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MEMORANDUM

To: Dan Klausenstock, P.E., Engineering Manager, NV5
From: Arnold Torma T.E., Senior Engineer, KOA Corporation
Re: SX-PQ Lay Down Yard, San Diego, Traffic Information Memo
Project: JB42083
Date: January 21, 2016

Purpose of the Traffic Information Memo

This traffic information memo has been prepared for the SDG&E Sycamore to Penasquitos Transmission Line project. The project requires the need for laydown yards close to the construction job site, within the City of San Diego. Four alternative laydown yard sites were considered, and the segmental impact due to the traffic generated from these yards is analyzed.

Project Description

Four alternative Laydown Yard sites have been identified as potential locations for the staging of personnel and equipment during the construction phase of this project. These four locations are listed below and displayed on the following page in **Figure 1.**

1. West of Black Mountain Road opposite of Maya Linda Road
2. West of Camino Ruiz off of Carroll Canyon Road
3. East of Camino Santa Fe north of Trade Street
4. West of Camino Santa Fe north of Trade Street

Project Trip Generation

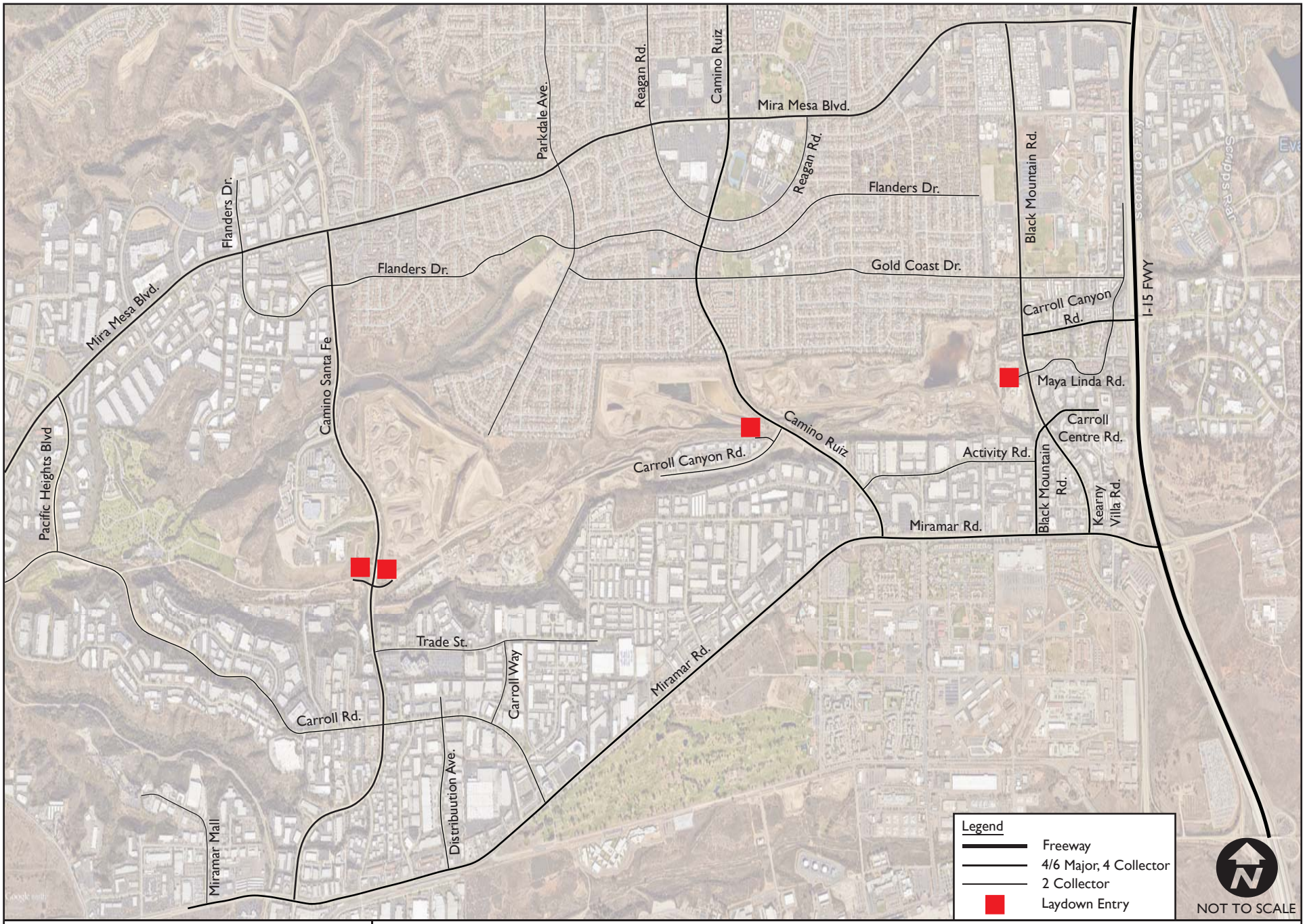
Vehicular trip generation is a measure or forecast of the number of trips that begin or end at a project site. The project trip generation was calculated using equipment and shift requirements gathered by NV5 and applying passenger car equivalent conversions from ITE. Based on these rates, the traffic increase for the project is calculated at 312 ADT. This is summarized below in Table 1.

Table 1: Project Trip Generation

Estimated Proposed Project Vehicle Trips for Equipment Deliveries							
Activity	Equipment	# of Axles	Daily Trips from Yard to Site	Daily Trips from Site to Yard	Total Daily Trips	PCE Equivalent	PCE Subtotal / Day
Transmission Line - Trench, Vault, and Bridge Excavation	Excavator	≥ 4	6	6	12	2.5	120
	Crane Truck	≥ 4	6	6	12		
	Tool Van	≤ 3	3	3	6	2.0	72
	Pickup with Generator	≤ 3	3	3	6		
	Traffic Control Truck	≤ 3	3	3	6		
	Workers w/ Personal Vehicles	2	30	30	60	1.0	120
		Total:	51	51	102		312

PCE = Passenger Car Equivalent, HCM 2010
Source: HKA 2015

This ADT number was then applied to all four potential laydown yards for further segmental LOS and significant impact analysis.



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SX-PQ Laydown Yard

Figure 1: Area Map

City of San Diego, CA

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Project Trip Distribution

Trip distribution refers to the process of identifying the general destination of outbound trips and origins of inbound trips within a regional context. Trip assignment refers to the process of identifying the specific routes drivers would likely use to reach their destinations. For this project engineering judgement was used to determine the most likely distribution to and from the four proposed laydown yards. Distribution tables can be found in Attachment 1.

The principal roadway segments studied within the project study area encompassing all four potential laydown yards are listed below.

1. Black Mountain Road
2. Kearny Villa Road
3. Mira Mesa Boulevard
4. Carroll Canyon Road
5. Activity Road
6. Miramar Road
7. Camino Ruiz
8. Camino Santa Fe
9. Carroll Road
10. Trade Street

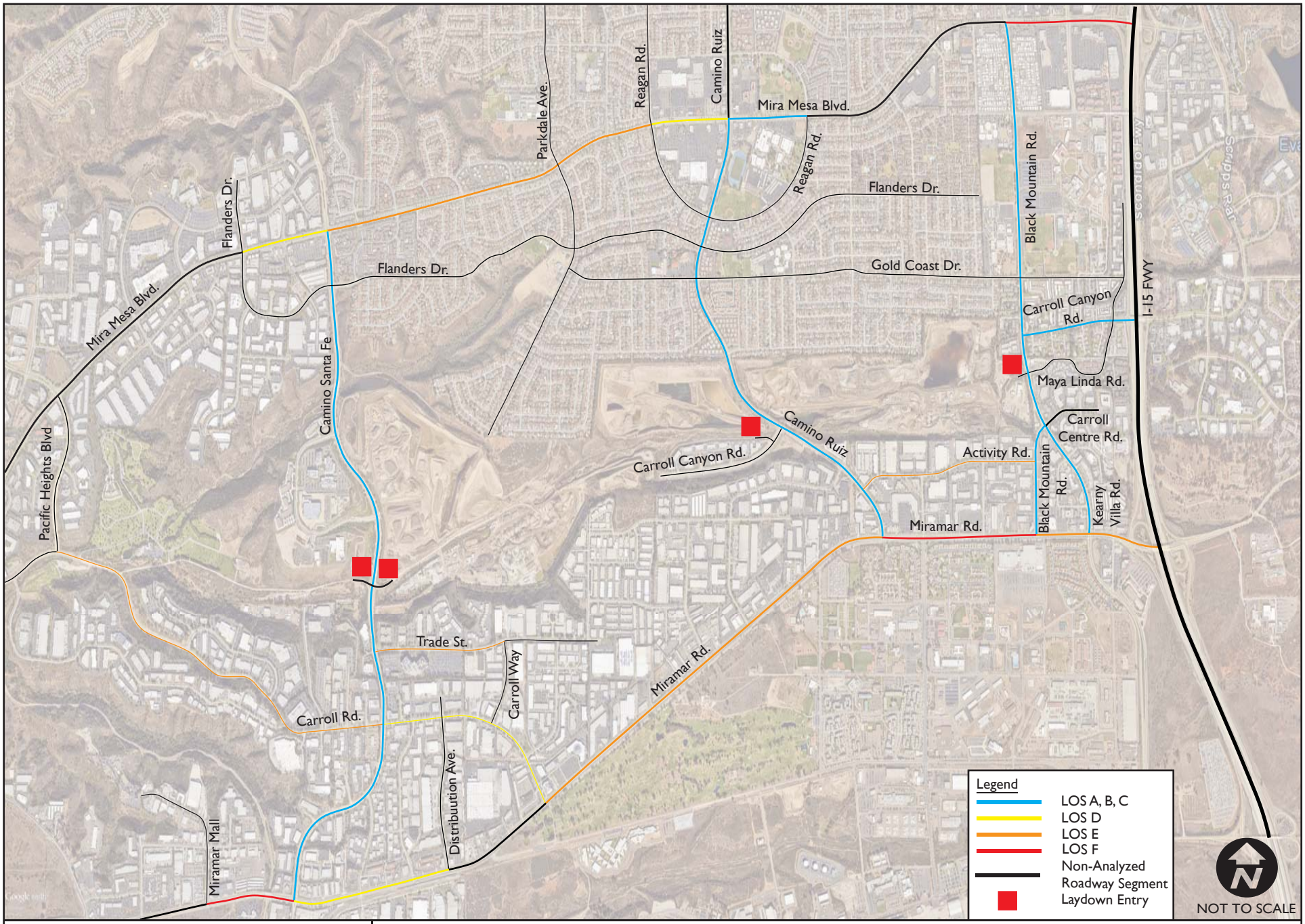
Roadway Segment Capacity Analysis

The study methodology and analysis were consistent with the *City of San Diego Traffic Impact Study Manual (1998)* and *City of San Diego Significance Determination Thresholds, Development Services Department (2011)*. These guidelines were used to determine the potential significant impacts of the Project. The City of San Diego has published daily traffic volumes standards for roadways within its jurisdiction. To determine service levels on study area roadways segments, the appropriate average daily traffic thresholds for level of service were compared to the daily capacity of the roadway segments, relative to the existing and future volumes in the study area. The thresholds for determining level of service used in this analysis are summarized in Attachment 2.

Existing Conditions and Existing + Project Conditions

Daily traffic volume counts from 2012 were compiled from Google Earth Pro data for the study roadway segments to attain a baseline condition for each laydown yard scenario. This baseline condition adjacent to each laydown yard scenario is summarized in the following pages in **Tables 2, 3, 4** and **5** and can be found on the following page in **Figure 2**. These roadway segments were then analyzed with the addition of project traffic based on the trip generation and trip distribution described above. The resulting ADT and LOS score for the existing + project scenario for each laydown yard is also found on **Tables 2, 3, 4** and **5.**

As shown in **Tables 2, 3, 4** and **5**, project related traffic along all analyzed roadway segments does not cause a significant impact along any roadway segment within any of the four analyzed study areas.



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SX-PQ Laydown Yard

Figure 2: Existing Conditions Segment LOS

City of San Diego, CA

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Table 2: Laydown Yard 1 - Black Mountain Road

Roadway Segment	Lanes/ Class	LOS E Capacity	Without Project			Project Traffic	With Project			Comparison	
			ADT*	V/C	LOS		ADT	V/C	LOS	Δ V/C	Significant?
Black Mountain Road											
Mira Mesa Blvd to Gold Coast Dr	4MA	40,000	16,274	0.407	B	3	16,277	0.407	B	0.000	No
Gold Coast Dr to Carroll Canyon Rd	4MA	40,000	24,249	0.606	C	3	24,252	0.606	C	0.000	No
Carroll Canyon Rd to laydown entry / Maya Linda Rd	4MA	40,000	18,565	0.464	B	13	18,578	0.464	B	0.000	No
Laydown Entry / Maya Linda Rd to Carroll Centre Rd	4MA	40,000	18,565	0.464	B	260	18,825	0.471	B	0.007	No
Carroll Centre Rd / Kearny Villa Rd to Miramar Road	4C	30,000	16,677	0.556	C	172	16,849	0.562	C	0.006	No
Kearny Villa Road											
Carroll Centre Rd / Black Mountain Rd to Miramar Rd	4MA	40,000	14,048	0.351	A	119	14,167	0.354	A	0.003	No
Mira Mesa Boulevard											
Black Mountain Rd to I-15	4MA	40,000	47,971	1.199	F	3	47,974	1.199	F	0.000	No
Carroll Canyon Road											
Black Mountain Rd to I-15	4C	30,000	16,832	0.561	C	15	16,847	0.562	C	0.000	No
Activity Road											
Camino Ruiz to Black Mountain Rd	2C CLTL	15,000	14,550	0.970	E	0	14,550	0.970	E	0.000	No
Miramar Road											
Camino Ruiz to Black Mountain Rd	6MA	50,000	58,712	1.174	F	16	58,728	1.175	F	0.000	No
Black Mountain Rd to I-15	6MA	50,000	49,009	0.980	E	113	49,122	0.982	E	0.002	No

Abbreviations: 2C CLTL: 2 lane Collector with a continuous left-turn lane. 4C: 4 lane Collector. 4MA: 4 lane Major Arterial. 6MA: 6 lane Major Arterial.

* Source: Google Earth Pro - 2012 AWDT's

Table 3: Laydown Yard 2 - Camino Ruiz

Roadway Segment	Lanes/ Class	LOS E Capacity	Without Project			Project Traffic	With Project			Comparison	
			ADT*	V/C	LOS		ADT	V/C	LOS	**Δ V/C**	Significant?
Mira Mesa Boulevard											
Reagan Rd West to Camino Ruiz	6MA	50,000	42,082	0.842	D	11	42,093	0.842	D	0.000	No
Camino Ruiz to Regan Rd East	6MA	50,000	38,665	0.773	C	26	38,691	0.774	C	0.001	No
Camino Ruiz											
Mira Mesa Blvd to Gold Coast Dr	4MA	40,000	20,354	0.509	B	47	20,401	0.510	B	0.001	No
Gold Coast Dr to Carroll Canyon Rd	4MA	40,000	21,651	0.541	C	47	21,698	0.542	C	0.001	No
Carroll Canyon Rd to Miramar Rd	4MA	40,000	23,800	0.595	C	275	24,075	0.602	C	0.007	No
Carroll Canyon Road											
Black Mountain Rd to I-15	4MA	40,000		0.000	A	312	312	0.008	A	0.008	No
Activity Road											
Camino Ruiz to Black Mountain Rd	2C CLTL	15,000	14,550	0.970	E	156	14,706	0.980	E	0.010	No
Miramar Road											
Carroll Rd to Camino Ruiz	6MA	50,000	47,395	0.948	E	56	47,451	0.949	E	0.001	No
Camino Ruiz to Black Mountain Rd	6MA	50,000	58,712	1.174	F	62	58,774	1.175	F	0.001	No

Abbreviations: 2C CLTL: 2 lane Collector with a continuous left-turn lane. 4MA: 4 lane Major Arterial. 6MA: 6 lane Major Arterial.

* Source: Google Earth Pro - 2012 AWDT's

Table 4: Laydown Yard 3 - Camino Santa Fe East

Roadway Segment	Lanes/ Class	LOS E Capacity	Without Project			Project Traffic	With Project			Comparison	
			ADT*	V/C	LOS		ADT	V/C	LOS	**Δ V/C**	Significant?
Mira Mesa Boulevard											
Flanders Dr to Camino Santa Fe	6MA	50,000	40,101	0.802	D	14	40,115	0.802	D	0.000	No
Camino Santa Fe to Parkdale Avenue	6MA	50,000	46,195	0.924	E	11	46,206	0.924	E	0.000	No
Camino Santa Fe											
Mira Mesa Blvd to Flanders Dr	6MA	50,000	12,700	0.254	A	25	12,725	0.254	A	0.000	No
Flanders Dr to Laydown Entry	6MA	50,000	11,400	0.228	A	25	11,425	0.228	A	0.000	No
Laydown Entry to Carroll Road	6MA	50,000	15,987	0.320	A	287	16,274	0.325	A	0.006	No
Carroll Road to Miramar Road	6MA	50,000	21,710	0.434	B	113	21,823	0.436	B	0.002	No
Carroll Road											
Pacific Heights Blvd to Camino Santa Fe	2C CLTL	15,000	14,538	0.969	E	3	14,541	0.969	E	0.000	No
Camino Santa Fe to Distribution Ave	2C CLTL	15,000	12,225	0.815	D	175	12,400	0.827	D	0.012	No
Miramar Road											
Eastgate Mall to Camino Santa Fe	6MA	50,000	66,900	1.338	F	82	66,982	1.340	F	0.002	No
Camino Santa Fe to Distribution Ave	6MA	50,000	40,450	0.809	D	28	40,478	0.810	D	0.001	No
Trade Street											
Camino Santa Fe to Carroll Way	2C CIFP	8,000	7,423	0.928	E	60	7,483	0.935	E	0.007	No

Abbreviations: 2C CIFP: 2 lane Collector with commercial and industrial fronting property. 2C CLTL: 2 lane Collector with a continuous left-turn lane. 6MA: 6 lane Major Arterial.

* Source: Google Earth Pro - 2012 AWDT's

Table 5: Laydown Yard 4 - Camino Santa Fe West

Roadway Segment	Lanes/ Class	LOS E Capacity	Without Project			Project Traffic	With Project			Comparison	
			ADT*	V/C	LOS		ADT	V/C	LOS	**Δ V/C**	Significant?
Mira Mesa Boulevard											
Flanders Dr to Camino Santa Fe	6MA	50,000	40,101	0.802	D	14	40,115	0.802	D	0.000	No
Camino Santa Fe to Parkdale Avenue	6MA	50,000	46,195	0.924	E	11	46,206	0.924	E	0.000	No
Camino Santa Fe											
Mira Mesa Blvd to Flanders Dr	6MA	50,000	12,700	0.254	A	25	12,725	0.254	A	0.000	No
Flanders Dr to Laydown Entry	6MA	50,000	11,400	0.228	A	25	11,425	0.228	A	0.000	No
Laydown Entry to Carroll Road	6MA	50,000	15,987	0.320	A	287	16,274	0.325	A	0.006	No
Carroll Road to Miramar Road	6MA	50,000	21,710	0.434	B	113	21,823	0.436	B	0.002	No
Carroll Road											
Pacific Heights Blvd to Camino Santa Fe	2C CLTL	15,000	14,538	0.969	E	3	14,541	0.969	E	0.000	No
Camino Santa Fe to Distribution Ave	2C CLTL	15,000	12,225	0.815	D	175	12,400	0.827	D	0.012	No
Miramar Road											
Eastgate Mall to Camino Santa Fe	6MA	50,000	66,900	1.338	F	82	66,982	1.340	F	0.002	No
Camino Santa Fe to Distribution Ave	6MA	50,000	40,450	0.809	D	28	40,478	0.810	D	0.001	No
Trade Street											
Camino Santa Fe to Carroll Way	2C CIFP	8,000	7,423	0.928	E	60	7,483	0.935	E	0.007	No

Abbreviations: 2C CIFP: 2 lane Collector with commercial and industrial fronting property. 2C CLTL: 2 lane Collector with a continuous left-turn lane. 6MA: 6 lane Major Arterial.

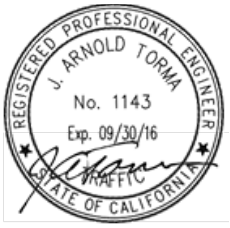
* Source: Google Earth Pro - 2012 AWDT's

Conclusion

Based on 2012 counts, the projected trip generation of the project, and the distribution of these trips onto the city roadway network, none of the four proposed laydown yards are anticipated to alter the existing level of service. More specifically, the analyzed roadway segments shall not be significantly impacted with the introduction of project traffic.

List of Preparers

J. Arnold Torma, T.E. (RTE 1143), KOA Corporation, Principal Engineer
Ryan Whipple, E.I.T. KOA Corporation, Assistant Engineer
Hai (Josh) Ngo, E.I.T. KOA Corporation, Assistant Engineer



Attachment I
Project Trip Distribution

Street Segment Analysis - SDGE SRPX Transmission Line
Black Mountain Road
Yard

no.	street	limits	classification	project ADT
1	Black Mountain Rd	Mira Mesa Blvd to Gold Coast Dr	4 major	3
3	Black Mountain Rd	Gold Coast Dr to Carroll Canyon Rd	4 major	3
4	Black Mountain Rd	Carroll Canyon Rd to laydown entry/Maya Linda Rd	4 major	13
5	Black Mountain Rd	laydown entry/Maya Linda Rd to Carroll Centre Rd	4 major	260
6	Black Mountain Rd	Black Mountain Rd/Kearny Villa Rd to Miramar Rd	4 collector	172
8	Kearny Villa Rd	Carroll Centre Rd/Black Mountain Rd to Miramar Rd	4 major	119
9	Mira Mesa Blvd	Black Mountain Rd to I-15	6 major	3
11	Carroll Canyon Rd	Black Mountain Rd to I-15	4 collector	15
12	Activity Rd	Padgett St to Black Mountain Rd	3 collector	0
13	Miramar Rd	Padgett St to Black Mountain Rd	6 major	16
15	Miramar Rd	Black Mountain Rd to I-15	6 major	113

PCE project traffic source

ref. no. =	1	2	3	4	5	6
import daily PCE trips =	60	60	36	36	60	60
	empl.	empl to worksite	small truck delivery	small truck to worksite	large truck delivery	large truck to site
1	5%	0%	0%	0%	0%	0%
3	5%	0%	0%	0%	0%	0%
4	5%	0%	10%	0%	10%	0%
5	30%	100%	90%	100%	90%	100%
6	10%	100%	10%	100%	10%	100%
8	70%	0%	80%	0%	80%	0%
9	5%	0%	0%	0%	0%	0%
11	25%	0%	0%	0%	0%	0%
12	0%	0%	0%	0%	0%	0%
13	10%	0%	10%	0%	10%	0%
15	60%	0%	80%	0%	80%	0%

Street Segment Analysis - SDGE SRPX Transmission Line

Camino Ruiz Yard

no.	street	limits	classification	project ADT
1	Mira Mesa Blvd	Reagan Rd west to Camino Ruiz	6 major	11
2	Mira Mesa Blvd	Camino Ruiz to Reagan Rd east	6 major	26
3	Camino Ruiz	Mira Mesa Blvd to Gold Coast Dr	4 major	47
5	Camino Ruiz	Gold Coast Dr to Carroll Cnyn Rd	4 major	47
6	Camino Ruiz	Carroll Cnyn Rd to Miramar Rd	4 major	275
8	Carroll Canyon Business Pk	Juniper Creek Ln to Camino Ruiz	4 major	312
9	Activity Rd	Camino Ruiz to Clayton Dr	3 collector	156
10	Miramar Rd	Cabot Dr to Camino Ruiz	6 major	56
11	Miramar Rd	Camino Ruiz to Black Mountain Rd	6 major	62

PCE project traffic source

ref. no. =	1	2	3	4	5	6
import daily trips =	60	60	36	36	60	60
	empl.	empl to worksite	small truck delivery	small truck to worksite	large truck delivery	large truck to site
	10%		5%		5%	
	20%		15%		15%	
	30%		30%		30%	
	30%		30%		30%	
	70%	100%	80%	100%	80%	100%
	100%	100%	100%	100%	100%	100%
	0%	100%	0%	100%	0%	100%
	30%		40%		40%	
	40%		40%		40%	

Street Segment Analysis - SDGE SRPX Transmission Line

Camino Santa Fe East

no.	street	limits	classification	project ADT	PCE project traffic source					
ref. no. =					1	2	3	4	5	6
import daily trips =					60	60	36	36	60	60
					empl.	empl to worksite	small truck delivery	small truck to worksite	large truck delivery	large truck to site
1	Mira Mesa Blvd	Flanders Dr to Camino Santa Fe	6 major	14	15%		5%		5%	
2	Mira Mesa Blvd	Camino Santa Fe to Caminito Alvarez	6 major	11	10%		5%		5%	
3	Camino Santa Fe	Mira Mesa Blvd to Flanders Dr	6 major	25	25%		10%		10%	
4	Camino Santa Fe	Flanders Dr to project driveway	6 major	25	25%		10%		10%	
7	Camino Santa Fe	project driveway to Carroll Rd	6 major	287	75%	100%	90%	100%	90%	100%
8	Camino Santa Fe	Carroll Rd to Miramar Rd	6 major	113	60%		80%		80%	
9	Carroll Rd	Recho Rd to Camino Santa Fe	2 collector	3	5%					
10	Carroll Rd	Camino Santa Fe to Distribution Ave	2 collector	175	15%	100%	10%	100%	10%	100%
11	Miramar Rd	Eastgate Mall To Camino Santa Fe	6 major	82	40%		60%		60%	
12	Miramar Rd	Camino Santa Fe to Carroll Rd	6 major	28	15%		20%		20%	
13	Trade St	Camino Santa Fe to Carroll Way	2 collector	60	0%	100%	0%		0%	

Street Segment Analysis - SDGE SRPX Transmission Line

Camino Santa Fe West

PCE project traffic source

no.	street	limits	classification	project ADT	ref. no. =	1	2	3	4	5	6
					import daily trips =	60	60	36	36	60	60
						empl.	empl to worksite	small truck delivery	small truck to worksite	large truck delivery	large truck to site
1	Mira Mesa Blvd	Flanders Dr to Camino Santa Fe	6 major	14		15%		5%		5%	
2	Mira Mesa Blvd	Camino Santa Fe to Caminito Alvarez	6 major	11		10%		5%		5%	
3	Camino Santa Fe	Mira Mesa Blvd to Flanders Dr	6 major	25		25%		10%		10%	
4	Camino Santa Fe	Flanders Dr to project driveway	6 major	25		25%		10%		10%	
7	Camino Santa Fe	project driveway to Carroll Rd	6 major	287		75%	100%	90%	100%	90%	100%
8	Camino Santa Fe	Carroll Rd to Miramar Rd	6 major	113		60%		80%		80%	
9	Carroll Rd	Recho Rd to Camino Santa Fe	2 collector	3		5%					
10	Carroll Rd	Camino Santa Fe to Distribution Ave	2 collector	175		15%	100%	10%	100%	10%	100%
11	Miramar Rd	Eastgate Mall To Camino Santa Fe	6 major	82		40%		60%		60%	
12	Miramar Rd	Camino Santa Fe to Carroll Rd	6 major	28		15%		20%		20%	
13	Trade St	Camino Santa Fe to Carroll Way	2 collector	60		0%	100%	0%		0%	

Attachment 2

Level of Service Concepts
Analysis Methodologies & Standards of Significance

Roadway Segment Level of Service Definitions

LOS	V/C	Congestion/Delay	Traffic Description
(Used for surface streets, freeways, expressways and conventional highways)			
"A"	≤0.41	None	Free flow.
"B"	>0.41-0.62	None	Free to stable flow, light to moderate volumes.
"C"	>0.62-0.80	None to minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted.
"D"	>0.80-0.92	Minimal to substantial	Approaches unstable flow, heavy volumes, very limited freedom to maneuver.
"E"	>0.92-1.00	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor.
(Used for surface streets and conventional highways)			
"F"	>1.00	Considerable	Forced or breakdown flow. Delay measured in average travel speed (MPH). Signalized segments experience delays >60.0 seconds/vehicle.
(Used for freeways and expressways)			
"F(0)"	>1.00-1.25	Considerable 0-1 hour delay	Forced flow, heavy congestion, long queues form behind breakdown points, stop and go.
"F(1)"	>1.25-1.35	Severe 1-2 hour delay	Very heavy congestion, very long queues.
"F(2)"	>1.35-1.45	Very Severe 2-3 hour delay	Extremely heavy congestion, longer queues, more numerous breakdown points, longer stop periods.
"F(3)"	>1.45	Extremely Severe 3+ hours of delay	Gridlock

Source: Caltrans, 1992.

Level of Service (LOS) Definitions

The concept of LOS is defined as a qualitative measure describing operational conditions within a traffic stream, and the motorist's and/or passengers' perception of operations. A LOS definition generally describes these conditions in terms of such factors as speed, travel time, freedom to maneuver, comfort, convenience, and safety. Levels of service for freeway segments can generally be categorized as shown in the table above.

City of San Diego
Roadway Capacity Standards

Street Classification	Lanes	Level of Service ADT[1]				
		A	B	C	D	E
Freeway	8 lanes	60,000	84,000	120,000	140,000	150,000
Freeway	6 lanes	45,000	63,000	60,000	70,000	80,000
Freeway	4 lanes	30,000	42,000	60,000	70,000	80,000
Expressway	6 lanes	30,000	42,000	60,000	70,000	80,000
Prime Arterial	6 lanes	25,000	35,000	50,000	55,000	60,000
Major Arterial	6 lanes	20,000	28,000	40,000	45,000	50,000
Major Arterial	4 lanes	15,000	21,000	30,000	35,000	40,000
Collector	4 lanes	10,000	14,000	20,000	25,000	30,000
Collector (no center lane)	4 lanes	5,000	7,000		13,000	15,000
(continuous left-turn lane)	2 lanes			10,000		
Collector (no fronting property)	2 lanes	4,000	5,500	7,500	9,000	10,000
Collector (commercial-industrial fronting)	2 lanes	2,500	3,500	5,000	6,500	8,000
Collector (multi-family)	2 lanes	2,500	3,500	5,000	6,500	8,000
Sub-Collector (single-family)	2 lanes	---	---	2,200	---	---

Legend:

[1]Approximate recommended ADT based upon the City of San Diego Street Design Manual.

Notes:

The volumes and the average daily level of service listed above are only intended as a general planning guideline. Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

City of San Diego
Measure of Significant Project Traffic Impacts

Level of Service with Project*	Allowable Change due to Project Impact**					
	Freeways		Roadway Sections		Intersections	Ramps***
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Delay (min.)
E	0.01	1	0.02	1	2	2
F	0.005	0.5	0.01	0.5	1	1

Notes:

* All level of service measurements are based upon HCM procedures for peak-hour conditions. However, V/C ratios for Roadway Segments may be estimated on an ADT/24-hour traffic volume basis (using Table 2 or an equivalent LOS chart for each jurisdiction). The acceptable LOS for freeways, roadways, and intersections is generally "D" ("C" for undeveloped locations). For metered freeway ramps, project traffic impacts are generally acceptable if they do not cause any traffic queues to exceed ramp storage capacities.

** If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant. These impact changes may be measured from acceptable computer programs or expanded manual spreadsheets. The project applicant shall then identify feasible mitigation within the Traffic Impact Study [TIS] report that will maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project is "E" or "F," the project applicant shall be responsible for mitigating significant impact changes.

***See Attachment B for ramp metering analysis.

Key: V/C = Volume to Capacity ratio
Speed = Speed measured in miles per hour
Delay = Average stopped delay per vehicle measured in seconds, or minutes
LOS = Level of Service