	N SYSTEMS ASSOCIATES, INC. & Traffic Engineering, Marketing & Project Support Consultants to Industry and Government	MEMO
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FROM:	Justin P. Schlaefli, PE TE PTOE	TOTAL PAGES (Including 3 + Cover): Attachments
DATE:	June 19, 2015 TIME: 1::	53:14 PM JOB NUMBER: 003115
SUR IFCT.	3703 Camino Del Rio South- Tro	offic Analysis

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Thank you for the opportunity to review the development proposal for The Healing Center MMCC (PTS# 378883) located at 3703 Camino Del Rio South in Mission Valley. As you indicated, the proposed development represents a use change for 400 square feet of existing commercial office space to a MMCC use within an existing 19,700 square foot building. As you know, the Mission Valley Community Plan and Planned District Ordinance (PDO) govern development in Mission Valley in order to "ensure that development and redevelopment in Mission Valley will be accomplished in a manner that enhances and preserves sensitive resource areas; improves the vehicular, bicycle, pedestrian and public transit circulation network; provides reasonable use of property; and contributes to the aesthetic and functional well-being of the community". The primary means by which this purpose is accomplished involves trip generation (Average Daily Trip- ADT) allocations by property and zone.

The Healing Center is located in Development Intensity District (DID) K of the Mission Valley Community (See Appendix D of the Mission Valley PDO- SDMC Chapter 15, Article 14). Within this DID, two thresholds are established, Threshold 1, governed by Ministerial Mission Valley Development Permits and Threshold 2, governed by Discretionary Mission Valley Development Permits. The higher threshold, threshold 2 allows up to 424 ADT per acre. With 0.93 acres, 3703 Camino Del Rio South would have a trip allocation of 394 trips. However, the existing development on the site includes 19,700 square feet of commercial office as discussed above. Using City of San Diego trip generation rates for such a use, it is estimated that 494 ADT is currently generated by the site. This exceeds Threshold 2 of the PDO without provision for additional development or redevelopment.

It is estimated that the conversion of 400 square feet of commercial office to a MMCC would generate an additional 16 average daily trips (ADT). In order to determine whether this additional ADT in excess of Threshold 2 is allowable according to the Community Plan and PDO, a supplemental test is established in Section 1514.0301(d)(3)(B) which reads:

Exceptions to the allocations established by Threshold 2 maybe approved, conditionally approved or denied by a Hearing Officer in accordance with Process Three. The Hearing

Officer's decision may be appealed to the Planning Commission in accordance with Land Development Code Section 112.0506. The Hearing Officer may approve an exception on a limited basis, without processing a community plan amendment when all of the following findings can be made:

(i) The increase in traffic generated by the proposed development will not lower, by any increment, the level of service of affected streets and freeways from what was anticipated in the community plan; and (ii) Accommodation of the traffic generated by the proposed development will not alter the circulation network identified in the adopted Mission Valley Community Plan; and (iii) An approved light rail transit or other regional or intra-valley public transit system station is identified within 1500 feet of any portion of the proposed structure that would receive the density bonus; and (iv) All other public facilities can accommodate the increased intensity in land use; and (v) The increased intensity in land use does not adversely affect access to, views of, or preservation of community plan identified open space areas.

These findings can easily be made. Please refer to the supplemental site access analysis below. As seen in this analysis, the increase in traffic generated will not lower by any increment the level of service on surrounding streets or intersections from what exists and what is anticipated in the Community Plan. A 16 ADT increase is well within the allowable increase established by the City of San Diego for use in determining traffic impacts (see City of San Diego, CEQA, Significance Determination Thresholds, Section O). Additionally, the accommodation of the traffic generated will not alter the circulation network. No new street connections or road widening are proposed as part of this development. Finally, the project site is within 1,500 feet of the Mission San Diego station of the San Diego Trolley and is adjacent to Bus Route 18 with a stop on the edge of the project site. Bus Route 18 connects the site to the Grantville Trolley station in addition to the close proximity to the Mission San Diego trolley station.

Additionally, The Healing Center MMCC is proposed on an existing, fully developed site in a 19,700 square foot, multi-tenant office building. This area of Mission Valley is a relatively isolated, commercial corridor bounded on the north by Interstate 8 and by a large canyon to the south. There are no nearby residential uses so public facilities such as schools, libraries and parks are not required or developed within the immediate vicinity of the property. The Grantville Transit Station is located near the project site but would not be impacted by the increased intensity. Other public facilities, including the new Mission Valley Fire Station, already exist in the community and would not be impacted. For these reasons, all other public facilities can accommodate the slight increase in land use intensity.

Finally, The Healing Center MMCC project is proposed on an existing, fully developed site in a 19,7000 square foot, multi-tenant office building. The project is not proposing any exterior modifications to the existing building. For that reason, access to, views of, or preservation of open space areas are not adversely affected.

Site Access Analysis

Attachment 1 shows a trip generation estimate for the proposed change in use. Using City of San Diego standard trip generation ratios, it appears that the proposed change in use will generate up to 16 ADT. On a peak hour basis, the proposed change in use is expected to generate up to 0 AM peak hour trip (0 trips in and 0 trips out) and 2 PM peak hour trips (1 trip in and 1 trip out).

In order to analyze potential impacts from the proposed change in use, existing counts were acquired on Camino Del Rio South along the project frontage and east of the adjacent intersection with the I-15 SB ramps. A peak hour intersection count was also obtained at the adjacent intersection of Camino Del Rio and the I-15 SB ramps. Project traffic as discussed above was added to the existing traffic in order to determine existing with project conditions. Attachment 2 shows anticipated project trip distribution percentages and project only ADT based on the project location. Attachment 3 shows the anticipated Existing and Existing with project ADT volumes. Attachment 4 shows the street segment analysis for Camino Del Rio South along the project frontage. As can be seen in this attachment, the proposed change in use would not change the level of service on either of the segments evaluated and no significant impact is anticipated. These segments operate at an acceptable level of service (either "A" or "C"). Attachment 5 shows the existing lane configurations for the signalized intersection of I-15 Southbound off-ramp at Camino Del Rio South. Attachment 6 shows the AM and PM peak hour traffic volumes at this intersection. Attachment 7 shows the existing and existing with project intersection level of service for both the AM and PM peak hours. As can be seen, the intersection of I-15 ramp and Camino Del Rio South operates at an acceptable level of service "B" in the AM peak and "C" in the PM peak. The proposed project would not significantly impact the operation of this intersection. Also attached are Synchro sheets, traffic counts and Caltrans signal timing sheets necessary to document the analysis. Traffic counts were completed on Wednesday June 10, 2015.

Conclusion:

Based on the information discussed above, it is clear that The Healing Center MMCC (PTS# 378883) qualifies under the exception to the ADT allocations established by Threshold 2. No traffic impact is anticipated through the addition of 16 ADT from the proposed change in use.

Ties	4		Tain	Datat	ADT		A	MI	Pea	k Ho	ur			P	MI	Pea	k Ho	ur	
Use	Amo	uni	Irip	Kate"	ADI	%*	#	In	:	Out	In	Out	%*	#	In	:	Out	In	Out
		_		EXIS	STING	OCC	UPI	ED	SP.	ACE									
Existing Office	19,300	SF	For	mula	484	13%	63	9	*	1	57	6	14%	68	2	9 2	8	14	54
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Existing Office	19,300	SF	For	mula	484	13%	63	9	•	1	57	6	14%	68	2	:	8	14	54
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	Subtotal				500		63				57	6		70				15	55
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THE HEALING CENTER TRIP GENERATION TABLE

Notes:

* = Rates taken from the City of San Diego Trip Generation Manual, May 2003

SF = Square Feet

KSF = 1,000 Square Feet

Formula = LN(T) = 0.756 LN(T) + 3.95



ADT = Average Daily Traffic



ATTACHMENT 2

Project Distribution Percentages + Project Only Average Daily Traffic Volumes



ADT = Average Daily Traffic

ATTACHMENT 3

Existing and Existing + Project Average Daily Traffic Volumes

Existing & Existing With Project Street Segment Comparison

Road	Segment	LOS E	Class.		Existing		Exis	ting + Pro	oject	∆V/C	Is this impact
	6	Capacity		LOS	Volume	V/C	LOS	Volume	V/C		Significant?
Camino Del Rio South	West of I-15 SB Ramps	20,000	3-C	C	11,834	0.59	С	11,839	0.59	0.000	NO
	East of I-15 SB Ramps	30,000	4-C	A	9,122	0.30	A	9,133	0.30	0.000	NO

Legend:

LOS= Level of Service

Count Date: June 10, 2015

V/C= Volume to Capacity Ratio Δ V/C= Change in V/C ratio

3-C = 3 lane Collector with two-way left turn lane with assumed LOS E capacity of 20,000 ADT based on 15,000 ADT capacity in the eastbound direction (2 Lane Collector with 2 way left turn lane) and 5,000 ADT capacity in the westbound direction which is half of a 2 Lane Collector.

4-C = 4 lane Collector







ATTACHMENT 5 Existing Lane Configuration



Existing - AM / PM Peak Hour Traffic Volumes







Existing + Project - AM / PM Peak Hour Traffic Volumes

ATTACHMENT 6

Existing, Project Only and Existing+Project AM / PM Peak Hour Traffic Volumes

Existing & Existing With Project Intersection LOS Comparison

			Exis	ting					Existing	+ Project	t		
#	Intersection	AM Pea	ak Hour	PM Pea	k Hour	AM Pe	ak Hour		87	PM Pea	k Hour		89
ļ		Delay	LOS	Delay	LOS	Delay	LOS		5.	Delay	LOS		5.
1	I-15 SB Off Ramp / Camino Del Rio South	19.5	в	21.8	с	19.5	В	0.0	No	21.8	С	0.0	No

<u>Notes:</u>

LOS = Level of Service

 $\Delta = \text{Change}$

S = Significant

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Existing AM 6/12/2015

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Long Litil Easter				1.00	9 0 0 1 00			4.00			4.0	4.0 1.00
		0.55			1.00			1.00 0.02			1.00	1.00
Flt Protected	i sing la china	1.00		0.95	1.00			0.97			0.96	1.00
Satd (Flow (prot)		3491~		1770	1863			1706			1787	1583
Flt Permitted		1.00		0.95	1.00	**************************************		0.97			0.96	1.00
Satd: Flow (perm)		8491	1. see 2.	1770	1863.		12 237	1706 .			1787	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Add Elow (vph)	<u>,0</u> 1	C 120-		21		, Ó	4		<u>.</u> 3.	51	Star 9. 1	460
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Permitted Phases												1.55 - 54 4
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Effective Green, g (s)		<u>41.8</u>		3.0	49.0			5.9			10.5	10.5
Actuated g/C Ratio		0.52		0.04	0.61			. 0.07			0,13	0.13
Clearance Time (s)		5.5		4.2	5.5			4.5			4.6	4.6
Venicle Extension (s)		4004		<u>5/3/04</u>	3.0	a an	发生化 的	400	4.2.3.2.4.? <u>.</u>		005	<u>. 3.U</u>
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c Critical Lane Group												S

Existing + Project AM 6/19/2015

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Uniform Delay, d1 9.5 37.5 10.0 34.4 31.2 31.7 Progression Factor 1.00 <t< td=""><td>v/c Ratio</td><td></td><td>0.07</td><td></td><td>0.32</td><td>0.65</td><td></td><td></td><td>0.03%</td><td></td><td></td><td>0.26</td><td>0.36</td></t<>	v/c Ratio		0.07		0.32	0.65			0.03%			0.26	0.36
Progression Factor 1.00 <td>Uniform Delay, d1</td> <td></td> <td>9.5</td> <td></td> <td>37.5</td> <td>10,0</td> <td></td> <td></td> <td>34.4</td> <td></td> <td></td> <td>31.2</td> <td>31.7</td>	Uniform Delay, d1		9.5		37.5	10,0			34.4			31.2	31.7
Incremental Delay, d2 0.1 2.8 1.3 0.1 0.6 1.1 Delay (s) 9.5 40.3 11.2 34.5 31.8 32.7 Level of Service A D B C C C Approach Delay (s) 9.5 12.0 34.5 32.6 32.6 Approach LOS A B C C C Intersection Summary C C C C	Progression Factor		-1.00		1.00	1,00			1.00			1.00	:::::::::::::::::::::::::::::::::::::::
Delay (s) 9.5 40.3 11.2 34.5 31.8 32.4 Level of Service A D B C C C C C A D B C	Incremental Delay, d2		0.1		2.8	1.3			0.1			0.6	1.1
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Intersaction Summary	Approach LOS		N 2019 A			R IZU R		A. 3. 3 - 41	5694.73 C	275 W.T		28020X C	
intersection Summary	Approact LOS		~	NAMES OF CONTRACTORS	1794 ² DRh managinarioshaan	U			0			v	
	Intersection Summary			<u> 195</u>								•	
HCM Average Control Delay 19.5 HCM Level of Service B	HCM Average Control Delay			19.5	H	CM Level	of Servic	e		B			10000000000000000000000000000000000000
HCM. Volume to Capacity ratio.	HCIM Volume to Capacity ratio	200		0.55									
Actuated Cycle Length (s) SULV Sum of lost time (s) 14.6	Actuated Cycle Length (s)			ბ∪.U 77.00∕	S	um of Iosi	t ume (s)			14.0			
Intersection capacity offications and a second seco	Analysis Period (min)	JIE 200		7 D:U70 15	<u>الم توجعه</u>	io sevel (NI OF MUCE			<u>ч</u>			
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Existing PM 6/12/2015

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Movemente Para Constant	EBL	EBI	EBR	WBL	I WBT	MBR	NBL	NBT	NBR.	A SBL	N SET	SBR
Lane Configurations		ተ թ		۴	Ť			4		a ta a chaicheanna na	ب اً	7
Volume (vph)	0	1324	10	18	149	0	<u>10</u>	<u> </u>	27	116	3	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lotal Lost time (s)		5.5		4.2	4.00			4.5			4.6	4.6
Lane Util. Factor		0.90 0.80		1.00	1.00			1.00		i strate str	1.00	1.00
Fit Protected		1 00		0.95	1 00			0.50			0.95	1 00
Said Flow (prob		3535		1770	1863			4657			1776	1583
Fit Permitted	647369-19922203	1.00		0.95	1.00	and the second secon		0.99	and a subscription of the	12100000000000000000	0.95	1.00
SaldyFlow (perm)		3535		1770	1863		s Spitzer	-1657.1		6 18 S.	1776	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
AdjvF[ow.(vph)s); environment	0	<u> 1471 </u>	- 11 -	20	166	, Q	· .11 .	0,	2 . 30		a. 31	77
RTOR Reduction (vph)	0	0	0	0	0	0	0	28	0	0	0	66
Lane Group Flow (vpn)		146Z -	2 F 0	3 20 A	<u>ે 166</u>	· 《 》 (0]]		C39133	<u>.</u> . Uc		. 1321	
lurn lype		NAME AND A		Prot			Split	9091018-69		Split		Perm
Protected Phases		4		્યુ	्रह		K	4 Q		cast 4 .	4.	A A
Annalen Green G(s)		40.5		30	47.7			65			- 11 5	2919
Effective Green, a (s)	素的包括机器的运动分离	40.5		3.0	47.7			6.5			11.2	11.2
Actuated g/C Ratio		0.51		0.04\$	0.60	213		0.08			0.14	* 0.14
Clearance Time (s)		5.5		4.2	5.5		-	4.5			4.6	4.6
Venicie Extension (s)		3.0 1	it e fais	3.0	3.0	tie Steve	61-57-3	3:0			3.0	3.0
Lane Grp Cap (vph)	A DIMER DE LA COMPANYA DE LA COMPANY	1790		66	1111		建筑 建苯乙酰基苯乙酰基	135	ensaryine fiya	1485 (ARS 12 1980) 1487 (ARS 12 1980)	249	222
v/s Ratio Proto		. c0.42		.c0.01	0.09			c0.01, -			c0.07	
v/s Ratio Perm		റ്റാം		- A DA	50 AB			0109	a contraction		N E SIN	0.01
Uniform Delay, d1		16 8		37.5	7 0 7 0	igestion	BROATERS	34.0			20.03 22 0	20.02
Progression English		10.0			1.2			34.0 34.00%			32.0	23.0
Incremental Delay, d2		4.6		2.6	0.1		S. C. A.	0.3			2.2	0.1
Delay (s)		21.3		40.1	7.2		\mathcal{V}	34.4			341	29.9
Level of Service		С		D	Α			С			С	С
Approach Delay (s)		21.3	¢.					- 34,4			32,6	
Approach LOS		С			B	•		С			С	
Intersection Summery												
HCM Average Control Delay	Tak Land Color		21.8	H(CM Level	of Servic	e	95 STRONAD 1937	С	the local of the local sectors and	an ru rene de	1997 That is 1994
HCM Volume to Capacity rati	Q () 3		0.67		en la fi			2016.22				
Actuated Cycle Length (s)			80.0 250.00	SU	um ot lost	time (s)	-		18.8 52			
Intersection sapacity of Zath			-90.0% 15	e de la companya de l La companya de la comp	id idever (II: GELVICE			, P.			
C. Critical Lane Group			UI	w word			6.853					
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Movementada	STATEBLA	EBT	EBR .	WBL	WBT	WBR	NBL	NBT	NBR.	SBL	SBT	SBR
Lane Configurations		† }	20.250.25024eee.2	h	4	unna sántara Serva		4	i wana di kuzak shide ta	www.com	4	7
Volume (vph)	0	1325	10	18	150		10	0	27	116	3	69
Ideal Flow (vphpl)	1900	1900 1962 -	1900	1900 Naise	1900 E E	1900	1900	1900 7 E	1900	1900	1900	1900
Lane Util Factor		0.95		1 00	1 NN			1 00			4.D 1.00	1 00
Fit		100		1.00	1.00			\$0.90			1.00	0.85
Flt Protected	1927-1948 (Classer 2012) P.M.	1.00	and an overlap of the	0.95	1.00	,	erzenten en e	0.99	orad di kana prins	91999-91-1942 (9996) 9	0.95	1.00
SatdaElow (prot)		3535 🕴		1770,	1863 -	Sec. 1		1657			1776	1583
Flt Permitted		1.00		0.95	1.00		and the second secon	0.99	Market States		0.95	1.00
Said Flow (perm)	<u> </u>	35854	0.00	21177032	<u>1863 (</u>			<u>~1657 2</u>		20,000	1776	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
RTOR Reduction (uph)	0 1		<u>المحجم</u> ۱	н 20.5 Л	<u>، ۱</u> ۵۲	A.C. U.I. ∩	0. SH 0	200 28	ov. A	129 0	0 0	66 66
Lane Group Flow (vph)		1483		200	167	, o		43	2 6	i n	132	
Turn Type			en organist of genera	Prot	and the second second	AND AND LOUGH OF AN	Split	n an	alle a su de la constante de la	Split		Perm
Protected Phases		.		- 21	6		3,*	- 3-3		4.	4	
Permitted Phases		IN STATE OF THE OWNER OF										4
Actualed Green (G (s)		• • 40,5.*		3,0-4	*47.7`*			6.5			- 11,2	- 11,2
Effective Green, g (s)		40.5	ti an aise an aise	3.0	47.7			6.5			11.2	11.2
Actuated 0/6/Kello		6 F		tuu4,> ∕∕	E E E			4 E			U 14	46
		0.0 4 2 0		4.4 3 0 0	0.0			4.0 A (1			4.0 4 N	4.0
Lane Gro Cap (vph)	ede 1995 - State of S	1790	an a thur an	66	1111		-712-00 - 102-04 - 124 - 124 - 124 - 124 - 124 - 124 - 124 - 124 - 124 - 124 - 124 - 124 - 124 - 124 - 124 - 12	135	Pallon water of	an a	249	222
V/s Ratio Prot		c0.42		100012	0.09.			60.01			60.07	
v/s Ratio Perm	n open open greek van terstersteren en de	na anna ann ann an ann an ann ann ann a					and a group sources age	and the second secon	and relation of the second spectrum.	and and a far it is an a set of a	and an	0.01
VcrRatio		、0/83		-0.30	0.15	1 de 22		010			0,53	0.05
Uniform Delay, d1		16.8		37.5	7.2			34.0		Printerso	32.0	29.8
Hogression Hactor		1.003	7.54 A 2 2	1.000	0.1		1.				100	
noremental Delay, uz		4.0 21 X		2.0 2.0	U.1 12/2/00		e se	U.S 24 A 24			۲.۲ مروع ک	0.1
Level of Service		C C		D	A			C C	ita zrazie		C Sector	C C
Approach Delay (s)		2142			e 107			344.			32.6	
Approach LOS	1994, 2972, 2094, 2944, 2049, 2049, 2049, 2049, 2049, 2049, 2049, 2049, 2049, 2049, 2049, 2049, 2049, 2049, 204	C		n (fan de ferske ferske ferste ferske fer	В	A. CERCARE THE PINE \$ 24.2 A \$2.57	24.367 C 14 C 16	С	orangelisten og er ander a	~~~***************	C	0.4999999999999999999999999999999999999
Intersection Stimmary u								50% (AS)				
HCM Average Control Dela	ау		21.8	H	CM Level	of Servic	e		С			
HCM Volume to Capacity r	atio service		0.67									
Actuated Cycle Length (s)	2019年前1月1月1月1日	a and the state of t	80,0	SL	im of lost	time (s)			18.8	and all the second second	Filmer	NAMES OF STREET
Intersection Gapacity Utiliz	ation 👘 🖓		58.6%	ter stellC	ULevelic	t Service			. В.			
Analysis Period (Min)			15 15	e a caracteria								N. DY REAL
Participal realization							和自己的问题		REN BRING	NC THE STA	的建筑的增长	State 24

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	P.H.E.			0,80		0.90	D.93						0,76		.0.88	0.79

WEDNESDAY - JUNE 10TH,	2015				CITY:	MISSION VALLE	ΞY	PRO	DJECT:	PTD	5-0612	-05
CAMINO DEL RIO S. E-O I-1	15 SB RAM	IPS										
AM Period NB SB	EB		WB			PM Period NE	SB SB	EB		WB		
00:00	5		2			12:00		84		55		
00:15	7		5			12:15		73		51		
00:30	1		1			12:30		78		75		
00:45	4	17	3		28	12:45		72	307	77	258	565
01:00	1		1			13:00		84		65		
01:15	4		1			13:15		82		68		
01:30	3		0			13:30		86	-	98		
01:45	1	9	2	4	13	13:45		77	329	84	315	644
02:00	1		0			14:00		74		61		
02:15	3		2			14:15		81		64		
02:30	0		3			14:30		79	226	55		100
02:45	0	4	0	5	9	14:45		92	325	82	262	588
03:00	1		0			15:00		106		44		
03:15	0		1			15:15		113		50		
03:30	1		0		-	15:30		139	400	56	202	447
03:45	0	2	0	1	3	15:45		132	490	5/	207	697
04:00	4		0			16:00		172		77		
04:15	0		0			16:15		127		41		
04:30	1		3	10	10	16:30		212	600	55	222	
09:45	1	0	/	10	10	10:45		103	060	QU	233	913
05:00	3		12			17:00		257		62		
05:15	5		16			17:15		249		39		
05:30	4	13	29	77	20	17:30		188	867	54	212	1000
03:45	2	14	23	//	09	17:45	<u></u>	1/3	60/	20	215	1080
06:00	/		32			18:00		116		29		
06:15	4		51			18:15		109		38		
06:30	0	26	00	741	767	18:30		70	279	24	117	405
00:45		20	30	241	201	10:45		70	3/0	20	11/	664
07:00	9		105			19:00		03		20		
07:15	13		119			19:10		45		13		
07:50	30	71	201	506	577	19.30		31	197	19	80	772
00.00	17	/*	170	300		20:00		37	275	16		2/2
08:00	31		208			20.00		37		17		
08:30	31		188			20:30		23		11		
08:45	34	113	163	729	842	20:45		20	108	7	51	159
09.00	30		135			21:00		20		11		
09:15	49		110			21:15		20		13		
09:30	33		87			21:30		21		10		
09:45	36	148	113	445	593	21:45		19	82	7	41	123
10:00	40		81			22:00		15		6		
10:15	41		75			22:15		12		8		
10:30	40		69			22:30		11		4		
10:45	67	198	76	301	489	22:45		6	44	5	23	67
11:00	39		69			23:00		8		9		
11:15	60		70			23:15		7		8		
11:30	86		72			23:30		7		4		
11:45	66	251	70	281	532	23:45		11	33	7	28	61
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Peak Hour	1 5 1 6 99 W	dt. ' . a. e.	11:30	07,15	07145	16:20 16:30 16:30
Volume P.H.F.			309 0.90	767 0.92	876	887 915 1103 0.86 0.80 0.86

PACIFIC TECHNICAL DATA, LLC



PACIFIC TECHNICAL DATA

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5	PASSAGE	1.0	2.0	2.0	1.Q	0.9	2.0	0.9	0.9		EVB	CLR	5	LED FEASIES		5					5		FC2		
6	MAX GAP	1.0	2.0	2.0	1.0	0.9	2.0	0.9	0.9		EVC	DLY	0	RT OLA			1	T			6		FCA		Ú.O
7	MIN GAP	1.0	2.0	Ź.0	1.0	0.9	2.0	0.9	0.9		EVC	CLR	5	RT OLB				1.	1		7		· FCB		0.0
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		1	2	3	4	5	6	7	8	9		C	D	· E		. F	1	2	3	4	5	6	7	8	-
ò	CYCLE LENGTH														-	LAG FZ FREE		X		x		x		x	٥
1	FZ1 GRN FCTR													GAPOUT CP1		LAG FZ. CP 1									1
2		-								-				GAPOUT CP2		LAG FZ OP 2									2
3	FZ3 GRN FCTR													GAPOUT CP3		LAG FZ CP 3									3
4	FZ4 GRN FCTR				1						PERM TIME			GAPOUT CP4		LAG FZ CP 4				-	Ţ				4
5	FZ5 GRN FCIR										LAG OFFSET			GAPOUT CP5		LAG FZ CP 5									5
6	-				L				· ·		FORCE OFF			GAPOUT CP6		LAG FZ CP 6									6
7	FZ7 GRN FCTR										LONG GEN			GAPOUT CP7		LAG FZ CP 7									7
8	FZ8 GRN FCIR						ŀ				NO GREEN			GAPOUT CP8		LAG FX CP 9						-		·	8
9	MULTI CYCLE			1						<u> </u>			L	GAPOUT CP9		LAG FZ CP 9									9
A	OFFSET A		<u> </u>								OFFSET	·				LAG C COORD									A
B	OFFSET B				<u> </u>		<u> </u>			<u> </u>	<u> </u>					LAG D COORD		· .							В
c	OFFSET C	-		<u> </u>	L	1	<u> </u>	-	-							COORD FAZES		х				x			C
D	FZ 3 EXT	· ·		ŀ	 	<u> </u>	<u> </u>	<u> </u>	-	<u> </u>						•	-								D
E	FZ 7 EXT	-		<u> </u>	<u> </u>	<u> </u>	<u> </u>	İ		-			<u> </u>							·					R
F	OFFSET INTRD		<u> </u>		<u> </u>		<u> </u>	L		-				-		-								\Box	F

CO1 MANUAL CP

CO2 MASTER CP.

CO3 CURRENT CP ·

CO4 LAST CP

CO7 TRNSMT CP

COD MANUAL OFFSET CAO LOCAL CYCLE TIMER

CBO MASTER CYCLE TIMER

CAA LOCAL OFFSET

CBA MASTER OFFSET

LOCATION OFF ON 1 X 2 X 3 X 4 X 5 X 6 X 7 X 8 X

COO = I

CCB/CDB OFFSET TIMER CCC/CDC LAG GREEN TIMER CCD/CDD FORCE-OFF TIMER CCE/CDE LONG GREEN TIMER CCF/CDF NO GREEN TIMER LOCATION: RTE 15 SE @ CAMINO DEL RIO SOUTH

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6	CP 6					ŀ	·			CP	6									CP 6	ł			Γ				-
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8	CP 8									CP	8			Ē						CP 8						[
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LAST POWER FAILURE REGISTER

HOUR = D-A-H MINUTE = D-B-E DAY = D-C-E RCL 1 = TIME OF DAY MAX RECALL (1ST SELECT) PHASES (CALL ACTIVE LIGHTS) RCL 2 = TIME OF DAY MAX RECALL (2ND SELECT) PHASES (CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER HOUR = D-A-F MINUTE = D-B-F

. <u>DAY</u> = Ď-C-F

D-E-E = C8 VERSION NUMBER D-E-F = LITHIUM BATTERY CONDITION

B4 = BAD

- 0 = D M
- 85 = GOOD

ATTACHMENT 15



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- '	1	•		
	2			
LOCATION: ' HTR.	15	SB @	CANTRO DEL	RTO SOUTH
		Ç		

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		•	. ~	-	:
DETECTOR	SETTINGS				

t	F	+C+F+1	+2	+3+E+B+	E-	+PHASES	or TY	PE	+EVENT	NO.
ſ	·	. •		PHASÈS	•	TYPE			PHASES	TYPE
		-		С		D			·E	됨
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l	1	120	2		5,6	,	J20	6		5,6
	2	12L	Z	•	5,6		J2L	6	•	5,6
	3	I 30	2		5,6		J30	6		5,6
ſ	4	IЗL	2		5	•	J3L	6		5
	5	I4	2		7,8	. 5	.74	6		7,8
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	7	I6U	4		5,6		រស	ş		5,6
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I	9	170	4		5,6		J7U	8		5,6
	А	I7L	4		5	-	J7L	8		5
	В	I8	4	· -	7,8	5,6	J8	8		7,8
	¢	I90	1		5,6		J90	5		5,6
ļ	D	I9L	3		5,6		J9L	7		5,6

DETECTOR TYPE	ł
•	
	L
1 RED LOCK	
2 PELLOW LOCK -	:
5 EXTENSION	
- 6 COUNT	
7 CALLING	
è type 3 disconnect	Γ
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I 1	D10	2.0	D30		л	D20		D40	•.
120	D11	-	D31	1.5	J20	D21		D41	1.0
12 L	D12		D32	1.5	J2L	.D22		D42	1.0
IJU	D13		D33		J30	D23		D43	
IJL	D14		D34	,	J3L	D24	•	D44	
14	D15		-D35		J4	D25		D45	
I5 .	D16		D36		J5	Ď26		D46	• •
160	D17		D37	2.0	J60	D27	-	D47	
IGL	D18		D38	·	JEL	D28	•	D48	
17U	D1.9	•	D39	2.0	370	D29		D49	-
17Ŀ	DIA		D3A.	<u> </u>	J7L	D2A		D4A	
I8	DLB	-	D3B	<u>}</u>	J8	D2B	•	D4B	
19U	D1C		D3C	<u> </u>	J90	D2C		D4C	3
I9L	D1D	7.0	D3D	-	J9L	D2D		-D4D	

REASSIGNS DETECTORS TO VARIOUS PHASES / FUNCTIONS

T-C-F MUST EQUAL ZERO WHEN FINISHED

LOWER CASE NUMBERS ARE DEFAULT VALUES WOPPENSES

BLANK SPACES CONTAIN DEFAULTS (DO NOT ZERO OUT)

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