, the City of San Diego will be closing La Media Road in both directions from State Route 905 to Avenida de la Fuente to improve part of the designated truck route for the Otay Mesa Port of Entry. The City, in coordination with Caltrans, will also initiate a full closure of the eastbound SR-905 off-ramp to La Media Road overnight on Sunday, March 26, to prepare for the work. Following the overnight ramp closure, all access to southbound La Media Road from both SR-905 off-ramps will remain closed while the La Media Road closure is in effect.

The closures of La Media Road and southbound access from SR-905 will remain in effect through the first phase of the project, which is expected to be completed in the spring of 2024. Work will then shift south on La Media Road from Avenida de la Fuente to Siempre Viva Road. Temporary overnight road closures are expected during the second phase of the project, which is expected to be completed in the fall of 2024.

This \$60.6 million project will widen La Media Road to a six-lane primary arterial from SR-905 to Airway Road and a five-lane major road between Airway Road and Siempre Viva Road with three southbound lanes and two northbound lanes. Other improvements include raising the road and installing drainage structures to reduce flooding, relocating water and sewer mains and installing new storm drains, traffic signals, bike lanes and sidewalks.

Electronic signage has been posted for the past week notifying travelers of the restricted access and associated detours.

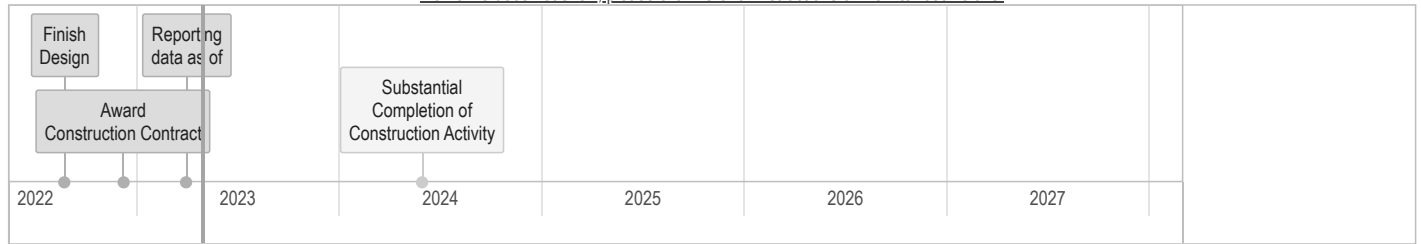
###

General Information

Project Identification Number:	S15018 (Transportation Asset)
Project Description:	This project will widen La Media Road between SR-905 to Siempre Viva Road. La Media Road will be widened to a six-lane primary arterial from SR-905 to Airway Road, a five lane major between Airway Road and Siempre Viva Road with three southbound lanes and two northbound lanes. Improvements from Siempre Viva Road to Otay Truck Route will be constructed under a different project. This project will also improve drainage at the intersection of La Media Road and Airway Road.
Contact Person:	Ashrafzadeh, Mastaneh
Council District(s):	8
Community Area(s):	OTAY MESA

Estimated Project Schedule⁽¹⁾

If timeline does not show, please click here for instructions on how to resolve this.



Estimated Project Dollar Amount⁽¹⁾

A. Total Project Cost:⁽¹⁾	\$60,635,000
---	--------------

Construction Activity

A. Estimated Construction Contract Amount:⁽¹⁾	\$42,884,422
B. Funding Status:⁽³⁾	Fully Funded
C. Contractor:	TC Construction Co., Inc.
D. Expected Contract Duration:⁽¹⁾	18 Months

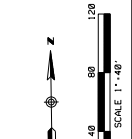
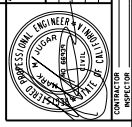
Additional Remarks

None

C-28

LA MEDIA ROAD IMPROVEMENTS
STATE-AID ID:TCPEPB 1L-5004(212)
SIGNING AND STRIPING PLAN

PROJECT NO.	WBS	S-1501B
SHEET NO.	OF SHEETS	30
CITY OF SAN DIEGO, CALIFORNIA ENGINEERING & CAPITAL PROJECTS DEPARTMENT	DATE	
FOR CITY ENGINEER	DATE	
PROJECT MANAGER	DATE	
DESIGNED BY	DATE	
APPROVED BY	DATE	
DESCRIPTION	PROJECT NUMBER	
ORIGINAL	REV	
ISSUED FOR CONSTRUCTION	NO. OF SHEETS	
DATE	BY	
SCALE	DATE	
PROJECT NO.	DATE	
CONTRACTOR	NO. DATE	



- CONSTRUCTION NOTES:**
- 1 INSTALL "BIKE LANE SYMBOL WITH PERSON" PAVEMENT MARKING PER CALTRANS STANDARD PLAN 724C.
 - 2 30 DEGREES AND STRIPED AT INTERVALS OF 35' AT 30 DEGREES.
 - 3 USE ALL COMPENSATING CROSSWALK PAVEMENT MARKINGS.
 - 4 INSTALL 6" WHITE CHEVRON PAVEMENT MARKINGS STRIPED AT INTERVALS OF 25' PAVEMENT MARKINGS.
 - 5 CROSSWALK, REFER TO DETAILS "A" AND "B" ON SHEET C-29.
- NOTE: CONTRACTOR TO COORDINATE SIGN PLACEMENT WITH LANDSCAPE PLANS.

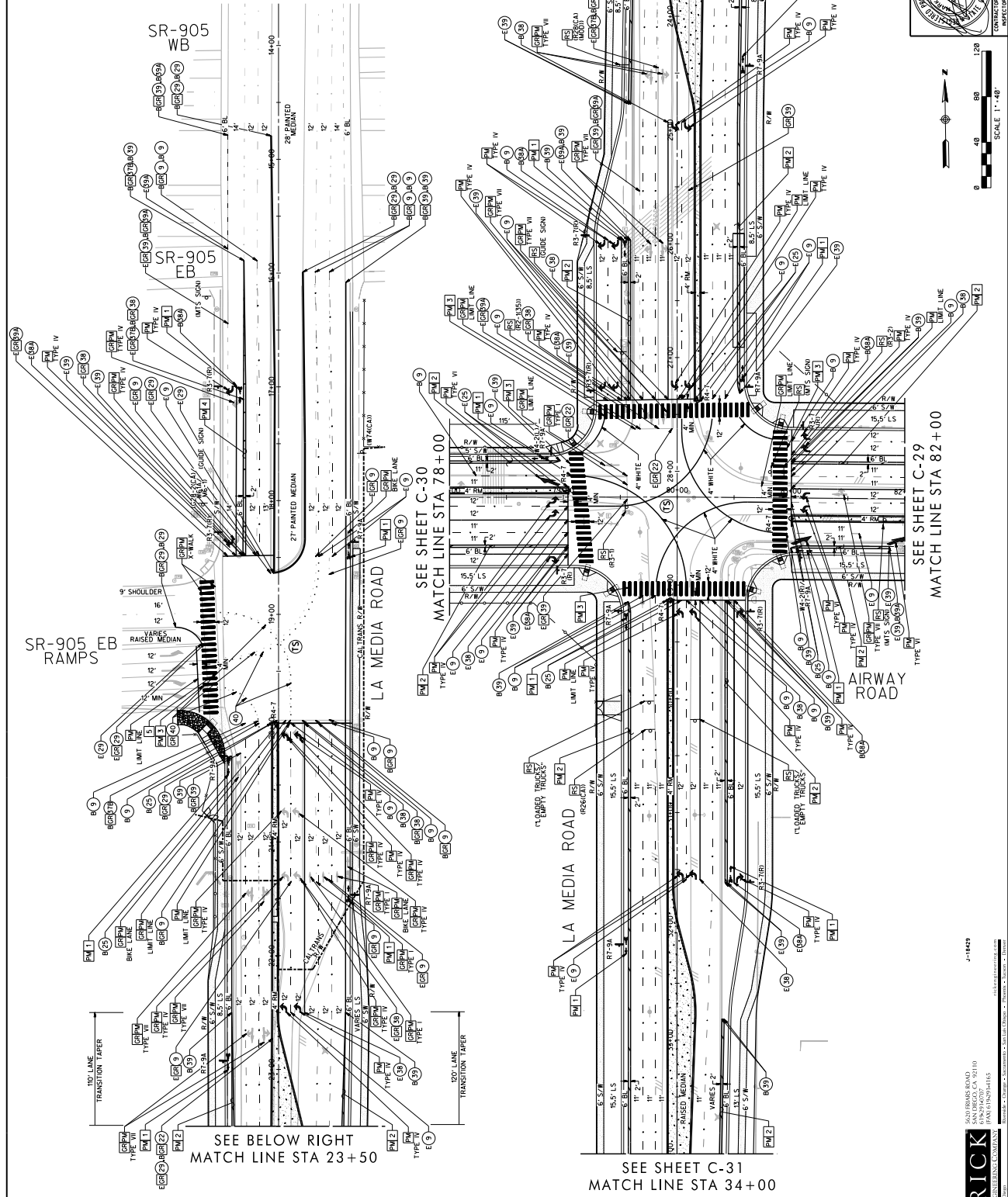
PROPOSED SIGN LEGEND

	W4-2(R)
	W4-2(L)
	R3-7(R)
	R4-7
	RT-5A

RIGHT LANE MUST TURN RIGHT

LEGEND

- TRAFFIC SIGNAL
- RELOCATE
- REMOVE AND SALVAGE
- GRIND
- STRIPING DETAIL
- 100' LANE TRANSITION TAPER
- 120' LANE TRANSITION TAPER
- GLUE-DOWN DELINEATOR
- SIGN DETAIL NO.
- EXISTING SIGN
- PAVEMENT MARKINGS:
 - TYPE IV ARROW
 - TYPE VI ARROW
 - BIKE LANE WITH ARROW
 - EXIST. P.W.M.T. MARKINGS
 - STREET CENTERLINE
 - RIGHT-OF-WAY



J-16425

500 FRANCISCO
SAN DIEGO, CA 92110
PHONE: (619) 444-1485
FAX: (619) 444-1485



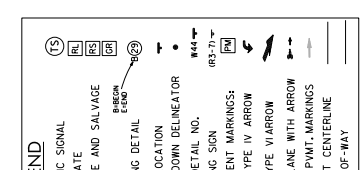
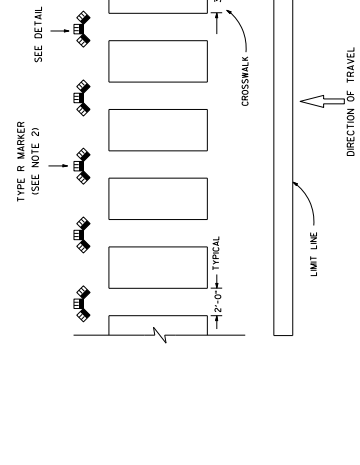
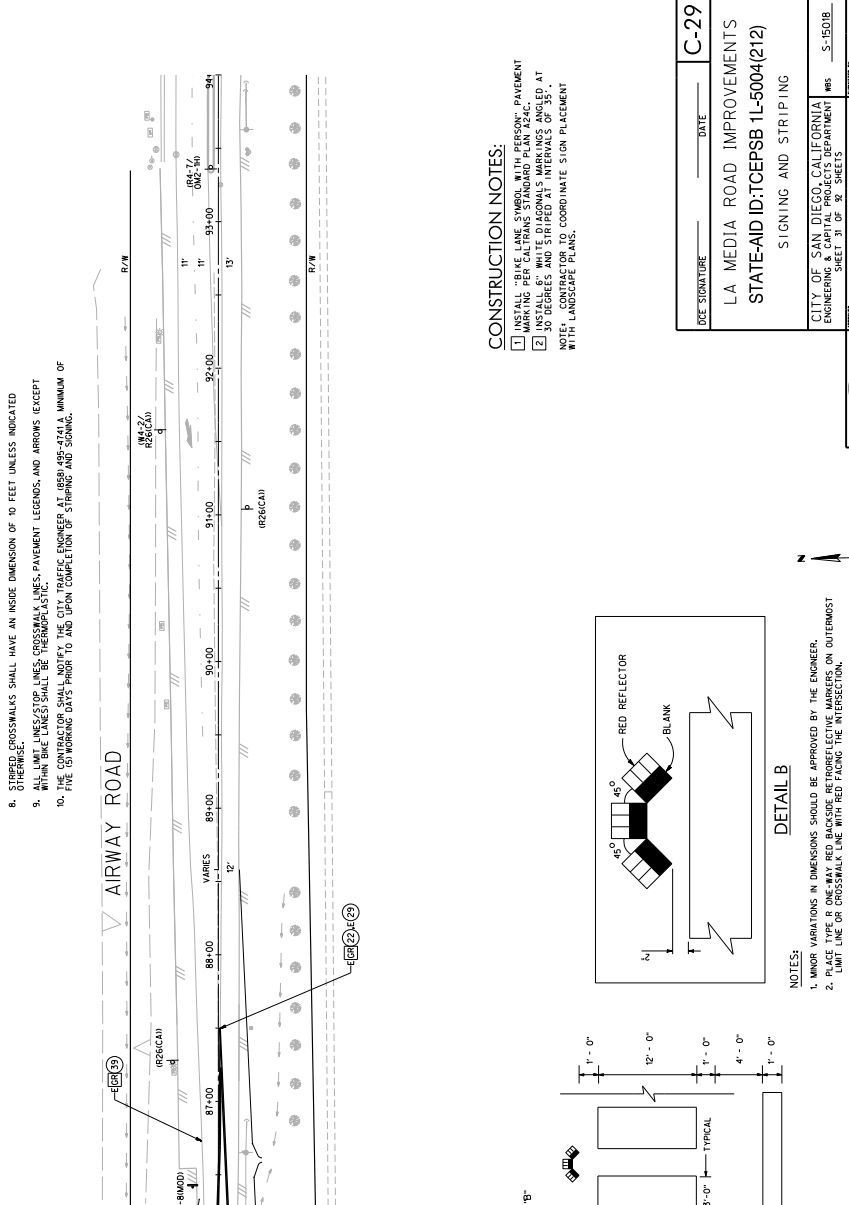
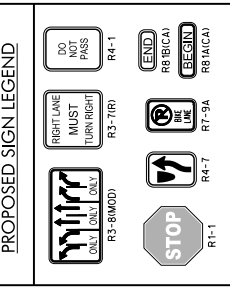
ALL RIGHTS RESERVED. NO PART OF THIS DOCUMENT IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT PERMISSION IN WRITING FROM RICK ENGINEERING COMPANY.

PERMIT NUMBER
CO. SD. RTE. 905 PM R3, T3
AS-BUILT PLANS FOR ROADWAY
GEOMETRIC AND ABOVE GROUND
FEATURES

STATE REPRESENTATIVE
DATE

STRIPING AND SIGNING GENERAL NOTES:

- INSTALLATION OF ALL STRIPING AND PAVEMENT MARKERS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. STRIPING SHALL CONFORM TO THE MOST RECENTLY ADOPTED EDITION OF THE FOLLOWING MANUALS:
 - DOCUMENT NO. ELD
 - DESCRIPTION
 - PM0601019-01 2018 STANDARD SPECIFICATIONS FOR PUBLIC WORKS
 - PM0601019-03 2018 CITY OF SAN DIEGO STANDARD DRAWINGS
 - PM0601019-04 2018 CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES REVISION 6 (CA MUTCD REV 6)
- ALL SIGNS AND STRIPING IS SUBJECT TO THE APPROVAL OF THE CITY ENGINEER PRIOR TO INSTALLATION AND/OR REMOVAL.
- THE CONTRACTOR SHALL REMOVE ALL CONFLICTING STRIPING, PAVEMENT MARKINGS AND SIGNS FROM THE SITE PRIOR TO BEING INSTALLED. ALL STRIPING AND SIGNING SHALL BE REMOVED BY THE CONTRACTOR, OR DRIVING WITH THE SEALANT DEBRIS SHALL BE PROMPTLY REMOVED. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
- ALL RAISED MEDIAN NOSES SHALL BE PAINTED YELLOW.
- ALL SIGNS, STRIPING, AND STRIPING MARKINGS SHALL BE REMOVED FROM THE SITE PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. SIGNAGE SHALL BE FULLY RELOCATED OR TO REMAIN.
- STRIPED CROSSWALKS SHALL HAVE AN INSIDE DIMENSION OF 10 FEET UNLESS INDICATED OTHERWISE.
- ALL PAINT LINES, STOP LINES, CROSSWALK LINES, PAVEMENT LEGENDS, AND ARROWS (EXCEPT WITHIN BIKELANES) SHALL BE THERMOPLASTIC.
- THE CONTRACTOR SHALL NOTIFY THE CITY TRAFFIC ENGINEER AT LEAST 10 BUSINESS DAYS PRIOR TO THE COMMENCEMENT OF STRIPING AND SIGNING.



LEGEND
TRAFFIC SIGNAL
RELOCATE
REMOVE AND SALVAGE
GROUND
STRIPING DETAIL
SIGN LOCATION
CLUE-DOWN DELINEATOR
SIGN DETAIL NO.
EXISTING SIGN
PAVEMENT MARKINGS:
TYPE IV ARROW
TYPE VI ARROW
BIKE LANE WITH ARROW
EXIST. PAINT MARKINGS
STREET CENTERLINE
RIGHT-OF-WAY

CONSTRUCTION NOTES:

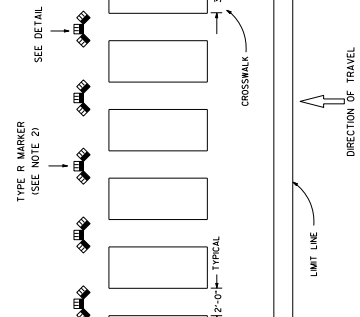
- INSTALL "BIKE LINE SYMBOL WITH PERSON" PAVEMENT MARKING PER CALTRANS STANDARD PLAN 424C.
 - ALL SIGNS AND STRIPING SHALL BE INSTALLED AT 10% GRADES AND 50% PERCENT INTERVALS UNLESS NOTED OTHERWISE.
- NOTE: CONTRACTOR TO COORDINATE SIGN PLACEMENT WITH LANDSCAPE PLANS.

C-29 DATE _____
LA MEDIA ROAD IMPROVEMENTS
STATE-AID ID: TCEPSSB 1L-5004(212)
SIGNING AND STRIPING

FOR CITY ENGINEER	DATE	APPROVED	BY

DESCRIPTION	ISSUE	DATE	FILED

CITY OF SAN DIEGO, CALIFORNIA
ENGINEERING & CAPITAL PROJECTS DEPARTMENT
SHEET 12 OF 25 SHEETS
PROJECT MANAGER
PROJECT ENGINEER
PROJECT ENVELOPE
NO. 1775
ELECT. COORDINATE
MAST. COORDINATE



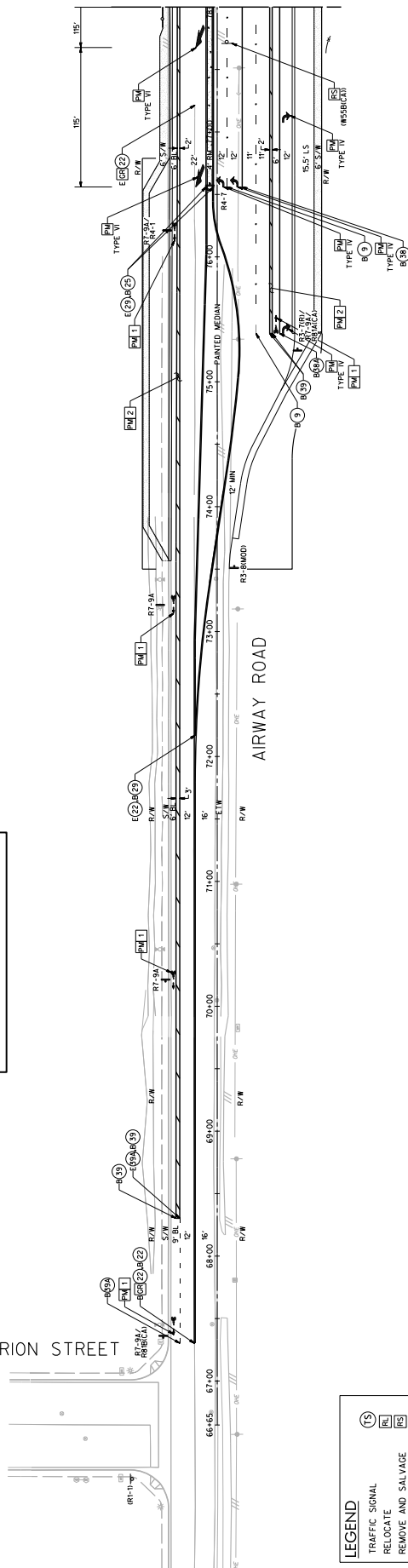
RICK
ENGINEERING COMPANY
5601 PACIFIC BLVD.
SAN DIEGO, CA 92110
TEL: (619) 594-4100
FAX: (619) 594-4105

LA MEDIA ROAD IMPROVEMENTS
STATE-AID ID: TCEPSSB 1L-5004(212)
41750-31-0

SEE SHEET C-28
MATCH LINE STA 78+00

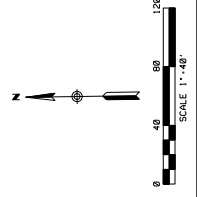
PROPOSED SIGN LEGEND

CENTURION STREET



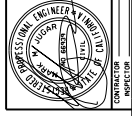
CONSTRUCTION NOTES:

- 1 INSTALL BIKE LANE STRIPS WITH PERSON-PAVEMENT MARKING PER CALTRANS STANDARD PLAN AZ42C.
- 2 INSTEAD OF WHITE DIAGONAL MARKINGS APPLIED AT INTERSECTIONS, CONTRACTOR TO COORDINATE SIGN PLACEMENT WITH LANDSCAPE PLANS.



C-30
LA MEDIA ROAD IMPROVEMENTS
STATE-AID ID:TCPSB 1L-5004(212)
SIGNING AND STRIPING

DATE	BY	APPROVED	DATE	FILED



RICK
ENGINEERING COMPANY
5500 FRANKS ROAD
SAN DIEGO, CA 92110
(619) 520-1485
FAX (619) 520-1485

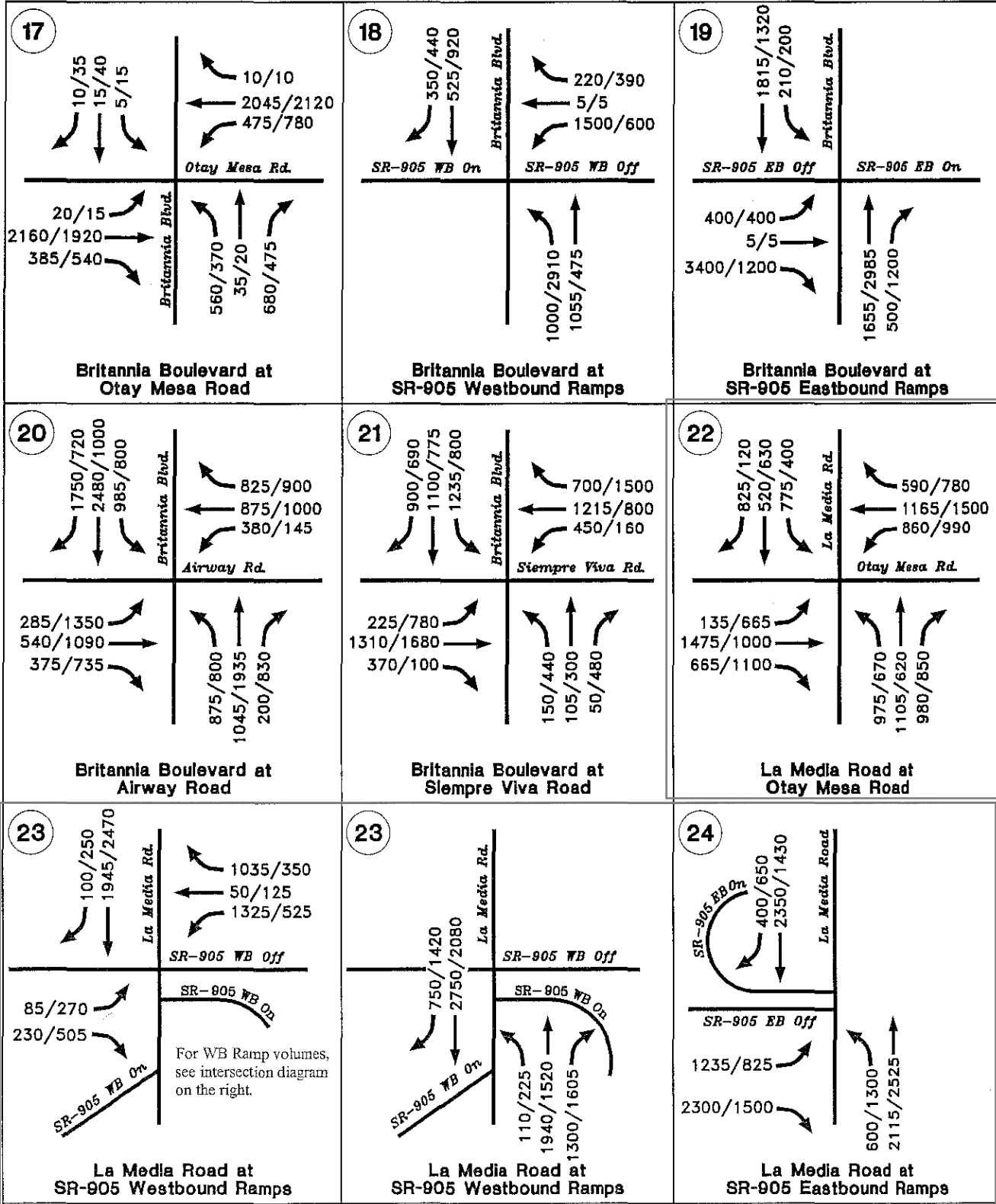
J-1429
CONTRACT NO. 1L-5004(212)
SHEET 21 OF 21 SHEETS

APPENDIX G

OTAY MESA COMMUNITY PLAN UPDATE PROJECTED HORIZON YEAR 2062 VOLUMES



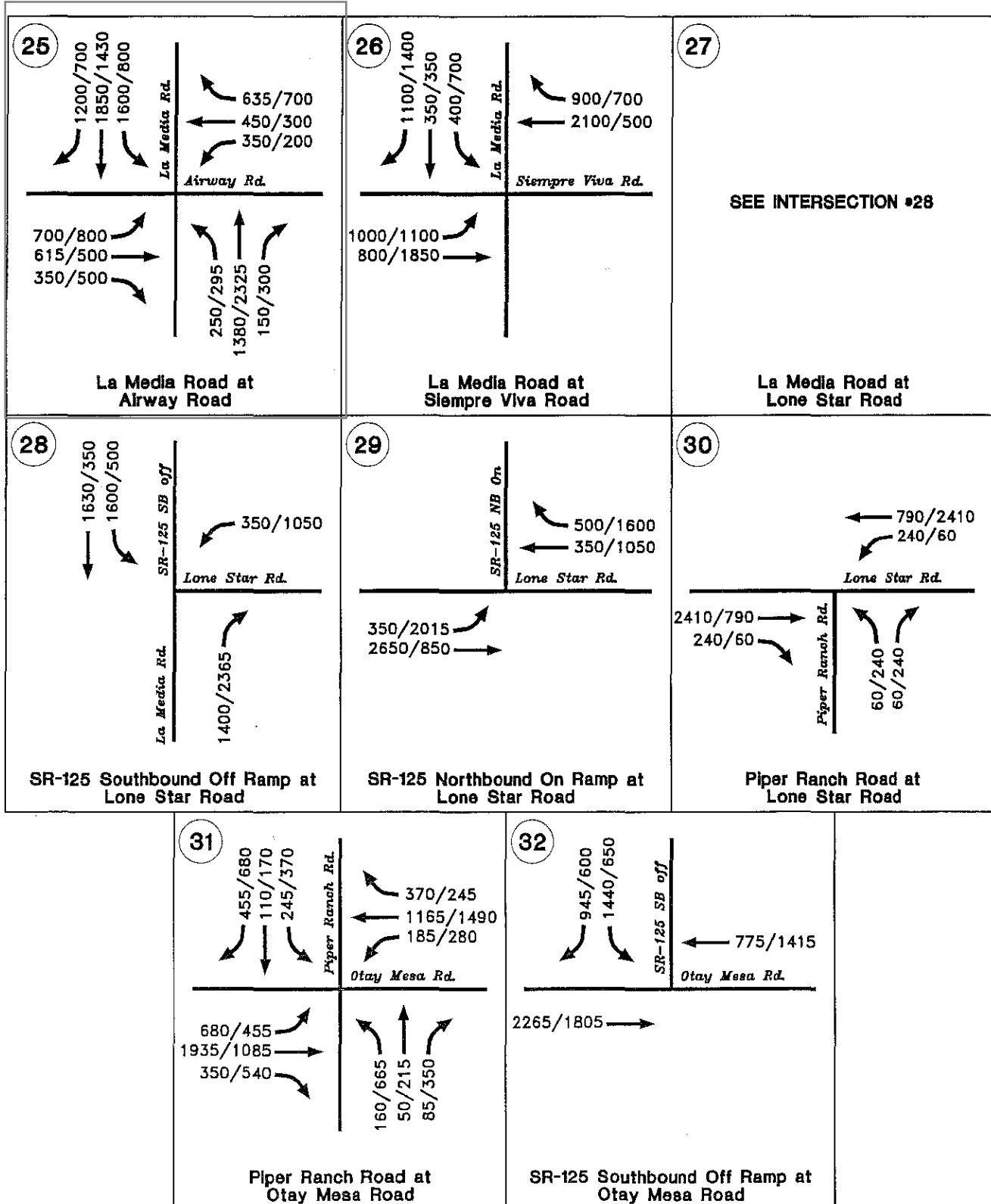
Buidout AM/PM Peak Hour Traffic - Alternative 3-B
Without La Media Road



(7-26-10 Run Date)

(Revised 7-29-11)

Buildout AM/PM Peak Hour Traffic - Alternative 3-B
 Without La Media Road



(7-26-10 Run Date)

(Revised 7-29-11)

TABLE 7-1
Buildout Scenario 3B Without La Media Rd.
Average Daily Traffic & Level of Service

Street	Segment	#	(1) Class	LOS E ADT (2)	Segment ADT	V/C	LOS	New Class	New V/C	NEW LOS	S?
Otay Mesa Road	Street A to Caliente Ave.	1	6-PA	60,000	26,000	0.43	B	6-M	0.52	B	N
	Caliente Ave. to Corporate Center Dr.	2	6-PA	60,000	72,500	1.21	F	N	-	-	Y
	Corporate Center Dr. to Innovative Dr.	3	6-PA	60,000	51,500	0.86	D	N	-	-	N
	Innovative Dr. to Heritage Rd.	4	6-PA	60,000	46,500	0.78	C	N	-	-	N
	Heritage Rd. to Cactus Rd.	5	6-PA	60,000	76,500	1.28	F	N	-	-	Y
	Cactus Rd. to Britannia Blvd.	6	6-PA	60,000	44,000	0.73	C	N	-	-	N
	Britannia Blvd. to Ailsa Ct.	7	6-PA	60,000	50,500	0.84	D	N	-	-	N
	Ailsa Ct. to La Media Rd.	8	7-M	55,000	42,500	0.77	C	6-PA	0.71	C	N
	La Media Rd. to Piper Ranch Rd.	9	8-M	70,000	54,000	0.77	C	6-PA	0.90	D	N
	Piper Ranch Rd. to SR-125	10	4-P	45,000	28,500	0.63	C	6-PA	0.48	B	N
	SR-125 to Harvest Rd.	11	4-M	40,000	36,000	0.90	E	6-PA	0.60	C	N
	Harvest Rd. to Sanyo Ave.	12	4-M	40,000	32,000	0.80	D	6-PA	0.53	B	N
	Sanyo Ave. to Enrico Fermi Dr.	13	4-M	40,000	7,500	0.19	A	6-PA	0.13	A	N
Airway Road	Old Otay Mesa Rd. to Caliente Ave.	14	4-CL	30,000	10,500	0.35	A	N	-	-	N
	Caliente Ave. to Heritage Rd.	15	4-M	40,000	38,000	0.95	E	N	-	-	Y
	Heritage Rd. to Cactus Rd.	16	4-M	40,000	60,500	1.52	F	6-PA	1.01	F	Y
	Cactus Rd. to Britannia Blvd.	17	4-M	40,000	44,500	1.11	F	6-M	0.89	D	N
	Britannia Blvd. to La Media Rd.	18	4-M	40,000	35,000	0.88	D	N	-	-	N
	La Media Rd. to Harvest Rd.	19	4-M	40,000	34,000	0.85	D	N	-	-	N
	Harvest Rd. to Sanyo Ave.	20	4-M	40,000	26,500	0.66	C	N	-	-	N
	Sanyo Ave. to Paseo de las Americas	21	4-M	40,000	10,000	0.25	A	N	-	-	N
	Paseo de las Americas to Michael Faraday Dr.	22	4-M	40,000	9,500	0.24	A	N	-	-	N
	Michael Faraday Dr. to Enrico Fermi Dr.	23	4-M	40,000	12,000	0.30	A	N	-	-	N
	Enrico Fermi Dr. to Siempre Viva Rd.*	24	4-M	40,000	12,500	0.31	A	N	-	-	N
Siempre Viva Road	Caliente Ave. to West Terminus	25	4-M	40,000	10,000	0.25	A	2-CL	0.67	C	N
	Cactus Rd. to Britannia Blvd.	27	6-PA	60,000	37,000	0.62	C	N	-	-	N
	Britannia Blvd. to La Media Rd.	28	6-PA	60,000	42,500	0.71	C	N	-	-	N
	La Media Rd. to Harvest Rd.	29	6-PA	60,000	40,500	0.68	C	N	-	-	N
	Harvest Rd. to Otay Center Dr.	30	6-PA	60,000	34,000	0.57	B	N	-	-	N
	Otay Center Dr. to SR-905	31	6-PA	60,000	60,000	1.00	E	N	-	-	Y
	SR-905 to Paseo de las Americas	32	6-PA	60,000	63,000	1.05	F	N	-	-	Y
	Paseo de las Americas to Michael Faraday Dr.	33	4-M	40,000	23,000	0.58	C	N	-	-	N
	Michael Faraday Dr. to Enrico Fermi Dr.	34	4-M	40,000	21,000	0.53	B	N	-	-	N
	Enrico Fermi Dr. to SR-11*	35	4-M	40,000	17,500	0.44	B	N	-	-	N

*Segment in County of San Diego

Note: There is no segment #26 with this alternative.

= Segment Number

(1) = Current Community Plan Classification, unless footnotes (3) or (4) apply.

(2) = Source: City of San Diego Traffic Impact Study Manual, Table 2.

(3) = Add to Circulation Plan.

(4) = Functional classification shown, not currently classified.

S? = Significant impact, Yes (Y) or No (N).

New LOS = LOS after change in classification.

F = Shading indicates a significant impact.

Legend

8-M = 8-lane Major Arterial

7-PA = 7-lane Primary Arterial

7-M = 7-lane Major Arterial

6-PA = 6-lane Primary Arterial

6-M = 6-lane Major Arterial

5-M = 5-lane Major Arterial (3SB /2NB)

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)

2-CL = 2-lane Collector (with continuous left turn lane)

2-CN = 2-lane Collector (no fronting property)

2-C = 2-lane Collector (without continuous left turn lane)

TABLE 7-1 (Continued)
Buildout Scenario 3B Without La Media Rd.
Average Daily Traffic & Level of Service

Street	Segment	#	(1) Class	LOS E ADT (2)	Segment ADT	V/C	LOS	New Class	New V/C	New LOS	S?
Palm Ave.	I-805 to Denny Rd.	37	7-PA	65,000	59,500	0.92	D	N	-	-	N
Ocean View Hills Parkway	Denny Rd. to Del Sol Blvd.	38	4-M	40,000	22,000	0.55	C	N	-	-	N
	Del Sol Blvd. to Street "A"	39	6-M	50,000	35,000	0.70	C	N	-	-	N
	Street "A" to Otay Mesa Rd.	40	6-M	50,000	23,500	0.42	B	N	-	-	N
Caliente Avenue	Otay Mesa Rd. to SR-905	41	6-M	50,000	38,000	0.76	C	6-PA	0.63	C	N
	SR-905 to Airway Rd.	42	6-M	50,000	32,000	0.64	C	6-PA	0.53	B	N
	Airway Rd. to Beyer Blvd.	43	4-M	40,000	46,000	1.15	F	6-M	0.92	E	Y
	Beyer Blvd. to Siempre Viva Rd.	43A	4-M	40,000	41,000	1.03	F	N	-	-	Y
Beyer Boulevard	Alaquinas Dr. to Old Otay Mesa Rd.	44	4-M	40,000	32,500	0.81	D	N	-	-	N
	Old Otay Mesa Rd. to Caliente Ave. (3)	45	4-M	40,000	31,000	0.78	D	N	-	-	N
Heritage Road/ Otay Valley Road	Main St. to Avenida De Las Vistas**	46	6-PA	60,000	83,000	1.38	F	N	-	-	Y
	Avenida De Las Vistas to Datsun St.	47	6-M	50,000	75,500	1.51	F	6-PA	1.26	F	Y
	Datsun St. to Otay Mesa Rd.	48	6-M	50,000	48,000	0.96	E	6-PA	0.80	C	N
	Otay Mesa Rd. to SR-905	49	6-M	50,000	23,500	0.47	B	6-PA	0.39	A	N
	SR-905 to Airway Rd.	50	6-M	50,000	35,000	0.70	C	6-PA	0.58	B	N
Cactus Road	Otay Mesa Rd. to Airway Rd.	52	4-CL	30,000	40,500	1.35	F	4-M	1.01	F	Y
	Airway Rd. to Siempre Viva Rd.	53	4-CL	30,000	40,500	1.35	F	4-M	1.01	F	Y
	Siempre Viva Rd. to South End	54	2-CL	15,000	11,000	0.73	D	N	-	-	N
Britannia Boulevard	Otay Mesa Rd. to SR-905	55	4-M	40,000	17,500	0.44	B	6-PA	0.29	A	N
	SR-905 to Airway Rd.	56	4-M	40,000	63,000	1.58	F	6-PA	1.05	F	Y
	Airway Rd. to Siempre Viva Rd.	57	4-M	40,000	44,500	1.11	F	6-M	0.89	D	N
	Siempre Viva Rd. to South End	58	2-C	8,000	22,000	2.75	F	4-CL	0.73	D	N
La Media Road	Birch Rd. to Lone Star Rd.**	59	6-PA	60,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Lone Star Rd. to Aviator Rd.	60	6-PA	60,000	19,500	0.33	A	4-M	0.49	B	N
	Aviator Rd. to Otay Mesa Rd.	61	6-PA	60,000	22,500	0.38	A	4-M	0.56	C	N
	Otay Mesa Rd. to SR-905	62	6-PA	60,000	37,500	0.63	C	N	-	-	N
	SR-905 to Airway Rd.	63	6-PA	60,000	64,000	1.06	F	N	-	-	Y
Airway Rd. to Siempre Viva Rd.	64	4-M	40,000	33,000	0.83	D	5-M	0.73	C	N	
Harvest Road	South of Otay Mesa Rd.	65	4-M	40,000	8,500	0.21	A	2-CL	0.57	C	N
	Airway Rd. to Otay Center Dr.	66	4-M	40,000	16,000	0.40	B	4-CL	0.53	C	N
	Otay Center Dr. to Siempre Viva Rd.	67	4-M	40,000	10,000	0.25	A	4-CL	0.33	A	N

*Segment in County of San Diego

Note: There is no segment #51 with this alternative.

**Segment in Chula Vista

Segment #36 was deleted.

= Segment Number

(1) = Current Community Plan Classification, unless footnotes (3) or (4) apply.

(2) = Source: City of San Diego Traffic Impact Study Manual, Table 2.

(3) = Add to Circulation Plan.

(4) = Functional classification shown, not currently classified.

S? = Significant impact, Yes (Y) or No (N).

New LOS = LOS after change in classification.

F = Shading indicates a significant impact.

Legend

8-M = 8-lane Major Arterial

7-PA = 7-lane Primary Arterial

7-M = 7-lane Major Arterial

6-PA = 6-lane Primary Arterial

6-M = 6-lane Major Arterial

5-M = 5-lane Major Arterial (3SB /2NB)

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)

2-CL = 2-lane Collector (with continuous left turn lane)

2-CN = 2-lane Collector (no fronting property)

2-C = 2-lane Collector (without continuous left turn lane)

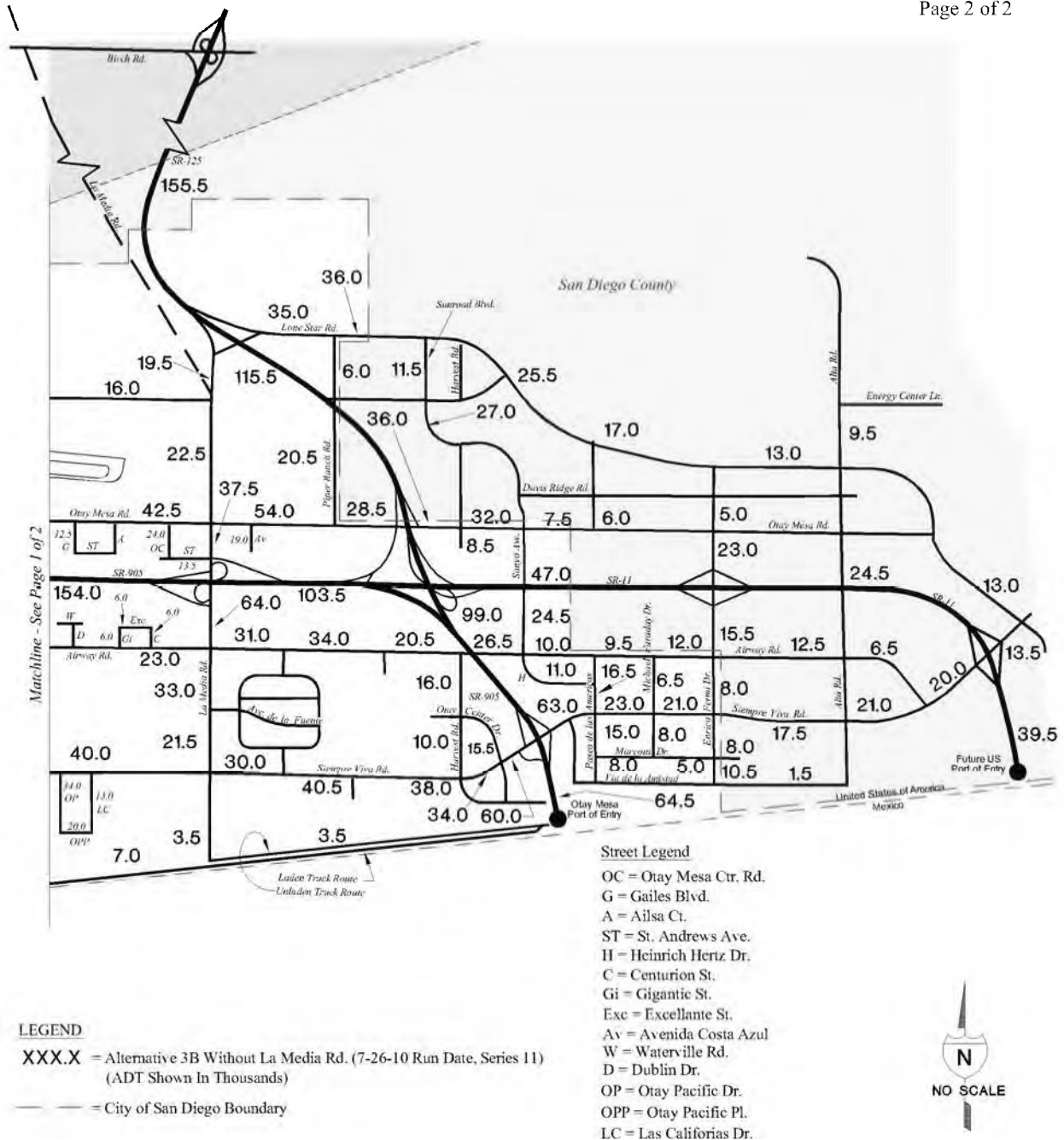


FIGURE 7-1

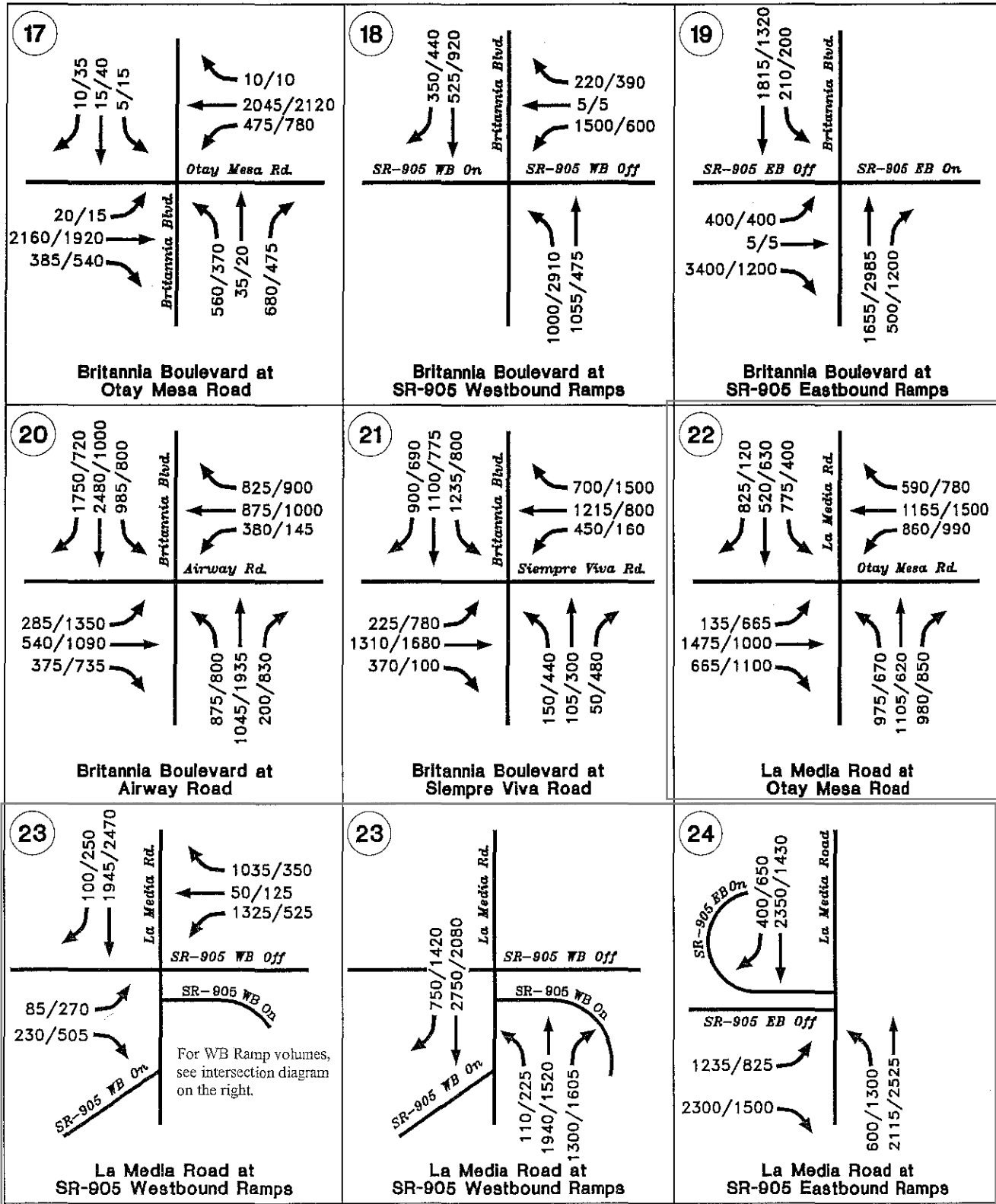
Scenario 3B Without La Media Road Average Daily Traffic

APPENDIX H

PROJECTED HORIZON YEAR 2062 VOLUMES



Buildout AM/PM Peak Hour Traffic - Alternative 3-B
Without La Media Road

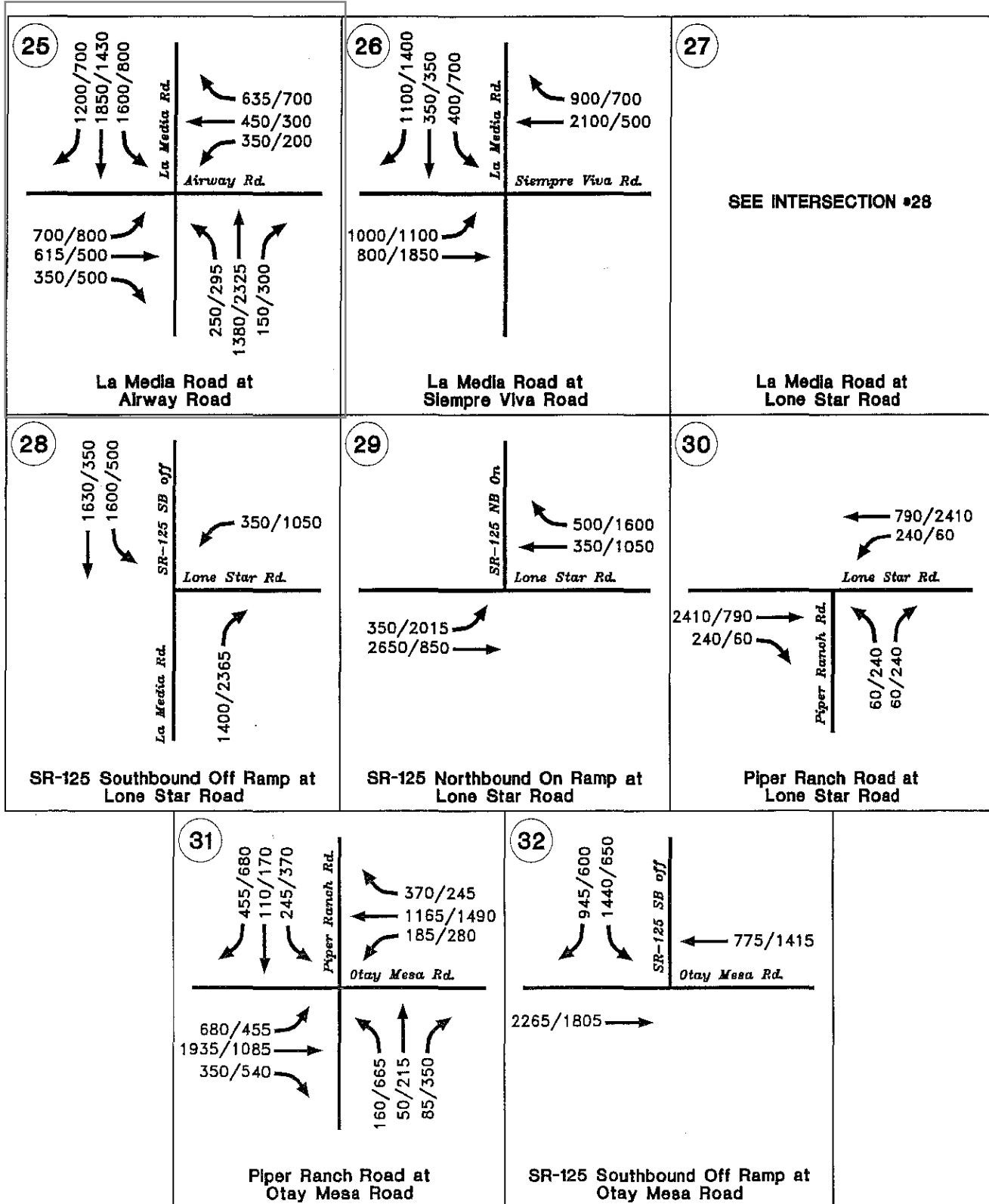


(7-26-10 Run Date)

(Revised 7-29-11)

APPENDIX D - ATTACHMENT 11

Buidout AM/PM Peak Hour Traffic - Alternative 3-B
Without La Media Road



(7-26-10 Run Date)

(Revised 7-29-11)

TABLE ES III-1

Buildout Scenario 3B Without La Media Rd.

Roadway Segments at LOS "E" or "F"

Street	Segment	#	(1) Class	LOS E ADT (2)	Segment ADT	LOS	New Class	NEW LOS	S?
Otay Mesa Road	Caliente Ave. to Corporate Center Dr.	2	6-PA	60,000	72,500	F	N	-	Y
	Heritage Rd. to Cactus Rd.	5	6-PA	60,000	76,500	F	N	-	Y
	SR-125 to Harvest Rd.	11	4-M	40,000	36,000	E	6-PA	C	N
Airway Road	Caliente Ave. to Heritage Rd.	15	4-M	40,000	38,000	E	N	-	Y
	Heritage Rd. to Cactus Rd.	16	4-M	40,000	60,500	F	6-PA	F	Y
	Cactus Rd. to Britannia Blvd.	17	4-M	40,000	44,500	F	6-M	D	N
Siempre Viva Road	Otay Center Dr. to SR-905	31	6-PA	60,000	60,000	E	N	-	Y
	SR-905 to Paseo de las Americas	32	6-PA	60,000	63,000	F	N	-	Y
Caliente Avenue	Airway Rd. to Beyer Blvd.	43	4-M	40,000	46,000	F	6-M	E	Y
	Beyer Blvd. to Siempre Viva Rd.	43A	4-M	40,000	41,000	F	N	-	Y
Heritage Road/ Otay Valley Road	Main St. to Avenida De Las Vistas	46	6-PA	60,000	83,000	F	N	-	Y
	Avenida De Las Vistas to Datsun St.	47	6-M	50,000	75,500	F	6-PA	F	Y
	Datsun St. to Otay Mesa Rd.	48	6-M	50,000	48,000	E	6-PA	C	N
Cactus Road	Otay Mesa Rd. to Airway Rd.	52	4-CL	30,000	40,500	F	4-M	F	Y
	Airway Rd. to Siempre Viva Rd.	53	4-CL	30,000	40,500	F	4-M	F	Y
Britannia Boulevard	SR-905 to Airway Rd.	56	4-M	40,000	63,000	F	6-PA	F	Y
	Airway Rd. to Siempre Viva Rd.	57	4-M	40,000	44,500	F	6-M	D	N
	Siempre Viva Rd. to South End	58	2-C	8,000	22,000	E	4-CL	D	N
La Media Road	SR-905 to Airway Rd.	63	6-PA	60,000	64,000	F	N	-	Y

= Segment Number

** = Segment is in Chula Vista.

(1) = Current Community Plan Classification unless footnotes (3) or (4) apply.

(2) = Source: City of San Diego Traffic Impact Study Manual, Table 2.

(3) = Add to Circulation Plan.

(4) = Functional classification shown, not currently classified.

S? = Significant impact, Yes (Y) or No (N).

N = New classification is not proposed.

New LOS = LOS after change in classification.

☐ = Shading indicates a significant impact.

Legend

8-M = 8-lane Major Arterial

7-PA = 7-lane Primary Arterial

7-M = 7-lane Major Arterial

6-PA = 6-lane Primary Arterial

6-M = 6-lane Major Arterial

5-M = 5-lane Major Arterial (3SB /2NB)

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2-CL = 2-lane Collector (with continuous left turn lane)

2-CN = 2-lane Collector (no fronting property)

2-C = 2-lane Collector (without continuous left turn lane)

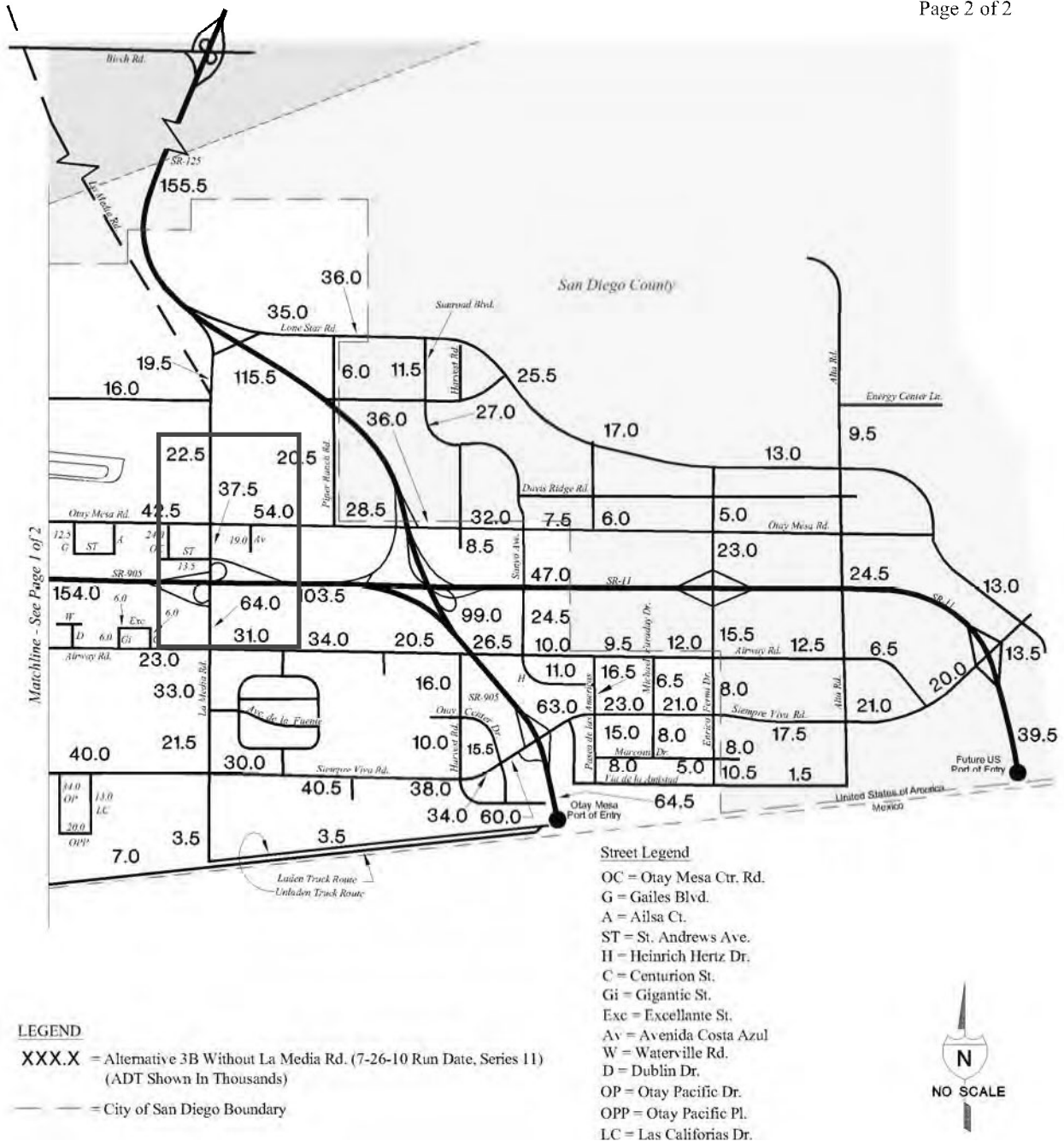


FIGURE 7-1

Scenario 3B Without La Media Road Average Daily Traffic

HORIZON YEAR (2062) VOLUME DEVELOPMENT

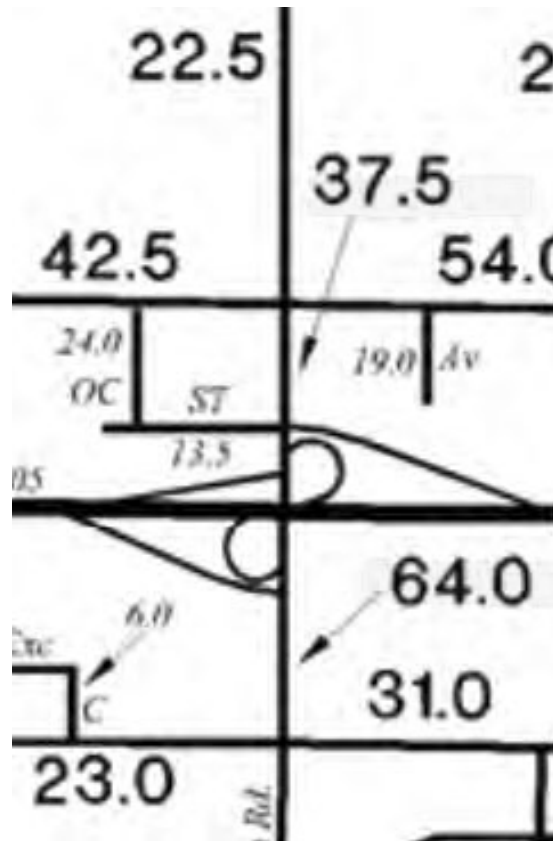
The Horizon Year (2062) volumes were obtained from the Otay Mesa Community Plan Update (OMCPU) Alternative 3-B Buildout Scenario without La Media Road for daily and AM/PM Peak Hour traffic. Peak-hour and daily volumes assumed for community plan buildout in 2062 were taken directly from the Transportation Analysis for OMCPU, dated June 14, 2012 (with corrections dated August 30, 2012). **Attachment 7** contains a copy of these volumes.

The first submittal of the TIS included the proposed Project traffic in addition to the Horizon Year (2062) baseline volumes to develop the Horizon Year (2062) with Project scenario. However, this methodology double counted the project traffic originating from the parcel, leading to new impacts that had not been previously identified in the OMCPU Environmental Impact Report (EIR). To develop the Horizon Year (2062) baseline volumes, the proposed Project's trip generation of (2,043 daily trips / 306 AM peak-hour trips / 327 PM peak-hour trips) were removed from the network based on the same trip distribution patterns evaluated by the TIS. Therefore, the Horizon Year (2062) Plus Project volumes will be exactly the same as the Horizon Year (2062) volumes from the OMCPU. **Attachment 8** contains the volumes to be removed from the Horizon Year (2062) baseline volumes for the intersections and roadway segments, and the updated Horizon Year (2062) baseline traffic volumes.

Roadway Segment of La Media Road, between SR 905 WB Ramps/St. Andrews Ave and SR 905 EB Ramps: This segment was not evaluated by the OMCPU Environmental Impact Report (EIR) and therefore, traffic volume assumptions have been applied.

Figure 4 shows the OMCPU EIR traffic volumes for the Horizon Year analysis.

Figure 4 – OMCPU EIR ADTs



Recommendation: It is recommended that an average of 37,500 and 64,000, for a traffic volume of 50,750 be assumed for this roadway segment, resulting in a LOS D. This analysis result is consistent with MAP and other approved studies nearby, which indicate this segment is not expected to fail in the Horizon Year buildout of OMCPU.

Horizon Year CPU Buildout

Majestic Airway

<p>1</p> <p style="text-align: center;">↔ 825 / 120 ↔ 520 / 630 ↔ 775 / 400</p> <p style="text-align: center;">La Media Rd</p> <p style="text-align: center;">↔ ↕ ↔ 590 / 780 1165 / 1500 860 / 990</p> <hr/> <p>135 / 665 ↕ 1475 / 1000 ↕ 665 / 1100 ↕</p>	<p>2</p> <p style="text-align: center;">↔ 100 / 250 ↔ 1945 / 2470</p> <p style="text-align: center;">La Media Rd</p> <p style="text-align: center;">↔ ↕ ↔ 1035 / 350 50 / 125 1325 / 525</p> <hr/> <p>85 / 270 ↕ 230 / 505 ↕</p> <p style="text-align: center;">SR-905 WB Ramps</p> <p>110 / 225 ↕ 1940 / 1520 ↕ 1300 / 1605 ↕</p>	<p>3</p> <p style="text-align: center;">↔ 400 / 650 ↔ 2350 / 1430</p> <p style="text-align: center;">La Media Rd</p> <hr/> <p>1235 / 825 ↕ 2300 / 1500 ↕</p> <p style="text-align: center;">SR-905 EB Ramps</p> <p>600 / 1300 ↕ 2115 / 2525 ↕</p>	<p>4</p> <p style="text-align: center;">↔ 1200 / 700 ↔ 1850 / 1430 ↔ 1600 / 800</p> <p style="text-align: center;">La Media Rd</p> <p style="text-align: center;">↔ ↕ ↔ 635 / 700 450 / 300 350 / 200</p> <hr/> <p>700 / 800 ↕ 615 / 500 ↕ 350 / 500 ↕</p> <p>250 / 295 ↕ 1380 / 2325 ↕ 150 / 300 ↕</p> <p style="text-align: center;">Airway Rd</p>
<p>5</p> <p style="text-align: center;">Driveway 1</p> <p style="text-align: center;">↕ 1148 / 960</p> <p style="text-align: center;">Airway Rd</p> <hr/> <p>1892 / 1280 ↕</p>	<p>6</p> <p style="text-align: center;">Driveway 2</p> <p style="text-align: center;">↕ 1148 / 960</p> <p style="text-align: center;">Airway Rd</p> <hr/> <p>1301 / 880 ↕</p>	<p>7</p> <p style="text-align: center;">↔ 12 / 35 ↔ 3 / 2 ↔ 0 / 7</p> <p style="text-align: center;">Private Driveway</p> <p style="text-align: center;">↔ ↕ ↔ 6 / 4 739 / 573 41 / 117</p> <p style="text-align: center;">Airway Rd</p> <hr/> <p>48 / 0 ↕ 871 / 657 ↕ 382 / 223 ↕</p> <p style="text-align: center;">Avenida Costa Azul</p> <p>397 / 352 ↕ 6 / 0 ↕ 23 / 46 ↕</p>	

Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



NOT TO SCALE

Volumes Removed from CPU Buildout

Majestic Airway

<p>1</p> <p>La Media Rd</p> <p>↻ -22 / -13 Otay Mesa Rd</p> <p>-32 / -20 ↻</p> <p>-14 / -29 ↻</p>	<p>2</p> <p>↻ -54 / -33</p> <p>La Media Rd</p> <p>SR-905 WB Ramps</p> <p>-14 / -29 ↻</p> <p>-50 / -108 ↻</p>	<p>3</p> <p>↻ -54 / -33</p> <p>La Media Rd</p> <p>-118 / -72 ↻</p> <p>-64 / -137 ↻</p>	<p>4</p> <p>↻ -172 / -105</p> <p>La Media Rd</p> <p>↻ ↻ ↻ -64 / -137 -5 / -10 -9 / -20</p> <p>Airway Rd</p> <p>-11 / -7 ↻</p>
<p>5</p> <p>Driveway 1</p> <p>↑ -14 / -29</p> <p>Airway Rd</p>	<p>6</p> <p>Driveway 2</p> <p>Airway Rd</p> <p>-14 / -29 ↻</p>	<p>7</p> <p>Private Driveway</p> <p>↑ -32 / -20</p> <p>Airway Rd</p> <p>-14 / -29 ↻</p> <p>Avenida Costa Azul</p>	

Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



NOT TO SCALE

HY Baseline Volumes = HY CPU + Volumes Removed

Majestic Airway

<p>1</p> <p>↻ 825 / 120 ↻ 520 / 630 ↻ 775 / 400</p> <p>La Media Rd</p> <p>↻ ↻ ↻ 590 / 780 ↻ ↻ ↻ 1165 / 1500 ↻ ↻ ↻ 838 / 977</p> <p>Otay Mesa Rd</p> <hr/> <p>135 / 665 ↻ 1475 / 1000 ↻ 633 / 1080 ↻</p> <p>↻ ↻ ↻ 961 / 641 ↻ ↻ ↻ 1105 / 620 ↻ ↻ ↻ 980 / 850</p>	<p>2</p> <p>↻ 100 / 250 ↻ 1891 / 2437</p> <p>La Media Rd</p> <p>↻ ↻ ↻ 1035 / 350 ↻ ↻ ↻ 50 / 125 ↻ ↻ ↻ 1325 / 525</p> <p>SR-905 WB Ramps</p> <hr/> <p>85 / 270 ↻ 230 / 505 ↻</p> <p>↻ ↻ ↻ 110 / 225 ↻ ↻ ↻ 1926 / 1491 ↻ ↻ ↻ 1250 / 1497</p>	<p>3</p> <p>↻ 400 / 650 ↻ 2296 / 1397</p> <p>La Media Rd</p> <p>SR-905 EB Ramps</p> <hr/> <p>1235 / 825 ↻ 2182 / 1428 ↻</p> <p>↻ ↻ ↻ 600 / 1300 ↻ ↻ ↻ 2051 / 2388</p>	<p>4</p> <p>↻ 1200 / 700 ↻ 1850 / 1430 ↻ 1428 / 695</p> <p>La Media Rd</p> <p>↻ ↻ ↻ 571 / 563 ↻ ↻ ↻ 445 / 290 ↻ ↻ ↻ 341 / 180</p> <p>Airway Rd</p> <hr/> <p>700 / 800 ↻ 604 / 493 ↻ 350 / 500 ↻</p> <p>↻ ↻ ↻ 250 / 295 ↻ ↻ ↻ 1380 / 2325 ↻ ↻ ↻ 150 / 300</p>
<p>5</p> <p>Driveway 1</p> <p>↻ 1134 / 931</p> <p>Airway Rd</p> <hr/> <p>1892 / 1280 ↻</p>	<p>6</p> <p>Driveway 2</p> <p>↻ 1148 / 960</p> <p>Airway Rd</p> <hr/> <p>1287 / 851 ↻</p>	<p>7</p> <p>↻ 12 / 35 ↻ 3 / 2 ↻ 0 / 7</p> <p>Private Driveway</p> <p>↻ ↻ ↻ 6 / 4 ↻ ↻ ↻ 707 / 553 ↻ ↻ ↻ 41 / 117</p> <p>Airway Rd</p> <hr/> <p>48 / 0 ↻ 857 / 628 ↻ 382 / 223 ↻</p> <p>↻ ↻ ↻ 397 / 352 ↻ ↻ ↻ 6 / 0 ↻ ↻ ↻ 23 / 46</p> <p>Avenida Costa Azul</p>	

Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



NOT TO SCALE

HY + P = HY Baseline + Project

Majestic Airway

<p>1</p> <p>↔ 825 / 120 ↔ 520 / 630 ↔ 775 / 400</p> <p>La Media Rd</p> <p>↔ 590 / 780 ↔ 1165 / 1500 ↔ 860 / 990</p> <p>Otay Mesa Rd</p> <hr/> <p>135 / 665 1475 / 1000 665 / 1100</p> <p>↔ 975 / 670 ↔ 1105 / 620 ↔ 980 / 850</p>	<p>2</p> <p>↔ 100 / 250 ↔ 1945 / 2470</p> <p>La Media Rd</p> <p>↔ 1035 / 350 ↔ 50 / 125 ↔ 1325 / 525</p> <p>SR-905 WB Ramps</p> <hr/> <p>85 / 270</p> <p>230 / 505</p> <p>↔ 110 / 225 ↔ 1940 / 1520 ↔ 1300 / 1605</p>	<p>3</p> <p>↔ 400 / 650 ↔ 2350 / 1430</p> <p>La Media Rd</p> <p>SR-905 EB Ramps</p> <hr/> <p>1235 / 825</p> <p>2300 / 1500</p> <p>↔ 600 / 1300 ↔ 2115 / 2525</p>	<p>4</p> <p>↔ 1200 / 700 ↔ 1850 / 1430 ↔ 1600 / 800</p> <p>La Media Rd</p> <p>↔ 635 / 700 ↔ 450 / 300 ↔ 350 / 200</p> <p>Airway Rd</p> <hr/> <p>700 / 800 615 / 500 350 / 500</p> <p>↔ 250 / 295 ↔ 1380 / 2325 ↔ 150 / 300</p>
<p>5</p> <p>↔ 64 / 138 ↔ 14 / 29</p> <p>Driveway 1</p> <p>↔ 1148 / 960</p> <p>Airway Rd</p> <hr/> <p>183 / 111 1892 / 1280</p>	<p>6</p> <p>↔ 14 / 29</p> <p>Driveway 2</p> <p>↔ 32 / 20 ↔ 1148 / 960</p> <p>Airway Rd</p> <hr/> <p>1301 / 880</p>	<p>7</p> <p>↔ 12 / 35 ↔ 3 / 2 ↔ 0 / 7</p> <p>Private Driveway</p> <p>↔ 6 / 4 ↔ 739 / 573 ↔ 41 / 117</p> <p>Airway Rd</p> <hr/> <p>48 / 0 871 / 657 382 / 223</p> <p>↔ 397 / 352 ↔ 6 / 0 ↔ 23 / 46</p> <p>Avenida Costa Azul</p>	

Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



NOT TO SCALE

HY Roadway Segment Volumes

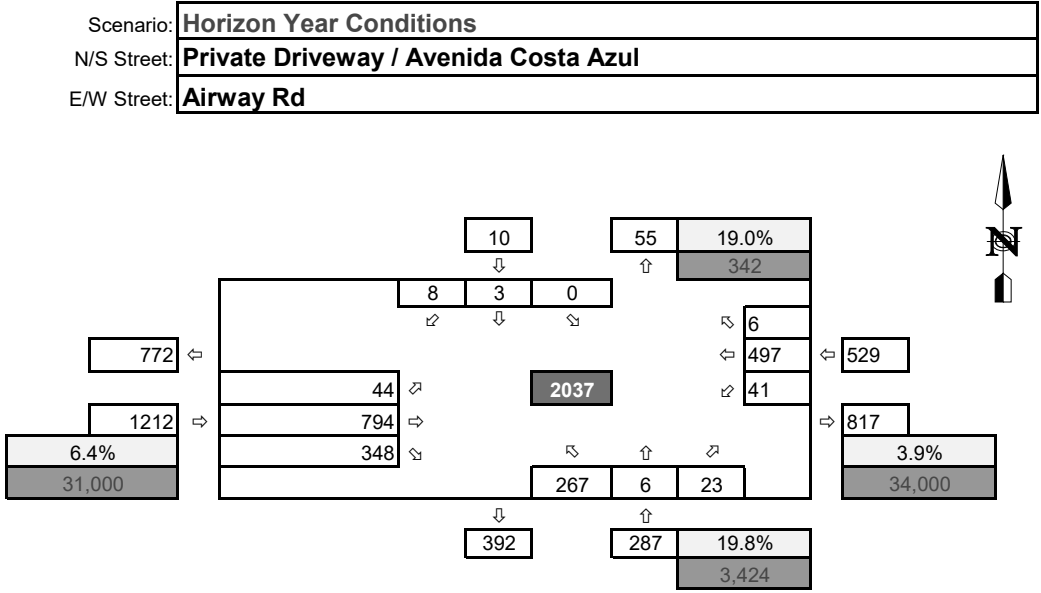
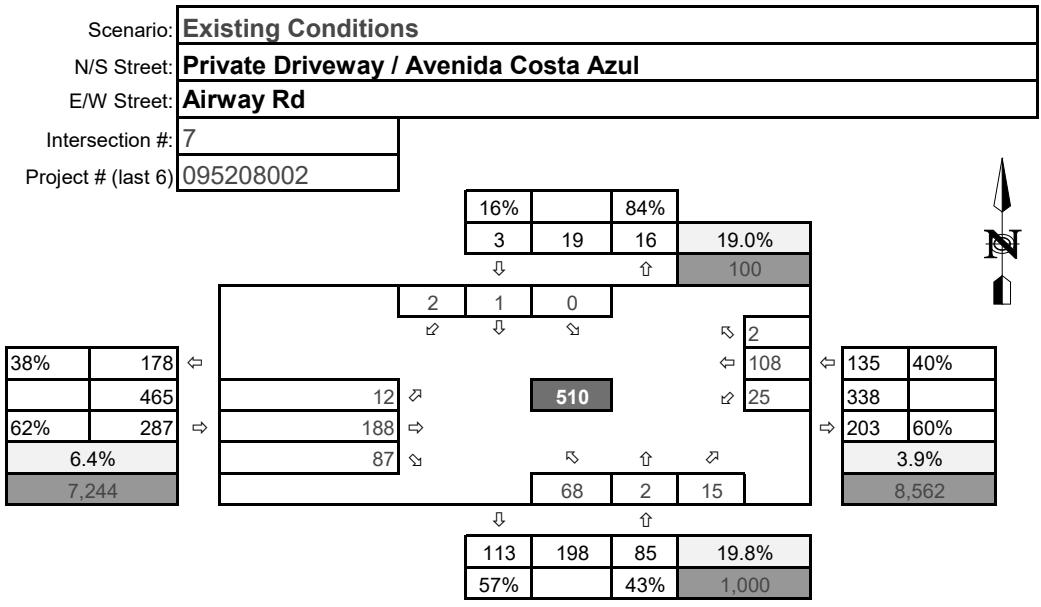
ROADWAY SEGMENT	HORIZON YEAR (2062) CPU CONDITIONS	HORIZON YEAR (2062) without CPU Parcel	HORIZON YEAR (2062) PLUS PROJECT
	ADT	ADT	ADT
La Media Road			
between Otay Mesa Rd and SR 905 WB Ramps/St. Andrews Ave	37,500	37,091	37,500
between SR 905 WB Ramps/St. Andrews Ave and SR 905 EB Ramps	50,750	49,780	50,750
between SR 905 EB Ramps and Airway Road	64,000	62,468	64,000
between Airway Road and Avenida de la Fuente	33,000	32,898	33,000
between Avenida de la Fuente and Siempre Viva Road	21,500	21,398	21,500
Airway Road			
between La Media Road and Project Driveway 1	31,000	29,263	31,000
between Project Driveway 1 and Avenida Costa Azul	31,000	30,693	31,000
between Avenida Costa Azul and Piper Ranch Road	34,000	33,693	34,000
between Piper Ranch Road and Avenida de la Fuente N	34,000	33,693	34,000
between Avenida de la Fuente N and Harvest Rd	34,000	33,693	34,000
between Harvest Rd and Sanyo Avenue	26,500	26,193	26,500

K:\SND_LDEV\195208002 - Majestic Airway\Traffic\ANALYSIS\Excel\095208002_RS01.xlsm\HY Vol Summary for Appendix

Roadway Segment	CPU Trips Removed
La Media Road	
between Otay Mesa Rd and SR 905 WB Ramps/St. Andrews Ave	-409
between SR 905 WB Ramps/St. Andrews Ave and SR 905 EB Ramps	-970
between SR 905 EB Ramps and Airway Road	-1,533
between Airway Road and Avenida de la Fuente	-102
between Avenida de la Fuente and Siempre Viva Road	-102
Airway Road	
between La Media Road and Project Driveway 1	-1,737
between Project Driveway 1 and Avenida Costa Azul	-307
between Avenida Costa Azul and Piper Ranch Road	-307
between Piper Ranch Road and Avenida de la Fuente N	-307
between Avenida de la Fuente N and Harvest Rd	-307
between Harvest Rd and Sanyo Avenue	-307

Airway Rd and Avenida Costa Azul HY Volume Development

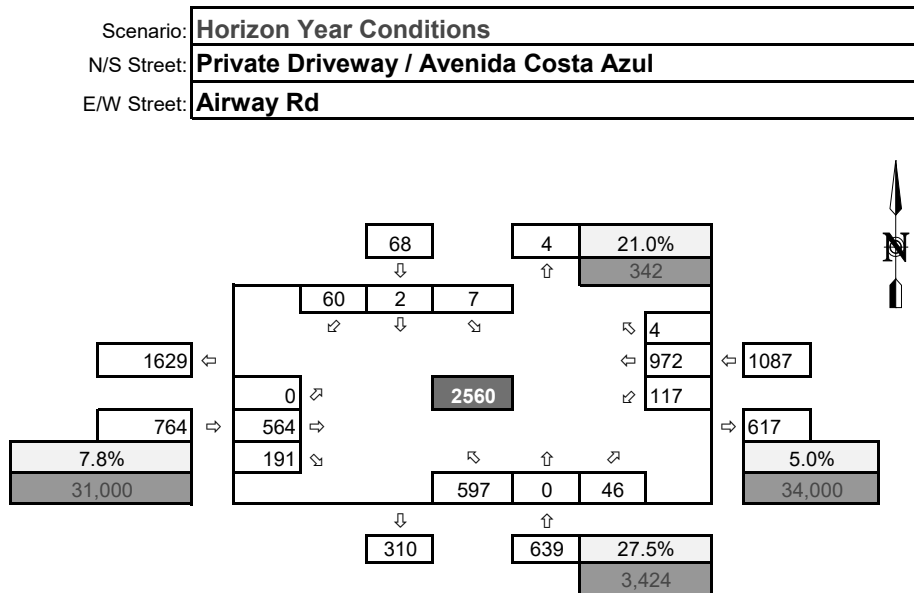
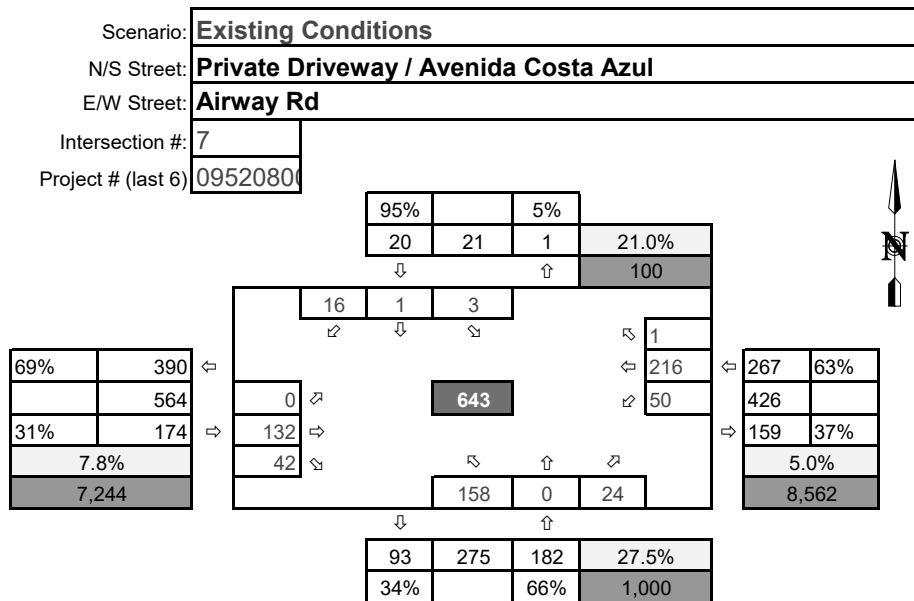
Int 7 AM Peak Volumes



LEGEND	
Existing K-Factor	xx%
ADT Volume	xx

Airway Rd and Avenida Costa Azul HY Volume Development

Int 7 PM Peak Volumes



LEGEND	
Existing K-Factor	xx%
ADT Volume	xx

Airway Rd and Avenida Costa Azul HY Volume Development

Majestic Airway

<p>1</p> <p>825 / 120 ↔ 520 / 630 ↔ 775 / 400 ↔</p> <p>La Media Rd</p> <p>590 / 780 ↔ 1165 / 1500 ↔ 860 / 990 ↔</p> <p>Otay Mesa Rd</p> <p>135 / 665 ↔ 1475 / 1000 ↔ 665 / 1100 ↔</p> <p>975 / 670 ↔ 1105 / 620 ↔ 980 / 850 ↔</p>	<p>2</p> <p>100 / 250 ↔ 1945 / 2470 ↔</p> <p>La Media Rd</p> <p>1035 / 350 ↔ 50 / 125 ↔ 1325 / 525 ↔</p> <p>SR-905 WB Ramps</p> <p>85 / 270 ↔</p> <p>230 / 505 ↔</p> <p>110 / 225 ↔ 1940 / 1520 ↔ 1300 / 1605 ↔</p>	<p>3</p> <p>400 / 650 ↔ 2350 / 1430 ↔</p> <p>La Media Rd</p> <p>SR-905 EB Ramps</p> <p>1235 / 825 ↔</p> <p>2300 / 1500 ↔</p> <p>600 / 1300 ↔ 2115 / 2525 ↔</p>	<p>4</p> <p>1200 / 700 ↔ 1850 / 1430 ↔ 1600 / 800 ↔</p> <p>La Media Rd</p> <p>635 / 700 ↔ 450 / 300 ↔ 350 / 200 ↔</p> <p>Airway Rd</p> <p>700 / 800 ↔ 615 / 500 ↔ 350 / 500 ↔</p> <p>250 / 295 ↔ 1380 / 2325 ↔ 150 / 300 ↔</p>
<p>5</p> <p>Driveway 1</p> <p>1148/960 ↔ 1435 / 1200 ↔</p> <p>Airway Rd</p> <p>2365 / 1600 ↔</p> <p>1892/1280</p>	<p>6</p> <p>Driveway 2</p> <p>1148/960 ↔ 1435 / 1200 ↔</p> <p>Airway Rd</p> <p>2365 / 1600 ↔</p> <p>1301/880</p>	<p>7</p> <p>8 / 60 ↔ 3 / 2 ↔ 0 / 7 ↔</p> <p>Private Driveway</p> <p>6 / 4 ↔ 497 / 972 ↔ 41 / 117 ↔</p> <p>Airway Rd</p> <p>44 / 0 ↔ 794 / 564 ↔ 348 / 191 ↔</p> <p>Avenida Costa Azul</p> <p>267 / 597 ↔ 6 / 0 ↔ 23 / 46 ↔</p>	<p>NBL Balance (267/772)*376=130 (597/1629)*-669=-245</p> <p>WBT Balance (497/772)*376=242 (972/1629)*-669=-399</p> <p>SBR Balance (8/772)*376=4 (60/1629)*-669=-25</p> <p>EBL Balance (44/1186)*115=4</p> <p>EBT Balance (794/1186)*115=77 (564/755)*125=93</p> <p>EBR Balance (348/1186)*115=34 (191/755)*125=32</p>

20% Reduction

45% Reduction

Balanced volumes
at intersection 7

Balanced Intersection

<p>7</p> <p>12 / 35 ↔ 3 / 2 ↔ 0 / 7 ↔</p> <p>Private Driveway</p>	<p>6 / 4 ↔ 739 / 573 ↔ 41 / 117 ↔</p> <p>Airway Rd</p>
<p>48 / 0 ↔ 871 / 657 ↔ 382 / 223 ↔</p> <p>Avenida Costa Azul</p>	<p>397 / 352 ↔ 6 / 0 ↔ 23 / 46 ↔</p>

INT 7 AM Balance Calc		
Int 6 WBT Vol	INT 7 WB Volumes	Balance
1148	772	376
Int 6 EBT Vol		
1301	1186	115

INT 7 PM Balance Calc		
Int 6 WBT Volumes	INT 7 WB Volumes	Balance
960	1629	-669
Int 6 EBT Vol		
880	755	125

Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



NOT TO SCALE

APPENDIX I

OMCPU EIR MITIGATIONS & FAIR SHARE CALCULATIONS



HORIZON YEAR FAIR-SHARE

Existing *

Horizon Year without Project *

Horizon Year with Project *

A

B

C

$$\text{Percentage of Fair-Share} = \frac{C - B}{C - A} \times 100$$

* A, B & C are the number of vehicles entering the intersection during the higher of AM or PM peak hour.

FAIR SHARE CALCULATION WORKSHEET

Project: Majestic Airway
Date: 20-Sep-23

Project #: 195208002

HORIZON YEAR (2062) PLUS PROJECT

FAIR SHARE RESPONSIBILITY

$$FS\% = \frac{C - B}{C - A}$$

Where:

- FS% = The equitable share for the proposed project's traffic impact.
- A = The Existing traffic volumes entering the facility
- B = The Horizon Year without Project traffic volumes entering the facility
- C = The Horizon Year with Project traffic volumes entering the facility

* Fair Share percentage based off of highest peak (AM or PM)

Int #1 La Media Road & Otay Mesa Road

<i>AM Peak</i>	$FS\% = \frac{C - B}{C - A} =$	$\frac{10,070}{10,070} - \frac{10,002}{1,281} =$	0.77%
----------------	--------------------------------	--	--------------

<i>PM Peak</i>	$FS\% = \frac{C - B}{C - A} =$	$\frac{9,325}{9,325} - \frac{9,263}{1,219} =$	0.76%
----------------	--------------------------------	---	--------------

Int #2 La Media Road & St. Andrews Avenue/SR-905 WB Ramps

<i>AM Peak</i>	$FS\% = \frac{C - B}{C - A} =$	$\frac{8,120}{8,120} - \frac{8,002}{1,181} =$	1.70%
----------------	--------------------------------	---	--------------

<i>PM Peak</i>	$FS\% = \frac{C - B}{C - A} =$	$\frac{7,845}{7,845} - \frac{7,675}{1,385} =$	2.63%
----------------	--------------------------------	---	--------------

Int #3 La Media Road & SR-905 EB Ramps

<i>AM Peak</i>	$FS\% = \frac{C - B}{C - A} =$	$\frac{9,000}{9,000} - \frac{8,764}{1,152} =$	3.01%
----------------	--------------------------------	---	--------------

<i>PM Peak</i>	$FS\% = \frac{C - B}{C - A} =$	$\frac{8,230}{8,230} - \frac{7,988}{1,235} =$	3.46%
----------------	--------------------------------	---	--------------

Int #7 Avenida Costa Azul/Private Driveway & Airway Road

<i>AM Peak</i>	$FS\% = \frac{C - B}{C - A} =$	$\frac{2,528}{2,528} - \frac{2,482}{510} =$	2.28%
----------------	--------------------------------	---	--------------

<i>PM Peak</i>	$FS\% = \frac{C - B}{C - A} =$	$\frac{2,016}{2,016} - \frac{1,967}{643} =$	3.57%
----------------	--------------------------------	---	--------------

FAIR SHARE CALCULATION WORKSHEET

Project: Majestic Airway
Date: 20-Sep-23

Project #: 195208002

HORIZON YEAR (2062) PLUS PROJECT

FAIR SHARE RESPONSIBILITY

$$FS\% = \frac{C - B}{C - A}$$

Where:

- FS% = The equitable share for the proposed project's traffic impact
- A = The Existing traffic volumes entering the facility
- B = The Horizon Year without Project traffic volumes entering the facility
- C = The Horizon Year with Project traffic volumes entering the facility

La Media Road between SR 905 WB Ramps/St. Andrews Ave and SR 905 EB Ramps

$$ADT \quad FS\% = \frac{C - B}{C - A} = \frac{50,750 - 49,780}{50,750 - 13,683} = 2.62\%$$

Airway Road between Avenida Costa Azul and Piper Ranch Road

$$ADT \quad FS\% = \frac{C - B}{C - A} = \frac{34,000 - 33,693}{34,000 - 8,562} = 1.21\%$$

Airway Road between Piper Ranch Road and Avenida de la Fuente N

$$ADT \quad FS\% = \frac{C - B}{C - A} = \frac{34,000 - 33,693}{34,000 - 8,562} = 1.21\%$$

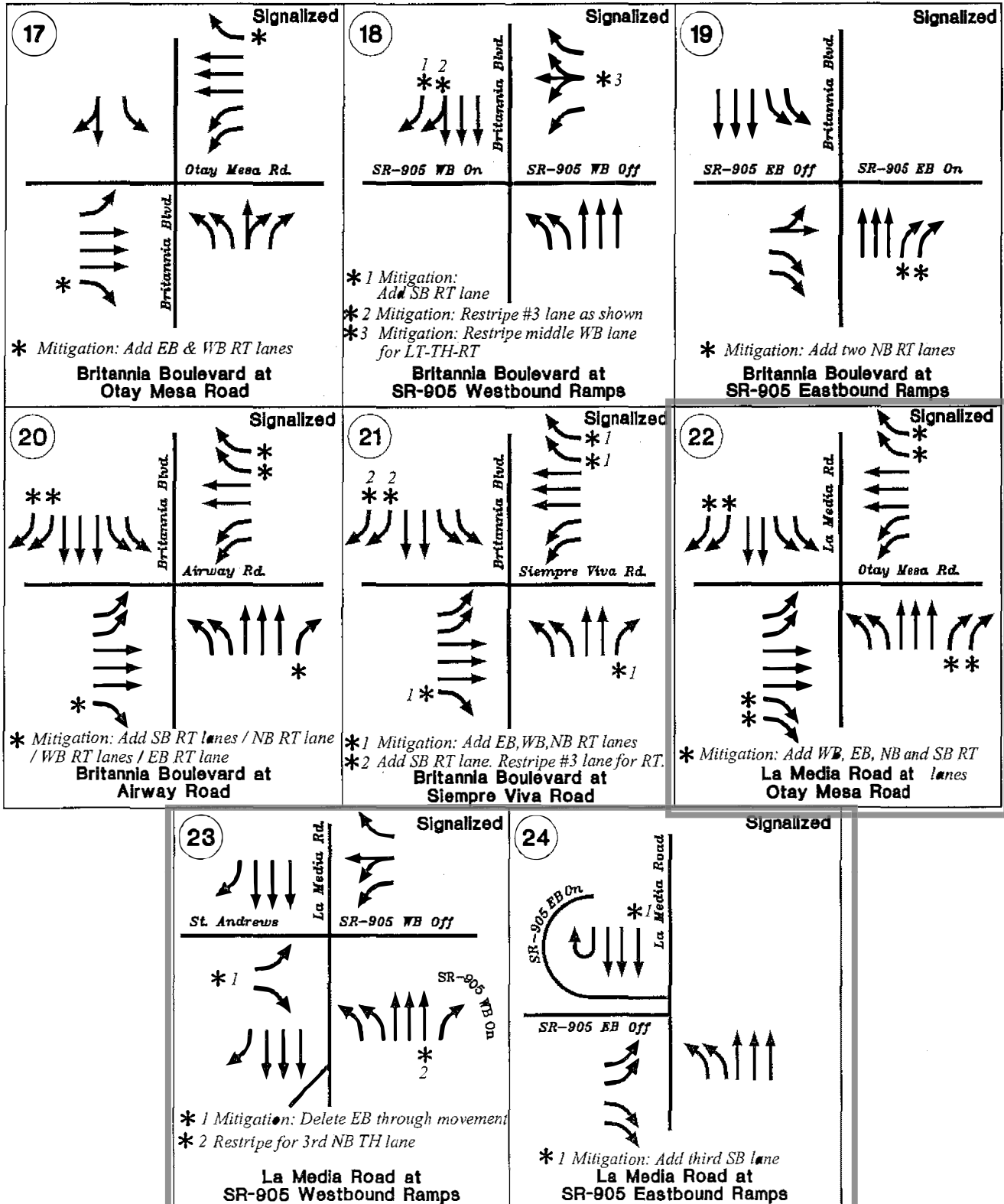
Airway Road between Avenida de la Fuente N and Harvest Rd

$$ADT \quad FS\% = \frac{C - B}{C - A} = \frac{34,000 - 33,693}{34,000 - 8,562} = 1.21\%$$

Airway Road between Harvest Rd and Sanyo Avenue

$$ADT \quad FS\% = \frac{C - B}{C - A} = \frac{26,500 - 26,193}{26,500 - 8,443} = 1.70\%$$

Buildout Recommended Lane Configurations - Alternative 3-B Without La Media Road



Buildout Recommended Lane Configurations - Alternative 3-B Without La Media Road

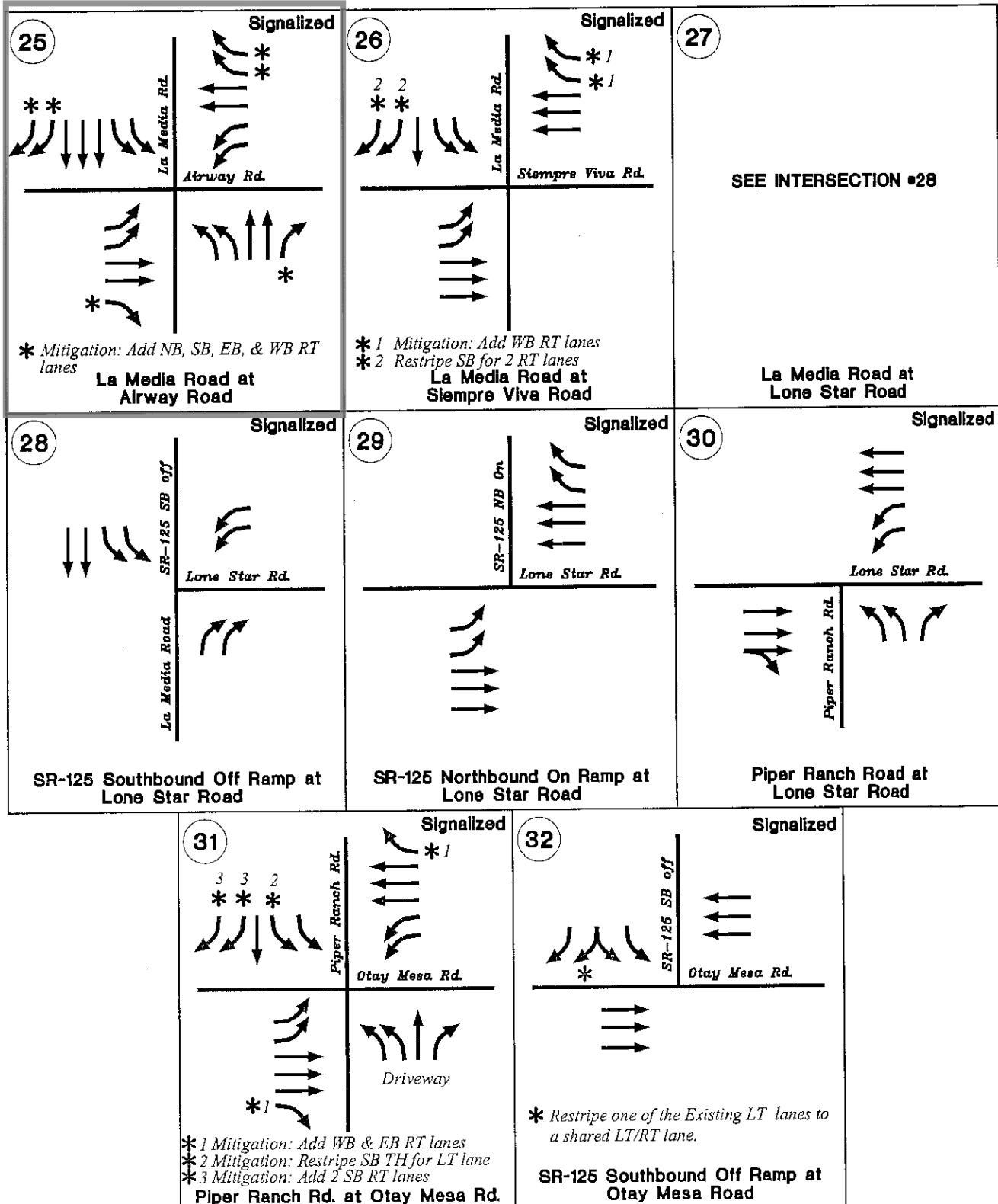


TABLE 6-1
Buildout Scenario 3B With La Media Road
Average Daily Traffic & Levels of Service

Street	Segment	#	(1) Class	LOS E ADT (2)	Segment ADT	V/C	LOS	New Class	New V/C	NEW LOS	S?
Otay Mesa Road	Street A to Caliente Ave.	1	6-PA	60,000	25,500	0.43	B	6-M	0.64	C	N
	Caliente Ave. to Corporate Center Dr.	2	6-PA	60,000	71,000	1.18	F	N	-	-	Y
	Corporate Center Dr. to Innovative Dr.	3	6-PA	60,000	48,500	0.81	C	N	-	-	N
	Innovative Dr. to Heritage Rd.	4	6-PA	60,000	43,500	0.73	C	N	-	-	N
	Heritage Rd. to Cactus Rd.	5	6-PA	60,000	69,500	1.16	F	N	-	-	Y
	Cactus Rd. to Britannia Blvd.	6	6-PA	60,000	41,000	0.68	C	N	-	-	N
	Britannia Blvd. to Ailsa Ct.	7	6-PA	60,000	51,000	0.85	D	N	-	-	N
	Ailsa Ct. to La Media Rd.	8	7-M	55,000	47,000	0.85	D	6-PA	0.78	C	N
	La Media Rd. to Piper Ranch Rd.	9	8-M	70,000	51,000	0.73	C	6-PA	0.85	D	N
	Piper Ranch Rd. to SR-125	10	4-P	45,000	24,500	0.54	C	6-PA	0.41	A	N
	SR-125 to Harvest Rd.	11	4-M	40,000	33,500	0.84	D	6-PA	0.56	C	N
	Harvest Rd. to Sanyo Ave.	12	4-M	40,000	29,500	0.74	C	6-PA	0.49	C	N
	Sanyo Ave. to Enrico Fermi Dr.	13	4-M	40,000	7,500	0.19	A	6-PA	0.13	A	N
Airway Road	Old Otay Mesa Rd. to Caliente Ave.	14	4-CL	30,000	10,000	0.25	A	N	-	-	N
	Caliente Ave. to Heritage Rd.	15	4-M	40,000	36,000	0.90	E	N	-	-	Y
	Heritage Rd. to Cactus Rd.	16	4-M	40,000	58,000	1.45	F	6-PA	0.97	E	Y
	Cactus Rd. to Britannia Blvd.	17	4-M	40,000	43,000	1.07	F	6-M	0.86	D	N
	Britannia Blvd. to La Media Rd.	18	4-M	40,000	34,000	0.85	D	N	-	-	N
	La Media Rd. to Harvest Rd.	19	4-M	40,000	32,000	0.80	D	N	-	-	N
	Harvest Rd. to Sanyo Ave.	20	4-M	40,000	26,000	0.65	C	N	-	-	N
	Sanyo Ave. to Paseo de las Americas	21	4-M	40,000	9,500	0.24	A	N	-	-	N
	Paseo de las Americas to Michael Faraday Dr.	22	4-M	40,000	9,000	0.23	A	N	-	-	N
	Michael Faraday Dr. to Enrico Fermi Dr.	23	4-M	40,000	12,000	0.30	A	N	-	-	N
	Enrico Fermi Dr. to Siempre Viva Rd.*	24	4-M	40,000	12,500	0.31	A	N	-	-	N
Siempre Viva Road	Caliente Ave. to West Terminus	25	4-M	40,000	10,000	0.25	A	2-CL	0.67	C	N
	Cactus Rd. to Britannia Blvd.	27	6-PA	60,000	36,000	0.60	C	N	-	-	N
	Britannia Blvd. to La Media Rd.	28	6-PA	60,000	41,500	0.69	C	N	-	-	N
	La Media Rd. to Harvest Rd.	29	6-PA	60,000	39,000	0.65	C	N	-	-	N
	Harvest Rd. to Otay Center Dr.	30	6-PA	60,000	32,500	0.54	B	N	-	-	N
	Otay Center Dr. to SR-905	31	6-PA	60,000	58,500	0.98	E	N	-	-	Y
	SR-905 to Paseo de las Americas	32	6-PA	60,000	62,500	1.04	F	N	-	-	Y
	Paseo de las Americas to Michael Faraday Dr.	33	4-M	40,000	23,000	0.58	C	N	-	-	N
	Michael Faraday Dr. to Enrico Fermi Dr.	34	4-M	40,000	21,000	0.53	B	N	-	-	N
	Enrico Fermi Dr. to SR-11*	35	4-M	40,000	17,500	0.44	B	N	-	-	N

*Segment in County of San Diego

Note: There is no segment #26 with this alternative.

= Segment Number

(1) = Current Community Plan Classification, unless footnotes (3) or (4) apply.

(2) = Source: City of San Diego Traffic Impact Study Manual, Table 2.

(3) = Add to Circulation Plan.

(4) = Functional classification shown, not currently classified.

S? = Significant impact, Yes (Y) or No (N).

New LOS = LOS after change in classification.

F = Shading indicates a significant impact.

Legend

8-M = 8-lane Major Arterial

7-PA = 7-lane Primary Arterial

7-M = 7-lane Major Arterial

6-PA = 6-lane Primary Arterial

6-M = 6-lane Major Arterial

5-M = 5-lane Major Arterial (3SB /2NB)

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)

2-CL = 2-lane Collector (with continuous left turn lane)

2-CN = 2-lane Collector (no fronting property)

2-C = 2-lane Collector (without continuous left turn lane)

TABLE 6-1 (Continued)
Buildout Scenario 3B With La Media Road
Average Daily Traffic & Levels of Service

Street	Segment	#	(1) Class	LOS E ADT (2)	Segment ADT	V/C	LOS	New Class	New V/C	NEW LOS	S?
Palm Avenue	I-805 to Dennery Rd.	37	7-PA	65,000	58,000	0.89	D	N	-	-	N
Ocean View Hills Parkway	Dennery Rd. to Del Sol Blvd.	38	4-M	40,000	21,000	0.53	B	N	-	-	N
	Del Sol Blvd. to Street "A"	39	6-M	50,000	33,500	0.67	C	N	-	-	N
	Street "A" to Otay Mesa Rd.	40	6-M	50,000	22,500	0.45	B	N	-	-	N
Caliente Avenue	Otay Mesa Rd. to SR-905	41	6-M	50,000	38,000	0.76	C	6-PA	0.50	B	N
	SR-905 to Airway Rd.	42	6-M	50,000	31,500	0.63	C	6-PA	0.53	B	N
	Airway Rd. to Beyer Blvd.	43	4-M	40,000	45,500	1.14	F	6-M	0.91	E	Y
	Beyer Blvd. to Siempre Viva Rd.	43A	4-M	40,000	41,000	1.03	F	N	-	-	Y
Beyer Boulevard	Alaquinas Dr. to Old Otay Mesa Rd.	44	4-M	40,000	32,000	0.80	D	N	-	-	N
	Old Otay Mesa Rd. to Caliente Ave (3)	45	4-M	40,000	30,500	0.76	C	N	-	-	N
Heritage Road/ Otay Valley Road	Main St. to Avenida De Las Vistas**	46	6-PA	60,000	69,500	1.16	F	N	-	-	Y
	Avenida De Las Vistas to Datsun St.	47	6-M	50,000	62,500	1.25	F	6-PA	1.04	F	Y
	Datsun St. to Otay Mesa Rd.	48	6-M	50,000	44,000	0.88	D	6-PA	0.73	C	N
	Otay Mesa Rd. to SR-905	49	6-M	50,000	17,000	0.34	B	6-PA	0.28	A	N
	SR-905 to Airway Rd.	50	6-M	50,000	34,500	0.69	C	6-PA	0.58	B	N
Cactus Road	Otay Mesa Rd. to Airway Rd.	52	4-CL	30,000	41,500	1.38	F	4-M	1.04	F	Y
	Airway Rd. to Siempre Viva Rd.	53	4-CL	30,000	40,000	1.33	F	4-M	1.00	E	Y
	Siempre Viva Rd. to South End	54	2-CL	15,000	11,000	0.73	D	N	-	-	N
Britannia Boulevard	Otay Mesa Rd. to SR-905	55	4-M	40,000	18,500	0.46	B	6-PA	0.31	A	N
	SR-905 to Airway Rd.	56	4-M	40,000	63,500	1.59	F	6-PA	1.06	F	Y
	Airway Rd. to Siempre Viva Rd.	57	4-M	40,000	45,000	1.10	F	6-M	0.90	D	N
	Siempre Viva Rd. to South End	58	2-C	8,000	22,000	2.75	F	4-CL	0.73	D	N
La Media Road	Birch Rd. to Lone Star Rd.**	59	6-PA	60,000	64,000	1.07	F	N	-	-	Y
	Lone Star Rd. to Aviator Rd.	60	6-PA	60,000	51,000	0.85	D	N	-	-	N
	Aviator Rd. to Otay Mesa Rd.	61	6-PA	60,000	50,000	0.83	C	N	-	-	N
	Otay Mesa Rd. to SR-905	62	6-PA	60,000	46,500	0.78	C	N	-	-	N
	SR-905 to Airway Rd.	63	6-PA	60,000	67,500	1.13	F	N	-	-	Y
Airway Rd. to Siempre Viva Rd.	64	4-M	40,000	35,000	0.88	D	5-M	0.78	D	N	
Harvest Road	South of Otay Mesa Rd.	65	4-M	40,000	8,500	0.21	A	2-CL	0.57	A	N
	Airway Rd. to Otay Center Dr.	66	4-M	40,000	15,500	0.39	B	4-CL	0.52	C	N
	Otay Center Dr. to Siempre Viva Rd.	67	4-M	40,000	10,000	0.25	A	4-CL	0.33	A	N

*Segment in County of San Diego

Note: There is no segment # 51 with this alternative.

**Segment in Chula Vista

Segment #36 was deleted.

= Segment Number

(1) = Current Community Plan Classification, unless footnotes (3) or (4) apply.

(2) = Source: City of San Diego Traffic Impact Study Manual, Table 2.

(3) = Add to Circulation Plan.

(4) = Functional classification shown, not currently classified.

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New LOS = LOS after change in classification.

F = Shading indicates a significant impact.

Legend

8-M = 8-lane Major Arterial

7-PA = 7-lane Primary Arterial

7-M = 7-lane Major Arterial

6-PA = 6-lane Primary Arterial

6-M = 6-lane Major Arterial

5-M = 5-lane Major Arterial (3SB /2NB)

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)

2-CL = 2-lane Collector (with continuous left turn lane)

2-CN = 2-lane Collector (no fronting property)

2-C = 2-lane Collector (without continuous left turn lane)

APPENDIX J

TRANSIT INFORMATION



Exact fare, please Favor de pagar la cantidad exacta

Fares Tarifas	Adult Adulto	Senior/Disabled/ Medicare/Youth* Personas Mayores/con Discapacidades/Medicare/Jóvenes*
ONE-WAY FARES Tarifas Sencillos	\$2.50	\$1.25
EARNED DAY PASS Pase del Día Ganado	\$6.00	\$3.00
MONTH PASS Pase mensual	\$72.00	\$23.00

Load money into your PRONTO account to earn Day Passes and Month Passes. Tap your PRONTO card (\$2) or scan your PRONTO mobile app (free) to ride. Carga dinero a tu cuenta de PRONTO para ganar Pases del Día y Pases Mensuales. Toca tu tarjeta PRONTO (\$2) o escanea tu aplicación móvil PRONTO (gratis) para viajar.

- One-ways with PRONTO receive free transfers for two hours. No free transfers for cash. Los viajes de ida con PRONTO reciben transbordos gratuitos por dos horas. No se permiten transbordos gratuitos con pagos en efectivo.
- Day Passes not sold in advance. Earned with PRONTO. Los pases diarios no se venden por adelantado. Se obtienen con PRONTO.
- A month pass can be purchased in advanced or earned with PRONTO. Good from first day to last day of the month. El Pase Mensual se puede comprar por adelantado o se obtiene mientras viaja con PRONTO. Válido desde el primer día hasta el último día del mes.

*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1956. Youth Eligibility: Ages 6-18. Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1956. Elegibilidad para Jóvenes: edades 6-18

For more information, visit: / Para más información, visite: sdmts.com/fares

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InfoExpress (24-hour info via Touch-Tone phone) Información las 24 horas (vía teléfono de teclas)	(619) 685-4900
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Effective NOVEMBER 21, 2021

905 909 950

Otay Mesa –
Iris Transit
Center
via SR-905 /
Otay Mesa Road

Otay Mesa –
Southwestern
College
Otay Mesa

Otay Mesa –
Iris Transit
Center Express
via SR-905

DESTINATIONS

- Brown Field
- Otay Mesa Industrial Parks
- Otay Mesa Port of Entry
- San Ysidro High School (905)
- Southwestern College
Otay Mesa (909)



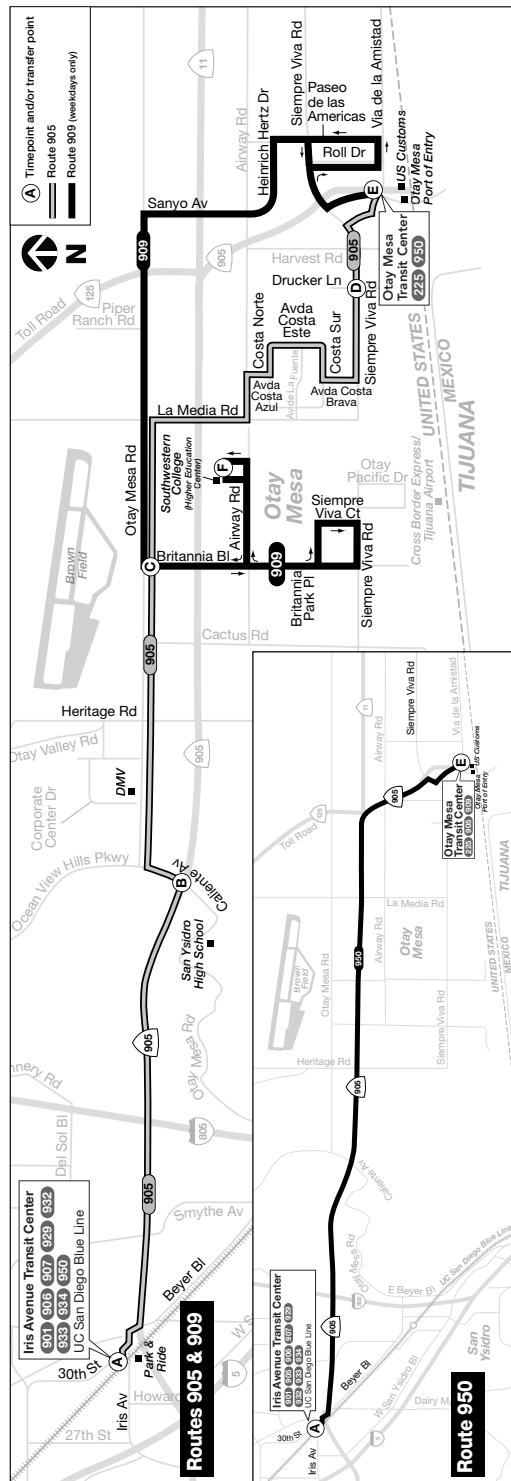
**TROLLEY
CONNECTIONS**
• Iris Avenue



11/21

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Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

Route 950 – Monday through Friday / lunes a viernes

Otay Mesa → Iris Avenue

(E) Otay Mesa Transit Center DEPART	(A) Iris Avenue Transit Center ARRIVE
4:30a	4:44a
4:45	4:59
5:00	5:15
5:12	5:26
5:24	5:38
5:36	5:50
5:48	6:02
6:00	6:14
6:12	6:26
6:24	6:38
6:36	6:50
6:48	7:02
7:00	7:14
7:12	7:26
7:24	7:38
7:36	7:50
7:48	8:02
8:04	8:18
8:24	8:38
8:44	8:58
9:04	9:18
9:24	9:38
9:44	9:58
10:15	10:29
10:45	10:59
11:15	11:29
11:45	11:59
12:15p	12:29p

Iris Avenue → Otay Mesa

(A) Iris Avenue Transit Center DEPART	(E) Otay Mesa Transit Center ARRIVE
12:15p	12:29p
12:44	12:59
1:15	1:29
1:42	1:56
2:02	2:16
2:22	2:36
2:42	2:56
3:02	3:16
3:22	3:36
3:42	3:56
4:02	4:16
4:22	4:36
4:42	4:56
5:02	5:16
5:22	5:36
5:42	5:56
6:02	6:16
6:22	6:36
6:42	6:56
7:02	7:16
7:23	7:37
7:53	8:07
8:23	8:37

Route 950 – Saturday / sábado

Otay Mesa → Iris Avenue

(E) Otay Mesa Transit Center DEPART	(A) Iris Avenue Transit Center ARRIVE
4:54a	5:08a
5:14	5:28
5:34	5:48
5:54	6:08
6:14	6:28
6:34	6:48
6:54	7:08
7:14	7:28
7:34	7:48
7:54	8:08
8:15	8:29
8:45	8:59
9:15	9:29
9:45	9:59
10:15	10:29
10:53	11:07
11:53	12:07p

Iris Avenue → Otay Mesa

(A) Iris Avenue Transit Center DEPART	(E) Otay Mesa Transit Center ARRIVE
12:23p	12:37p
1:06	1:20
1:36	1:50
2:06	2:20
2:23	2:37
2:43	2:57
3:03	3:17
3:23	3:37
3:43	3:57
4:03	4:17
4:23	4:37
4:44	4:58
5:06	5:20
5:28	5:42
5:51	6:05
6:15	6:29
6:45	6:59
7:23	7:37

Route 950 – Sunday / domingo

Otay Mesa → Iris Avenue

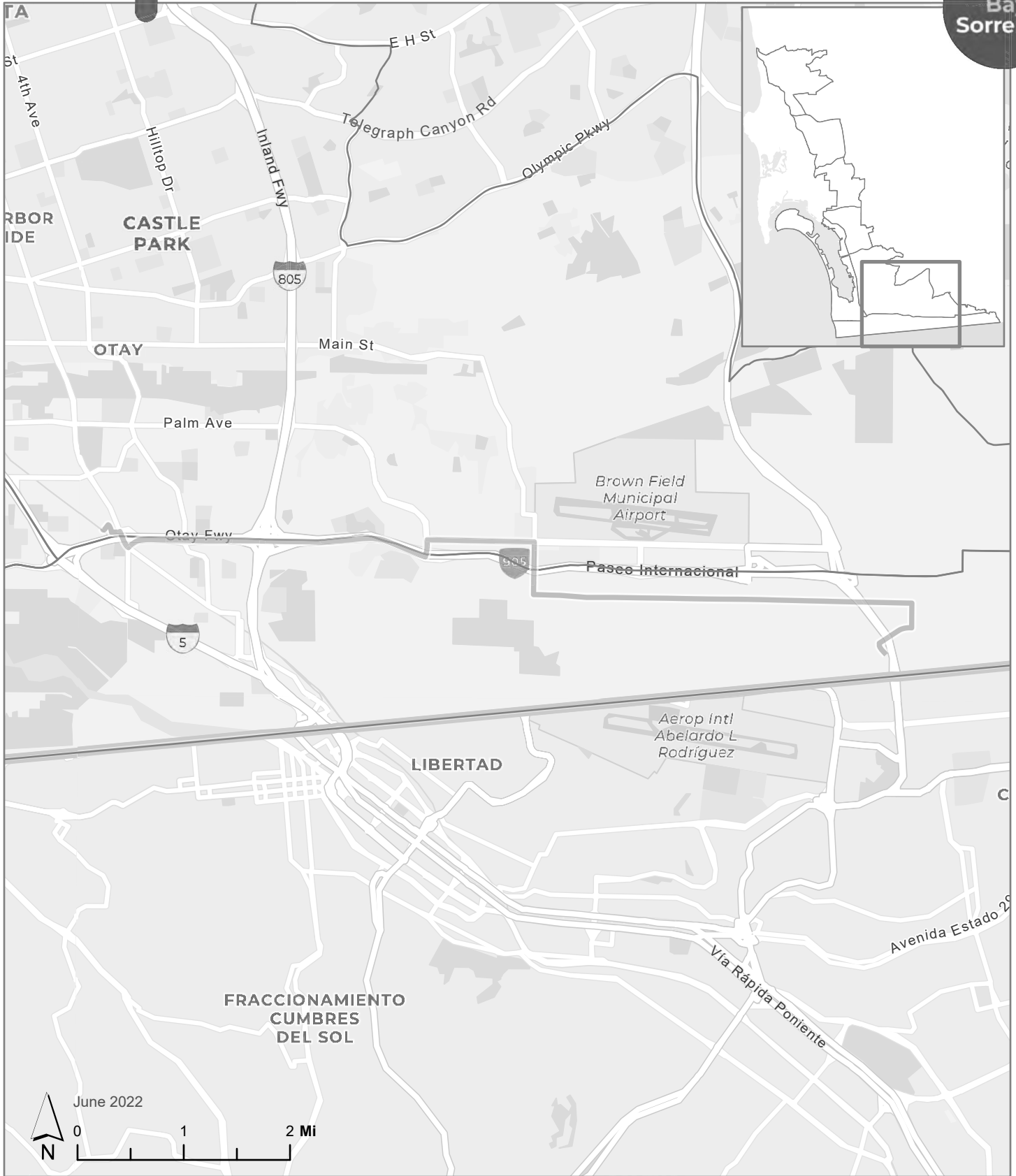
(E) Otay Mesa Transit Center DEPART	(A) Iris Avenue Transit Center ARRIVE
5:15a	5:29a
5:45	5:59
6:15	6:29
6:45	6:59
7:15	7:29
7:45	7:59
8:15	8:29
8:45	8:59
9:15	9:29
10:00	10:14
11:00	11:14
12:00p	12:14p

Iris Avenue → Otay Mesa

(A) Iris Avenue Transit Center DEPART	(E) Otay Mesa Transit Center ARRIVE
12:23p	12:37p
1:23	1:37
2:06	2:22
2:38	2:52
3:08	3:22
3:38	3:52
4:08	4:22
4:38	4:52
5:08	5:22
5:38	5:52
6:23	6:37
7:23	7:37

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays
Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados

>>> New Year's Day, Presidents' Day,
Memorial Day, Independence Day,
Labor Day, Thanksgiving, Christmas



SB2S Strategies

— Transit Strategy

Subarea

□ Subarea

Area Of Influence

▨ Area Of Influence

Reference Number: 043

Strategy Name: Rapid Route 638

Description: Add route from Iris Trolley to Otay Mesa via Otay, Airway Dr, SR-905 Corridor.



Reference Number	Strategy Name	Description	Priority Focus Areas	Map Link	Cost (\$2020) Millions	SB2S Phasing
635	Rapid Route 237A - Transit Signal Priority	Add transit signal priority along the route from Hillery Dr & I-15 to Gilman Dr & Villa La Jolla Dr.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	Incl	2035
1320	Rapid Route 237A - Transit Dedicated Lanes	Arterial transit dedicated lanes along the route on Carrol Canyon.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	Incl	2035
26	Rapid Route 238	Add route from UC San Diego to Miramar College Transit Station via Mira Mesa Blvd.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	\$54.0	2035
656	Rapid Route 238 - Transit Queue Jump Lanes	Add transit queue jump lanes along the route from Hillery Dr & I-15 to Gilman Dr & Villa La Jolla Dr.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	Incl	2035
636	Rapid Route 238 - Transit Signal Priority	Add transit signal priority along the route from Hillery Dr & I-15 to Gilman Dr & Villa La Jolla Dr.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	Incl	2035
29	Rapid Route 293	Add route from Imperial Beach to Olay Ranch via Palomar St.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	\$111.0	2035
657	Rapid Route 293 - Transit Queue Jump Lanes	Add transit queue jump lanes along the route from Olay Ranch SH 125 to Seacoast Dr & Elder Ave.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	Incl	2035
637	Rapid Route 293 - Transit Signal Priority	Add transit signal priority along the route from Olay Ranch SH 125 to Seacoast Dr & Elder Ave.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	Incl	2035
31	Rapid Route 295	Add route from South Bay to Sorrento Valley via La Mesa & Kearny Mesa.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	\$91.0	2035
658	Rapid Route 295 - Transit Queue Jump Lanes	Add transit queue jump lanes along the route from Stadium Rd & I-15 to Clairemont Mesa Blvd & Clairemont Dr.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	Incl	2035
638	Rapid Route 295 - Transit Signal Priority	Add transit signal priority along the route from Stadium Rd & I-15 to Clairemont Mesa Blvd & Clairemont Dr.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	Incl	2035
34	Rapid Route 625	Add route from SDSU to Palomar Station via East San Diego, Southeast San Diego, National City.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	\$197.0	2025
659	Rapid Route 625 - Transit Queue Jump Lanes	Add transit queue jump lanes along the route from Palomar St Trolley Station to SDSU Transit Center.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	Incl	2025
639	Rapid Route 625 - Transit Signal Priority	Add transit signal priority along the route from Palomar St Trolley Station to SDSU Transit Center.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	Incl	2025
36	Rapid Route 630	Add route from Iris Trolley/Palomar to Kearny Mesa via I-5/163 and City College.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	\$36.0	2035
660	Rapid Route 630 - Transit Queue Jump Lanes	Add transit queue jump lanes along the route from Beyer Blvd & Iris Ave to Palomar St & I-5.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	Incl	2035
640	Rapid Route 630 - Transit Signal Priority	Add transit signal priority along the route from Beyer Blvd & Iris Ave to Palomar St & I-5.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	Incl	2035
641	Rapid Route 630 - Transit Signal Priority	Add transit signal priority along the route from SH 163 & Balboa Ave to Clairemont Mesa Blvd & I-15.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	Incl	2035
1321	Rapid Route 630 - Transit Dedicated Lanes	Dedicated transit lanes along the route on Clairemont Mesa Blvd and Balboa Ave.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	Incl	2035
39	Rapid Route 635	Add route from Eastlake to Palomar Trolley via Main St Corridor.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	\$116.0	2035
662	Rapid Route 635 - Transit Queue Jump Lanes	Add transit queue jump lanes along the route from Fenton St & Harold Pl to Palomar St Trolley Station.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	Incl	2035
642	Rapid Route 635 - Transit Signal Priority	Add transit signal priority along the route from Fenton St & Harold Pl to Palomar St Trolley Station.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	Incl	2035
41	Rapid Route 637	Add route from North Park to 32nd St Trolley Station via Golden Hill.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	\$103.0	2035
663	Rapid Route 637 - Transit Queue Jump Lanes	Add transit queue jump lanes along the route from 32nd St Trolley Station to 30th & Adams Ave.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	Incl	2035
643	Rapid Route 637 - Transit Signal Priority	Add transit signal priority along the route from 32nd St Trolley Station to 30th & Adams Ave.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	Incl	2035
43	Rapid Route 638	Add route from Iris Trolley to Olay Mesa via Olay, Airway Dr, SR-905 Corridor.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	\$91.0	2035
664	Rapid Route 638 - Transit Queue Jump Lanes	Add transit queue jump lanes along the route from Siempre Viva Rd & Olay Center Dr to Callente Ave & SH 905	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	Incl	2035
644	Rapid Route 638 - Transit Signal Priority	Add transit signal priority along the route from Siempre Viva Rd & Olay Center Dr to Callente Ave & SH 905.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	Incl	2035
45	Rapid Route 640	Add route from San Ysidro to Central Mobility Hub (CMH) via I-5 and City College.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	\$28.0	2035
46	Rapid Route 709	Add route from H St Trolley Station to Millennia via H St Corridor, Southwestern College.	Transit Leap; Complete Corridors; Flexible Fleets - MoHubs; Active Transportation; Next OS;	View Map	\$99.0	2035

N/A: Costs will be defined in subsequent phases of study when strategy characteristics are more thoroughly defined.

APPENDIX K

CA MUTCD SIGNAL WARRANT ANALYSIS



TRAFFIC SIGNAL WARRANT ANALYSIS

A traffic signal warrant analysis was conducted for the proposed signalized intersection of Airway Road & Project Driveway 1 to determine if installation of a traffic signal would be justified at the intersection. The signal warrant analysis was performed in accordance with the CA MUTCD¹ for the Existing (2022) Plus Project Conditions and Opening Day (Year 2025) Plus Project scenarios.

The Existing (2022) Plus Project traffic volumes evaluated are based on the 24-Hour roadway segment volumes, collected by NDS on Thursday August 4, 2022, and the Project's daily trip generation/assignment at the intersection approaches. The existing traffic volumes collected along Airway Road, east of the existing access driveway on south side of Airway Road. These daily traffic volumes are substantially lower (7,244 daily trips) than the volumes collected along Airway Road, between La Media Road and existing access driveway (9,312 daily trips). Therefore, a large portion the current traffic generated by existing development to the south (from the west) was not included in the existing traffic volumes.

The Opening Day (Year 2025) Plus Project traffic volumes evaluated are based on the same assumptions as Existing (2022) Plus Project traffic volumes, with the addition of cumulative project ADTs expected to be generated along the segment of Airway Road, east of La Media Road (4,027 daily trips).

Warrant Analysis – Average Daily Traffic

Since the intersection of Airway Road and Project Driveway 1 is not an existing intersection, Figure 4C-103 (CA) Traffic Signal Warrant Worksheet (Average Traffic Estimate Form) was used to perform the signal warrant analysis. **Table A** summarizes the findings of traffic signal warrant analysis. **Attachment 1** contains the traffic signal warrant worksheets based on daily traffic.

Table A Traffic Signal Warrant Analysis Summary

Intersection	ADT Warrant (Figure 4C-103)		
	Condition A	Condition B	Condition C
Existing (2022) Plus Project Conditions			
Airway Road & Project Driveway 1	Not Satisfied	Not Satisfied	Not Satisfied
Opening Day (Year 2025) Plus Project			
Airway Road & Project Driveway 1	Not Satisfied	Satisfied	N/A
Source: California MUTCD 2014 Edition			
N/A - Not Applicable			

¹ California Manual on Uniform Traffic Control Devices, (FHWA's MUTCD 2009 Edition, including Revisions 1 & 2 as amended for use in California), 2014 Edition, Revision 6 (March 30, 2021)



As shown in Table A, Conditions A, Conditions B and the Combination Warrant (80%) are not met for the Existing (2025) Plus Project Conditions. With the addition traffic generated by the cumulative project, Condition B is met for Opening Day (Year 2025) Plus Project. Therefore, a traffic signal is warranted at the future intersection of Airway Road & Project Driveway 1 for the Opening Day (Year 2025) Plus Project scenario based on CA MUTCD Average Traffic Estimate Form (Figure 4C-103).



LA MEDIA RD + AIRWAY RD

California MUTCD 2014 Edition **EXISTING (2022) PLUS PROJECT**
 (FHWA's MUTCD 2009 Edition, including Revisions 1 & 2, as amended for use in California)

288
 300
 153
 4,067

**Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
 (Average Traffic Estimate Form)**

3,177 →
 868
 - EXISTING VOLUMES
 - PROJECT VOLUMES

DIST _____ CO _____ RTE _____ PM _____
 Major St: AIRWAY ROAD
 Minor St: PROJECT DRIVEWAY 1

COUNT DATE 8/4/2022
 CALC _____ DATE _____
 CHK _____ DATE _____

Critical Approach Speed >40 mph
 Critical Approach Speed <40 mph

Speed limit or critical speed on major street traffic > 40 mph..... }
 or
 In built up area of isolated community of < 10,000 population..... } **RURAL (R)**
 URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... <u>RURAL</u>	Minimum Requirements EADT <u>8,265</u> <u>868</u>			
CONDITION A - Minimum Vehicular Volume	Satisfied _____ Not Satisfied <u>X</u>		Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Number of lanes for moving traffic on each approach	Urban	Rural	Urban	Rural
Major Street 1.....	8,000	5,600	2,400	1,680
Minor Street 1.....	9,600	6,720 ✓	2,400	1,680 X
Major Street 2 or More.....	9,600	6,720	3,200	2,240
Minor Street 2 or More.....	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Satisfied _____ Not Satisfied <u>X</u>		Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Number of lanes for moving traffic on each approach	Urban	Rural	Urban	Rural
Major Street 1.....	12,000	8,400	1,200	850
Minor Street 1.....	14,400	10,080 X	1,200	850 ✓
Major Street 2 or More.....	14,400	10,080	1,600	1,120
Minor Street 2 or More.....	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B	Satisfied _____ Not Satisfied <u>X</u>		2 CONDITIONS 80%	2 CONDITIONS 80%
No one condition satisfied, but following conditions fulfilled 80% or more..... <u>X</u> A <u>✓</u> B				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

LA MEDIA RD + AIRWAY RO.

OPENING DAY (2025) PLUS PROJECT

California MUTCD 2014 Edition
(FHWA's MUTCD 2009 Edition, including Revisions 1 & 2, as amended for use in California)

868
0
+ 0
↓
2,014
153
← 4,067

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

3,177 →
868
2,014

COUNT DATE 8/4/2022
CALC _____ DATE _____
CHK _____ DATE _____

DIST _____ CO _____ RTE _____ PM _____
Major St: AIRWAY ROAD
Minor St: PROJECT DRIVEWAY 1

Critical Approach Speed > 40 mph
Critical Approach Speed < 40 mph

Speed limit or critical speed on major street traffic > 40 mph..... }
or
In built up area of isolated community of < 10,000 population..... } RURAL (R)
 URBAN (U)

- EXISTING VOLUMES
- PROJECT VOLUMES
- CUMULATIVE VOLUMES

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....		12,293 Minimum Requirements EADT		868	
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied _____ Not Satisfied <u>X</u>					
Number of lanes for moving traffic on each approach		Urban		Rural	
Major Street	Minor Street	Urban		Rural	
1.....	1.....	8,000		2,400	
2 or More.....	1.....	9,600		2,400	
2 or More.....	2 or More.....	9,600		3,200	
1.....	2 or More.....	8,000		3,200	
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied <u>✓</u> Not Satisfied _____					
Number of lanes for moving traffic on each approach		Urban		Rural	
Major Street	Minor Street	Urban		Rural	
1.....	1.....	12,000		1,200	
2 or More.....	1.....	14,400		1,200	
2 or More.....	2 or More.....	14,400		1,600	
1.....	2 or More.....	12,000		1,600	
Combination of CONDITIONS A + B <u>N/A</u>		2 CONDITIONS 80%		2 CONDITIONS 80%	
Satisfied _____ Not Satisfied _____					
No one condition satisfied, but following conditions fulfilled 80% or more.....					
_____ A _____ B					

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

APPENDIX L

AIRWAY ROAD RECOMMENDED WIDENING CONCEPT



APPENDIX M

OTAY MESA TRUCK ROUTE PHASE 4 ESTIMATED PROJECT SCHEDULE





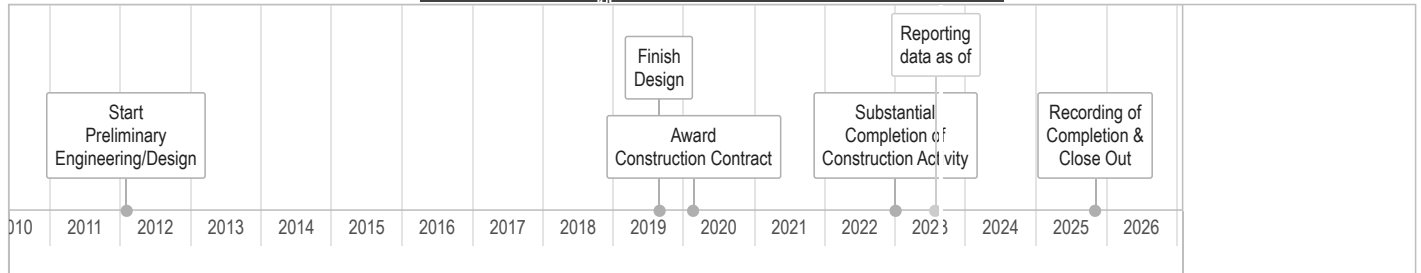
Project Information Details
Otay Mesa Truck Route Phase 4
(Design Bid Build Project)

General Information

Project Identification Number:	S11060 (Transportation Asset)
Project Description:	Construction of an additional lane to the existing Otay Truck Route from La Media Rd to Drucker Ln.
Contact Person:	Ashrafzadeh, Mastaneh
Council District(s):	8
Community Area(s):	OTAY MESA

Estimated Project Schedule⁽¹⁾

[If timeline does not show, please click here for instructions on how to resolve this.](#)



Estimated Project Dollar Amount⁽¹⁾

A. Total Project Cost:⁽¹⁾	\$19,823,494
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Construction Activity

A. Estimated Construction Contract Amount: ⁽¹⁾	\$11,744,228
B. Funding Status:⁽³⁾	Fully Funded
C. Contractor:	Hazard Construction
D. Expected Contract Duration:⁽¹⁾	40 Months

Additional Remarks

None

Form PWD1502

Updated As Of: 08/01/2023