TO:	Joanne Dramko; HELIX Environmental Planning, Inc.
FROM:	Phuong Nguyen, PE; CR Associates (CRA) Joseph Perez, EIT; CR Associates (CRA)
DATE:	July 18, 2024
RE:	City of San Diego Airport Master Plan - Brown Field Municipal Airport Transportation Impact Analysis and Local Mobility Analysis

The purpose of this technical memorandum is to document the findings from the Transportation Impact Analysis (TIA) and Local Mobility Analysis (LMA) conducted for the Brown Field Municipal Airport (the "Project"). The Project is located within the Otay Mesa community within the City of San Diego, and bound by Otay Mesa Road to the south, Heritage Road to the west, La Media Road to the east, and open space to the north. **Figure 1** displays the Project's regional location and **Figure 2** displays the Project site plan.

Project Description

The City of San Diego Airport Master Plan (AMP) outlines a vision for development based on activity forecasts. Evaluation of the Project site revealed that while runway and taxiway capacities are adequate for current and projected demands, several deficiencies were identified. These include outdated and inefficient terminal buildings, insufficient hangar and apron areas for future demand, non-dedicated taxiways that may decrease capacity, and taxiways and airfield pavements that do not meet current Federal Aviation Administration (FAA) standards. Additionally, there are issues with terminal size, environmental concerns, storage space, and perimeter security. Due to these deficiencies, the AMP proposed to construct the following improvements by 2037:

- Demolition and reconfiguration of several taxiways
- Retrofits the existing terminal building
- Construct of up to 107 hangers
- Construct a 10,000 square-foot maintenance/storage building
- New wash rack
- Various utility and fencing improvements
- 83-space parking lot adjacent to the western hanger site
- New customs facility (received a CEQA exemption and not a part of AMP)

The AMP improvements primarily focus on the airside of Brown Field Municipal Airport and include essential tenant upgrades and remodeling necessary to bring the Project's site up to current FAA standards. Of all the listed improvements, only the reconfiguration of the taxiways has the potential to increase airport efficiency, which would result in a higher number of flights and generate additional vehicular trips. The increase in the number of flights was calculated based on the difference between the anticipated number of flights under buildout conditions and the current number of flights.

It is important to note that the Project property is 880-acres in size, but the area included in the AMP includes only 551-acres. The remaining 329-acres are leased to private developers of the Metropolitan

Airpark Re-Phased Project[1] (MAP) which was reviewed in a separate Environmental Impact Report (EIR) (SCH No. 2010071054) and not considered as a part of the AMP Program EIR (PEIR). Because the analysis presented in this technical memorandum only focuses on the improvements associated with the Project, any improvements proposed by the MAP will be implemented by the MAP, based on the MAP specific project schedule. The MAP includes 116 transportation improvements to accommodate the anticipated traffic generated by the MAP. The MAP Transportation Phasing Plan is included in **Attachment A.**

As described within the Project description, the improvements proposed by the Project are passive in nature and not expected to significantly increase daily vehicle trips. However, to provide a conservative analysis, this study accounted for the ambient growth in flight operations and associated daily vehicle trips that would occur by the Project's buildout year in 2037.

The FAA approved aviation demand forecast for the Project site based on existing operations in 2017 is documented with the *Airport Master Plan Brown Field Municipal Airport Working Paper 3 – Facility Requirements*, prepared by C&S Engineers, Inc., December 2017. Flight operations were forecasted over a 20-year period in five-year increments between 2017 and 2037. The forecast estimated for annual flight operations for the Project site is displayed in **Table 1.**

Table 1 –Aircraft Operation Demand Forecast Summary - Brown Field Municipal Airport

Source	Year				
	2017	2022	2027	2032	2037
Annual Operations[1]	85,840	86,141	86,443	86,746	87,050
Daily (Average) Flight Operations[2]	235	236	237	238	238

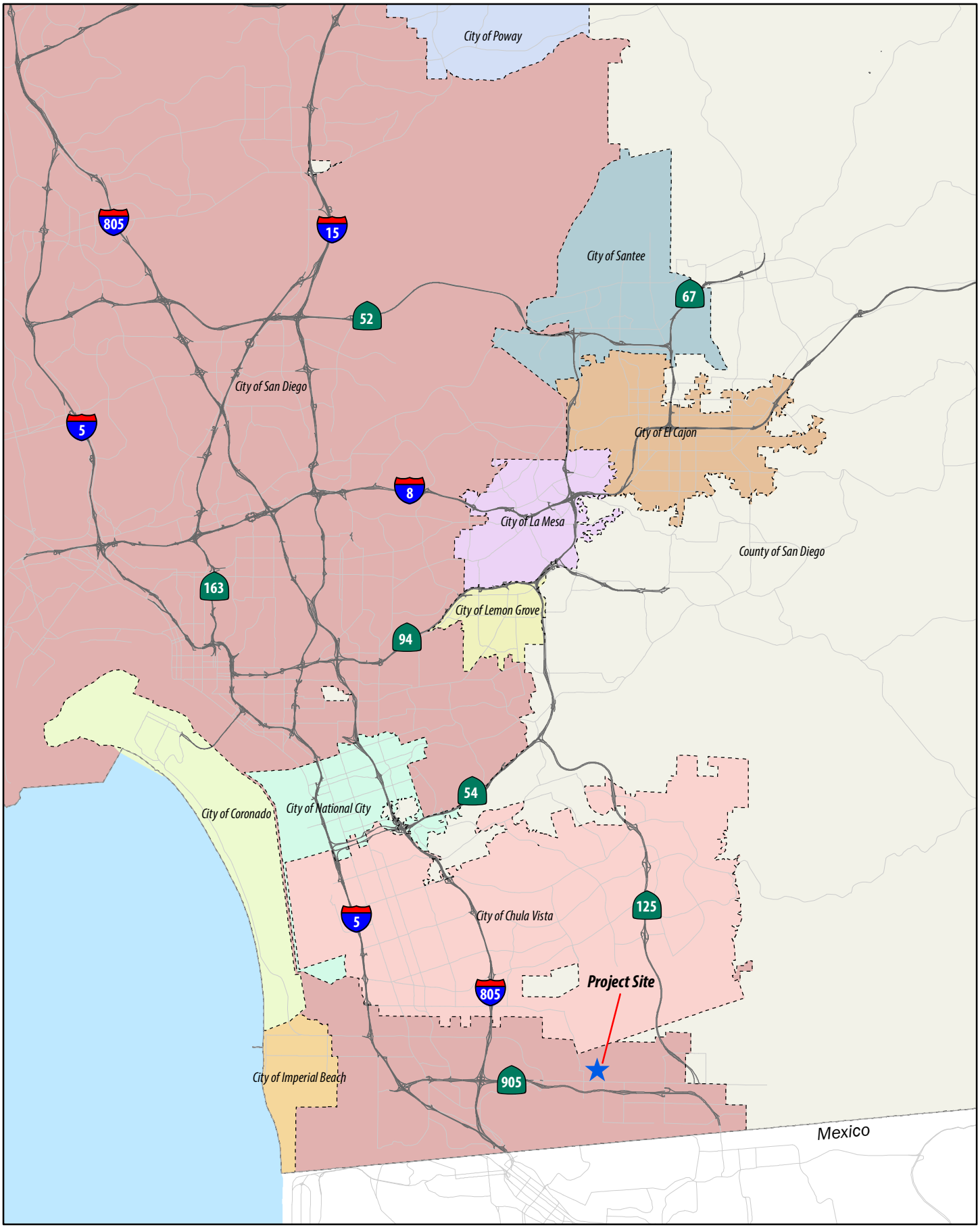
Source: C&S Engineers, Inc. (December 2017)

Note:
[1] Annual Operations – Total number of takeoffs and landings for a 12-month period
[2] Annual operations / 365 days

As shown in Table 1, the estimated increase in annual operations for the Project site between 2017 and 2037 is 1,210 or a 0.07% per year increase over a 20-year period.

Since the annual operation estimate was published, there has been a significant reduction in the number of daily flights. According to data from the City of San Diego Airport Division, Brown Field Municipal Airport now averages 166 flights per day. Assuming conservatively that this number could increase to 238 flights per day by 2037 which would represent an additional 72 flights per day.

[1] The Metropolitan Airpark Re-Phased Project has since been renamed to San Diego Airpark



Brown Field Municipal Airport (Airport Master Plan)
Transportation Impact Analysis/Local Mobility Analysis

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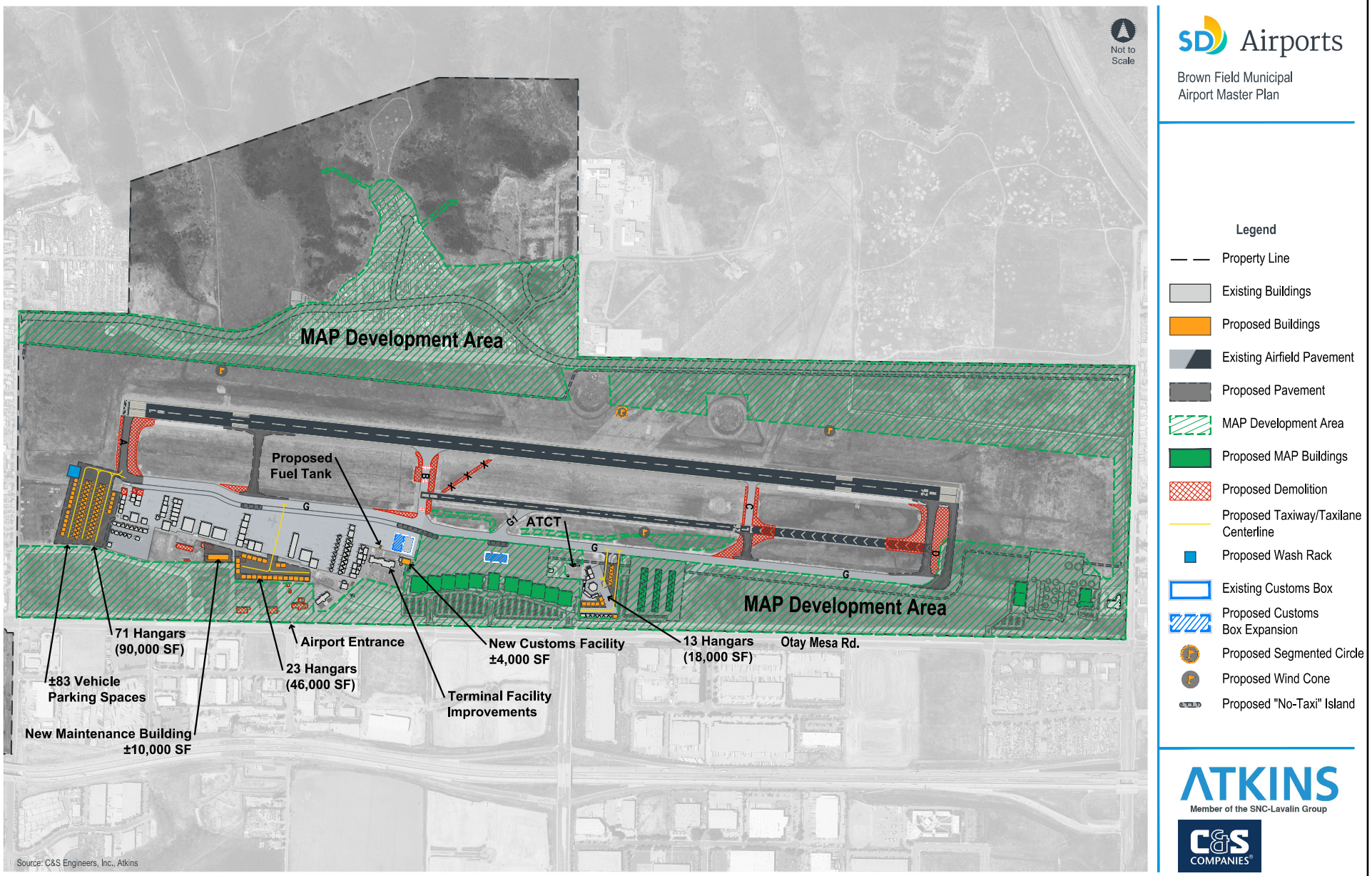
Figure 1
Project Regional Location



Brown Field Municipal Airport (Airport Master Plan)
Transportation Impact Analysis/Local Mobility Analysis

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Figure 2
Project Site Plan

Analysis Methodology

On September 27, 2013, Governor Edmund G. Brown, Jr. signed SB-743 into law, starting a process that fundamentally changes the way transportation impact analysis is conducted under CEQA. Related revisions to the State's CEQA Guidelines include elimination of auto delay, level of service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts, and replacement with Vehicle Miles Traveled (VMT) as the preferred CEQA transportation metric.

In December 2018, the California Resources Agency certified and adopted revised CEQA Guidelines, including the new section 15064.3. Under Section 15064.3, vehicle miles traveled (VMT), which includes the amount and distance of automobile traffic attributable to a project, is identified as the "most appropriate measure of transportation impacts." As of July 1, 2020, all CEQA lead agencies must analyze a project's transportation impacts using VMT. The City of San Diego adopted its Transportation Study Manual in 2020 consistent with the State of California Environmental Quality Act (CEGA) guidelines; the analysis presented in this report is based on the most recent version dated September 2022. Detailed information on analysis methodologies, standards, and screening thresholds are discussed in the following sections.

The City of San Diego Transportation Study Manual (TSM) requires that a development project conduct an analysis to determine if it would result in significant transportation-related impacts under the CEQA. The analysis should answer the following four questions from the City of San Diego CEQA Significance Determination Thresholds (September 2022):

Would the project/plan/policy:

1. Conflict with an adopted program, plan, ordinance, or policy addressing the transportation system, including transit, roadways, bicycle, and pedestrian facilities?
2. Result in vehicle miles traveled (VMT) exceeding thresholds identified in the TSM?
3. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
4. Result in inadequate emergency access?

Alongside the CEQA-mandated transportation analysis, the City also requires an LMA. While not a CEQA requirement, the LMA is designed to give both the project applicant and the local jurisdiction insights into the functionality of the local transportation network post-project implementation, and to pinpoint any necessary improvements to maintain acceptable levels of service and operational quality.

The TSM sets forth screening criteria for both the TIA and LMA, based on factors such as land use type, location, or the total average daily trips generated by the project. Projects that do not meet these thresholds are exempt from conducting further analysis. The screening criteria are further elaborated in subsequent sections.

City of San Diego Transportation Impact Analysis Screening Criteria

Per the TSM, a detailed transportation VMT analysis applies to all land development projects, except those that meet at least one of the screening criteria described below:

1. Residential or Commercial Project Located in a VMT Efficient Area – The project is a residential or commercial employment project located in a VMT efficient area (15% or more below the base year average VMT per Capita or VMT per Employee) based on the applicable location-based screening map produced by SANDAG.
2. Industrial Project - The project is an industrial employment or agricultural employment project located in VMT efficient area (in an area with average or below average base year VMT per Employee) based on the applicable location-based screening map produced by SANDAG.
3. Small Project - The project is a small project defined as generating less than 300 daily unadjusted driveway trips using the City of San Diego trip generation rates/procedures.
4. Locally Serving Retail Project – The project is a locally serving retail project defined as having 100,000 square feet gross floor area or less and demonstrates through a market area study that the market capture area for the project is approximately three miles (or less) and serves a population of roughly 25,000 people or less. Locally serving retail is consistent with the definitions of Neighborhood Shopping Center in the San Diego Municipal Code Land Development Code Trip Generation Manual. Adding retail square footage (even if it is 100,000 square feet gross floor area or less) to an existing regional retail shopping area is not screened out.
5. Locally Serving Public Facility - The project is a locally serving public facility defined as a public facility that serves the surrounding community or a public facility that is a passive use. The following are considered locally serving public facilities: transit centers, public schools, libraries, post offices, park-and-ride lots, police and fire facilities, and government offices. Passive public uses include communication and utility buildings, water sanitation, and waste management.
6. Affordable Housing - The project has access to transit and is wholly or has a portion that meets one of the following criteria: is affordable to persons with a household income equal to or less than 50% of the area median income (as defined by California Health and Safety Code Section 50093), housing for senior citizens [as defined in Section 143.0720(e)], housing for transitional foster youth, disabled veterans, or homeless persons [as defined in 143.0720(f)]. The units shall remain deed restricted for a period of at least 55 years. The project shall provide no more than the minimum amount of parking per unit, per San Diego Municipal Code Section 143.0744. Only the portion of the project that meets the above criteria is screened out. For example, if the project is 100 units with 10 deed-restricted affordable housing units, transportation VMT analysis would not be necessary for the 10 affordable units but would be necessary for the remaining 90 units (unless they meet one of the other screening criteria). For purposes of applying the small project screening criteria, the applicant would only include the trip generation for the non-affordable housing portion of the project (since the affordable housing portion is screened out).
7. Mixed-Use Project - The project's individual land uses should be compared to the screening criteria above. It is possible for some of the mixed-use project's land uses to be screened out and some to require further analysis. For purposes of applying the small project screening

criteria, the applicant would only include the trip generation for portions of the project that are not screened out based on other screening criteria. For example, if a project includes residential and retail, and the retail component was screened out because it is locally serving; only the trip generation of the residential portion would be used to determine if the project meets the definition of a small project.

8. Redevelopment - The project is a redevelopment project that demonstrates that the proposed project's total project VMT is less than the existing land use's total VMT. Exception: If a project replaces affordable housing (either deed restricted or other types of affordable housing) with a smaller number of moderate-income or high-income residential units, the project is not screened out and must analyze VMT impacts per Table 3 of the City of San Diego TSM.

If the Proposed Project's land uses (evaluated separately) meet at least one of the screening criteria listed above, they would be screened out from completing a detailed VMT analysis.

City of San Diego LMA Screening Criteria

The City of San Diego TSM provides the screening thresholds to determine whether a land use project should conduct an LMA analysis. **Table 2** displays the unadjusted ADT thresholds for land use development projects.

Table 2– LMA Screening Criteria and Analysis Threshold

Criteria	Daily Unadjusted Driveway Vehicle Trips	Level of Analysis
Consistent with community plan and zoning designation	0 – 999	LMA not needed
Consistent with community plan and zoning designation	> 999	LMA Required
Inconsistent with community plan or zoning designation	0 – 499	LMA not needed
Inconsistent with community plan or zoning designation	> 499	LMA Required
Within Downtown Community Planning Area	0 – 2,399	LMA not needed
Within Downtown Community Planning Area	> 2,399	LMA Required

Source: City of San Diego Transportation Study Manual (September 2022)

Trip Generation Analysis

Trip generation analysis was conducted to determine the level of analysis required for the proposed Project. According to the City of San Diego Trip Generation Manual (May 2003), the trip generation rate for a general aviation airport like Brown Field is estimated at 2 trips per flight. Therefore, an increase of 72 flights would lead to an additional 144 average daily trips. However, to ensure accuracy as this estimate might not reflect the actual trip generation for the Brown Field airport, a trip generation validation was conducted. This validation considered the current daily traffic originating from the project site, on-site personnel, and flight operations.

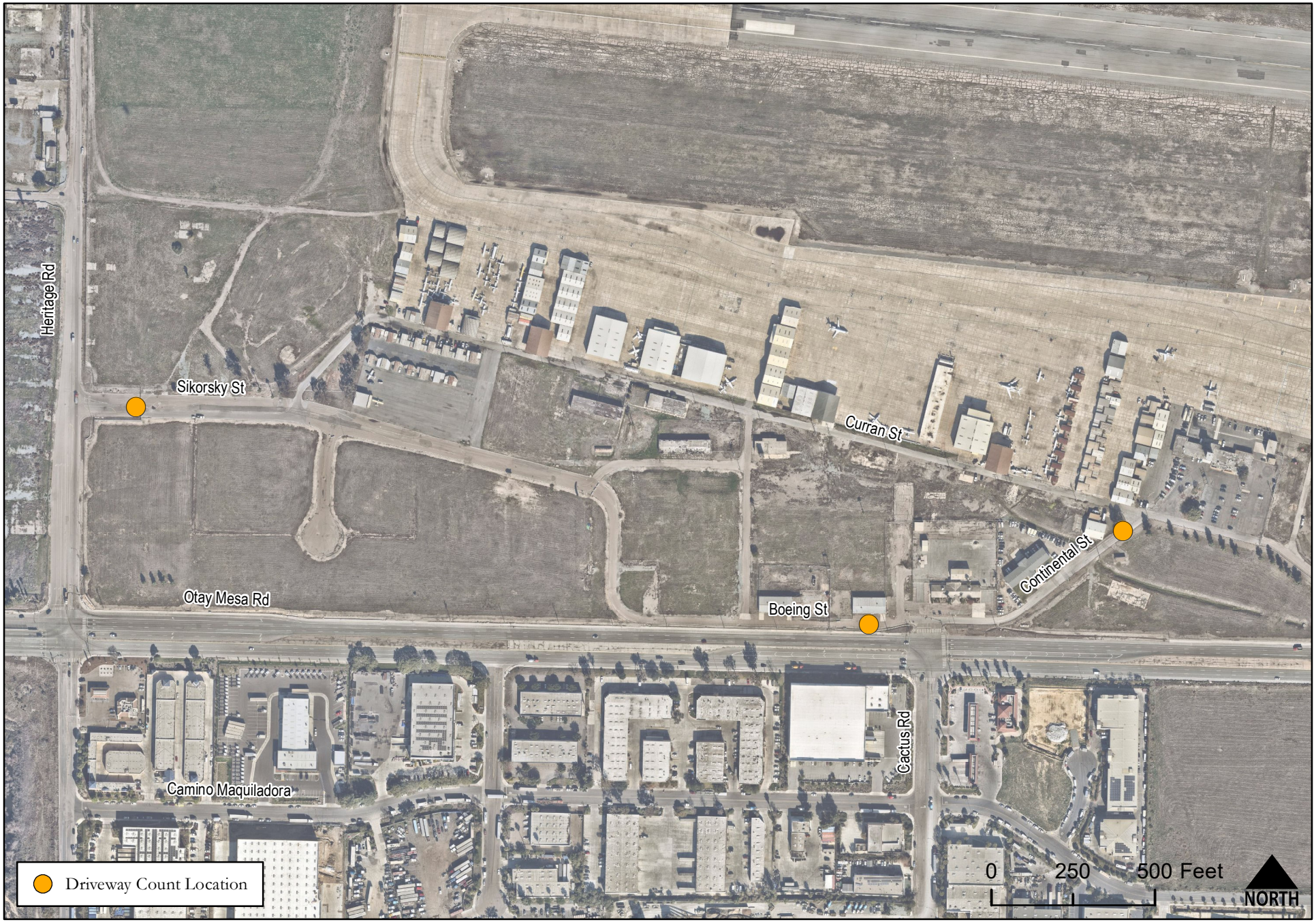
Brown Field Trip Validation

The trip validation was conducted by comparing current driveway counts with existing airport operations, including the number of flights and staff. The validation includes the following steps:

Step 1: Determine the existing operation.
Brown Field airport currently has two types of vehicular trips, those that are associated with flight support (field staff, mechanics, control tower, etc.) and those that are associated with each flight (pilot). **Table 3** displays the total number of on-site staff for a typical day of operations. As shown in Table 3, the total number of on-site personnel ranges between 22 and 26 to maintain daily operations. For a conservative analysis, it is assumed at most 26 personnel would be on-site to maintain operations, and that these personnel would make two trips per day, one in-bound and one-outbound.

Table 4 displays the total number of airport operations that occurred during the period the seven-day driveway counts were conducted for the Project site which includes air taxi, general aviation, and military related activities. Airport operations count includes the total number of take-offs and landings. As shown in Table 4, 1,160 take-offs and landings occurred over a seven-day period, with a daily average of 166 take-offs and landings.

Step 2: Determine existing trips.
Existing driveway vehicular counts were conducted over a seven-day period between Friday, March 15, 2024, and Thursday, March 21, 2024, and displayed in **Figure 3**. **Table 5** displays daily driveway counts associated with the Project site. Traffic count worksheets are provided in **Attachment B**.



Brown Field Municipal Airport (Airport Master Plan)
Transportation Impact Analysis/Local Mobility Analysis

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Figure 3
Existing Driveway Count Locations

Table 3 – On-Site Personnel - Brown Field Municipal Airport

Type	Quantity
Two FBO's	10-12
ATCT	2-3
Military	4-5
U.S. Customs	6
Daily Total	**22-26**

Source: City of San Diego (April 2024)

Notes:
FBO = Fixed-base-operator is defined as an organization that has the right to operate at an airport and provide various aeronautical services
ATCT = Airport Traffic Control Tower

Table 4 – Airport Operations - Brown Field Municipal Airport

Flight Operation	Total Take-Offs and Landings
Air Taxi	70
General Aviation	991
Military	99
Total	**1,160**
7-Day Average	**166**

Source: City of San Diego (April 2024)

Table 5– Daily Driveway Counts – Brown Field Municipal Airport

	Date							
Location	Friday, March 15, 2024	Saturday, March 16, 2024	Sunday, March 17, 2024	Monday, March 18, 2024	Tuesday, March 19, 2024	Wednesday, March 20, 2024	Thursday, March 21, 2024	7-Day Average
Sikorsky St	168	168	123	162	125	166	159	153
Boeing St	47	22	28	48	50	22	24	34
Continental St	399	317	227	385	324	383	412	350
Total	**614**	**507**	**378**	**595**	**499**	**571**	**595**	**537**

Source: Elite Traffic Dynamics (March 2024)

Based on Table 5, the Project site currently generates 537 daily average vehicular trips. This vehicular traffic includes trips generated by airport staff, pilots, passengers, military personnel, United States customs, and two instances of fixed-based-operators.

Step 3: Determine Trip Generation Rate per Flight

The trip generation rate per flight was determined by initially deducting the number of trips linked to flight support and then dividing the residual average daily trips by the average number of flights. **Table 6** displays the trip generation unique to the Project site.

Table 6 – Trip Generate Rate – Brown Field Municipal Airport

Source	Quantity	Daily Trips	Daily Vehicle Trip Rate
Total Airport	-	537	-
Airport Staff	26	52	2.0 / Employee
Flight Operation	166	485	**2.9 / Flight Operation**

Source: CR Associates (May 2024)

As shown in Table 6, an average of 2.9 vehicle trips are generated per flight operation for the Project site. This number is slightly higher than the 2.0 vehicle trips per flight for General Aviation land use per the *City of San Diego Trip Generation Manual* (May 2003). For a conservative analysis, the calculated trip generation rate was used to determine trips associated with the Project site for future year 2037.

Trip Generation for Year 2037

The trip generation for the year 2037 was estimated by multiplying 2.9 trips per flight by the total increased number of flights. Since the *Airport Master Plan Brown Field Municipal Airport Working Paper 3 – Facility Requirements* report did not specify the number of staff required to support flight operations, this analysis assumed that based on the current number of on-site personnel (26) and the average daily flight operations (166), one staff member is needed for every 7 flights.[2] **Table 7** displays the trip generation for the increased number of flights for the project site under future year 2037 conditions.

Table 7 – Brown Field Project Trip Generation – Year 2037 Conditions

Source	2037 Quantity	Daily Vehicle Trip Rate	Daily Trips
Flight Operation	72	2.9 / Flight Operation	209
Airport Staff[1]	11	2.0 / Employee	22
	Total Daily Unadjusted Driveway Vehicle Trips		**231**

Source: CR Associates (May 2024)

As shown in Table 7, the increased number of flights is forecasted to generate a total of 231 daily unadjusted driveway vehicle trips under future year 2037 conditions.

[2] 166 flights / 26 on-site personnel = 6.38 flights / 1 on-site personnel

Transportation Impact Analysis

This section provides an analysis of the Project's VMT-related transportation impact. This section also addresses the following two questions of the transportation section of Appendix G:

Would the project

a) ***Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?;***

The Project is consistent with the general plan and it is not proposing any roadway modification that would conflict with existing program, plan, ordinance, or policy addressing the circulation system. However, additional improvement recommendations are provided within the Multimodal Access section below.

b) ***Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?***

Under Section 15064.3 of the California Environmental Quality Act (CEQA) Guidelines, vehicle miles traveled (VMT), which includes the amount and distance of automobile traffic attributable to a project, is identified as the "most appropriate measure of transportation impacts." The analysis presented herein was prepared in accordance with the City of San Diego Transportation Study Manual and in compliance with the SB 743 legislation specified by the Governor's Office of Planning and Research (OPR).

The City guidelines provide a VMT screening list for transportation projects that, absent substantial evidence to the contrary, do not typically cause substantial or measurable increases in VMT and are presumed to have a less than significant impact on transportation.

According to the City's transportation project VMT screening list and applicable CEQA guidelines, the Project would be screened out from conducting a detailed VMT Analysis due to the following reasons:

- Small Project - The Project is anticipated to generate less than 300 daily unadjusted driveway trips (231 daily unadjusted driveway vehicle trips under future year 2037 conditions).

Therefore, the Project would have a less than significant transportation related impact under CEQA.

Multimodal Access

This section provides a discussion of the active transportation facilities along and near the Project's frontage, including transit, pedestrians, and bicycle access. This section also addresses the following two questions of the transportation section of the City of San Diego CEQA Significant Determination Threshold:

Would the project:

c) ***Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

d) ***Result in inadequate emergency access?***

Transit Access

Currently, there are transit services available in the area with five transit stops located along the project frontage on Otay Mesa Road. San Diego Metropolitan Transit System (MTS) Bus routes 905 and 909 connecting Otay Mesa to the Iris Avenue Transit Center and Otay Mesa to Southwestern College, respectively. Since the Project does not plan to undertake any construction at transit stops along its frontage, it would not have any impact on existing or planned transit services.

Pedestrians and Bicycle Access

Currently, the project frontage along Otay Mesa Road is configured with discontinuous sidewalk facilities and is identified as a Class III bike route per existing signage. Per the City of San Diego Bicycle Master Plan (dated December 2013), and the Otay Mesa Community Plan, Class II bicycle lanes are proposed along Otay Mesa Road between Heritage Road and La Media Road within the vicinity of the Project site. Under existing conditions, only the segment of Otay Mesa Road between Alisa Court and Otay Mesa Center Road has been improved with Class II bicycle lanes in the eastbound direction. Based on planned improvements, it is recommended that the City of San Diego implement Class II buffered bike lanes along the Project's frontage.

The recommended improvement above would align with the City of San Diego Bicycle Master Plan and is a considerable improvement when compared to existing conditions. Therefore, upon implementation of the recommended improvement, the Project is unlikely to have a significant effect on the existing and planned active transportation network.

Geometric Design Feature and Emergency Access

The Project site access is currently provided via the following two (2) access points:

- Primary site access provided at existing signalized intersection of Cactus Road and Otay Mesa Road
- Secondary gated access for authorized personnel only at existing side-street stop-controlled intersection of Heritage Road and Sikorsky Street

The Project does not propose any improvements in relation to roadway circulation or site access. Therefore, it can be concluded that the Project would not create additional hazards or result in insufficient emergency access compared to existing conditions. Thus, the Project would not cause a significant transportation-related impact under CEQA.

LMA Analysis

As described within the Project description, the improvements proposed by the Project are passive in nature and not expected to significantly increase daily vehicle trips. However, the increased number of flights is expected to generate 231 daily unadjusted driveway vehicle trips under future year 2037. Based upon the City of San Diego LMA screening criterion, the Project would be screened out from conducting an LMA due to the following reasons:

- The Project is consistent with the community plan/zoning designation and generates less than 1,000 daily unadjusted driveway trips.

Conclusion

Based on the analysis results documented above, the proposed Project would not conflict with an adopted program, plan, ordinance, or policy addressing the transportation system, including transit, roadways, bicycle, and pedestrian facilities. The Project is presumed to have a less than significant VMT impact and would not substantially increase hazards due to a design feature. Therefore, the Project would not cause any additional impacts under CEQA, and no additional analysis would be required. Additionally, since the Project is consistent with the community plan/zoning designation and generates less than 1,000 daily trips, the Project is screened out from conducting a full LMA.

Attachment A - Metropolitan Airpark Re-Phased Project - Transportation Phasing Plan

TABLE 39
METROPOLITAN AIRPARK RE-PHASED PROJECT
TRANSPORTATION PHASING PLAN

Transportation & Circulation Mitigation Measure in MMRP[1]	Facility Type and Location	Responsible Party	Improvement
	Phase 1A		
	Phase 1A includes the 116,875 sq. ft. FBO, which includes 51,175 sq. ft. of aviation related office within the Jet FBO. The ADT calculations for the Phase 1A office space are included in the General Aviation Flight ADTs (163 additional flights per day).		
	Prior to issuance of the first building permit, the following improvements shall be assured by permit and bond to the satisfaction of the City Engineer.		
MM-TRA-1	Otay Mesa Road/Continental Street/Project Access 4 (Int. #8)	Permittee	Provide a separate left turn lane and a shared through-right turn lane for the southbound project access approach; Widen to provide a separate left turn lane from eastbound Otay Mesa Road approach and a separate right turn lane from westbound Otay Mesa Road approach into the project access. A traffic signal was already installed by others, and the project will modify the signal to add the fourth leg of the intersection.
MM-TRA-2	Otay Mesa Road/Project Access 5 (Int. #9)	Permittee	Install Stop sign and restrict the project access to right turn in/right turn out only; Widen to provide a separate right turn lane from westbound Otay Mesa Road approach into the project access.
MM-TRA-3	Otay Mesa Road/Britannia Boulevard/Project Access 6 (Int. #10)	Permittee	Provide a separate left turn lane and a shared through-right turn lane for the southbound project access approach; Widen to provide a separate left turn lane from eastbound Otay Mesa Road approach and a separate right turn lane from westbound Otay Mesa Road approach into the project access; Widen to provide a through lane from the northbound Britannia Boulevard approach into the project access; Perform traffic signal modification as necessary.
	Phase 1B		
	Phase 1B accounts for the remaining permitted 51,175 sf of aviation related offices within the Jet FBO. The Phase 1A-1B 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.		
	Prior to issuance of any building permit for development in excess of 327 ADT (average daily traffic in vehicles per day) or 20 AM peak hour trips (12 inbound/8 outbound) or 23 PM peak hour trips (11 inbound/12 outbound), the following improvements shall be assured by permit and bond to the satisfaction of the City Engineer.		
MM-TRA-11	La Media Road from Airway Road to Siempre Viva Road	Permittee	Widen the roadway to a four-lane collector with two-way left turn lane.[2]
	Phase 2		
	Phase 2 includes 905,000 sq. ft. of the project's permitted 1,355,000 total sq. ft. of industrial.		
	Prior to issuance of any building permit for development in excess of 1,344 ADT (average daily traffic in vehicles per day) or 152 AM peak hour trips (131 inbound/21 outbound) or 165 PM peak hour trips (39 inbound/126 outbound), the following improvements shall be assured by permit and bond to the satisfaction of the City Engineer.		
MM-TRA-12	Otay Mesa Road/Ocean View Hills Parkway (Int. #1)	Permittee	Restripe the northbound Caliente Avenue approach to provide one left turn lane, two through lane, a Class II bike lane and one right turn lane.[3]
MM-TRA-13(a), MM-TRA-30	Aviator Road/Project Access 13 (Int. #25)	Permittee	Install stop signs and provide a separate left turn lane and a shared through-right turn lane for the northbound and southbound approaches. Provide a separate left turn lane, a through lane and a separate right lane for the eastbound approach. Provide a separate left turn lane and a shared through-right lane for the westbound approach.[4]
MM-TRA-15(a)	Aviator Road/Heritage Road (Int. #27)	Permittee	Widen the northbound Heritage Road approach to provide a separate right turn lane.[5]
MM-TRA-31	Heritage Road/Datsun Street (Int. #28)	Permittee	Install traffic signal; Widen the northbound Heritage Road approach to provide a total of two separate left turn lanes and a separate through lane; Widen the southbound Heritage Road approach to provide a total of one separate through lane and a shared through-right turn lane.
MM-TRA-16	Heritage Road/Sikorsky Road (Int. #29)	Permittee	Install raised median to restrict the project access to right turn in/right turn out only; Widen to provide an additional thru lane and separate right turn lane from northbound approach and an additional thru lane on the southbound approach.

TABLE 39
METROPOLITAN AIRPARK RE-PHASED PROJECT
TRANSPORTATION PHASING PLAN

Transportation & Circulation Mitigation Measure in MMRP[1]	Facility Type and Location	Responsible Party	Improvement
MM-TRA-17	La Media Road/Airway Road (Int. #60)	Permittee	Install traffic signal; Widen northbound and southbound La Media Road approaches to provide a total of one separate left turn lane, two through lanes, and a separate right turn lane; Widen eastbound Airway Road approach to provide a total of two left turn lanes, a through lane, and a separate right turn lane; Widen westbound Airway Road approach to provide a total of one separate left turn lane, a through lane, and a separate right turn lane.[2]
MM-TRA-18(a)	Aviator Road from Heritage Road to Project Access 13	Permittee	Widen the roadway to a two-lane collector with a two-way left turn lane from Heritage Road to Project Access 13.
MM-TRA-19	Caliente Avenue from Otay Mesa Road to SR-905	Permittee	Restripe the roadway and construct a raised center median to provide a six-lane major arterial.[6]
MM-TRA-20	Caliente Avenue between SR-905 Ramps	Permittee	Restripe the roadway and construct a raised center median to provide a six-lane major arterial.[7]
MM-TRA-21	Heritage Road between Datsun Street and Sikorsky Street	Permittee	Widen the roadway to a four-lane collector with a two-way left turn lane.
MM-TRA-22	Heritage Road between Sikorsky Street and Otay Mesa Road	Permittee	Widen the roadway to a four-lane collector with a two-way left turn lane
MM-TRA-23	Britannia Boulevard from SR-905 to Airway Road	Permittee	Restripe the roadway to a four-lane major arterial.[8]
MM-TRA-10, MM-TRA-24	La Media Road from SR-905 to Airway Road	Permittee	Widen the roadway to a four-lane major arterial and construct a raised center median.[2]
MM-TRA-25	Siempre Viva Road from Cactus Road to Britannia Boulevard	Permittee	Widen a portion of the roadway to a two-lane collector with a two-way left turn lane.
	Phase 3A		
	Phase 3A consists of the remaining 450,000 sf of the Project's total permitted 1,355,000 sq. ft. of industrial.		
	For development in excess of 8,602 ADT (average daily traffic in vehicles per day) or 951 AM peak hour trips (850 inbound/101 outbound) or 936 PM peak hour trips (115 inbound/821 outbound), improvements shall be assured as follows: Where construction is required to be performed by applicant, improvements shall be assured by permit and bond to the satisfaction of the City Engineer prior to issuance of the first building permit; where the traffic mitigation is a fair share obligation, then the mitigation measures shall be deemed assured upon payment of fair share obligation at issuance of the first building permit.		
MM-TRA-26	Otay Mesa Road/Heritage Road (Int. #4)	Permittee	Widen the southbound Heritage Road approach to provide a total of two separate left turn lanes, a separate through lane, a shared through-right turn lane, and a separate right turn lane; Widen the northbound Heritage Road approach to provide a total of one separate left turn lane, an exclusive through lane, and a shared through-right turn lane; Perform traffic signal modification as necessary. Permittee's contribution towards this improvement is 31.43%.
MM-TRA-29	Otay Mesa Road/La Media Road (Int. #14)	Permittee	Widen the southbound La Media Road approach to provide a total of two separate left turn lanes, a separate through lane, and a shared through-right turn lane; Widen the northbound La Media Road approach to provide a total of one separate left turn lane, a separate through lane, a shared through-right turn lane, and a separate right turn lane; Widen the westbound Otay Mesa Road approach to provide a total of two separate left turn lanes, two separate through lanes, and a shared through-right turn lane; Perform traffic signal modification as necessary. Permittee's contribution towards this improvement is 26.11%.
MM-TRA-7	La Media Road/Aviator Road (Int. #22)	Permittee	Install Stop sign for the eastbound Aviator Road approach; Provide a left turn-right turn lane from eastbound Aviator Road approach onto La Media Road.
MM-TRA-53(a)	Aviator Road/Project Access 12 (Int. #24)	Permittee	Install Stop sign and provide a shared left turn-right turn lane for the southbound project access approach; Provide a total of one separate left turn lane and one through lane for eastbound Aviator Road approach; Provide a shared through-right turn lane for westbound Aviator Road approach.
MM-TRA-13(b)	Aviator Road/Project Access 13 (Int. #25)	Permittee	Install a traffic signal.

TABLE 39
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Transportation & Circulation Mitigation Measure in MMRP[1]	Facility Type and Location	Responsible Party	Improvement
MM-TRA-15(b)	Aviator Road/Heritage Road (Int. #27)	Permittee	Install traffic signal and provide a right turn overlap phase for the northbound approach; Widen the westbound Aviator Road approach to provide a total of one separate left turn lane and shared left turn-right turn lane; Widen the northbound Heritage Road approach to provide a separate right turn lane.
MM-TRA-32	Avenida De Las Vistas/Otay Valley Road (Int. #31)	Permittee	Install traffic signal. Permittee's contribution towards this improvement is 7.60%.
MM-TRA-60	Caliente Avenue/Airway Road (Int. #44)	Permittee	Install traffic signal; Widen the northbound Caliente Avenue approach to provide a total of one separate left turn lane and a through lane; Widen the southbound Caliente Avenue approach to provide a total of one through lane and a separate right turn lane; Restripe the eastbound Airway Road approach to provide a total of one separate left turn lane and a separate right turn lane. Permittee's contribution towards this improvement is 9.18%.
MM-TRA-62	Cactus Road/Airway Road (Int. #52)	Permittee	Install traffic signal; Widen the northbound Cactus Road approach to provide a total of one through lane and a separate right turn lane; Widen the southbound Cactus Road approach to provide a total of one separate left turn lane and a through lane. Permittee's contribution towards this improvement is 4.08%.
MM-TRA-34	Cactus Road/Siempre Viva Road (Int. #53)	Permittee	Install traffic signal; Widen northbound Cactus Road approach to provide a total of one separate through lane and a separate right turn lane; Widen southbound Cactus Road approach to provide a total of one separate left turn lane and a shared left turn-through lane; Widen westbound Siempre Viva Road approach to provide a total of one shared left turn-right turn lane and a separate right turn lane. Permittee's contribution towards this improvement is 5.58%.
MM-TRA-35(a)	Britannia Boulevard/Airway Road (Int. #56)	Permittee	Widen northbound and southbound Britannia Boulevard approaches to provide a total of two separate left turn lanes, two separate through lanes, and a separate right turn lane; Widen eastbound Airway Road approach to provide a total of two separate left turn lanes, two separate through lanes, and a separate right turn lane; Widen westbound Airway Road approach to provide a separate left turn lane, two separate through lanes, and a separate right turn lane; Perform traffic signal modification as necessary, including right turn overlap phases for the southbound and westbound approaches. Permittee's contribution towards this improvement is 2.95%.
MM-TRA-18(b)	Aviator Road from Project Access 13 to La Media Road	Permittee	Construct roadway as a two-lane collector with a two-way left turn lane.
MM-TRA-37	Britannia Boulevard from Airway Road to Siempre Viva Road.	Permittee	Widen a portion of the roadway to provide a four-lane major arterial. This widening will occur as part of MM-TRA-35 at the intersection of Britannia Boulevard/Airway Road (Int. #56). Permittee's contribution towards this improvement is 4.07%.
MM-TRA-39	Caliente Avenue from Otay Mesa Road to SR-905	Permittee	Restripe the roadway segment and construct a raised center median to provide a six lane primary arterial.[6] Permittee's contribution towards this improvement is 14.23%.
MM-TRA-42	Otay Valley Road from Avenida De Las Vistas to Datsun Street	Permittee	Widen the roadway to a four-lane collector with a two-way left turn lane. Permittee's contribution towards this improvement is 10.62%.
MM-TRA-43	Britannia Boulevard from SR-905 to Airway Road	Permittee	Widen the roadway to a six-lane major arterial. Permittee's contribution towards this improvement is 3.85%.
MM-TRA-44	La Media Road from SR-905 to Airway Road	Permittee	Widen the roadway and construct a raised center median to provide a six-lane major arterial.[2]
MM-TRA-45	Airway Road from Britannia Boulevard to La Media Road	Permittee	Widen the roadway to a four-lane collector with a two-way left turn lane. Permittee's contribution towards this improvement is 11.79%.
MM-TRA-46	I-805 from Palomar Street to Main Street	Permittee	Widen the freeway to add two managed lanes in each direction. Permittee's contribution towards this improvement is 8.60%.
MM-TRA-47	I-805 from Main Street to Palm Avenue	Permittee	Widen the freeway to add two managed lanes in each direction. Permittee's contribution towards this improvement is 8.15%.

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Transportation & Circulation Mitigation Measure in MMRP[1]	Facility Type and Location	Responsible Party	Improvement
	Phase 3B		
	Phase 3B consists of 152,200 sq. ft. of commercial space.		
	For development in excess of 12,202 ADT (average daily traffic in vehicles per day) or 1,347 AM peak hour trips (1,206 inbound/141 outbound) or 1,368 PM peak hour trips (201 inbound/1,167 outbound), improvements shall be assured as follows: Where construction is required to be performed by applicant, improvements shall be assured by permit and bond to the satisfaction of the City Engineer prior to issuance of the first building permit; where the traffic mitigation is a fair share obligation, then the mitigation measures shall be deemed assured upon payment of fair share obligation at issuance of the first building permit.		
MM-TRA-27	Otay Mesa Road/Pacific Rim Court/Project Access 1 (Int. #5)	Permittee	Construct the following improvements to facilitate project access: Provide a separate left turn lane, a shared through-right turn lane, and a separate right turn lane for the southbound project access approach; Widen the eastbound approach to provide two separate left turn lanes for a total of two left turn lanes, two through lanes, and a shared through-right turn lane. Widen the westbound approach to provide a separate right turn lane for a total of one left turn lane, three through lanes and one right turn lane. Install traffic signal and appropriate signal interconnect. Restripe the northbound approach to provide one shared left turn-through lane and one right turn lane. Widen westbound approach to provide a separate left turn lane for a total of one left turn lane and three through lanes.
MM-TRA-28	Otay Mesa Road/Project Access 2 (Int. #6)	Permittee	Install Stop sign for the southbound approach and restrict the project access to right turn in/right turn out only; Widen to provide a separate right turn lane from westbound Otay Mesa Road approach into the project access.
MM-TRA-48(a)	Otay Mesa Road/Cactus Road/Project Access 3 (Int. #7)	Permittee	Construct the following improvement to facilitate project access: Widen to provide a separate right turn lane from westbound Otay Mesa Road approach into the project access.
MM-TRA-33	Main Street/Heritage Road (Int. #32)	Permittee	Modify traffic signal to provide a right turn overlap phase for the eastbound Main Street approach; Widen to provide a separate left turn lane and a shared through-right turn lane for the westbound Main Street approach. Permittee's contribution towards this improvement is 6.89%.[9]
MM-TRA-61	Caliente Avenue/Beyer Boulevard (Int. #45)	Permittee	Install traffic signal; Widen the northbound Caliente Avenue approach to provide a total of one separate left turn lane and a through lane; Widen the southbound Caliente Avenue approach to provide a total of one through lane and a separate right turn lane. Permittee's contribution towards this improvement is 4.92%.
MM-TRA-41	Otay Valley Road from Avenida De Las Vistas to Main Street	Permittee	Widen the roadway to a four-lane collector with a two-way left turn lane. Permittee's contribution towards this improvement is 12.14%.
MM-TRA-72(a)	La Media Road from Otay Mesa Road to Windsock Road	Permittee	Widen the roadway to a two lane collector with a two-way left turn lane. Permittee's contribution towards this improvement is 66.90%.
	Phase 3C		
	Phase 3C includes the remaining 50,725 sq. ft. of approved commercial space, a 150-room hotel and a 5,000 sq. ft. high turnover restaurant.		
	For development in excess of 22,856 ADT (average daily traffic in vehicles per day) or 1,667 AM peak hour trips (1,398 inbound/269 outbound) or 2,434 PM peak hour trips (734 inbound/1,700 outbound), improvements shall be assured as follows: Where construction is required to be performed by applicant, improvements shall be assured by permit and bond to the satisfaction of the City Engineer prior to issuance of the first building permit; where the traffic mitigation is a fair share obligation, then the mitigation measures shall be deemed assured upon payment of fair share obligation at issuance of the first building permit.		
MM-TRA-40	Caliente Avenue from SR-905 EB Ramps to Airway Road	Permittee	Restripe the roadway to provide a six-lane major arterial. Permittee's contribution towards this improvement is 2.64%. [10]

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Transportation & Circulation Mitigation Measure in MMRP[1]	Facility Type and Location	Responsible Party	Improvement
	Phase 4		
	Phase 4 includes the solar field, a 120-room hotel, and the Project's remaining aviation programming that consists of: 4 large corporate jet facilities, a rotorcraft FBO, and 37,507 sq. ft. of aviation offices for the aviation facilities' flight operations. A total of 146 flights are allocated to Phase 4 and its respective ADT calculations (by flight) for the aviation facilities in Phase 4.		
	For development in excess of 28,557 ADT (average daily traffic in vehicles per day) or 1,916 AM peak hour trips (1,542 inbound/374 outbound) or 2,961 PM peak hour trips (1,015 inbound/1,946 outbound), improvements shall be assured as follows: Where construction is required to be performed by applicant, improvements shall be assured by permit and bond to the satisfaction of the City Engineer prior to issuance of the first building permit; where the traffic mitigation is a fair share obligation, then the mitigation measures shall be deemed assured upon payment of fair share obligation at issuance of the first building permit.		
MM-TRA-48(b)	Otay Mesa Road/Cactus Road/Project Access 3 (Int. #7)	Permittee	Widen westbound approach to provide a second left turn lane for a total of two left turn lanes, three through lanes, and a right turn lane. Permittee's contribution towards this improvement is 41.32%.
MM-TRA-49	Otay Mesa Road/Britannia Boulevard/Project Access 6 (Int. #10)	Permittee	Restripe road to provide a second left turn lane from westbound Otay Mesa Road approach onto southbound Britannia Boulevard. Permittee's contribution towards this improvement is 18.18%.
MM-TRA-50	Otay Mesa Road/Ailsa Court/Project Access 7 (Int. #12)	Permittee	Construct the following improvements to facilitate project access: Provide a shared left turn-through-right turn lane for the southbound project access approach; Widen the eastbound approach to provide a separate left turn lane for a total of one left turn lane, three through lanes, and a right turn lane. Widen the westbound approach to provide a separate left turn lane for a total of one left turn lane, three through lanes and one right turn lane. Install traffic signal and appropriate signal interconnect. Restripe the northbound approach to provide a shared left turn-through-right turn lane. Widen westbound approach to provide a separate left turn lane for a total of one left turn lane and three through lanes.
MM-TRA-4	Otay Mesa Road/Otay Mesa Center Road/ Project Access 8 (Int. #13)	Permittee	Provide a separate left turn lane and a shared through-right turn lane for the southbound project access approach; Widen to provide a separate left turn lane from eastbound Otay Mesa Road approach and a separate right turn lane from westbound Otay Mesa Road approach into the project access; Perform traffic signal modification as necessary.
MM-TRA-5	La Media Road/Project Access 9 (City Fire Station/Emergency Access) (Int. #19)	Permittee	Install Stop sign for the eastbound emergency access approach; Provide a shared left turn-right turn lane from eastbound emergency access approach onto La Media Road.
MM-TRA-6	La Media Road/Project Access 10 (City Fire Station/Emergency Access) (Int. #20)	Permittee	Install Stop sign for the eastbound emergency access approach; Provide a shared left turn-right turn lane from eastbound emergency access approach onto La Media Road.
MM-TRA-8	Aviator Road/Project Access 11 (Int. #23)	Permittee	Install Stop sign for the northbound project access approach; Provide a shared left turn-right turn lane from northbound project access approach onto Aviator Road; Provide a separate left turn lane and one through lane from westbound Aviator Road approach into the project access. Provide a shared through-right lane for the eastbound approach.
MM-TRA-57	Heritage Road/Datsun Street (Int. #28)	Permittee	Widen the eastbound Datsun Street approach to provide a total of one separate left turn lane and a separate right turn lane. Provide a right turn overlap phase on the eastbound approach. Permittee's contribution towards this improvement is 72.47%.
MM-TRA-58	Caliente Avenue/SR-905 WB Ramps (Int. #42)	Permittee	Widen the southbound Caliente Avenue approach to provide a total of two separate through lanes, a shared through-right turn lane, and a separate right turn lane; Perform traffic signal modification as necessary. Permittee's contribution towards this improvement is 33.13%.
MM-TRA-59	Caliente Avenue/SR-905 EB Ramps (Int. #43)	Permittee	Widen the eastbound off-ramp approach and restripe to provide a total of one separate left turn lane, a shared left turn-through lane, and a separate right turn lane. Permittee's contribution towards this improvement is 27.75%.
MM-TRA-35(b)	Britannia Boulevard/Airway Road (Int. #56)	Permittee	Widen northbound and southbound Britannia Boulevard approaches to provide a total of two separate left turn lanes, three separate through lanes, and a separate right turn lane; Widen eastbound Airway Road approach to provide a total of two separate left turn lanes, two separate through lanes, and a separate right turn lane; Widen westbound Airway Road approach to provide a separate left turn lane, two separate through lanes, and a separate right turn lane; Perform traffic signal modification as necessary, including right turn overlap phases for the southbound and westbound approaches. Permittee's contribution towards this improvement is 4.18%.

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Transportation & Circulation Mitigation Measure in MMRP[1]	Facility Type and Location	Responsible Party	Improvement
MM-TRA-63	Britannia Boulevard/Siempre Viva Road (Int. #57)	Permittee	Restripe the eastbound Siempre Viva Road approach to provide a total of two separate left turn lanes, a through lane, and a shared through-right turn lane; Restripe the westbound Siempre Viva Road approach to provide a total of one separate left turn lane, a through lane, and two separate right turn lanes. Permittee's contribution towards this improvement is 5.43%.
MM-TRA-64	La Media Road/Airway Road (Int. #60)	Permittee	Widen to provide a second left turn lane for the southbound La Media Road approach. [2]
MM-TRA-18(c)	Aviator Road from Heritage Road to Project Access 13	Permittee	Widen the roadway to a four-lane collector with a two-way left turn lane from Heritage Road to Project Access 13.
MM-TRA-36	Otay Mesa Road (SR-905) from Corporate Center Drive to Ocean View Hills Pkwy	Permittee	The Otay Mesa Community Plan Update adopted on March 11, 2014, included the segment of Otay Mesa Road between Ocean View Hills Parkway and Corporate Center Drive as a six-lane Primary Arterial. The Statement of Overriding Considerations for the OM CPU PEIR is referenced to cover this project impact (per City Council Resolution R-308809 dated March 25, 2014).
MM-TRA-38	La Media Road from Otay Mesa Road to SR-905	Permittee	Widen the roadway and construct a raised center median to provide a six-lane major arterial. Permittee's contribution towards this improvement is 18.70%.
MM-TRA-66	Caliente Avenue between SR-905 Ramps	Permittee	Restripe the roadway and construct a raised center median to provide a six-lane primary arterial. [7] Permittee's contribution towards this improvement is 14.35%.
MM-TRA-67	Palm Avenue between I-805 Ramps	Permittee	Widen the Palm Avenue bridge over I-805 to a six-lane major arterial (City CIP project). Permittee's contribution towards this improvement is 26.36%.
MM-TRA-68	Heritage Road from Aviator Road to Datsun Street	Permittee	Widen the roadway to a four-lane collector with a two-way left turn lane. Permittee's contribution towards this improvement is 67.83%.
MM-TRA-70	Heritage Road from Otay Mesa Road to SR-905	Permittee	Widen the roadway to a four-lane collector with a two-way left turn lane. Permittee's contribution towards this improvement is 3.25%.
MM-TRA-73	I-805 between Palm Avenue and SR-905	Permittee	Widen the freeway to add two managed lanes in each direction. Permittee's contribution towards this improvement is 11.25%.
MM-TRA-74	SR-125 between Otay Mesa Road and Lone Star Road	Permittee	Widen the freeway to add two mainline lanes in each direction. Permittee's contribution towards this improvement is 3.60%.
MM-TRA-75	SR-125 between Lone Star Road and Otay Valley Road	Permittee	Widen the freeway to add two mainline lanes in each direction. Permittee's contribution towards this improvement is 3.60%.
MM-TRA-76	I-805 SB On Ramp at Palm Avenue	Permittee	Widen on ramp to three lanes (City CIP project No. S00869). Permittee's contribution towards this improvement is 25.58%.
MM-TRA-77	SR-905 WB On Ramp at Caliente Avenue	Permittee	Widen on ramp to three lanes. Permittee's contribution towards this improvement is 56.15%.
	Horizon Year / Community Plan Buildout		
	Prior to issuance of the building permit for the final building planned in Phase 4, the following mitigation measures shall be deemed assured upon payment of fair share obligation at issuance of the final building permit.		
MM-TRA-79	Otay Mesa Road/Innovative Drive (Int. #3)	Permittee	NB Innovative Drive approach: Widen to provide a total of one left turn lane and a shared through-right turn lane. SB Innovative Drive approach: Widen to provide a total of one left turn lane, a shared left turn- through-right turn lane, and a right turn lane. EB Otay Mesa Road: Widen to provide a right turn lane. Permittee's contribution towards this improvement is 7.04%. [11]
MM-TRA-80	Otay Mesa Road/Heritage Road (Int. #4)	Permittee	NB Heritage Road approach: Widen to provide a total of one left turn lane, three through lanes, and a right turn lane. SB Heritage Road approach: Widen to provide a total of two left turn lanes, two through lanes, a shared through-right turn lane, and a right turn lane. WB Otay Mesa Road approach: Restripe to provide two left turn lanes, two through lanes, a shared through-right turn lane, and a right turn lane. Permittee's contribution towards this improvement is 24.99%.

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Transportation & Circulation Mitigation Measure in MMRP[1]	Facility Type and Location	Responsible Party	Improvement
MM-TRA-81	Otay Mesa Road/Cactus Road/Project Access 3 (Int. #7)	Permittee	NB Cactus Road approach: Widen to provide a total of two left turn lanes, a through lane, and a right turn lane. EB Otay Mesa Road approach: Widen to provide a total of one left turn lane, three through lanes, and two right turn lanes. Permittee's contribution towards this improvement is 17.51%.
MM-TRA-82	Otay Mesa Road/La Media Road (Int. #14)	Permittee	NB La Media Road approach: Widen to provide a total of two left turn lanes, two through lanes, and a right turn lane. SB La Media Road approach: Widen to provide a total of two left turn lanes, a through lane, a shared through-right turn lane, and a right turn lane. WB Otay Mesa Road approach: Widen to provide a total of two left turn lanes, three through lanes, and a right turn lane. EB Otay Mesa Road approach: Widen to provide a total of two left turn lanes, three through lanes, and a right turn lane. Permittee's contribution towards this improvement is 6.23%.
MM-TRA-83	Otay Mesa Road/Harvest Road (Int. #18)	Permittee	Install a traffic signal. NB Harvest Road approach: Widen to provide a total of two left turn lanes and a shared through-right turn lane. SB Harvest Road approach: Widen to provide a total of one left turn lane and a shared through-right turn lane. WB Otay Mesa Road approach: Widen to provide a total of one left turn lane, three through lanes, and a right turn lane. EB Otay Mesa Road approach: Widen to provide a total of one left turn lane, three through lanes, and a right turn lane. Permittee's contribution towards this improvement is 1.49%.
MM-TRA-84	La Media Road/Project Access 9 (Int. #19)	Permittee	NB La Media Road approach: Widen La Media Road to provide a total of one left turn lane and two through lanes. SB La Media Road approach: Widen La Media Road to provide a total of one through lane and a shared through-right turn lane. Permittee's contribution towards this improvement is 11.04%.
MM-TRA-85	La Media Road/Project Access 10 (Int. #20)	Permittee	NB La Media Road approach: Widen La Media Road to provide a total of one left turn lane and two through lanes. SB La Media Road approach: Widen La Media Road to provide a total of one through lane and a shared through-right turn lane. Permittee's contribution towards this improvement is 10.72%.
MM-TRA-86	La Media Road/Windsock Road (Int. #21)	Permittee	Install a traffic signal. NB La Media Road approach: Widen to provide a total of two through lanes and a right turn lane. SB La Media Road approach: Widen to provide a total of one left turn lane and two through lanes. Permittee's contribution towards this improvement is 8.77%.
MM-TRA-51, MM-TRA-87	La Media Road/Aviator Road (Int. #22)	Permittee	Install traffic signal; Widen to provide a total of one separate left turn lane and two through lanes from the northbound La Media Road approach; Widen to provide a total of two through lanes and one separate right lane from the southbound La Media Road approach; Widen to provide a total of one separate left turn lane, a left turn-right turn lane lane and a separate right turn lane from the eastbound Aviator Road approach. Permittee's contribution towards this improvement is 11.53%.
MM-TRA-52	Aviator Road/Project Access 11 (Int. #23)	Permittee	Widen Aviator Road to provide a second through lane for the westbound and eastbound approaches.
MM-TRA-53(b)	Aviator Road/Project Access 12 (Int. #24)	Permittee	Widen the eastbound Aviator Road approach to provide a separate left turn lane and two through lanes. Widen the westbound Aviator Road approach to provide a separate through lane and a shared through-right turn lane.
MM-TRA-54	Aviator Road/Project Access 13 (Int. #25)	Permittee	Widen Aviator Road to provide a second through lane for the westbound and eastbound approaches. Perform traffic signal modification as necessary.
MM-TRA-88	Heritage Road/Datsun Street/Otay Valley Road (Int. #28)	Permittee	Install a traffic signal. NB Heritage Road approach: Widen to provide a total of two left turn lanes, three through lanes, and two right turn lanes. SB Heritage Road approach: Widen to provide a total of two left turn lanes, three through lanes, and two right turn lanes. WB Heritage Road approach: Widen to provide a total of two left turn lanes, a shared through-right turn lane, and a right turn lane. EB Datsun Street approach: Widen to provide a total of two left turn lanes, a shared through- right turn lane, and a right turn lane. Permittee's contribution towards this improvement is 12.61%.
MM-TRA-89	Heritage Road/Sikorsky Road (Int. #29)	Permittee	NB Heritage Road approach: Widen to provide a total of three through lanes and a right turn lane. SB Heritage Road approach: Widen to provide a total of three through lanes. Permittee's contribution towards this improvement is 24.36%.

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MM-TRA-90	Avenida De Las Vistas/Heritage Road/Otay Valley Road (Int. #31)	Permittee	NB Otay Valley Road approach: Widen to provide a total of one left turn lane, three through lanes, and a right turn lane. SB Otay Valley Road approach: Widen to provide a total of one left turn lane, three through lanes, and a right turn lane. WB Avenida De Las Vistas approach: Widen to provide a left turn lane and a shared through-right turn lane. EB Avenida De Las Vistas approach: Restripe to provide a left turn lane and a shared through-right turn lane. Permittee's contribution towards this improvement is 5.78%.
MM-TRA-91	Main Street/Heritage Road/Otay Valley Road (Int. #32)	Permittee	NB Otay Valley Road approach: Widen to provide a total of three left turn lanes, two through lanes, and a right turn lane. SB Otay Valley Road approach: Widen to provide a total of two left turn lanes, two through lanes, and a right turn lane. WB Main Street approach: Widen to provide a total of two left turn lanes, two through lanes, and a right turn lane. EB Main Street approach: Widen to provide a total of one left turn lane, two through lanes, and two right turn lanes. Permittee's contribution towards this improvement is 3.47%.
MM-TRA-92	Caliente Avenue/Airway Road (Int. #44)	Permittee	NB Caliente Avenue approach: Widen to provide a total of one left turn lane, two through lanes, and two right turn lanes. SB Caliente Avenue approach: Widen to provide a total of two left turn lanes, two through lanes, and a right turn lane. Permittee's contribution towards this improvement is 2.86%.
MM-TRA-93	Caliente Avenue/Beyer Boulevard (Int. #45)	Permittee	NB Caliente Avenue approach: Widen to provide a total of two left turn lanes, a through lane, and a shared through-right turn lane. SB Caliente Avenue approach: Widen to provide a total of one left turn lane, a through lane, a shared through-right turn lane, and a right turn lane. WB Beyer Boulevard approach: Widen to provide a total of one left turn lane and a shared through-right turn lane. EB Beyer Boulevard approach: Widen to provide a total of two left turn lanes, a through lane, and a right turn lane. Permittee's contribution towards this improvement is 2.66%.
MM-TRA-94	Heritage Road/SR-905 WB Ramps (Int. #46)	Permittee	NB Heritage Road approach: Widen to provide a total of two through lanes, a shared through-right turn lane, and a right turn lane. Owner/Permittee's contribution towards this improvement is 16.61%.
MM-TRA-95	Cactus Road/Airway Road (Int. #52)	Permittee	Install a traffic signal. NB Cactus Road approach: Widen to provide a total of two left turn lanes, a through lane, and a right turn lane. SB Cactus Road approach: Widen to provide a total of two left turn lanes, a through lane, and a right turn lane. WB Airway Road approach: Widen to provide a total of two left turn lanes, two through lanes, and a right turn lane. EB Airway Road approach: Widen to provide a total of two left turn lanes, two through lanes, and two right turn lanes. Permittee's contribution towards this improvement is 3.08%.
MM-TRA-96	Cactus Road/Siempre Viva Road (Int. #53)	Permittee	Install a traffic signal. SB Cactus Road approach: Widen to provide a total of two left turn lanes and a through lane. WB Siempre Viva Road approach: Widen to provide a total of one left turn lane and two right turn lanes. Permittee's contribution towards this improvement is 5.49%.
MM-TRA-97	La Media Road/Airway Road (Int. #60)	Permittee	NB La Media Road approach: Widen to provide a total of two left turn lanes, two through lanes, and a right turn lane. SB La Media Road approach: Widen to provide a total of two left turn lanes, three through lanes, and two right turn lanes. EB Airway Road approach: Widen to provide a total of two left turn lanes, two through lanes, and a right turn lane. WB Airway Road approach: Widen to provide a total of two left turn lanes, two through lanes, and two right turn lanes. Permittee's contribution towards this improvement is 1.20%.[2]
MM-TRA-18(d)	Aviator Road from Project Access 13 to La Media Road	Permittee	Widen the roadway to a four-lane collector with a two-way left turn lane from Project Access 13 to La Media Road. Permittee's contribution towards this improvement is 17.13%.
MM-TRA-72(b)	La Media Road from Otay Mesa Road to Windsock Road	Permittee	Widen the roadway to a four lane collector with a two-way left turn lane. Permittee's contribution towards this improvement is 3.69%.
MM-TRA-98	Otay Mesa Road between Piper Ranch Road and La Media Road	Permittee	Widen the roadway segment to a 6-lane primary arterial for the roadway segment on Otay Mesa Road between Piper Ranch Road and La Media Road. Permittee's contribution towards this improvement is 12.72%.
MM-TRA-99	Otay Mesa Road between Cactus Road and Heritage Road	Permittee	The Otay Mesa Community Plan Update adopted on March 11, 2014, included the segment of Otay Mesa Road between Cactus Road and Heritage Road as a six-lane Primary Arterial. The Statement of Overriding Considerations for the OM CPU PEIR is referenced to cover this project impact (per City Council Resolution R-308809 dated March 25, 2014).

TABLE 39
METROPOLITAN AIRPARK RE-PHASED PROJECT
TRANSPORTATION PHASING PLAN

Transportation & Circulation Mitigation Measure in MMRP[1]	Facility Type and Location	Responsible Party	Improvement
MM-TRA-100	Otay Mesa Road between Corporate Center Drive and Ocean View Hills Parkway	Permittee	The Otay Mesa Community Plan Update adopted on March 11, 2014, included the segment of Otay Mesa Road between Ocean View Hills Parkway and Corporate Center Drive as a six-lane Primary Arterial. The Statement of Overriding Considerations for the OM CPU PEIR is referenced to cover this project impact (per City Council Resolution R-308809 dated March 25, 2014).
MM-TRA-101	Britannia Boulevard between Airway Road and Siempre Viva Road	Permittee	Widen the roadway segment to a 6-lane major arterial for the roadway segment on Britannia Boulevard between Airway Road and Siempre Viva Road. Permittee's contribution towards this improvement is 4.49%.
MM-TRA-102	Caliente Avenue between Airway Road and Beyer Boulevard	Permittee	Widen the roadway segment to a 6-lane major arterial for the roadway segment on Caliente Avenue between Airway Road and Beyer Boulevard. Permittee's contribution towards this improvement is 3.80%.
MM-TRA-104	Heritage Road/Otay Valley Road between Avenida De Las Vistas and Main Street	Permittee	Widen the roadway segment and constructing a raised center median to provide a 6-lane primary arterial for the roadway segment on Heritage Road between Avenida De Las Vistas and Main Street. Permittee's contribution towards this improvement is 6.43%.
MM-TRA-105	Heritage Road/Otay Valley Road between Avenida De Las Vistas and Datsun Street	Permittee	Widen the roadway segment and construct a raised center median to provide a 6-lane primary arterial for the roadway segment on Heritage Road between Avenida De Las Vistas and Datsun Street. Permittee's contribution towards this improvement is 6.54%.
MM-TRA-106	Heritage Road/Otay Valley Road between Datsun Street and Sikorsky Street	Permittee	Widen the roadway segment and construct a raised center median to provide a 6-lane primary arterial for the roadway segment on Otay Valley Road between Datsun Street and Sikorsky Street. Permittee's contribution towards this improvement is 9.63%.
MM-TRA-107	Heritage Road/Otay Valley Road between Sikorsky Street and Otay Mesa Road	Permittee	Widen the roadway segment and construct a raised center median to provide a 6-lane major arterial for the roadway segment on Otay Valley Road between Sikorsky Street and Otay Mesa Road. Permittee's contribution towards this improvement is 14.99%.
MM-TRA-108	Cactus Road between Otay Mesa Road and Airway Road	Permittee	Widen the roadway segment and construct a raised center median to provide a 4-lane major arterial for the roadway segment on Cactus Road between Otay Mesa Road and Airway Road. Permittee's contribution towards this improvement is 7.67%.
MM-TRA-109	Cactus Road between Airway Road and Siempre Viva Road	Permittee	Widen the roadway segment and construct a raised center median to provide a 4-lane major arterial for the roadway segment on Cactus Road between Airway Road and Siempre Viva Road. Permittee's contribution towards this improvement is 5.86%.
MM-TRA-110	La Media Road between Airway Road and Siempre Viva Road	Permittee	Widen the roadway segment and construct a raised center median to provide a 5-lane major arterial for the roadway segment on La Media Road between Airway Road and Siempre Viva Road. Permittee's contribution towards this improvement is 4.36%. [2]
MM-TRA-114	Siempre Viva Road between Cactus Road and Britannia Boulevard	Permittee	Widen the roadway segment and construct a raised center median to provide a 4-lane major arterial for the roadway segment on Siempre Viva Road between Cactus Road and Britannia Boulevard. Permittee's contribution towards this improvement is 6.37%.
MM-TRA-115	Siempre Viva Road between Britannia Boulevard and La Media Road	Permittee	Widen the roadway segment and construct a raised center median to provide a 6-lane major arterial for the roadway segment on Siempre Viva Road between Britannia Boulevard and La Media Road. Permittee's contribution towards this improvement is 3.76%.
MM-TRA-116	SR-905 Westbound On-Ramp at Heritage Road	Permittee	Improve the on-ramp at the intersection of SR-905 westbound on-ramp at Heritage Road. Permittee's contribution towards this improvement is 13.30%.

FOOTNOTES

[1]The following mitigation measures from 2012 are no longer needed because no impact is created under this SCR:

- MM-TRA-14(a) - Aviator Road/Project Access 14 - Owner/Permittee-Install Stop sign for the northbound and southbound project access approaches; Provide a shared left turn-through-right turn lane from northbound and southbound project access approaches onto Aviator Road; Widen to provide a separate left turn lane from westbound and eastbound Aviator Road approaches into the project access. Project Access 14 has been eliminated from the project.
- MM-TRA-14(b) - Aviator Road/Project Access 14 - Owner/Permittee-Widen road to provide a separate through lane for the westbound and eastbound approaches. Project Access 14 has been eliminated from the project.
- MM-TRA-65 - Caliente Avenue between Otay Mesa Road and SR-905 - Owner/Permittee-Construct the SR-905/Heritage Road interchange as the mitigation measure since the road segment impact will go away with the opening of this interchange. Owner's contribution towards this improvement is 32.85%.
- MM-TRA-71- La Media Road between SR-905 Ramps - Owner/Permittee-Restripe the roadway and construct a raised center median to provide a six-lane major arterial. Owner's contribution towards this improvement is 15.49%.
- MM-TRA-78-SR - 905 WB On Ramp at Britannia Boulevard-Owner/Permittee-Widen on ramp to 3 lanes. Owner's contribution towards this improvement is 6.28%.
- MM-TRA-103 - Main Street between I-805 and Oleander Avenue - Owner/Permittee-Owner/Permittee shall contribute 11.81 percent of the cost of widening the roadway segment to provide a 6-lane primary arterial for the roadway segment on Main Street between I-805 and Oleander Avenue.
- MM-TRA-111 - Airway Road between Caliente Avenue and Heritage Road -Owner/Permittee-Owner/Permittee shall contribute 1.64 percent of the cost of widening the roadway segment to a 6-lane major arterial for the roadway segment on Airway Road between Caliente Avenue and Heritage Road.
- MM-TRA-112 - Airway Road between Heritage Road and Cactus Road -Owner/Permittee-Owner/Permittee shall contribute 1.64 percent of the cost of widening the roadway segment to a 6-lane primary arterial for the roadway segment on Airway Road between Heritage Road and Cactus Road.
- MM-TRA-113 - Airway Road between Cactus Road and Britannia Boulevard -Owner/Permittee-Owner/Permittee shall contribute 8.83 percent of the cost of widening the roadway segment to a 6-lane major arterial for the roadway segment on Airway Road between Cactus Road and Britannia Boulevard.
- MM-TRA-117 - I-805 Northbound On-Ramp at Main Street-Owner/Permittee-Owner/Permittee shall contribute 23.95 percent of the cost of improving this on-ramp at the intersection of I-805 northbound on-ramp at Main Street.

[2]The City's CIP Project for La Media Road is widening to community buildout level with construction expected to begin in late 2022, which covers this mitigation measure.

[3]The recommended mitigation at Otay Mesa Road/Ocean View Hills Parkway/Caliente Avenue for the northbound Caliente Avenue approach was changed from the 2012 FEIR TIS original mitigation with the approval of California Terraces Planning Area 61 (PA-61) project in July, 2019.

[4]The current Phase 2 trips are greatly reduced from the Phase 2 trips in the 2012 FEIR TIS, and a traffic signal is not needed at the Aviator Road/Project Access 13 intersection until Phase 3A.

[5]The current Phase 2 trips are greatly reduced from the Phase 2 trips in the 2012 FEIR TIS, and a traffic signal is not needed at the Aviator Road/Heritage Road intersection until Phase 3A.

[6]Caliente Avenue between Otay Mesa Road and SR-905 has been widened to six lanes since the 2012 FEIR TIS was prepared. The California Terraces PA-61 project (PTS# 605191), which was approved in July 2019 and is currently under construction, was conditioned per TRF-7 in the MMRP to construct a raised median on Caliente Avenue between Otay Mesa Road and SR-905 WB Ramps prior to issuance of the first building permit. Construction of the raised median may have already started, or will likely start before the end of 2021.

[7]The Caliente Avenue overpass between the SR-905 ramps was constructed with six lanes by Caltrans when the Caliente Avenue/SR-905 interchange was constructed in 2012. The Caltrans project did not include a raised median on the overpass segment of Caliente Avenue between the SR-905 WB and EB Ramps. MAP will construct the raised median with its Phase 2 impact.

[8]Britannia Boulevard between SR-905 and Airway Road was widened by Caltrans to three southbound lanes and two northbound lanes since the 2012 FEIR TIS was prepared. These improvements have already been constructed to the satisfaction of the City Engineer.

[9]A traffic signal was recently installed at the intersection of Main Street/Heritage Road, the northbound Heritage Road approach was recently widened to provide two left turn lanes and a shared through/right turn lane, the north leg of the intersection including the southbound Heritage Road approach was recently widened to its ultimate width, and the west leg of the intersection including the eastbound Main Street approach was recently widened to its ultimate width.

[10]Caliente Avenue from the SR-905 EB Ramps to Airway Road has been widened to accommodate a six-lane major or primary arterial since the 2012 FEIR TIS was prepared. It is currently striped with three NB lanes and two SB lanes, and a short raised center median is constructed adjacent to the SB left turn lane at the Caliente Avenue/Airway Road intersection. Project's fair share contribution will be toward construction of a raised median.

[11]A traffic signal was recently installed at the intersection of Otay Mesa Road/Innovative Drive and dedicated left turn lanes were constructed on the EB and WB Otay Mesa approaches. The revised mitigation measure only includes the improvements from the 2012 FEIR TIS original mitigation that have not yet been built.

Attachment B - Traffic Count Worksheets 7-Day 24-Hour Driveway

FRIDAY - MARCH 15, 2024 AREA: BROWN FIELD - OTAY MESA PROJECT: ETD24-0322-01

SIKORSKY ST

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		0			12:00			4		0		
00:15			0		0			12:15			2		3		
00:30			0		0			12:30			4		5		
00:45			0	0	0	0		12:45			1	11	1	9	20
01:00			0		0			13:00			6		4		
01:15			0		0			13:15			3		1		
01:30			0		0			13:30			3		3		
01:45			0	0	0	0		13:45			0	12	3	11	23
02:00			0		0			14:00			0		0		
02:15			0		0			14:15			0		5		
02:30			0		1			14:30			2		4		
02:45			0	0	0	1	1	14:45			1	3	10	19	22
03:00			0		0			15:00			1		3		
03:15			0		0			15:15			1		1		
03:30			0		0			15:30			1		1		
03:45			0	0	0	0		15:45			0	3	2	7	10
04:00			0		0			16:00			0		3		
04:15			0		0			16:15			0		3		
04:30			0		0			16:30			0		1		
04:45			0	0	0	0		16:45			0	0	2	9	9
05:00			0		0			17:00			0		1		
05:15			0		0			17:15			0		1		
05:30			0		0			17:30			0		2		
05:45			1	1	0	0	1	17:45			2	2	0	4	6
06:00			0		1			18:00			1		0		
06:15			0		0			18:15			1		3		
06:30			0		0			18:30			0		1		
06:45			0	0	0	1	1	18:45			0	2	2	6	8
07:00			0		0			19:00			1		0		
07:15			2		0			19:15			0		1		
07:30			1		0			19:30			0		0		
07:45			0	3	1	1	4	19:45			0	1	0	1	2
08:00			2		0			20:00			0		0		
08:15			5		1			20:15			0		0		
08:30			2		0			20:30			0		0		
08:45			5	14	1	2	16	20:45			1	1	0	0	1
09:00			3		2			21:00			0		0		
09:15			2		0			21:15			0		1		
09:30			3		1			21:30			0		0		
09:45			0	8	1	4	12	21:45			0	0	0	1	1
10:00			7		2			22:00			0		0		
10:15			3		2			22:15			0		0		
10:30			0		1			22:30			1		0		
10:45			3	13	2	7	20	22:45			0	1	0	0	1
11:00			0		1			23:00			0		0		
11:15			1		1			23:15			0		0		
11:30			2		0			23:30			0		0		
11:45			3	6	2	4	10	23:45			0	0	0	0	
Total Vol.				45		20	**65**					36		67	**103**

Daily Totals

NB	SB	EB	WB	Combined
		81	87	**168**

	AM			PM		
Split %	69.2%	30.8%	**38.7%**	35.0%	65.0%	**61.3%**
Peak Hour	08:15	11:45	**11:45**	12:30	14:15	**12:15**
Volume	15	10	**23**	14	22	**26**
P.H.F.	0.75	0.50	**0.64**	0.58	0.55	**0.65**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

SATURDAY - MARCH 16, 2024 AREA: BROWN FIELD - OTAY MESA PROJECT: ETD24-0322-01

SIKORSKY ST

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		0			12:00			1		2		
00:15			0		0			12:15			1		4		
00:30			0		0			12:30			1		2		
00:45			0	0	1	1	1	12:45			6	9	3	11	20
01:00			0		0			13:00			2		2		
01:15			0		0			13:15			0		4		
01:30			0		0			13:30			5		1		
01:45			0	0	0	0		13:45			2	9	3	10	19
02:00			0		0			14:00			1		3		
02:15			0		0			14:15			1		6		
02:30			0		0			14:30			3		3		
02:45			0	0	0	0		14:45			1	6	3	15	21
03:00			0		0			15:00			0		0		
03:15			0		0			15:15			0		4		
03:30			0		0			15:30			0		4		
03:45			0	0	0	0		15:45			0	0	2	10	10
04:00			0		0			16:00			0		1		
04:15			0		2			16:15			1		3		
04:30			0		0			16:30			0		3		
04:45			0	0	0	2	2	16:45			1	2	5	12	14
05:00			0		0			17:00			0		2		
05:15			0		0			17:15			0		0		
05:30			0		0			17:30			0		0		
05:45			1	1	0	0	1	17:45			0	0	0	2	2
06:00			0		0			18:00			0		0		
06:15			0		0			18:15			0		1		
06:30			1		0			18:30			0		0		
06:45			0	1	0	0	1	18:45			0	0	0	1	1
07:00			0		1			19:00			2		0		
07:15			0		0			19:15			0		0		
07:30			2		0			19:30			1		1		
07:45			0	2	0	1	3	19:45			1	4	1	2	6
08:00			10		1			20:00			1		0		
08:15			6		1			20:15			0		0		
08:30			2		1			20:30			0		0		
08:45			4	22	1	4	26	20:45			0	1	0	0	1
09:00			3		0			21:00			0		0		
09:15			2		0			21:15			0		1		
09:30			0		0			21:30			0		1		
09:45			0	5	0	0	5	21:45			0	0	0	2	2
10:00			0		4			22:00			0		0		
10:15			3		2			22:15			0		0		
10:30			0		0			22:30			1		1		
10:45			1	4	0	6	10	22:45			0	1	0	1	2
11:00			0		6			23:00			0		0		
11:15			4		0			23:15			0		0		
11:30			2		4			23:30			0		1		
11:45			2	8	2	12	20	23:45			0	0	0	1	1
Total Vol.				43		26	**69**					32		67	**99**

Daily Totals

NB	SB	EB	WB	Combined
		75	93	**168**

	AM			PM		
Split %	62.3%	37.7%	**41.1%**	32.3%	67.7%	**58.9%**
Peak Hour	08:00	11:00	**08:00**	12:45	13:45	**12:45**
Volume	22	12	**26**	13	15	**23**
P.H.F.	0.55	0.50	**0.59**	0.54	0.63	**0.64**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

SUNDAY - MARCH 17, 2024 AREA: BROWN FIELD - OTAY MESA PROJECT: ETD24-0322-01

SIKORSKY ST

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		1			12:00			1		1		
00:15			0		0			12:15			1		2		
00:30			0		0			12:30			1		1		
00:45			0	0	0	1	1	12:45			2	5	3	7	12
01:00			0		0			13:00			1		0		
01:15			0		0			13:15			3		2		
01:30			0		0			13:30			1		2		
01:45			0	0	0	0		13:45			1	6	1	5	11
02:00			0		1			14:00			3		2		
02:15			0		0			14:15			1		3		
02:30			0		0			14:30			0		3		
02:45			0	0	0	1	1	14:45			0	4	1	9	13
03:00			0		0			15:00			0		2		
03:15			0		0			15:15			0		1		
03:30			0		0			15:30			3		1		
03:45			0	0	0	0		15:45			0	3	2	6	9
04:00			0		0			16:00			0		2		
04:15			0		0			16:15			0		6		
04:30			0		0			16:30			1		1		
04:45			0	0	0	0		16:45			1	2	4	13	15
05:00			0		0			17:00			1		1		
05:15			0		0			17:15			0		2		
05:30			0		0			17:30			0		1		
05:45			0	0	0	0		17:45			0	1	0	4	5
06:00			0		0			18:00			1		2		
06:15			1		0			18:15			0		2		
06:30			1		0			18:30			0		0		
06:45			0	2	0	0	2	18:45			1	2	0	4	6
07:00			1		0			19:00			0		0		
07:15			0		0			19:15			0		0		
07:30			0		0			19:30			1		0		
07:45			1	2	0	0	2	19:45			0	1	0	0	1
08:00			0		0			20:00			0		0		
08:15			4		0			20:15			1		1		
08:30			2		0			20:30			0		0		
08:45			2	8	0	0	8	20:45			0	1	0	1	2
09:00			2		1			21:00			0		0		
09:15			6		1			21:15			0		0		
09:30			1		0			21:30			0		0		
09:45			1	10	0	2	12	21:45			0	0	0	0	
10:00			1		2			22:00			0		0		
10:15			1		1			22:15			0		0		
10:30			3		3			22:30			0		0		
10:45			0	5	0	6	11	22:45			0	0	1	1	1
11:00			1		1			23:00			0		0		
11:15			2		1			23:15			0		0		
11:30			0		1			23:30			0		0		
11:45			4	7	1	4	11	23:45			0	0	0	0	
Total Vol.				34		14	**48**					25		50	**75**

Daily Totals

NB	SB	EB	WB	Combined
		59	64	**123**

	AM			PM		
Split %	70.8%	29.2%	**39.0%**	33.3%	66.7%	**61.0%**
Peak Hour	08:30	09:45	**08:30**	13:15	16:00	**13:15**
Volume	12	6	**14**	8	13	**15**
P.H.F.	0.50	0.50	**0.50**	0.67	0.54	**0.75**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

MONDAY - MARCH 18, 2024 AREA: BROWN FIELD - OTAY MESA PROJECT: ETD24-0322-01

SIKORSKY ST

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		0			12:00			1		1		
00:15			0		0			12:15			1		3		
00:30			0		0			12:30			1		0		
00:45			0	0	0	0		12:45			2	5	0	4	9
01:00			0		0			13:00			2		5		
01:15			0		0			13:15			6		1		
01:30			1		0			13:30			2		5		
01:45			0	1	0	0	1	13:45			2	12	1	12	24
02:00			0		0			14:00			6		2		
02:15			0		0			14:15			6		7		
02:30			0		0			14:30			1		4		
02:45			0	0	0	0		14:45			1	14	3	16	30
03:00			0		0			15:00			0		3		
03:15			0		0			15:15			1		3		
03:30			0		0			15:30			0		2		
03:45			0	0	0	0		15:45			1	2	0	8	10
04:00			0		0			16:00			1		1		
04:15			0		0			16:15			0		0		
04:30			0		0			16:30			1		1		
04:45			0	0	0	0		16:45			1	3	2	4	7
05:00			0		0			17:00			0		0		
05:15			1		0			17:15			0		1		
05:30			0		0			17:30			0		0		
05:45			0	1	0	0	1	17:45			0	0	0	1	1
06:00			0		0			18:00			1		0		
06:15			1		1			18:15			0		4		
06:30			0		0			18:30			0		0		
06:45			0	1	0	1	2	18:45			0	1	1	5	6
07:00			1		0			19:00			0		1		
07:15			1		0			19:15			0		0		
07:30			2		0			19:30			0		1		
07:45			1	5	0	0	5	19:45			0	0	0	2	2
08:00			2		1			20:00			0		0		
08:15			4		0			20:15			0		0		
08:30			2		0			20:30			0		0		
08:45			1	9	1	2	11	20:45			0	0	0	0	
09:00			5		6			21:00			0		0		
09:15			1		0			21:15			2		0		
09:30			1		0			21:30			0		0		
09:45			1	8	0	6	14	21:45			0	2	0	0	2
10:00			4		1			22:00			0		0		
10:15			0		0			22:15			0		0		
10:30			3		3			22:30			0		0		
10:45			6	13	1	5	18	22:45			0	0	0	0	
11:00			5		4			23:00			0		0		
11:15			0		3			23:15			0		0		
11:30			0		2			23:30			0		0		
11:45			2	7	3	12	19	23:45			0	0	0	0	
Total Vol.				45		26	**71**					39		52	**91**

Daily Totals

NB	SB	EB	WB	Combined
		84	78	**162**

	AM			PM		
Split %	63.4%	36.6%	**43.8%**	42.9%	57.1%	**56.2%**
Peak Hour	10:15	11:00	**10:30**	13:15	14:15	**13:30**
Volume	14	12	**25**	16	17	**31**
P.H.F.	0.58	0.75	**0.69**	0.67	0.61	**0.60**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - MARCH 19, 2024 AREA: BROWN FIELD - OTAY MESA PROJECT: ETD24-0322-01

SIKORSKY ST

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		0			12:00			1		1		
00:15			0		0			12:15			0		2		
00:30			0		0			12:30			5		1		
00:45			0	0	0	0		12:45			1	7	2	6	13
01:00			0		0			13:00			1		1		
01:15			0		0			13:15			1		2		
01:30			0		1			13:30			1		1		
01:45			0	0	0	1	1	13:45			0	3	0	4	7
02:00			0		0			14:00			2		2		
02:15			0		0			14:15			0		0		
02:30			0		0			14:30			3		2		
02:45			0	0	0	0		14:45			2	7	1	5	12
03:00			0		0			15:00			1		2		
03:15			0		0			15:15			0		2		
03:30			0		0			15:30			2		2		
03:45			0	0	0	0		15:45			2	5	0	6	11
04:00			0		0			16:00			2		3		
04:15			0		0			16:15			0		1		
04:30			0		0			16:30			0		0		
04:45			0	0	0	0		16:45			0	2	2	6	8
05:00			0		0			17:00			0		1		
05:15			0		0			17:15			0		0		
05:30			0		0			17:30			1		0		
05:45			0	0	0	0		17:45			0	1	0	1	2
06:00			1		1			18:00			1		2		
06:15			0		0			18:15			0		0		
06:30			1		2			18:30			0		0		
06:45			2	4	1	4	8	18:45			0	1	0	2	3
07:00			0		0			19:00			2		1		
07:15			0		0			19:15			0		1		
07:30			1		0			19:30			0		0		
07:45			2	3	2	2	5	19:45			0	2	1	3	5
08:00			1		0			20:00			0		0		
08:15			1		0			20:15			0		1		
08:30			1		0			20:30			1		0		
08:45			1	4	3	3	7	20:45			0	1	0	1	2
09:00			0		1			21:00			0		0		
09:15			1		0			21:15			0		0		
09:30			0		1			21:30			0		2		
09:45			1	2	0	2	4	21:45			0	0	0	2	2
10:00			3		0			22:00			0		0		
10:15			1		2			22:15			0		0		
10:30			2		0			22:30			0		1		
10:45			4	10	8	10	20	22:45			0	0	0	1	1
11:00			3		3			23:00			0		0		
11:15			1		2			23:15			0		0		
11:30			3		1			23:30			0		0		
11:45			1	8	0	6	14	23:45			0	0	0	0	
Total Vol.				31		28	**59**					29		37	**66**

Daily Totals

NB	SB	EB	WB	Combined
		60	65	**125**

	AM			PM		
Split %	52.5%	47.5%	**47.2%**	43.9%	56.1%	**52.8%**
Peak Hour	10:45	10:45	**10:45**	12:30	14:30	**12:30**
Volume	11	14	**25**	8	7	**14**
P.H.F.	0.69	0.44	**0.52**	0.40	0.88	**0.58**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

WEDNESDAY - MARCH 20, 2024 AREA: BROWN FIELD - OTAY MESA PROJECT: ETD24-0322-01

SIKORSKY ST

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		0			12:00			3		0		
00:15			0		0			12:15			0		3		
00:30			0		0			12:30			3		0		
00:45			0	0	0	0		12:45			4	10	4	7	17
01:00			0		0			13:00			4		1		
01:15			0		0			13:15			1		1		
01:30			0		0			13:30			0		3		
01:45			0	0	0	0		13:45			1	6	5	10	16
02:00			0		0			14:00			2		4		
02:15			0		0			14:15			0		2		
02:30			0		0			14:30			3		2		
02:45			0	0	0	0		14:45			2	7	2	10	17
03:00			0		0			15:00			2		2		
03:15			0		0			15:15			0		2		
03:30			0		0			15:30			2		6		
03:45			0	0	0	0		15:45			1	5	0	10	15
04:00			0		0			16:00			2		3		
04:15			0		0			16:15			2		0		
04:30			0		0			16:30			0		2		
04:45			0	0	0	0		16:45			0	4	3	8	12
05:00			0		0			17:00			0		2		
05:15			0		0			17:15			2		2		
05:30			0		0			17:30			0		2		
05:45			0	0	0	0		17:45			0	2	1	7	9
06:00			0		0			18:00			1		0		
06:15			0		0			18:15			0		0		
06:30			0		0			18:30			1		0		
06:45			3	3	0	0	3	18:45			2	4	3	3	7
07:00			2		0			19:00			0		1		
07:15			1		0			19:15			0		1		
07:30			0		2			19:30			0		0		
07:45			0	3	0	2	5	19:45			0	0	0	2	2
08:00			1		1			20:00			0		1		
08:15			1		1			20:15			0		0		
08:30			0		1			20:30			1		0		
08:45			1	3	2	5	8	20:45			1	2	0	1	3
09:00			2		0			21:00			0		0		
09:15			3		1			21:15			0		1		
09:30			0		1			21:30			0		1		
09:45			0	5	2	4	9	21:45			0	0	0	2	2
10:00			2		0			22:00			0		3		
10:15			1		1			22:15			2		0		
10:30			6		1			22:30			0		0		
10:45			5	14	2	4	18	22:45			0	2	1	4	6
11:00			3		2			23:00			0		0		
11:15			1		0			23:15			0		0		
11:30			2		1			23:30			0		0		
11:45			1	7	4	7	14	23:45			0	0	3	3	3
Total Vol.				35		22	**57**					42		67	**109**

Daily Totals

NB	SB	EB	WB	Combined
		77	89	**166**

	AM			PM		
Split %	61.4%	38.6%	**34.3%**	38.5%	61.5%	**65.7%**
Peak Hour	10:15	11:30	**10:15**	12:30	13:30	**12:15**
Volume	15	8	**21**	12	14	**19**
P.H.F.	0.63	0.50	**0.75**	0.75	0.70	**0.59**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

THURSDAY - MARCH 21, 2024 AREA: BROWN FIELD - OTAY MESA PROJECT: ETD24-0322-01

SIKORSKY ST

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		0			12:00			0		2		
00:15			0		1			12:15			4		6		
00:30			0		0			12:30			3		3		
00:45			0	0	0	1	1	12:45			1	8	0	11	19
01:00			0		0			13:00			3		0		
01:15			0		0			13:15			4		3		
01:30			0		0			13:30			0		4		
01:45			0	0	0	0		13:45			2	9	0	7	16
02:00			0		0			14:00			1		5		
02:15			0		0			14:15			1		0		
02:30			0		0			14:30			3		3		
02:45			0	0	0	0		14:45			0	5	6	14	19
03:00			0		0			15:00			3		3		
03:15			0		0			15:15			0		3		
03:30			0		0			15:30			3		0		
03:45			0	0	0	0		15:45			2	8	1	7	15
04:00			0		1			16:00			0		2		
04:15			0		0			16:15			0		0		
04:30			0		0			16:30			0		2		
04:45			0	0	0	1	1	16:45			1	1	1	5	6
05:00			0		0			17:00			2		1		
05:15			0		0			17:15			0		1		
05:30			0		0			17:30			1		3		
05:45			0	0	0	0		17:45			0	3	2	7	10
06:00			0		0			18:00			0		3		
06:15			0		0			18:15			2		3		
06:30			0		0			18:30			1		1		
06:45			0	0	0	0		18:45			0	3	0	7	10
07:00			2		0			19:00			0		0		
07:15			0		0			19:15			0		3		
07:30			0		0			19:30			0		1		
07:45			0	2	0	0	2	19:45			0	0	0	4	4
08:00			3		0			20:00			0		0		
08:15			2		1			20:15			0		0		
08:30			1		1			20:30			0		0		
08:45			2	8	2	4	12	20:45			0	0	0	0	
09:00			5		1			21:00			1		0		
09:15			1		0			21:15			0		1		
09:30			4		1			21:30			0		0		
09:45			3	13	1	3	16	21:45			0	1	1	2	3
10:00			1		1			22:00			0		0		
10:15			2		1			22:15			0		0		
10:30			0		2			22:30			0		0		
10:45			4	7	0	4	11	22:45			0	0	0	0	
11:00			1		0			23:00			0		0		
11:15			2		1			23:15			0		0		
11:30			4		3			23:30			0		0		
11:45			1	8	2	6	14	23:45			0	0	0	0	
Total Vol.				38		19	**57**					38		64	**102**

Daily Totals

NB	SB	EB	WB	Combined
		76	83	**159**

	AM			PM		
Split %	66.7%	33.3%	**35.8%**	37.3%	62.7%	**64.2%**
Peak Hour	09:00	11:30	**11:30**	12:15	14:30	**14:30**
Volume	13	13	**22**	11	15	**21**
P.H.F.	0.65	0.54	**0.55**	0.69	0.63	**0.88**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

FRIDAY - MARCH 15, 2024 AREA: BROWN FIELD - OTAY MESA PROJECT: ETD24-0322-01

BOEING ST

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		0			12:00			0		0		
00:15			0		0			12:15			0		1		
00:30			0		0			12:30			0		0		
00:45			0	0	0	0		12:45			0	0	1	2	2
01:00			0		1			13:00			1		1		
01:15			0		0			13:15			1		2		
01:30			0		0			13:30			1		0		
01:45			0	0	0	1	1	13:45			0	3	1	4	7
02:00			0		0			14:00			0		0		
02:15			0		0			14:15			0		0		
02:30			0		0			14:30			1		0		
02:45			0	0	0	0		14:45			0	1	1	1	2
03:00			0		0			15:00			0		0		
03:15			0		0			15:15			1		1		
03:30			0		0			15:30			0		1		
03:45			0	0	0	0		15:45			1	2	0	2	4
04:00			0		0			16:00			0		1		
04:15			0		0			16:15			0		0		
04:30			0		0			16:30			0		0		
04:45			1	1	0	0	1	16:45			0	0	0	1	1
05:00			0		0			17:00			0		0		
05:15			0		0			17:15			0		0		
05:30			2		2			17:30			0		0		
05:45			0	2	0	2	4	17:45			0	0	0	0	
06:00			0		0			18:00			0		0		
06:15			0		0			18:15			0		0		
06:30			0		0			18:30			0		1		
06:45			0	0	0	0		18:45			0	0	0	1	1
07:00			0		0			19:00			0		0		
07:15			0		0			19:15			0		3		
07:30			0		0			19:30			0		0		
07:45			1	1	1	1	2	19:45			0	0	1	4	4
08:00			3		1			20:00			2		0		
08:15			0		0			20:15			0		0		
08:30			0		0			20:30			0		0		
08:45			0	3	1	2	5	20:45			0	2	0	0	2
09:00			1		0			21:00			0		0		
09:15			0		0			21:15			1		0		
09:30			0		0			21:30			0		0		
09:45			0	1	0	0	1	21:45			0	1	0	0	1
10:00			0		0			22:00			0		0		
10:15			0		0			22:15			0		0		
10:30			0		2			22:30			0		0		
10:45			2	2	1	3	5	22:45			0	0	0	0	
11:00			0		0			23:00			0		0		
11:15			0		1			23:15			0		0		
11:30			2		0			23:30			0		0		
11:45			0	2	0	1	3	23:45			1	1	0	0	1
Total Vol.				12		10	**22**					10		15	**25**

Daily Totals

NB	SB	EB	WB	Combined
		22	25	**47**

	AM			PM		
Split %	54.5%	45.5%	**46.8%**	40.0%	60.0%	**53.2%**
Peak Hour	07:15	10:30	**07:15**	12:45	12:30	**12:45**
Volume	4	4	**6**	3	4	**7**
P.H.F.	0.33	0.50	**0.38**	0.75	0.50	**0.58**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

SATURDAY - MARCH 16, 2024 AREA: BROWN FIELD - OTAY MESA PROJECT: ETD24-0322-01

BOEING ST

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		0			12:00			0		0		
00:15			0		0			12:15			0		0		
00:30			0		0			12:30			0		0		
00:45			0	0	0	0		12:45			0	0	0	0	
01:00			0		0			13:00			0		0		
01:15			0		0			13:15			1		1		
01:30			0		0			13:30			2		2		
01:45			0	0	0	0		13:45			0	3	0	3	6
02:00			0		0			14:00			0		0		
02:15			0		0			14:15			0		0		
02:30			0		0			14:30			0		1		
02:45			0	0	0	0		14:45			0	0	0	1	1
03:00			0		0			15:00			1		1		
03:15			0		0			15:15			0		0		
03:30			0		0			15:30			0		0		
03:45			0	0	0	0		15:45			0	1	0	1	2
04:00			0		0			16:00			0		0		
04:15			0		0			16:15			0		0		
04:30			0		0			16:30			0		0		
04:45			0	0	0	0		16:45			0	0	0	0	
05:00			0		0			17:00			0		0		
05:15			0		1			17:15			0		0		
05:30			0		0			17:30			0		0		
05:45			0	0	0	1	1	17:45			0	0	0	0	
06:00			0		0			18:00			0		0		
06:15			0		0			18:15			0		0		
06:30			0		0			18:30			0		0		
06:45			0	0	0	0		18:45			0	0	0	0	
07:00			0		0			19:00			0		0		
07:15			0		0			19:15			0		0		
07:30			0		0			19:30			0		0		
07:45			0	0	0	0		19:45			0	0	0	0	
08:00			0		0			20:00			0		0		
08:15			1		1			20:15			0		0		
08:30			0		0			20:30			0		0		
08:45			0	1	0	1	2	20:45			0	0	0	0	
09:00			0		0			21:00			0		0		
09:15			1		1			21:15			0		0		
09:30			0		0			21:30			0		0		
09:45			0	1	0	1	2	21:45			0	0	0	0	
10:00			0		1			22:00			0		0		
10:15			0		0			22:15			0		0		
10:30			0		0			22:30			0		0		
10:45			0	0	0	1	1	22:45			0	0	0	0	
11:00			0		0			23:00			0		0		
11:15			1		2			23:15			0		0		
11:30			0		0			23:30			0		0		
11:45			2	3	2	4	7	23:45			0	0	0	0	
Total Vol.				5		8	**13**					4		5	**9**

Daily Totals

NB	SB	EB	WB	**Combined**
		9	13	**22**

	AM			**PM**		
Split %	38.5%	61.5%	**59.1%**	44.4%	55.6%	**40.9%**
Peak Hour	11:00	11:00	**11:00**	12:45	12:45	**12:45**
Volume	3	4	**7**	3	3	**6**
P.H.F.	0.38	0.50	**0.44**	0.38	0.38	**0.38**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

SUNDAY - MARCH 17, 2024 AREA: BROWN FIELD - OTAY MESA PROJECT: ETD24-0322-01

BOEING ST

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		0			12:00			0		0		
00:15			0		0			12:15			0		0		
00:30			0		0			12:30			0		0		
00:45			0	0	0	0		12:45			0	0	0	0	
01:00			0		0			13:00			1		1		
01:15			0		0			13:15			0		1		
01:30			0		0			13:30			1		0		
01:45			0	0	0	0		13:45			0	2	0	2	4
02:00			0		0			14:00			0		0		
02:15			0		0			14:15			0		0		
02:30			0		0			14:30			0		0		
02:45			0	0	0	0		14:45			0	0	0	0	
03:00			0		0			15:00			0		0		
03:15			0		0			15:15			0		0		
03:30			0		0			15:30			0		0		
03:45			0	0	0	0		15:45			0	0	0	0	
04:00			0		0			16:00			0		0		
04:15			0		0			16:15			0		0		
04:30			0		0			16:30			0		0		
04:45			0	0	0	0		16:45			0	0	0	0	
05:00			0		0			17:00			0		0		
05:15			0		0			17:15			0		0		
05:30			0		0			17:30			0		0		
05:45			0	0	0	0		17:45			0	0	0	0	
06:00			0		0			18:00			0		0		
06:15			0		0			18:15			0		0		
06:30			0		0			18:30			0		0		
06:45			0	0	0	0		18:45			0	0	0	0	
07:00			0		1			19:00			0		0		
07:15			2		3			19:15			0		0		
07:30			1		0			19:30			0		0		
07:45			0	3	0	4	7	19:45			0	0	0	0	
08:00			0		0			20:00			0		0		
08:15			0		0			20:15			0		0		
08:30			0		0			20:30			0		0		
08:45			0	0	0	0		20:45			0	0	0	0	
09:00			0		0			21:00			0		0		
09:15			0		0			21:15			0		1		
09:30			0		0			21:30			0		0		
09:45			0	0	0	0		21:45			0	0	0	1	1
10:00			1		1			22:00			0		0		
10:15			1		1			22:15			0		0		
10:30			0		3			22:30			0		0		
10:45			0	2	0	5	7	22:45			0	0	0	0	
11:00			0		0			23:00			0		0		
11:15			2		1			23:15			0		0		
11:30			5		1			23:30			0		0		
11:45			0	7	0	2	9	23:45			0	0	0	0	
Total Vol.				12		11	**23**					2		3	**5**

Daily Totals

NB	SB	EB	WB	Combined
		14	14	**28**

	AM			PM		
Split %	52.2%	47.8%	**82.1%**	40.0%	60.0%	**17.9%**
Peak Hour	10:45	09:45	**10:45**	12:45	12:30	**12:45**
Volume	7	5	**9**	2	2	**4**
P.H.F.	0.35	0.42	**0.38**	0.50	0.50	**0.50**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

MONDAY - MARCH 18, 2024 AREA: BROWN FIELD - OTAY MESA PROJECT: ETD24-0322-01

BOEING ST

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		0			12:00			0		0		
00:15			0		0			12:15			1		0		
00:30			0		0			12:30			0		0		
00:45			0	0	0	0		12:45			0	1	0	0	1
01:00			0		0			13:00			0		0		
01:15			0		0			13:15			0		0		
01:30			0		0			13:30			0		0		
01:45			0	0	0	0		13:45			0	0	1	1	1
02:00			0		0			14:00			1		1		
02:15			0		0			14:15			1		0		
02:30			0		0			14:30			0		0		
02:45			0	0	0	0		14:45			0	2	0	1	3
03:00			0		0			15:00			0		0		
03:15			0		0			15:15			0		0		
03:30			0		0			15:30			2		2		
03:45			0	0	0	0		15:45			0	2	0	2	4
04:00			0		0			16:00			0		0		
04:15			0		0			16:15			0		0		
04:30			0		0			16:30			0		0		
04:45			0	0	0	0		16:45			0	0	0	0	
05:00			0		0			17:00			0		0		
05:15			0		0			17:15			0		2		
05:30			0		0			17:30			0		0		
05:45			0	0	0	0		17:45			0	0	0	2	2
06:00			0		0			18:00			0		0		
06:15			0		0			18:15			0		0		
06:30			0		0			18:30			0		0		
06:45			0	0	0	0		18:45			3	3	3	3	6
07:00			0		0			19:00			0		1		
07:15			0		0			19:15			0		0		
07:30			0		0			19:30			0		0		
07:45			0	0	0	0		19:45			0	0	0	1	1
08:00			0		0			20:00			0		0		
08:15			0		0			20:15			1		1		
08:30			1		2			20:30			0		0		
08:45			1	2	1	3	5	20:45			0	1	0	1	2
09:00			0		0			21:00			0		0		
09:15			1		1			21:15			1		0		
09:30			0		0			21:30			0		0		
09:45			0	1	0	1	2	21:45			0	1	0	0	1
10:00			0		1			22:00			0		0		
10:15			3		4			22:15			0		0		
10:30			1		0			22:30			0		0		
10:45			2	6	2	7	13	22:45			1	1	0	0	1
11:00			0		1			23:00			0		0		
11:15			1		0			23:15			0		0		
11:30			0		0			23:30			0		0		
11:45			2	3	2	3	6	23:45			0	0	0	0	
Total Vol.				12		14	**26**					11		11	**22**

Daily Totals

NB	SB	EB	WB	Combined
		23	25	**48**

	AM			PM		
Split %	46.2%	53.8%	**54.2%**	50.0%	50.0%	**45.8%**
Peak Hour	10:00	10:00	**10:00**	18:00	18:15	**18:15**
Volume	6	7	**13**	3	4	**7**
P.H.F.	0.50	0.44	**0.46**	0.25	0.33	**0.29**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - MARCH 19, 2024 AREA: BROWN FIELD - OTAY MESA PROJECT: ETD24-0322-01

BOEING ST

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		0			12:00			2		5		
00:15			0		0			12:15			6		7		
00:30			0		0			12:30			0		0		
00:45			0	0	0	0		12:45			0	8	0	12	20
01:00			1		1			13:00			1		0		
01:15			0		0			13:15			2		0		
01:30			0		0			13:30			2		1		
01:45			0	1	0	1	2	13:45			0	5	0	1	6
02:00			0		0			14:00			1		1		
02:15			0		0			14:15			0		0		
02:30			0		0			14:30			1		1		
02:45			0	0	0	0		14:45			0	2	0	2	4
03:00			0		0			15:00			0		0		
03:15			0		0			15:15			0		0		
03:30			0		0			15:30			0		0		
03:45			0	0	0	0		15:45			0	0	0	0	
04:00			0		0			16:00			0		0		
04:15			0		0			16:15			0		0		
04:30			0		0			16:30			0		0		
04:45			1	1	0	0	1	16:45			0	0	0	0	
05:00			0		0			17:00			0		0		
05:15			0		0			17:15			0		0		
05:30			0		0			17:30			1		1		
05:45			0	0	0	0		17:45			0	1	0	1	2
06:00			0		0			18:00			1		1		
06:15			0		0			18:15			0		0		
06:30			0		1			18:30			0		0		
06:45			1	1	0	1	2	18:45			0	1	0	1	2
07:00			0		0			19:00			0		0		
07:15			0		0			19:15			0		0		
07:30			0		0			19:30			0		0		
07:45			0	0	1	1	1	19:45			0	0	0	0	
08:00			0		0			20:00			0		0		
08:15			0		1			20:15			0		0		
08:30			1		0			20:30			0		0		
08:45			0	1	0	1	2	20:45			0	0	0	0	
09:00			0		0			21:00			1		0		
09:15			0		0			21:15			0		0		
09:30			1		1			21:30			0		0		
09:45			0	1	0	1	2	21:45			0	1	0	0	1
10:00			0		0			22:00			0		0		
10:15			0		0			22:15			0		0		
10:30			0		0			22:30			1		0		
10:45			0	0	0	0		22:45			0	1	0	0	1
11:00			1		1			23:00			0		0		
11:15			0		0			23:15			0		0		
11:30			0		0			23:30			0		0		
11:45			1	2	1	2	4	23:45			0	0	0	0	
Total Vol.			7		7		**14**				19		17		**36**

Daily Totals

NB	SB	EB	WB	Combined
		26	24	**50**

	AM			PM		
Split %	50.0%	50.0%	**28.0%**	52.8%	47.2%	**72.0%**
Peak Hour	11:30	11:30	**11:30**	12:00	12:00	**12:00**
Volume	9	13	**22**	8	12	**20**
P.H.F.	0.38	0.46	**0.42**	0.33	0.43	**0.38**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

WEDNESDAY - MARCH 20, 2024 AREA: BROWN FIELD - OTAY MESA PROJECT: ETD24-0322-01

BOEING ST

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		0			12:00			0		0		
00:15			0		0			12:15			0		0		
00:30			0		0			12:30			0		0		
00:45			0	0	0	0		12:45			0	0	0	0	
01:00			0		0			13:00			0		0		
01:15			0		0			13:15			0		0		
01:30			0		0			13:30			0		0		
01:45			0	0	0	0		13:45			0	0	2	2	2
02:00			0		0			14:00			2		0		
02:15			0		0			14:15			0		0		
02:30			0		0			14:30			0		0		
02:45			0	0	0	0		14:45			1	3	1	1	4
03:00			0		0			15:00			0		0		
03:15			0		0			15:15			1		1		
03:30			0		0			15:30			0		0		
03:45			0	0	0	0		15:45			0	1	0	1	2
04:00			0		0			16:00			0		0		
04:15			0		0			16:15			1		1		
04:30			0		0			16:30			0		0		
04:45			0	0	0	0		16:45			0	1	0	1	2
05:00			0		0			17:00			0		0		
05:15			0		0			17:15			0		0		
05:30			0		0			17:30			1		1		
05:45			0	0	0	0		17:45			0	1	0	1	2
06:00			0		1			18:00			0		0		
06:15			1		0			18:15			0		0		
06:30			0		0			18:30			0		0		
06:45			0	1	0	1	2	18:45			0	0	0	0	
07:00			0		0			19:00			0		0		
07:15			0		0			19:15			0		0		
07:30			0		2			19:30			0		0		
07:45			0	0	0	2	2	19:45			0	0	0	0	
08:00			0		0			20:00			0		0		
08:15			0		0			20:15			0		0		
08:30			0		0			20:30			0		0		
08:45			0	0	0	0		20:45			0	0	0	0	
09:00			0		2			21:00			1		0		
09:15			1		0			21:15			0		0		
09:30			0		0			21:30			0		0		
09:45			0	1	0	2	3	21:45			0	1	0	0	1
10:00			0		0			22:00			0		0		
10:15			0		0			22:15			0		0		
10:30			0		0			22:30			0		0		
10:45			0	0	0	0		22:45			0	0	0	0	
11:00			0		1			23:00			0		0		
11:15			0		0			23:15			0		0		
11:30			0		0			23:30			0		0		
11:45			0	0	0	1	1	23:45			1	1	0	0	1
Total Vol.				2		6	**8**					8		6	**14**

Daily Totals

NB	SB	EB	WB	Combined
		10	12	**22**

	AM			PM		
Split %	25.0%	75.0%	**36.4%**	57.1%	42.9%	**63.6%**
Peak Hour	05:30	06:45	**08:30**	14:00	13:00	**13:15**
Volume	1	2	**3**	3	2	**4**
P.H.F.	0.25	0.25	**0.38**	0.38	0.25	**0.50**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

THURSDAY - MARCH 21, 2024 AREA: BROWN FIELD - OTAY MESA PROJECT: ETD24-0322-01

BOEING ST

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		0			12:00			0		0		
00:15			0		0			12:15			0		0		
00:30			0		0			12:30			0		0		
00:45			0	0	0	0		12:45			0	0	1	1	1
01:00			0		0			13:00			2		0		
01:15			0		0			13:15			0		0		
01:30			0		0			13:30			1		1		
01:45			0	0	0	0		13:45			0	3	1	2	5
02:00			0		0			14:00			0		0		
02:15			0		0			14:15			0		0		
02:30			0		0			14:30			2		1		
02:45			0	0	0	0		14:45			2	4	2	3	7
03:00			0		0			15:00			0		0		
03:15			0		0			15:15			0		0		
03:30			0		0			15:30			0		0		
03:45			0	0	0	0		15:45			0	0	0	0	
04:00			0		0			16:00			0		0		
04:15			0		0			16:15			0		0		
04:30			0		0			16:30			0		0		
04:45			0	0	0	0		16:45			0	0	0	0	
05:00			0		0			17:00			0		0		
05:15			0		0			17:15			0		0		
05:30			0		0			17:30			0		0		
05:45			0	0	0	0		17:45			0	0	0	0	
06:00			0		0			18:00			1		1		
06:15			0		0			18:15			0		0		
06:30			0		0			18:30			0		0		
06:45			0	0	0	0		18:45			0	1	0	1	2
07:00			0		0			19:00			0		0		
07:15			0		0			19:15			0		0		
07:30			0		0			19:30			0		0		
07:45			0	0	0	0		19:45			0	0	0	0	
08:00			0		0			20:00			0		0		
08:15			0		0			20:15			0		0		
08:30			0		0			20:30			0		0		
08:45			1	1	2	2	3	20:45			0	0	0	0	
09:00			1		0			21:00			0		0		
09:15			0		0			21:15			0		0		
09:30			0		0			21:30			1		0		
09:45			0	1	0	0	1	21:45			0	1	0	0	1
10:00			0		0			22:00			0		0		
10:15			0		0			22:15			0		0		
10:30			0		0			22:30			0		0		
10:45			0	0	0	0		22:45			0	0	0	0	
11:00			0		0			23:00			0		0		
11:15			1		1			23:15			2		0		
11:30			0		0			23:30			0		0		
11:45			0	1	0	1	2	23:45			0	2	0	0	2
Total Vol.				3		3	**6**					11		7	**18**

Daily Totals

NB	SB	EB	WB	Combined
		14	10	**24**

	AM			PM		
Split %	50.0%	50.0%	**25.0%**	61.1%	38.9%	**75.0%**
Peak Hour	08:15	08:00	**08:15**	14:00	14:00	**14:00**
Volume	2	2	**4**	4	3	**7**
P.H.F.	0.50	0.25	**0.33**	0.50	0.38	**0.44**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

FRIDAY - MARCH 15, 2024 AREA: BROWN FIELD - OTAY MESA PROJECT: ETD24-0322-01

CONTINENTAL ST - EAST

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		0			12:00			5		4		
00:15			0		0			12:15			3		7		
00:30			0		0			12:30			6		2		
00:45			0	0	0	0		12:45			9	23	6	19	42
01:00			0		1			13:00			10		3		
01:15			0		0			13:15			5		7		
01:30			0		0			13:30			4		4		
01:45			0	0	1	2	2	13:45			3	22	2	16	38
02:00			0		0			14:00			6		1		
02:15			0		0			14:15			2		3		
02:30			1		0			14:30			2		2		
02:45			0	1	0	0	1	14:45			5	15	8	14	29
03:00			1		2			15:00			1		3		
03:15			1		2			15:15			4		5		
03:30			1		1			15:30			4		4		
03:45			0	3	0	5	8	15:45			3	12	6	18	30
04:00			0		0			16:00			3		4		
04:15			0		0			16:15			2		4		
04:30			1		1			16:30			0		1		
04:45			1	2	1	2	4	16:45			2	7	2	11	18
05:00			1		0			17:00			6		3		
05:15			0		0			17:15			3		8		
05:30			0		2			17:30			6		1		
05:45			1	2	2	4	6	17:45			2	17	3	15	32
06:00			0		2			18:00			6		2		
06:15			0		0			18:15			2		0		
06:30			1		1			18:30			5		4		
06:45			1	2	2	5	7	18:45			4	17	0	6	23
07:00			1		4			19:00			3		1		
07:15			2		3			19:15			5		1		
07:30			3		3			19:30			1		1		
07:45			2	8	3	13	21	19:45			3	12	1	4	16
08:00			1		3			20:00			1		1		
08:15			2		4			20:15			2		0		
08:30			2		4			20:30			2		1		
08:45			3	8	2	13	21	20:45			1	6	0	2	8
09:00			3		1			21:00			1		1		
09:15			0		3			21:15			1		1		
09:30			2		1			21:30			2		1		
09:45			2	7	5	10	17	21:45			0	4	1	4	8
10:00			5		7			22:00			1		0		
10:15			2		5			22:15			0		1		
10:30			2		5			22:30			1		0		
10:45			1	10	1	18	28	22:45			1	3	1	2	5
11:00			6		9			23:00			0		0		
11:15			3		3			23:15			0		1		
11:30			2		4			23:30			0		0		
11:45			4	15	1	17	32	23:45			1	1	1	2	3
Total Vol.				58		89	**147**					139		113	**252**

Daily Totals

NB	SB	EB	WB	Combined
		197	202	**399**

	AM			PM		
Split %	39.5%	60.5%	**36.8%**	55.2%	44.8%	**63.2%**
Peak Hour	11:45	09:45	**09:45**	12:30	12:45	**12:30**
Volume	18	22	**33**	30	20	**48**
P.H.F.	0.75	0.79	**0.69**	0.75	0.71	**0.80**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

SATURDAY - MARCH 16, 2024 AREA: BROWN FIELD - OTAY MESA PROJECT: ETD24-0322-01

CONTINENTAL ST - EAST

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		0			12:00			4		0		
00:15			0		0			12:15			3		1		
00:30			0		0			12:30			2		0		
00:45			0	0	0	0		12:45			4	13	6	7	20
01:00			1		0			13:00			2		3		
01:15			0		0			13:15			4		3		
01:30			0		0			13:30			2		1		
01:45			0	1	0	0	1	13:45			9	17	3	10	27
02:00			0		1			14:00			7		5		
02:15			0		0			14:15			3		2		
02:30			0		0			14:30			6		2		
02:45			1	1	1	2	3	14:45			4	20	0	9	29
03:00			0		1			15:00			3		2		
03:15			0		0			15:15			3		2		
03:30			0		0			15:30			1		3		
03:45			0	0	0	1	1	15:45			2	9	4	11	20
04:00			0		0			16:00			0		2		
04:15			0		3			16:15			2		0		
04:30			0		0			16:30			2		1		
04:45			1	1	2	5	6	16:45			1	5	0	3	8
05:00			0		0			17:00			1		0		
05:15			1		1			17:15			1		2		
05:30			0		1			17:30			4		1		
05:45			1	2	1	3	5	17:45			4	10	0	3	13
06:00			2		4			18:00			1		2		
06:15			0		1			18:15			5		2		
06:30			0		1			18:30			3		2		
06:45			0	2	2	8	10	18:45			1	10	1	7	17
07:00			1		4			19:00			1		1		
07:15			3		3			19:15			0		0		
07:30			3		3			19:30			3		2		
07:45			0	7	3	13	20	19:45			3	7	1	4	11
08:00			2		3			20:00			1		2		
08:15			1		4			20:15			1		2		
08:30			1		4			20:30			4		0		
08:45			1	5	4	15	20	20:45			0	6	0	4	10
09:00			0		9			21:00			2		2		
09:15			5		4			21:15			2		0		
09:30			1		6			21:30			0		0		
09:45			2	8	8	27	35	21:45			0	4	0	2	6
10:00			3		6			22:00			0		1		
10:15			0		2			22:15			0		0		
10:30			0		0			22:30			0		1		
10:45			1	4	4	12	16	22:45			0	0	0	2	2
11:00			7		1			23:00			2		0		
11:15			3		8			23:15			0		0		
11:30			3		6			23:30			0		0		
11:45			5	18	2	17	35	23:45			0	2	0	0	2
Total Vol.				49		103	**152**					103		62	**165**

Daily Totals

NB	SB	EB	WB	Combined
		152	165	**317**

	AM			PM		
Split %	32.2%	67.8%	**47.9%**	62.4%	37.6%	**52.1%**
Peak Hour	11:00	09:00	**09:00**	13:45	12:45	**13:45**
Volume	18	27	**35**	25	13	**37**
P.H.F.	0.64	0.75	**0.88**	0.69	0.54	**0.77**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

SUNDAY - MARCH 17, 2024 AREA: BROWN FIELD - OTAY MESA PROJECT: ETD24-0322-01

CONTINENTAL ST - EAST

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		2			12:00			0		2		
00:15			2		0			12:15			2		4		
00:30			0		0			12:30			1		3		
00:45			0	2	0	2	4	12:45			2	5	4	13	18
01:00			0		0			13:00			2		2		
01:15			0		0			13:15			2		2		
01:30			0		0			13:30			0		0		
01:45			0	0	1	1	1	13:45			5	9	5	9	18
02:00			0		0			14:00			5		2		
02:15			0		0			14:15			2		2		
02:30			0		0			14:30			2		0		
02:45			0	0	0	0		14:45			1	10	1	5	15
03:00			0		0			15:00			0		1		
03:15			0		0			15:15			2		1		
03:30			0		0			15:30			4		6		
03:45			1	1	0	0	1	15:45			4	10	0	8	18
04:00			0		1			16:00			1		1		
04:15			1		1			16:15			2		0		
04:30			1		0			16:30			2		1		
04:45			0	2	1	3	5	16:45			2	7	2	4	11
05:00			0		0			17:00			1		1		
05:15			0		0			17:15			0		0		
05:30			1		3			17:30			3		0		
05:45			1	2	0	3	5	17:45			1	5	2	3	8
06:00			0		1			18:00			0		3		
06:15			1		1			18:15			4		0		
06:30			0		1			18:30			1		0		
06:45			1	2	1	4	6	18:45			1	6	2	5	11
07:00			1		0			19:00			3		0		
07:15			0		2			19:15			1		1		
07:30			0		3			19:30			0		2		
07:45			0	1	4	9	10	19:45			0	4	0	3	7
08:00			0		2			20:00			2		2		
08:15			0		2			20:15			4		1		
08:30			0		2			20:30			3		0		
08:45			3	3	2	8	11	20:45			1	10	2	5	15
09:00			0		0			21:00			4		2		
09:15			1		1			21:15			4		1		
09:30			1		2			21:30			1		2		
09:45			1	3	1	4	7	21:45			2	11	0	5	16
10:00			2		3			22:00			2		1		
10:15			3		1			22:15			1		0		
10:30			0		1			22:30			0		0		
10:45			0	5	1	6	11	22:45			0	3	0	1	4
11:00			5		2			23:00			0		1		
11:15			0		1			23:15			1		0		
11:30			3		3			23:30			0		0		
11:45			6	14	3	9	23	23:45			0	1	0	1	2
Total Vol.				35		49	**84**					81		62	**143**

Daily Totals

NB	SB	EB	WB	Combined
		116	111	**227**

	AM			PM		
Split %	41.7%	58.3%	**37.0%**	56.6%	43.4%	**63.0%**
Peak Hour	11:00	11:30	**11:00**	13:45	12:00	**13:45**
Volume	14	12	**23**	14	13	**23**
P.H.F.	0.58	0.75	**0.64**	0.70	0.81	**0.58**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

MONDAY - MARCH 18, 2024 AREA: BROWN FIELD - OTAY MESA PROJECT: ETD24-0322-01

CONTINENTAL ST - EAST

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		0			12:00			5		2		
00:15			0		0			12:15			4		0		
00:30			0		0			12:30			2		5		
00:45			1	1	0	0	1	12:45			7	18	5	12	30
01:00			0		0			13:00			6		5		
01:15			0		0			13:15			2		6		
01:30			0		1			13:30			5		2		
01:45			0	0	0	1	1	13:45			5	18	8	21	39
02:00			0		0			14:00			9		1		
02:15			0		0			14:15			4		7		
02:30			0		0			14:30			4		0		
02:45			0	0	0	0		14:45			2	19	1	9	28
03:00			0		0			15:00			1		1		
03:15			0		1			15:15			3		4		
03:30			0		0			15:30			2		0		
03:45			0	0	0	1	1	15:45			0	6	1	6	12
04:00			0		0			16:00			4		4		
04:15			1		0			16:15			1		1		
04:30			1		1			16:30			2		3		
04:45			1	3	0	1	4	16:45			4	11	2	10	21
05:00			0		1			17:00			3		3		
05:15			0		4			17:15			1		1		
05:30			1		3			17:30			5		5		
05:45			1	2	1	9	11	17:45			2	11	1	10	21
06:00			0		2			18:00			4		2		
06:15			1		1			18:15			3		1		
06:30			2		2			18:30			4		0		
06:45			1	4	3	8	12	18:45			3	14	2	5	19
07:00			4		2			19:00			3		3		
07:15			1		0			19:15			2		4		
07:30			2		4			19:30			0		0		
07:45			1	8	8	14	22	19:45			3	8	1	8	16
08:00			3		1			20:00			3		2		
08:15			5		6			20:15			1		3		
08:30			6		5			20:30			7		1		
08:45			0	14	2	14	28	20:45			1	12	1	7	19
09:00			1		3			21:00			1		0		
09:15			4		6			21:15			2		2		
09:30			0		3			21:30			0		0		
09:45			3	8	5	17	25	21:45			2	5	0	2	7
10:00			3		5			22:00			0		1		
10:15			2		3			22:15			2		2		
10:30			3		3			22:30			2		0		
10:45			2	10	7	18	28	22:45			1	5	1	4	9
11:00			1		4			23:00			0		0		
11:15			2		4			23:15			0		0		
11:30			5		3			23:30			1		1		
11:45			8	16	2	13	29	23:45			0	1	0	1	2
Total Vol.				66		96	**162**					128		95	**223**

Daily Totals

NB	SB	EB	WB	Combined
		194	191	**385**

	AM			PM		
Split %	40.7%	59.3%	**42.1%**	57.4%	42.6%	**57.9%**
Peak Hour	11:30	07:45	**07:45**	13:30	12:30	**13:30**
Volume	22	20	**35**	23	21	**41**
P.H.F.	0.69	0.63	**0.80**	0.64	0.88	**0.79**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

TUESDAY - MARCH 19, 2024 AREA: BROWN FIELD - OTAY MESA PROJECT: ETD24-0322-01

CONTINENTAL ST - EAST

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		0			12:00			2		3		
00:15			0		0			12:15			2		3		
00:30			0		0			12:30			5		5		
00:45			0	0	0	0		12:45			6	15	0	11	26
01:00			0		1			13:00			0		2		
01:15			1		0			13:15			1		3		
01:30			0		0			13:30			4		2		
01:45			0	1	0	1	2	13:45			6	11	3	10	21
02:00			0		0			14:00			7		6		
02:15			0		0			14:15			3		3		
02:30			0		0			14:30			5		1		
02:45			0	0	0	0		14:45			2	17	3	13	30
03:00			0		0			15:00			0		3		
03:15			0		0			15:15			2		4		
03:30			0		0			15:30			3		2		
03:45			0	0	0	0		15:45			4	9	6	15	24
04:00			0		0			16:00			2		2		
04:15			0		0			16:15			6		4		
04:30			1		0			16:30			8		2		
04:45			0	1	1	1	2	16:45			4	20	5	13	33
05:00			0		0			17:00			4		0		
05:15			0		1			17:15			3		1		
05:30			0		1			17:30			2		3		
05:45			0	0	2	4	4	17:45			1	10	1	5	15
06:00			1		1			18:00			4		2		
06:15			2		1			18:15			2		0		
06:30			1		2			18:30			2		0		
06:45			0	4	3	7	11	18:45			4	12	3	5	17
07:00			3		1			19:00			3		2		
07:15			0		2			19:15			2		1		
07:30			3		2			19:30			1		1		
07:45			2	8	8	13	21	19:45			3	9	0	4	13
08:00			0		6			20:00			0		0		
08:15			2		5			20:15			1		1		
08:30			2		4			20:30			2		0		
08:45			2	6	4	19	25	20:45			0	3	0	1	4
09:00			1		4			21:00			1		1		
09:15			4		3			21:15			0		0		
09:30			2		2			21:30			2		0		
09:45			0	7	1	10	17	21:45			0	3	0	1	4
10:00			1		1			22:00			2		2		
10:15			1		2			22:15			0		0		
10:30			1		3			22:30			1		1		
10:45			3	6	2	8	14	22:45			0	3	1	4	7
11:00			5		7			23:00			0		0		
11:15			3		5			23:15			0		0		
11:30			3		2			23:30			1		0		
11:45			4	15	4	18	33	23:45			0	1	0	0	1
Total Vol.				48		81	**129**					113		82	**195**

Daily Totals

NB	SB	EB	WB	Combined
		161	163	**324**

	AM			PM		
Split %	37.2%	62.8%	**39.8%**	57.9%	42.1%	**60.2%**
Peak Hour	11:00	07:45	**11:00**	16:15	15:00	**13:30**
Volume	15	23	**33**	22	15	**34**
P.H.F.	0.75	0.72	**0.69**	0.69	0.63	**0.65**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

WEDNESDAY - MARCH 20, 2024 AREA: BROWN FIELD - OTAY MESA PROJECT: ETD24-0322-01

CONTINENTAL ST - EAST

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		0			12:00			5		6		
00:15			0		0			12:15			4		6		
00:30			0		0			12:30			5		4		
00:45			0	0	0	0		12:45			6	20	3	19	39
01:00			0		0			13:00			1		6		
01:15			0		0			13:15			1		3		
01:30			0		1			13:30			2		2		
01:45			0	0	0	1	1	13:45			5	9	3	14	23
02:00			0		0			14:00			3		3		
02:15			0		0			14:15			2		4		
02:30			0		0			14:30			5		1		
02:45			0	0	0	0		14:45			6	16	4	12	28
03:00			0		0			15:00			4		5		
03:15			0		0			15:15			3		2		
03:30			0		0			15:30			6		5		
03:45			0	0	0	0		15:45			3	16	2	14	30
04:00			0		0			16:00			4		0		
04:15			0		0			16:15			3		2		
04:30			0		0			16:30			6		2		
04:45			0	0	0	0		16:45			3	16	2	6	22
05:00			0		1			17:00			3		8		
05:15			0		1			17:15			4		3		
05:30			0		0			17:30			3		0		
05:45			1	1	3	5	6	17:45			3	13	1	12	25
06:00			2		2			18:00			2		2		
06:15			0		3			18:15			3		0		
06:30			2		0			18:30			3		3		
06:45			0	4	2	7	11	18:45			2	10	3	8	18
07:00			2		3			19:00			9		2		
07:15			2		0			19:15			3		1		
07:30			0		2			19:30			4		1		
07:45			1	5	3	8	13	19:45			3	19	1	5	24
08:00			1		5			20:00			2		0		
08:15			1		3			20:15			3		1		
08:30			2		1			20:30			0		1		
08:45			1	5	5	14	19	20:45			0	5	1	3	8
09:00			5		2			21:00			2		2		
09:15			1		5			21:15			0		2		
09:30			1		4			21:30			6		2		
09:45			1	8	6	17	25	21:45			1	9	1	7	16
10:00			1		6			22:00			1		1		
10:15			1		2			22:15			2		0		
10:30			3		10			22:30			0		0		
10:45			7	12	2	20	32	22:45			2	5	2	3	8
11:00			3		6			23:00			1		1		
11:15			3		4			23:15			0		0		
11:30			4		2			23:30			1		0		
11:45			5	15	3	15	30	23:45			1	3	1	2	5
Total Vol.				50		87	**137**					141		105	**246**

		Daily Totals		
NB	SB	EB	WB	**Combined**
		191	192	**383**

	AM			**PM**		
Split %	36.5%	63.5%	**35.8%**	57.3%	42.7%	**64.2%**
Peak Hour	11:45	09:45	**10:30**	12:00	12:00	**12:00**
Volume	19	24	**38**	20	19	**39**
P.H.F.	0.95	0.60	**0.73**	0.83	0.79	**0.89**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC

THURSDAY - MARCH 21, 2024 AREA: BROWN FIELD - OTAY MESA PROJECT: ETD24-0322-01

CONTINENTAL ST - EAST

AM	NB	SB	EB		WB			PM	NB	SB	EB		WB		
00:00			0		0			12:00			6		3		
00:15			0		0			12:15			2		2		
00:30			0		0			12:30			4		1		
00:45			0	0	0	0		12:45			4	16	6	12	28
01:00			1		0			13:00			5		7		
01:15			0		0			13:15			6		7		
01:30			0		0			13:30			6		4		
01:45			1	2	0	0	2	13:45			8	25	4	22	47
02:00			0		0			14:00			7		4		
02:15			0		0			14:15			2		3		
02:30			0		0			14:30			2		1		
02:45			0	0	0	0		14:45			3	14	4	12	26
03:00			1		2			15:00			3		2		
03:15			2		0			15:15			5		1		
03:30			0		0			15:30			1		2		
03:45			0	3	0	2	5	15:45			3	12	2	7	19
04:00			0		0			16:00			2		0		
04:15			0		0			16:15			4		3		
04:30			0		0			16:30			6		7		
04:45			0	0	0	0		16:45			4	16	6	16	32
05:00			0		0			17:00			1		2		
05:15			0		1			17:15			5		2		
05:30			0		1			17:30			3		2		
05:45			2	2	2	4	6	17:45			4	13	5	11	24
06:00			0		3			18:00			4		5		
06:15			0		1			18:15			0		2		
06:30			0		0			18:30			5		1		
06:45			0	0	1	5	5	18:45			4	13	3	11	24
07:00			2		4			19:00			1		4		
07:15			2		3			19:15			6		2		
07:30			1		1			19:30			1		2		
07:45			2	7	7	15	22	19:45			7	15	1	9	24
08:00			0		5			20:00			0		1		
08:15			1		1			20:15			2		0		
08:30			2		3			20:30			1		1		
08:45			5	8	3	12	20	20:45			0	3	0	2	5
09:00			0		6			21:00			2		2		
09:15			2		5			21:15			1		1		
09:30			0		2			21:30			2		4		
09:45			1	3	5	18	21	21:45			3	8	0	7	15
10:00			2		2			22:00			1		0		
10:15			3		12			22:15			3		2		
10:30			2		3			22:30			1		1		
10:45			1	8	6	23	31	22:45			5	10	1	4	14
11:00			1		5			23:00			2		0		
11:15			8		3			23:15			0		2		
11:30			8		2			23:30			0		1		
11:45			5	22	3	13	35	23:45			2	4	0	3	7
Total Vol.				55		92	**147**					149		116	**265**

Daily Totals

NB	SB	EB	WB	Combined
		204	208	**412**

	AM			PM		
Split %	37.4%	62.6%	**35.7%**	56.2%	43.8%	**64.3%**
Peak Hour	11:15	10:15	**11:15**	13:15	12:45	**13:00**
Volume	27	26	**38**	27	24	**47**
P.H.F.	0.84	0.54	**0.86**	0.84	0.86	**0.90**

PREPARED BY: ELITE TRAFFIC DYNAMICS, LLC