

Darnell & ASSOCIATES

TRANSPORTATION PLANNING & TRAFFIC ENGINEERING

April 25, 2019

Steve Powell
Woodcrest Real Estate Ventures
1410 Main Street, Suite C
Ramona, California 92065

D&A Ref. No.: 180405

Subject: Lavender and Olive Wedding Venue located at 633 Montecito Way, Ramona California. (PDS2018-MUP-18-013, ER No.: PDS2018-ER-18-09-006)

Dear Mr. Powell:

In accordance with your authorization, Darnell & Associates, Inc. (D&A) has completed the sight distance assessment at the Lavender and Olive Wedding Venue Site to certify if adequate sight distance can be provided at the four (4) project driveways in accordance with the County of San Diego's Public Road Standards. Figure 1 presents the project site plan and the four project driveways that have been assessed.

D&A conducted speed surveys on Montecito Road and Montecito Way for three (3) hours on August 14, 2018. The traffic volume collected was not significant to identify a recommended 85th percentile travel speed for each roadway. Therefore, it was concluded that the corner sight distance analysis would be analyzed based on the County's 40 miles per hour (MPH) design speed for each roadway. (A copy of the speed surveys are provided in Attachment A.)

Based on the County of San Diego Public Road Standards 400 feet of Corner Sight Distance is required. The 400 feet of requirement is calculated as follows:

$$40 \text{ Miles Per Hour} \times 10 \text{ feet/Mile Per Hour} = 400 \text{ feet.}$$

Available Corner Stopping Sight Distance at each of the four (four) driveways were then measured in the field from a point eight (8) feet from the edge of the travel way in accordance with the County's height of 3.5 feet from the driveway to a point 4.25 feet in height approaching the driveways and found the following:

- Driveway #1 – Montecito Road:
Figures 2 and 3 present the available Stopping Sight Distance at Driveway #1 on Montecito Road. Review of Figures 2 and 3 identify a minimum of 450 feet looking east and 320 feet looking west on Montecito Road.
- Driveway #2 – Montecito Way:
Figures 4 and 5 present the available Stopping Sight Distance at Driveway #2 on Montecito Way. Review of Figures 4 and 5 identify a minimum of 350 feet looking north and 400 feet looking south on Montecito Way.
- Driveway #3 – Montecito Way:
Figures 6 and 7 present the available Stopping Sight Distance at Driveway #3 on Montecito Way. Review of Figures 6 and 7 identify a minimum of 300 feet looking north and 350 feet looking south on Montecito Way.
- Driveway #4 – Montecito Way:

Corner Stopping Sight Distance at Driveway #4 on Montecito Way was not analyzed, because the driveway is planned as a one-way in access driveway.

The next step in the analysis process, we prepared Table 1 comparing the required Stopping Sight Distance to the available Stopping Sight Distance. Table 1 shows the required Corner Sight Distance and the available Stopping Sight Distance.

Table 1 – Comparison of Corner Sight Distance and Available Stopping Sight Distance.			
Driveway	Required Stopping Sight Distance	Available Stopping Sight Distance	Satisfies County Requirements
Driveway #1 - Montecito Road:			
Looking East at Westbound Traffic:	400 feet	450 feet	Yes
Looking West at Eastbound Traffic:	400 feet	320 feet	No
Driveway #2 - Montecito Way:			
Looking North at Southbound Traffic:	400 feet	400 feet	Yes
Looking South at Northbound Traffic:	400 feet	350 feet	No
Driveway #3 - Montecito Way:			
Looking North at Southbound Traffic:	400 feet	300 feet	No
Looking South at Northbound Traffic:	400 feet	350 feet	No

Review of Table 1 shows the existing available Stopping Sight Distance does not satisfy the County's requirements.

Since Corner Sight Distance requirements could not be satisfied, D&A checked if Stopping Sight Distance could be satisfied, based on the Association of State Highway and Transportation Official's (AASHTO's) criteria. We then calculated the AASHTO Stopping Sight Distance for the 40 MPH Design Speed of each roadway. Table 2 presents the AASHTO Stopping Sight Distance calculations.

Table 2 - Stopping Sight Distance Requirements Per AASHTO						
Location	Speed – V_(d) (MPH)	Reaction Time - t (seconds)	Deceleration Rate - a (ft/sec²)	Reaction Distance – d₁ (feet)	Breaking Distance – d₂ (feet)	Stopping Sight Distance-d
Montecito Road	40	2.5	11.2	143.0	153	300'
Montecito Way	40	2.5	11.2	143.0	153	300'
(a) Speeds are based on the design speed of Highland Valley Road Note: All calculations are based on average grades obtained from the Topographic Survey N/O = North of; S/O = South of, $d = 1.47Vt$; $d_2 = V^2 \div [30 * ((11.2 \div 32.2) \mp G)]$; $d = d_1 + d_2$						

Using Table 2 AASHTO Stopping Sight Distance Table 3 was then prepared to determine if AASHTO Stopping Sight Distance could be satisfied.

Table 3 – AASHTO Stopping Sight Distance.			
Driveway	AASHTO Stopping Sight Distance	Available Stopping Sight Distance	Satisfies County Requirements
Driveway #1 - Montecito Road:			
Looking East at Westbound Traffic:	300 feet	450 feet	Yes
Looking West at Eastbound Traffic:	300 feet	320 feet	Yes
Driveway #2 - Montecito Way:			
Looking North at Southbound Traffic:	300 feet	400 feet	Yes
Looking South at Northbound Traffic:	300 feet	350 feet	Yes
Driveway #3 - Montecito Way:			
Looking North at Southbound Traffic:	300 feet	300 feet	Yes
Looking South at Northbound Traffic:	300 feet	350 feet	Yes

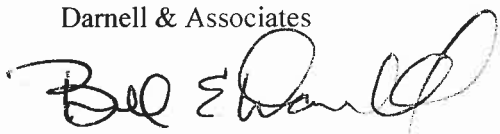
Review of Table 3 shows that AASHTO Stopping Sight Distance at each driveway would be satisfied. Figures 8, 9 and 10 show the AASHTO Stopping Sight Distance is satisfied.

In summary, it can be concluded that a minimum 300 feet of Stopping Sight Distance can be certified. A design exception to the County Public Road Standards has been prepared and attached to this report. Approval of the Design Exception to use AASHTO Stopping Sight Distance and measurement from eight (8) feet from the edge of the travel lane will permit the driveway Corner Sight Distance certifications.

If you have any questions, please feel free to contact the office.

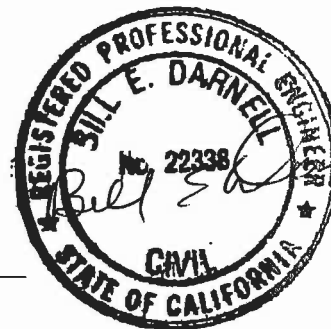
Sincerely,

Darnell & Associates



Bill E. Darnell, P.E. Firm Principal
 RCE 22338

4/25/2019
 Date



BED/jam

Attachments:

- A - Speed Surveys
- B - County of San Diego Design Exception Modification



Looking East at westbound traffic on Montecito Road 450' feet from Proposed Driveway #1, 8' feet from edge of pavement, from a height of 3.5' feet to a point 4.25' foot high on Montecito Road in the center of the westbound travel lane.



Looking East at westbound traffic on Montecito Road 450' feet from Proposed Driveway #1, 8' feet from edge of pavement, from a height of 3.5' feet to a point 4.25' foot high on Montecito Road in the center of the westbound travel lane (Zoomed In)

FIGURE 2

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Looking East 450' feet at westbound traffic on Montecito Road from Proposed Driveway #1.



Looking West at eastbound traffic on Montecito Road 320' feet from Proposed Driveway# 1, 10' feet from edge of pavement, from a height of 3.5' feet to a point 4.25' foot high on Montecito Road in the center of the eastbound travel lane.



Looking West at eastbound traffic on Montecito Road 320' feet from Proposed Driveway#1, 10' feet from edge of pavement, from a height of 3.5' feet to a point 4.25' foot high on Montecito Road in the center of the eastbound travel lane (Zoomed In)

FIGURE 3

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180405-AA.dwg 4-24-19 VLA

Looking West 320' feet at eastbound traffic on Montecito Road from Proposed Driveway #1



Looking North at southbound traffic on Montecito Way 350' feet from Driveway #2, 8' feet from edge of pavement, from a height of 3.5' feet to a point 4.25' foot high on Montecito Way in the center of the southbound travel lane.



Looking North at southbound traffic on Montecito Way 350' feet from Driveway #2, 8' feet from edge of pavement, from a height of 3.5' feet to a point 4.25' foot high on Montecito Way in the center of the southbound travel lane. (Zoomed In)

FIGURE 4

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Looking North at southbound traffic on Montecito Way 350' feet from Driveway #2, 8' feet from edge of pavement.



Looking South at northbound traffic on Montecito Way 400' feet from Driveway #2, 8' feet from edge of pavement, from a height of 3.5' feet to a point 4.25' foot high on Montecito Way in the center of the northbound travel lane.



Looking South at northbound traffic on Montecito Way 400' feet from Driveway #2, 8' feet from edge of pavement, from a height of 3.5' feet to a point 4.25' foot high on Montecito Way in the center of the northbound travel lane (Zoomed In)

FIGURE 5

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Looking South at northbound Traffic on Montecito Way 400' feet from Driveway #2, 8' feet from edge of pavement



Looking North at southbound traffic on Montecito Way 350' feet from Driveway #3, 8' feet from edge of pavement, from a height of 3.5' feet to a point 4.25' foot high on Montecito Way in the center of the southbound travel lane.



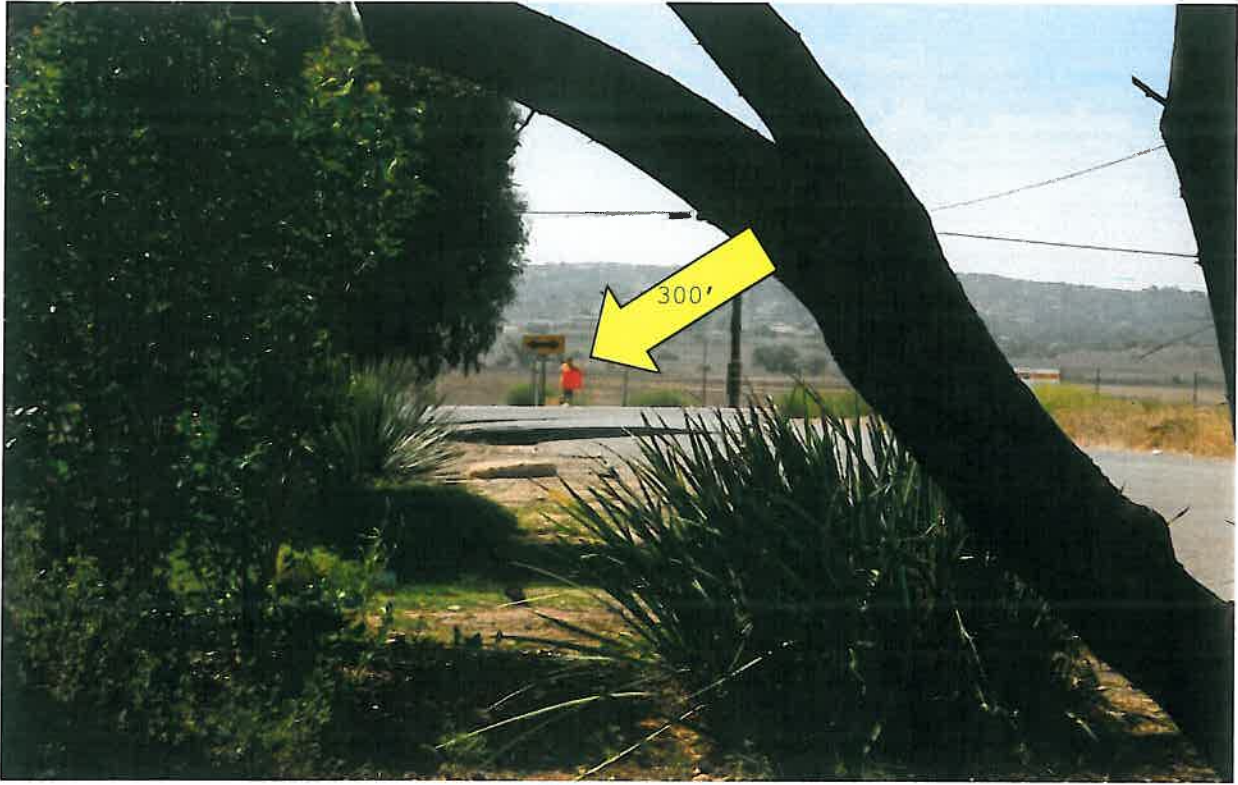
Looking North at southbound traffic on Montecito Way 350' feet from Driveway 2, 8' feet from edge of pavement, from a height of 3.5' feet to a point 4.25' foot high on Montecito Way in the center of the southbound travel lane (Zoomed In)

FIGURE 6

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Looking North at southbound traffic on Montecito Way 350' feet from Driveway #3, 8' feet from edge of pavement.



Looking South at northbound traffic on Montecito Way 300' feet from Driveway #3, 8' feet from edge of pavement, from a height of 3.5' feet to a point 4.25' foot high on Montecito Way in the center of the northbound travel lane.



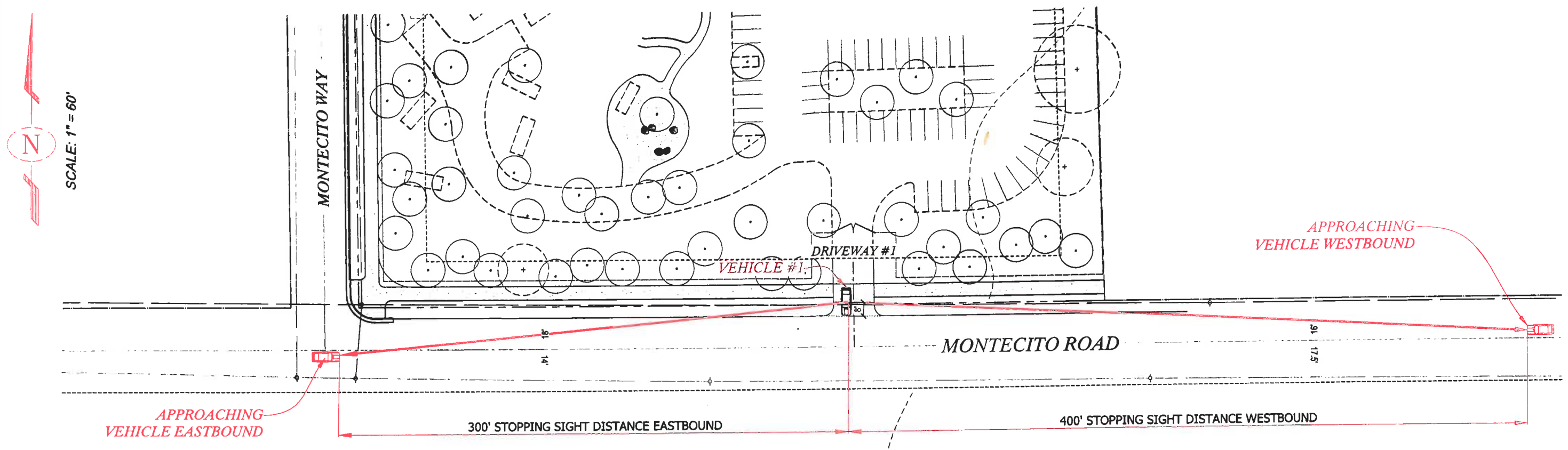
Looking South at northbound traffic on Montecito Way 300' feet from Driveway #3, 8' feet from edge of pavement, from a height of 3.5' feet to a point 4.25' foot high on Montecito Way in the center of the northbound travel lane (Zoomed In)

FIGURE 7

Darnell & ASSOCIATES.

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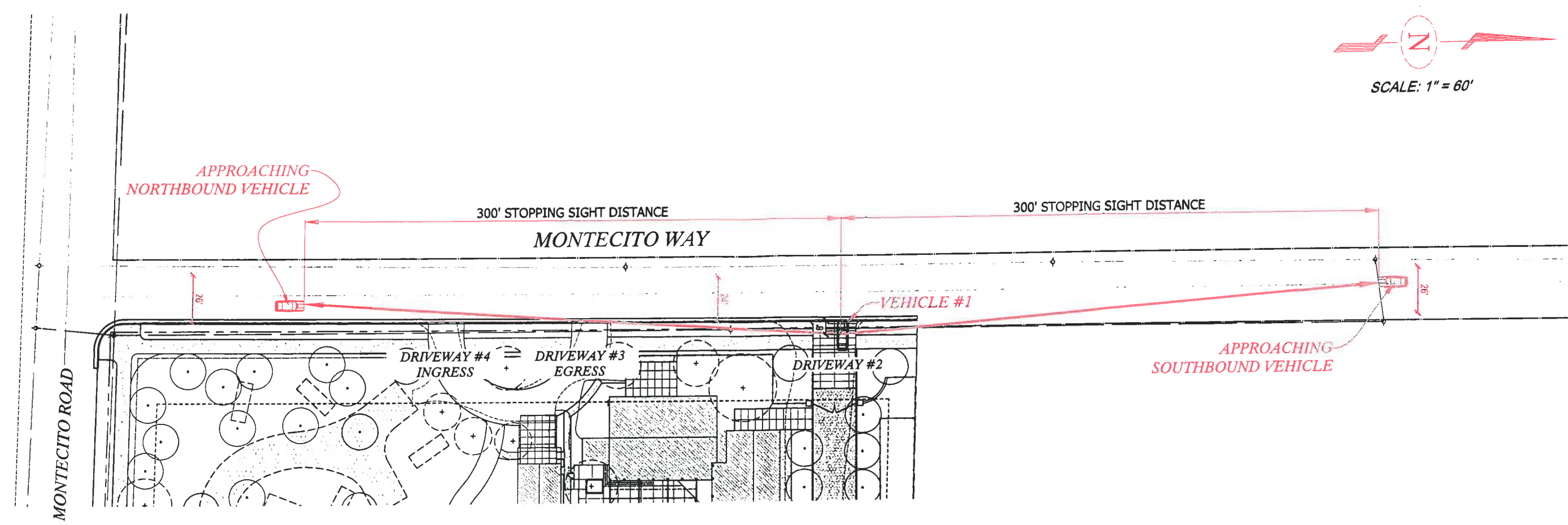
Looking South at northbound traffic on Montecito Way 300' feet from Driveway #3, 8' feet from edge of pavement.



<p>SCALE 1" = 60'</p>	<p>FIGURE 8 LAVENDER & OLIVER PROJECT MONTECITO ROAD DJW #1 - 40 MPH • 300' STOPPING SIGHT DISTANCE EASTBOUND • 400' STOPPING SIGHT DISTANCE WESTBOUND MEASURED 8' BEHIND EDGE OF TRAVELED WAY</p>
<p>WARNING</p> <p>0 1/2 1</p> <p>IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE.</p>	
<p>RAMONA, CALIFORNIA</p>	



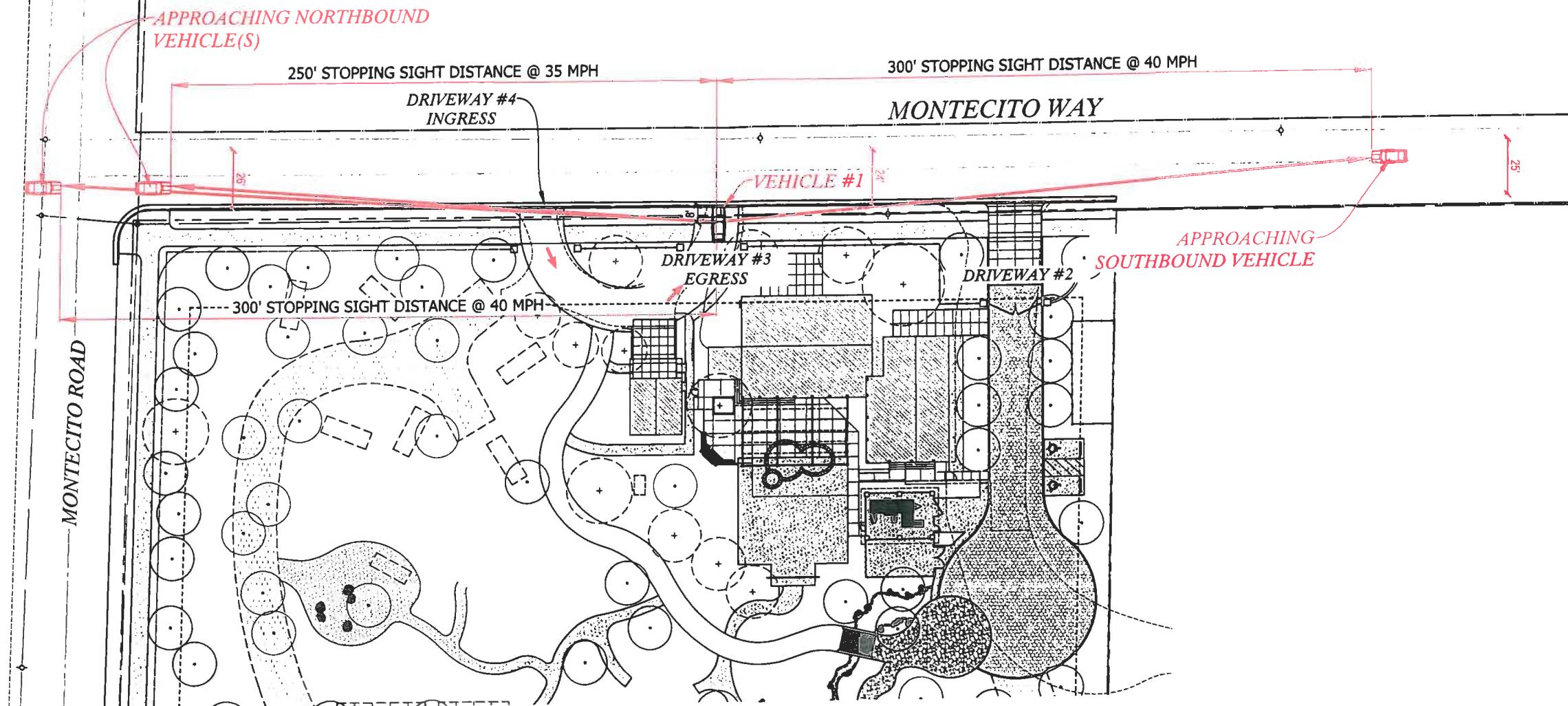
SCALE: 1" = 60'



<p>SCALE 1" = 60'</p> <p>WARNING</p> <p>0 1/2 1</p> <p>IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE.</p>	<p>FIGURE 9</p> <p>LAVENDER & OLIVER PROJECT</p> <p>MONTECITO WAY D/W #2 - 40 MPH</p> <ul style="list-style-type: none"> • 300' STOPPING SIGHT DISTANCE SOUTHBOUND • 300' STOPPING SIGHT DISTANCE NORTHBOUND MEASURED 8' BEHIND EDGE OF TRAVELED WAY <p>RAMONA, CALIFORNIA</p>
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SCALE: 1" = 60'



SCALE 1" = 60'	FIGURE 10 LAVENDER & OLIVER PROJECT MONTECITO WAY D/W #3 - 35 to 40 MPH • 300' STOPPING SIGHT DISTANCE SOUTHBOUND • 250'-300' STOPPING SIGHT DISTANCE NORTHBOUND MEASURED 8' BEHIND EDGE OF TRAVELED WAY
WARNING 0 1/2 1 IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE.	
RAMONA, CALIFORNIA	

ATTACHMENT A

➤ **Speed Surveys**

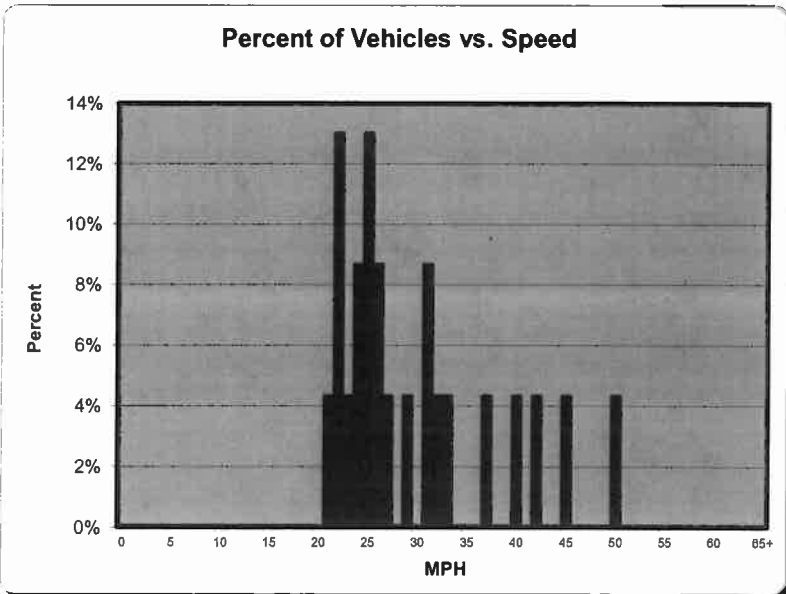
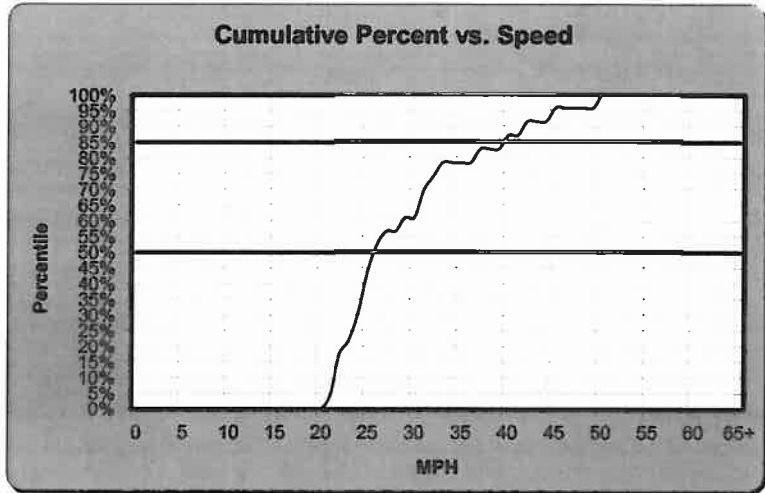
D&A 180405- L&O Speed Survey
 Montecito Way

Date of Count: 8/14/2018
 Beginning Time: 11:45PM-2:00PM
 Direction Counted: Northbound Traffic
 Posted Speed Limit: n/a
 Observer: VONESSA ARROYO

50th Percentile Speed: 26 mph
 85th Percentile Speed: 40 mph
 Average Speed: 29.7 mph
 Range of Speeds Observed: 21 - 50 mph
 Number of Vehicles Observed: 23

10 MPH Pace: 22 - 31 mph
 Percent Within Pace: 65.2%
 Percent Over Pace Speed: 30.4%
 Percent Under Pace Speed: 4.3%

MPH	Number of Vehicles	Percent of Count	Cumulative Percent of Count
0	0	0.0%	0.0%
1	0	0.0%	0.0%
2	0	0.0%	0.0%
3	0	0.0%	0.0%
4	0	0.0%	0.0%
5	0	0.0%	0.0%
6	0	0.0%	0.0%
7	0	0.0%	0.0%
8	0	0.0%	0.0%
9	0	0.0%	0.0%
10	0	0.0%	0.0%
11	0	0.0%	0.0%
12	0	0.0%	0.0%
13	0	0.0%	0.0%
14	0	0.0%	0.0%
15	0	0.0%	0.0%
16	0	0.0%	0.0%
17	0	0.0%	0.0%
18	0	0.0%	0.0%
19	0	0.0%	0.0%
20	0	0.0%	0.0%
21	1	4.3%	4.3%
22	3	13.0%	17.4%
23	1	4.3%	21.7%
24	2	8.7%	30.4%
25	3	13.0%	43.5%
26	2	8.7%	52.2%
27	1	4.3%	56.5%
28	0	0.0%	56.5%
29	1	4.3%	60.9%
30	0	0.0%	60.9%
31	2	8.7%	69.6%
32	1	4.3%	73.9%
33	1	4.3%	78.3%
34	0	0.0%	78.3%
35	0	0.0%	78.3%
36	0	0.0%	78.3%
37	1	4.3%	82.6%
38	0	0.0%	82.6%
39	0	0.0%	82.6%
40	1	4.3%	87.0%
41	0	0.0%	87.0%
42	1	4.3%	91.3%
43	0	0.0%	91.3%
44	0	0.0%	91.3%
45	1	4.3%	95.7%
46	0	0.0%	95.7%
47	0	0.0%	95.7%
48	0	0.0%	95.7%
49	0	0.0%	95.7%
50	1	4.3%	100.0%
51	0	0.0%	100.0%
52	0	0.0%	100.0%
53	0	0.0%	100.0%
54	0	0.0%	100.0%
55	0	0.0%	100.0%
56	0	0.0%	100.0%
57	0	0.0%	100.0%
58	0	0.0%	100.0%
59	0	0.0%	100.0%
60	0	0.0%	100.0%
61	0	0.0%	100.0%
62	0	0.0%	100.0%
63	0	0.0%	100.0%
64	0	0.0%	100.0%
65+	0	0.0%	100.0%



Date: _____

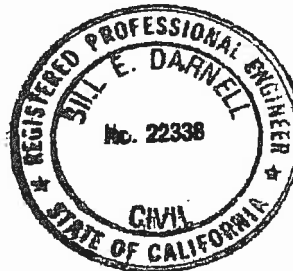
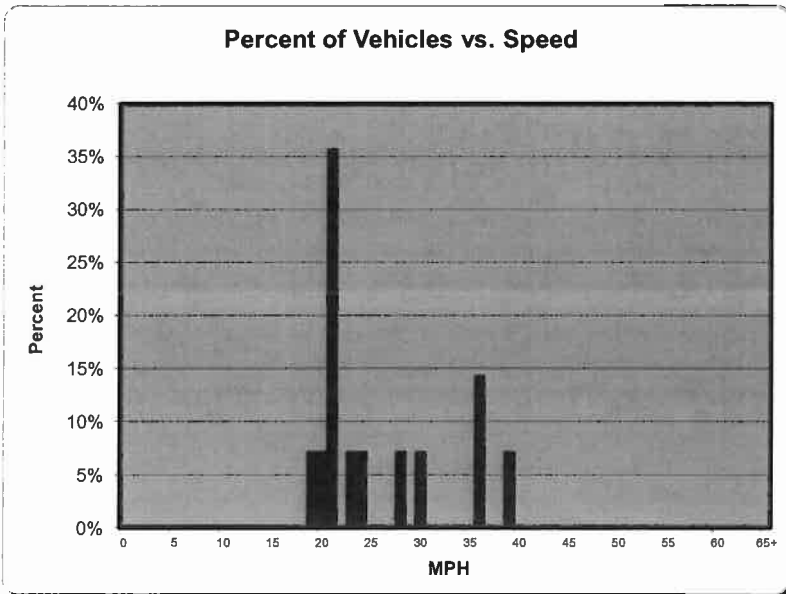
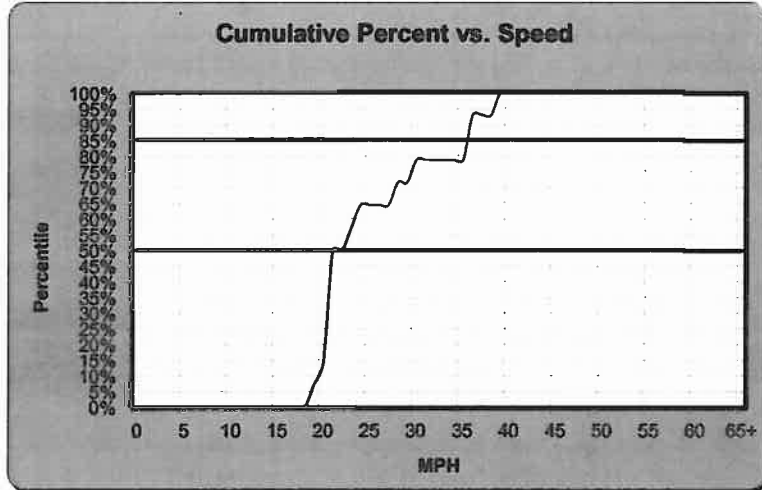
D&A 180405- L&O Speed Survey
Montecito Way

Date of Count: 8/14/2018
 Beginning Time: 11:45PM-2:00PM
 Direction Counted: Southbound Traffic
 Posted Speed Limit: n/a
 Observer: VONESSA ARROYO

50th Percentile Speed: 22 mph
 85th Percentile Speed: 36 mph
 Average Speed: 25.7 mph
 Range of Speeds Observed: 19 - 39 mph
 Number of Vehicles Observed: 14

10 MPH Pace: 19 - 28 mph
 Percent Within Pace: 71.4%
 Percent Over Pace Speed: 28.6%
 Percent Under Pace Speed: 0.0%

MPH	Number of Vehicles	Percent of Count	Cumulative Percent of Count
0	0	0.0%	0.0%
1	0	0.0%	0.0%
2	0	0.0%	0.0%
3	0	0.0%	0.0%
4	0	0.0%	0.0%
5	0	0.0%	0.0%
6	0	0.0%	0.0%
7	0	0.0%	0.0%
8	0	0.0%	0.0%
9	0	0.0%	0.0%
10	0	0.0%	0.0%
11	0	0.0%	0.0%
12	0	0.0%	0.0%
13	0	0.0%	0.0%
14	0	0.0%	0.0%
15	0	0.0%	0.0%
16	0	0.0%	0.0%
17	0	0.0%	0.0%
18	0	0.0%	0.0%
19	1	7.1%	7.1%
20	1	7.1%	14.3%
21	5	35.7%	50.0%
22	0	0.0%	50.0%
23	1	7.1%	57.1%
24	1	7.1%	64.3%
25	0	0.0%	64.3%
26	0	0.0%	64.3%
27	0	0.0%	64.3%
28	1	7.1%	71.4%
29	0	0.0%	71.4%
30	1	7.1%	78.6%
31	0	0.0%	78.6%
32	0	0.0%	78.6%
33	0	0.0%	78.6%
34	0	0.0%	78.6%
35	0	0.0%	78.6%
36	2	14.3%	92.9%
37	0	0.0%	92.9%
38	0	0.0%	92.9%
39	1	7.1%	100.0%
40	0	0.0%	100.0%
41	0	0.0%	100.0%
42	0	0.0%	100.0%
43	0	0.0%	100.0%
44	0	0.0%	100.0%
45	0	0.0%	100.0%
46	0	0.0%	100.0%
47	0	0.0%	100.0%
48	0	0.0%	100.0%
49	0	0.0%	100.0%
50	0	0.0%	100.0%
51	0	0.0%	100.0%
52	0	0.0%	100.0%
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57	0	0.0%	100.0%
58	0	0.0%	100.0%
59	0	0.0%	100.0%
60	0	0.0%	100.0%
61	0	0.0%	100.0%
62	0	0.0%	100.0%
63	0	0.0%	100.0%
64	0	0.0%	100.0%
65+	0	0.0%	100.0%



Date: _____

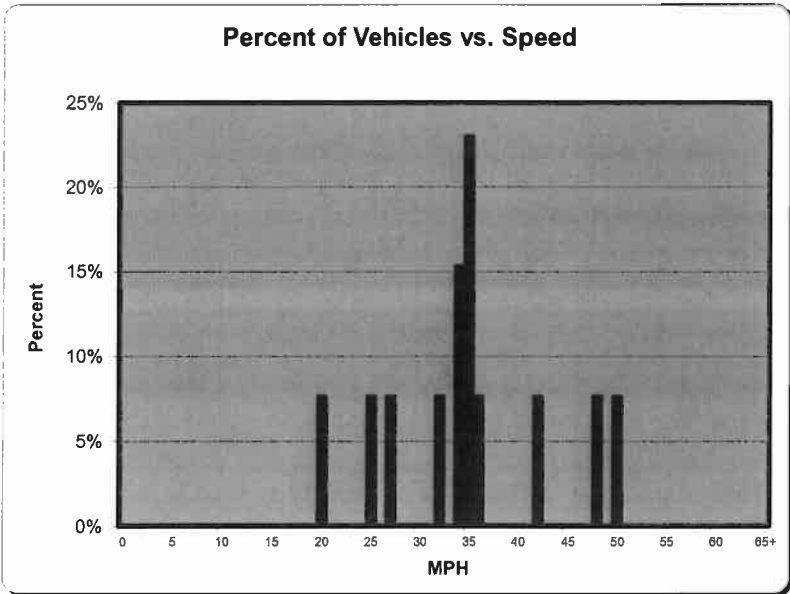
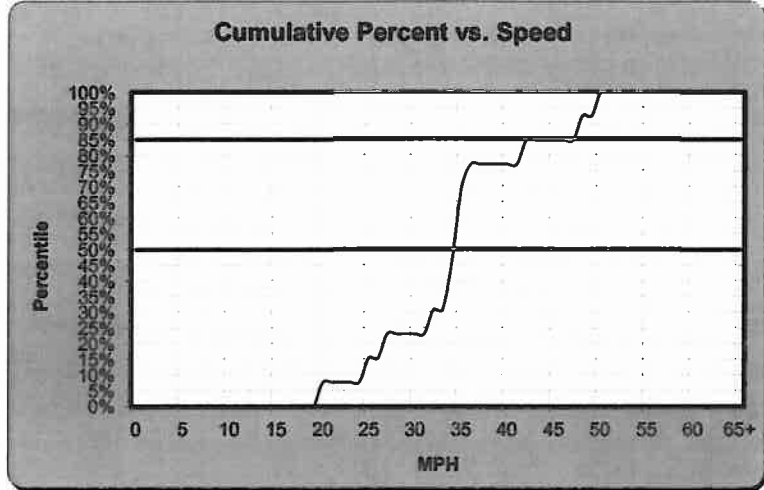
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 Direction Counted: Eastbound Traffic
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 Observer: VONESSA ARROYO

50th Percentile Speed: 35 mph
 85th Percentile Speed: 48 mph
 Average Speed: 34.8 mph
 Range of Speeds Observed: 20 - 50 mph
 Number of Vehicles Observed: 13

10 MPH Pace: 27 - 36 mph
 Percent Within Pace: 61.5%
 Percent Over Pace Speed: 23.1%
 Percent Under Pace Speed: 15.4%

MPH	Number of Vehicles	Percent of Count	Cumulative Percent of Count
0	0	0.0%	0.0%
1	0	0.0%	0.0%
2	0	0.0%	0.0%
3	0	0.0%	0.0%
4	0	0.0%	0.0%
5	0	0.0%	0.0%
6	0	0.0%	0.0%
7	0	0.0%	0.0%
8	0	0.0%	0.0%
9	0	0.0%	0.0%
10	0	0.0%	0.0%
11	0	0.0%	0.0%
12	0	0.0%	0.0%
13	0	0.0%	0.0%
14	0	0.0%	0.0%
15	0	0.0%	0.0%
16	0	0.0%	0.0%
17	0	0.0%	0.0%
18	0	0.0%	0.0%
19	0	0.0%	0.0%
20	1	7.7%	7.7%
21	0	0.0%	7.7%
22	0	0.0%	7.7%
23	0	0.0%	7.7%
24	0	0.0%	7.7%
25	1	7.7%	15.4%
26	0	0.0%	15.4%
27	1	7.7%	23.1%
28	0	0.0%	23.1%
29	0	0.0%	23.1%
30	0	0.0%	23.1%
31	0	0.0%	23.1%
32	1	7.7%	30.8%
33	0	0.0%	30.8%
34	2	15.4%	46.2%
35	3	23.1%	69.2%
36	1	7.7%	76.9%
37	0	0.0%	76.9%
38	0	0.0%	76.9%
39	0	0.0%	76.9%
40	0	0.0%	76.9%
41	0	0.0%	76.9%
42	1	7.7%	84.6%
43	0	0.0%	84.6%
44	0	0.0%	84.6%
45	0	0.0%	84.6%
46	0	0.0%	84.6%
47	0	0.0%	84.6%
48	1	7.7%	92.3%
49	0	0.0%	92.3%
50	1	7.7%	100.0%
51	0	0.0%	100.0%
52	0	0.0%	100.0%
53	0	0.0%	100.0%
54	0	0.0%	100.0%
55	0	0.0%	100.0%
56	0	0.0%	100.0%
57	0	0.0%	100.0%
58	0	0.0%	100.0%
59	0	0.0%	100.0%
60	0	0.0%	100.0%
61	0	0.0%	100.0%
62	0	0.0%	100.0%
63	0	0.0%	100.0%
64	0	0.0%	100.0%
65+	0	0.0%	100.0%



Date: _____

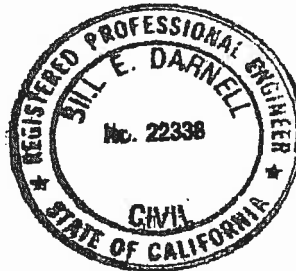
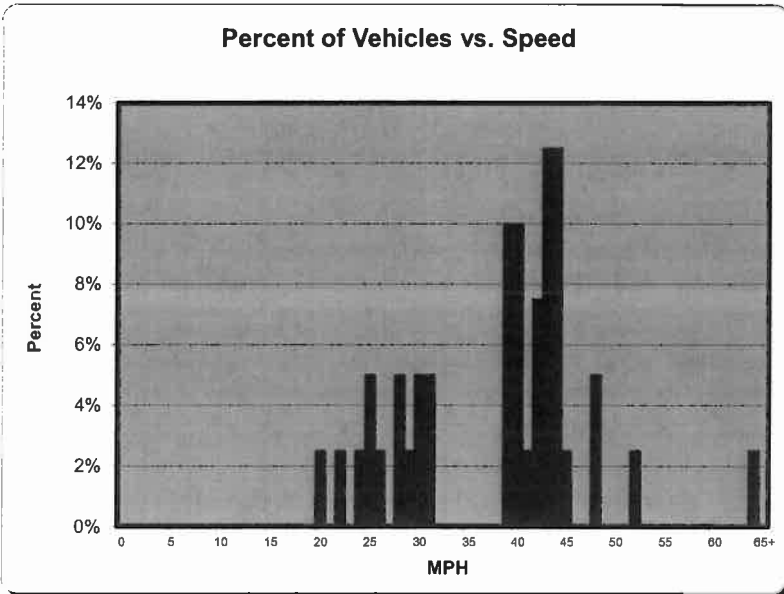
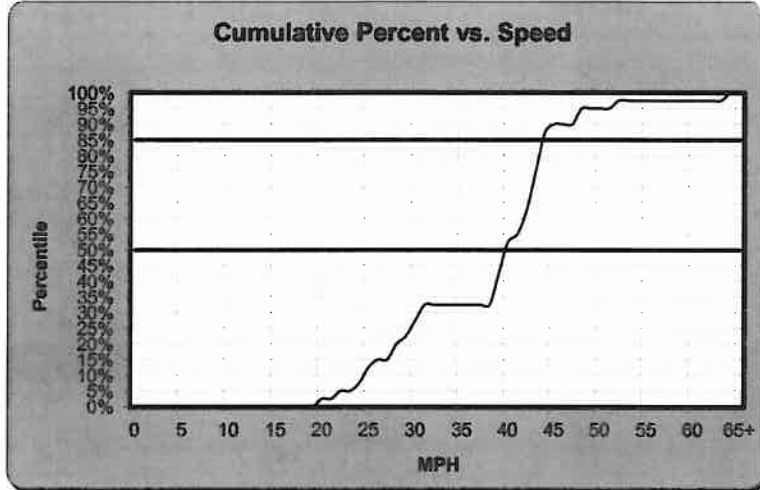
D&A 180405- L&O Speed Survey
Montecito Road

Date of Count: 8/14/2018
 Beginning Time: 9:30Am-11:30AM
 Direction Counted: Westbound Traffic
 Posted Speed Limit: n/a
 Observer: VONESSA ARROYO

50th Percentile Speed: 40 mph
 85th Percentile Speed: 44 mph
 Average Speed: 38.1 mph
 Range of Speeds Observed: 20 - 64 mph
 Number of Vehicles Observed: 40

10 MPH Pace: 39 - 48 mph
 Percent Within Pace: 62.5%
 Percent Over Pace Speed: 5.0%
 Percent Under Pace Speed: 32.5%

MPH	Number of Vehicles	Percent of Count	Cumulative Percent of Count
0	0	0.0%	0.0%
1	0	0.0%	0.0%
2	0	0.0%	0.0%
3	0	0.0%	0.0%
4	0	0.0%	0.0%
5	0	0.0%	0.0%
6	0	0.0%	0.0%
7	0	0.0%	0.0%
8	0	0.0%	0.0%
9	0	0.0%	0.0%
10	0	0.0%	0.0%
11	0	0.0%	0.0%
12	0	0.0%	0.0%
13	0	0.0%	0.0%
14	0	0.0%	0.0%
15	0	0.0%	0.0%
16	0	0.0%	0.0%
17	0	0.0%	0.0%
18	0	0.0%	0.0%
19	0	0.0%	0.0%
20	1	2.5%	2.5%
21	0	0.0%	2.5%
22	1	2.5%	5.0%
23	0	0.0%	5.0%
24	1	2.5%	7.5%
25	2	5.0%	12.5%
26	1	2.5%	15.0%
27	0	0.0%	15.0%
28	2	5.0%	20.0%
29	1	2.5%	22.5%
30	2	5.0%	27.5%
31	2	5.0%	32.5%
32	0	0.0%	32.5%
33	0	0.0%	32.5%
34	0	0.0%	32.5%
35	0	0.0%	32.5%
36	0	0.0%	32.5%
37	0	0.0%	32.5%
38	0	0.0%	32.5%
39	4	10.0%	42.5%
40	4	10.0%	52.5%
41	1	2.5%	55.0%
42	3	7.5%	62.5%
43	5	12.5%	75.0%
44	5	12.5%	87.5%
45	1	2.5%	90.0%
46	0	0.0%	90.0%
47	0	0.0%	90.0%
48	2	5.0%	95.0%
49	0	0.0%	95.0%
50	0	0.0%	95.0%
51	0	0.0%	95.0%
52	1	2.5%	97.5%
53	0	0.0%	97.5%
54	0	0.0%	97.5%
55	0	0.0%	97.5%
56	0	0.0%	97.5%
57	0	0.0%	97.5%
58	0	0.0%	97.5%
59	0	0.0%	97.5%
60	0	0.0%	97.5%
61	0	0.0%	97.5%
62	0	0.0%	97.5%
63	0	0.0%	97.5%
64	1	2.5%	100.0%
65+	0	0.0%	100.0%



Date: _____

ATTACHMENT B

- **County of San Diego Design Exception Modification
to a Road Standard and/or a Project Condition**

ATTACHMENT B

- County of San Diego Design Exception Modification
to a Road Standard and/or a Project Condition

DEPARTMENT OF PUBLIC WORKS

Request for a
Modification to a Road Standard
and/or to Project Conditions

Project Number: (PDS2018-MUP-18-013,
ER No.: PDS2018-ER-18-09-006) **Date of Request:** October 5, 2017

Project Name: Lavender and Olive Wedding Venue

Project Location: 633 Montecito Way, Ramona California

Thos. Bros. Map/Grid: **APN:** APN: 281-540-38-00

Requestor Name: Bill E. Darnell, Darnell & Associates. **Telephone:** (619) 233-9373

Address: 4411 Mercury Street, Suite 207A, San Diego, CA 92111

Requested Modification (attach engineering sketches showing existing layout, details and notes):

Request to use AASHTO Stopping Sight Distance criteria to certify stopping corner sight distance looking east and west on Montecito Road and looking north and south on Montecito Way measured from a point 8 feet from the travel lane.

Reason for requested Modification (provide attachment if additional space is required):

The project cannot meet County of San Diego 400 feet of corner sight distance requirements.

List alternatives that could mitigate the requested Modification (attach engineering sketches showing proposed layouts, details and notes):

Mitigation alternatives would include lowering the vertical curvature of Montecito Road at Montecito Way intersections and existing Montecito Way improvements north of the project site.

Describe the hardship(s) to the property owner(s) and/or neighbor(s) if the request is not approved (see note 3. on reverse):

The AASHTO minimum Stopping Sight Distance of 300 feet, based on the design speed of the roadway can be certified.

Provide Design and Cost Estimate for meeting the Condition (see note 3. on reverse):

The cost of mitigation has not been fully explored, however, there would be substantial costs involved in the redesign of the vertical curve of Montecito Road at Montecito Way to remove the vertical curve and to grade and construct the roadway to provide the required sight distance.

Revised: Aug 30, 2007

Bill E. Darnell

Date



This form is to be used for the following:

- A. Request modification to a Road Standard and/or modify DPW Conditions included in the **Preliminary Approval** *prior* to the issuance of the Final Approval.
- B. Request modification to a Road Standard and/or modify DPW Conditions included in the **Final Approval** document(s) *prior* to the recordation of the map, which may also require an amendment of conditions.

Note: Request for modifications to conditions of a recorded map, in most cases, requires a map modification, which is a separate process.

This request may be initiated by the owner or by an agent or consultant, the local fire prevention district or the local planning group acting on behalf of the owner. Where professional opinions, judgments, analysis, etc are included, these documents shall be signed, sealed and dated by the responsible licensed professional.

The following guidelines apply to this request:

1. Incomplete or unclear requests, or requests not supported by appropriate documents will be returned as incomplete applications. Requests must be specific and clear.
2. This request must be completed and submitted with supporting attachments. Attachments may consist of documents from the relevant County departments, regulatory agencies, fire prevention districts, water and utility districts, planning groups. Photos, plan and profile sketches, diagrams, engineering studies, certifications, cost estimates, and other pertinent information may also be included.
3. Provide detailed cost estimates for work included in this request. Single figure summary and "bottom line" cost estimates will not be accepted. Please note that financial hardship cannot be the sole basis of a modification request.

Example 1: A request to reduce an intersectional sight distance condition must, as a minimum, be supported by a detailed plan of the intersection showing the right-of-way easements, the available/required line(s) of sight and the existing obstructions to the line(s) of sight, a certification by a registered engineer of the prevailing speed along the major road, certification as to the minimum acceptable sight distance and the availability of such distance, as well as a detailed cost estimate for compliance with the initial condition.

Example 2: A request to reduce road width improvement standard must, as a minimum, cite the reasons necessitating the request, a letter from the local Fire Prevention District stipulating the acceptable changes to the road(s), plan and profile sketches of the road showing centerline stationing, nature, size and location of utilities that are impacted, and a detailed cost estimate for compliance with the initial improvement condition(s).

4. The applicant will be contacted if additional information or clarification is required. Your request may be forwarded to the local planning group for input. The DPW Project Team responsible for the project area will evaluate the request and make a recommendation to the Director through the Deputy Director. The Director's decision, which is final, will be conveyed to the applicant in writing, with copies to all parties and agencies concerned.
5. Requests take an average of ten (10) working days to process. They may take longer if submitted without the proper supporting documents or if there is insufficient balance in the project account.
6. Mail or submit your completed request(s) to the Department of Public Works (DPW), 5201 Ruffin Road (MS-O336), Suite D, San Diego, CA, 92123. An emailed pdf copy is recommended, also.
7. Staff time to process this request will be charged against the project account. The applicant will be contacted for additional funds if the account balance is insufficient to cover the estimated charges for processing the request.