



County of San Diego

RICHARD E. CROMPTON
DIRECTOR

DEPARTMENT OF PUBLIC WORKS
5510 OVERLAND AVE, SUITE 410
SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212 FAX: (858) 694-3597
Web Site: www.sdcounty.ca.gov/dpw/

October 26, 2018

Vui Tran
715 Vista Ave.
Escondido, CA 92026

Dear Vui Tran:

REQUEST FOR AN EXCEPTION TO A PUBLIC ROAD STANDARD – NORTH ASH STREET MAJOR USE PERMIT FOR TRAN (PHAP VUONG) MONASTERY LOCATED IN THE UNINCORPORATED PORTION OF SAN DIEGO COUNTY WITHIN THE NORTH COUNTY METRO PLAN AREA, APN 227-010-57-00, PDS2014-MUP-14-010.

County of San Diego (County) Department of Public Works (DPW) has reviewed your request, dated September 14, 2018, for the following design exception to County Public Road Standard(s):

- Request to approve the use of the minimum stopping sight distance of 300 feet per the American Association of State Highway and Transportation Officials (AASHTO) criteria in lieu of the County criteria noted in Section 6.1.E., Table 5 for the intersection of the proposed private driveway and North Ash Street (2.1D Community Collector). The County's required corner sight distance for a Prevailing Speed of 40 MPH is 400 feet. The existing sight distance is 310 feet looking northerly of the proposed private driveway. The existing sight distance is limited due to existing roadway conditions on Rainbow Heights Road.

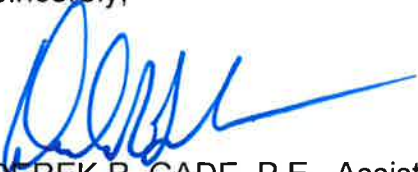
County staff has assessed the appropriateness of the requested exceptions to use AASHTO stopping sight distance criteria in lieu of corner sight distance, and the County Traffic Engineer has reviewed and supports the request. Found the request to be consistent with the sight distance requirements outlined in *A Policy on Geometric Design of Highways and Streets*, Exhibit 3-2 per AASHTO standards. The sight distance available for southbound traffic on North Ash Street approaching the intersection with the proposed driveway opening complies with the AASHTO stopping sight distance criteria, based upon the sight distances cited in the sight distance certification provided by Latitude 33 Planning & Engineering, dated October 3, 2018. It has been determined that your request for modification will not adversely affect traffic safety and flow of traffic in the area. This Design Exception Request is hereby approved. All other standards, conditions, and improvements required shall be met.

REQUEST FOR AN EXCEPTION TO A PUBLIC ROAD STANDARD – NORTH ASH STREET MAJOR USE PERMIT FOR TRAN (PHAP VUONG) MONASTERY LOCATED IN THE UNINCORPORATED PORTION OF SAN DIEGO COUNTY WITHIN THE NORTH COUNTY METRO PLAN AREA, APN 227-010-57-00, PDS2014-MUP-14-010.

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If you have any questions or need additional information related to this request, please contact Zoubir Ouadah, DPW County Traffic Engineer, at (858) 694-3857, or the following e-mail address: Zoubir.Ouadah@sdcounty.ca.gov.

Sincerely,



DEREK R. GADE, P.E., Assistant Director
Department of Public Works

EMS: SM: AB

cc: PDS2014-MUP-14-010 File;
Zoubir Ouadah – Department of Public Works
Sean Scaramella by email sean.scaramella@latitude33.com

NATURE OF REQUEST:

Departments of Public Works (DPW) and Planning & Development Services (PDS) have reviewed your request, dated September 14, 2018, for the following design exception to County Public Road Standard(s):

- Request to approve the use of the minimum stopping sight distance of 300 feet per the American Association of State Highway and Transportation Officials (AASHTO) criteria in lieu of the County criteria noted in Section 6.1.E., Table 5 for the intersection of the proposed private driveway and North Ash Street (2.1D Community Collector). The County's required corner sight distance for a Prevailing Speed of 40 MPH is 400 feet. The existing sight distance is 310 feet looking northerly of the proposed private driveway. The existing sight distance is limited due to existing roadway conditions on Rainbow Heights Road.

BACKGROUND:

The project is a Major Use Permit known as Tran Monastery which proposes the construction a new Monastery Hall that will be a two story, 32 foot structure with 8,272 square feet, complete with a kitchen, four bedrooms, a guest room, a social room, and small and large meditation rooms (1,200 square feet). There will be a bell and a drum (gong) enclosed in the small two story towers on either side of the front entrance, and will only be used on special occasions. The facility expects to host 1 day retreats on the third Sunday per month for special Buddha days, and special events throughout the year such as the Lunar New Year, Buddha Birthday, Mother's Day, Kwan Yin Boddhisatva, etc. There will be an 80-space parking lot. The facility is mainly used for individual meditation. Noise is forbidden within the facility and will be well controlled. The monastery will be open 4 hours daily M-F, and 6 hours Sat-Sun.

The Monastery will be accessed by the proposed driveway located on North Ash Street. The frontage of the lot along North Ash Street has a prevailing speed of 40 MPH.

Applicant's request is based on the following:

1. The stopping sight distance on North Ash Street in the northerly direction (southbound traffic) was determined to be 310 feet which satisfies the minimum stopping sight distance of 300 feet per the AASHTO standards criteria.
2. Use of 40 MPH based on the 85th percentile speed survey for North Ash Street provided by Linscott, Law & Greenspan (LLG), dated October 2, 2018.
3. The sight distance conditions at the intersection is existing and relocation south of the existing location would steepen the approach, hinder fire accessibility, and impact the septic leach field location.

PROJECT MANAGEMENT TEAM REVIEW:

It is recommended that the Director of Planning & Development Services support this request. Decision is based upon the following:

1. The proposed stopping sight distance of 310 feet for southbound traffic approaching the driveway, respectively, satisfies the minimum AASHTO stopping sight distance per AASHTO standards.
2. The County of San Diego, Traffic Engineer has reviewed and supported the request.

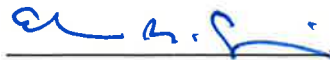
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010-57-00, PDS2014-MUP-14-010.

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RECOMMENDATION:

It is recommended that the Director of Public Works support the applicant's request.

Request Recommended / Not Recommended:



Date: 10/10/18

EDWIN M. SINSAY,
PDS Project Manager

Request Recommended // Not Recommended:



Date: 10-11-18

VINCE NICOLETTI,
DEPUTY DIRECTOR



File: 1191.00

October 3, 2018

Jeffrey Smyser
COUNTY OF SAN DIEGO
Department of Planning & Development Services
5510 Overland Avenue, Ste 310
San Diego, CA 92123-1239

SUBJECT: Tran Monastery
Design Exception Modification Recommendation

Dear Mr. Smyser:

The Tran Monastery project is requesting a Design Modification to allow, per the California Highway Design Manual's guidance and accepted practice, usage of a Corner Sight Distance equal to the stopping sight distance. The attached Design Exception provides evidence that the 85th percentile speed limit allows for a stopping sight distance which the geometry of our site provides. As such, my professional recommendation is to use the AASHTO sight distance based on the 85th percentile speed.

Sincerely,

Nick Psychogios, PE
Associate Principal
RCE 67697



File: 1191.00

October 3, 2018

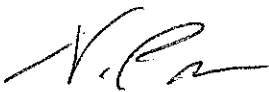
Jeffrey Smyser
COUNTY OF SAN DIEGO
Department of Planning & Development Services
5510 Overland Avenue, Ste 310
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Dear Mr. Smyser:

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Sincerely,



Nick Psychogios, PE
Associate Principal
RCE 67697



DEPARTMENT OF PUBLIC WORKS

Request for a Design Exception to a Road Standard and/or Modification to Project Conditions DER - Corner Sight Distance

Project Number: PDS2014-MUP-14-010 Date of Request: 09/14/2018
Project Location: 715 VISTA AVENUE, ESCONDIDO, CA 92026
Thos. Bros. Map/Grid: 1109, H-9 & 10 APN: 227-010-57
Requestor Name: Sean Scaramella Telephone: 858-875-1754
Address: 9968 Hibert Street 2nd Floor, San Diego, CA 92131

Requested Design Exception (attach engineering sketches showing existing layout, details and notes):
The Highway Design Manual, Topic 405, Table 405.1A, requires that, for streets with a
speed limit of 30 mph, the Corner Sight Distance (CSD) requirement is 330' and for 40 mph,
440'. The 85% speed limit for N. Ash Street is 38.53 mph based on a street speed survey
attached in App. A. The stopping site distance, rounding up from 38.53 mph to 40 mph is
300' per Table 201.1 in the Highway Design Manual. This Requested Design Exception is to
allow stopping sight distance over corner sight distance as the guiding design criterion.

Reason for requested Design Exception (provide attachment if additional space is required):
Per Topic 405 of the Highway Design Manual, exceptions to the CSD are allowed
"Where restrictive conditions exist" per Index 405.1(2)(a) allowing a minimum value for
CSD "equal to the stopping sight distance." Site conditions fall under the "where
restrictive conditions exist" clause, thus promoting the use of stopping site distance.
With this given, it is felt that the existing driveway is acceptable. See Appendix B.

List alternatives that could mitigate the requested Design Exception (attach engineering sketches showing proposed layouts, details and notes):
Alternative locations are not required, as the 85th percentile
speed is under 40 mph.

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 current location of the driveway provides an accessible approach. Relocation to an
ingress/egress south of the existing location would steepen the approach, hinder fire
accessibility, and impact the only location for the septic leach field. Given the
adherence to the applicable codes, relocation does not seem necessary.

Provide Design and Cost Estimate for meeting the Condition (see note 3. on reverse):
Not applicable.

See reverse for directions and important information.

This form is to be used for the following:

- A. Request design exception to a Road Standard and/or modify DPW Conditions included in the **Preliminary Approval** *prior* to the issuance of the Final Approval.
- B. Request design exception 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.

October 2, 2018

Mr. Sean Scaramella
Latitude 33
9968 Hibert Street 2nd Floor
San Diego, CA 92131

Subject: **North Ash Street Speed Survey**

Dear Mr. Scaramella:

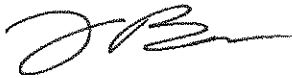
Linscott, Law & Greenspan (LLG) has completed a speed survey on North Ash Street about 250 feet south of Vista Avenue in the City of Escondido. *Figure 1* shows the location of the speed survey.

The survey was taken between 9 AM and 4 PM on Wednesday, September 5, 2018. Approximately 1,500 vehicles were surveyed. The 85th percentile speed was found to be 38.53 MPH in the southbound direction. *Appendix A* shows the raw survey results.

Please call me with any questions.

Sincerely,

Linscott, Law & Greenspan, Engineers



John Boarman, P.E.
Principal
California Registration: C50033

JB:wcs
cc: File

Engineers & Planners
Traffic
Transportation
Parking

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Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

An LG2WB Company Founded 1966

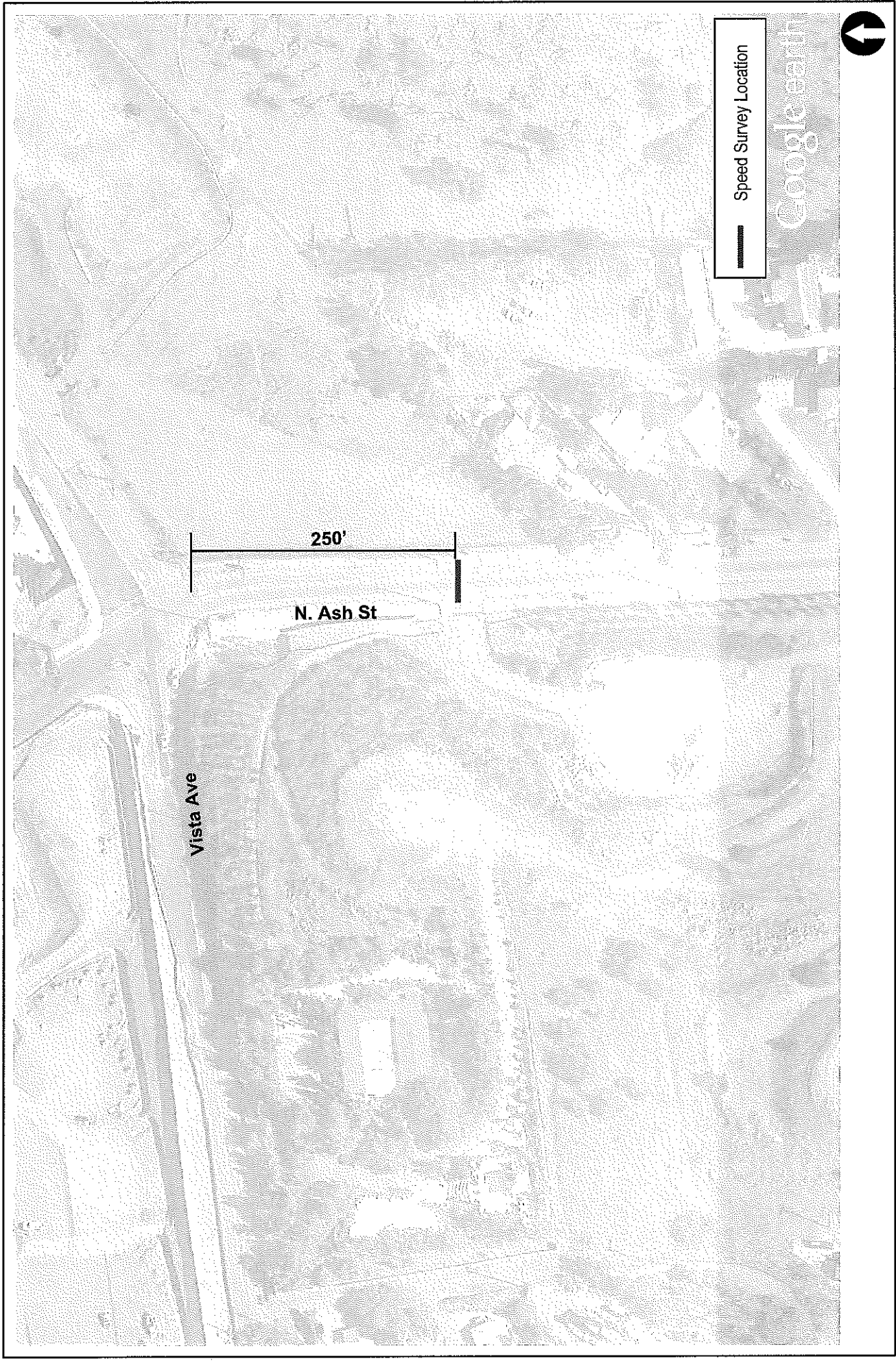


Figure 1

Location of Speed Survey

ASH STREET SPEED SURVEY

N:\2975\Figures
Date: 09/14/18

Appendix A

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Speed Statistics by Hour

Location: N. Ash Street, between Vista Avenue and Project Driveway
Direction: Southbound Volume
Date Range: Wednesday September 5, 2018

Vehicles = 1546

Maximum = 56.5 mph, Minimum = 7.6 mph, Mean = 33.5 mph
85% Speed = 38.53 mph, 95% Speed = 42.48 mph, Median = 33.33 mph

Hour Bins

Time	Bin	Min	Max	Mean	Median	85%	95%
0900	158	18.5	56.1	35.7	35.8	41.0	46.8
1000	144	18.1	50.8	34.9	34.4	39.6	45.2
1100	170	20.6	45.5	33.9	33.6	39.2	41.4
1200	174	22.9	52.3	34.7	34.2	39.9	44.0
1300	173	21.5	56.5	34.5	33.8	38.9	43.9
1400	313	19.8	50.8	32.4	32.3	37.0	40.1
1500	414	7.6	51.1	31.9	32.2	36.8	40.4
----	1546	7.6	56.5	33.5	33.3	38.5	42.5

At signalized intersections the values for corner sight distances given in Table 405.1A should also be applied whenever possible. Even though traffic flows are designed to move at separate times, unanticipated conflicts can occur due to violation of signal, right turns on red, malfunction of the signal, or use of flashing red/yellow mode.

**Table 405.1A
Corner Sight Distance
(7-1/2 Second Criteria)**

Design Speed (mph)	Corner Sight Distance (ft)
25	275
30	330
35	385
40	440
45	495
50	550
55	605
60	660
65	715
70	770

Where restrictive conditions exist, similar to those listed in Index 405.1(2)(a), the minimum value for corner sight distance at both signalized and unsignalized intersections shall be equal to the stopping sight distance as given in Table 201.1, measured as previously described.

- (c) Private Road Intersections (Refer to Index 205.2) and Rural Driveways (Refer to Index 205.4)--The minimum corner sight distance shall be equal to the stopping sight distance as given in Table 201.1, measured as previously described.
- (d) Urban Driveways (Refer to Index 205.3)--Corner sight distance requirements as described above are not applied to urban driveways.
- (3) Decision Sight Distance. At intersections where the State route turns or crosses another State route, the decision sight distance values

given in Table 201.7 should be used. In computing and measuring decision sight distance, the 3.5-foot eye height and the 0.5-foot object height should be used, the object being located on the side of the intersection nearest the approaching driver.

The application of the various sight distance requirements for the different types of intersections is summarized in Table 405.1B.

**Table 405.1B
Application of Sight Distance
Requirements**

Intersection Types	Sight Distance		
	Stopping	Corner	Decision
Private Roads	X	X ⁽¹⁾	
Public Streets and Roads	X	X	
Signalized Intersections	X	(2)	
State Route Inter- sections & Route Direction Changes, with or without Signals	X	X	X

NOTES:

- (1) Per Index 405.1(2)(c), the minimum corner sight distance shall be equal to the stopping sight distance as given in Table 201.1. See Index 405.1(2)(a) for setback requirements.
- (2) Apply corner sight distance requirements at signalized intersections whenever possible due to unanticipated violations of the signals or malfunctions of the signals. See Index 405.1(2)(b).
- (4) *Acceleration Lanes for Turning Moves onto State Highways.* At rural intersections, with "STOP" control on the local cross road, acceleration lanes for left and right turns onto the State facility should be considered. At a minimum, the following features should be evaluated for both the major highway and the cross road:
 - divided versus undivided

CHAPTER 200 GEOMETRIC DESIGN AND STRUCTURE STANDARDS

Topic 201 - Sight Distance

Index 201.1 - General

Sight distance is the continuous length of highway ahead, visible to the highway user. Four types of sight distance are considered herein: passing, stopping, decision, and corner. Passing sight distance is used where use of an opposing lane can provide passing opportunities (see Index 201.2). Stopping sight distance is the minimum sight distance for a given design speed to be provided on multilane highways and on 2-lane roads when passing sight distance is not economically obtainable. Stopping sight distance also is to be provided for all users, including motorists and bicyclists, at all elements of interchanges and intersections at grade, including private road connections (see Topic 504, Index 405.1, & Figure 405.7). Decision sight distance is used at major decision points (see Indexes 201.7 and 504.2). Corner sight distance is used at intersections (see Index 405.1, Figure 405.7, and Figure 504.3I).

Table 201.1 shows the minimum standards for stopping sight distance related to design speed for motorists. Stopping sight distances given in the table are suitable for Class II and Class III bikeways. The stopping sight distances are also applicable to roundabout design on the approach roadway, within the circulatory roadway, and on the exits prior to the pedestrian crossings. Also shown in Table 201.1 are the values for use in providing passing sight distance.

See Chapter 1000 for Class I bikeway sight distance guidance.

Chapter 3 of "A Policy on Geometric Design of Highways and Streets," AASHTO, contains a thorough discussion of the derivation of stopping sight distance.

201.2 Passing Sight Distance

Passing sight distance is the minimum sight distance required for the driver of one vehicle to pass another vehicle safely and comfortably. Passing must be

accomplished assuming an oncoming vehicle comes into view and maintains the design speed, without reduction, after the overtaking maneuver is started.

**Table 201.1
Sight Distance Standards**

Design Speed ⁽¹⁾ (mph)	Stopping ⁽²⁾ (ft)	Passing (ft)
10	50	---
15	100	---
20	125	800
25	150	950
30	200	1,100
35	250	1,300
40	300	1,500
45	360	1,650
50	430	1,800
55	500	1,950
60	580	2,100
65	660	2,300
70	750	2,500
75	840	2,600
80	930	2,700

(1) See Topic 101 for selection of design speed.

(2) For sustained downgrades, refer to underlined standard in Index 201.3

The sight distance available for passing at any place is the longest distance at which a driver whose eyes are 3 ½ feet above the pavement surface can see the top of an object 4 ¼ feet high on the road. See Table 201.1 for the calculated values that are associated with various design speeds.

In general, 2-lane highways should be designed to provide for passing where possible, especially those routes with high volumes of trucks or recreational vehicles. Passing should be done on tangent horizontal alignments with constant grades or a slight sag vertical curve. Not only are drivers reluctant to pass on a long crest vertical curve, but it is impracticable to design crest vertical curves to provide for passing sight distance because of high cost where crest cuts are involved. Passing sight

December 16, 2016

- (4) *Trailer Track* – Semitrailer axle width, measured from outside face of tires.
- (5) *Lock To Lock Time* - The time in seconds that an average driver would take under normal driving conditions to turn the steering wheel of a vehicle from the lock position on one side to the lock position on the other side. The default in AutoTurn software is 6 seconds.
- (6) *Steering Lock Angle* - The maximum angle that the steering wheels can be turned. It is further defined as the average of the maximum angles made by the left and right steering wheels with the longitudinal axis of the vehicle.
- (7) *Articulating Angle* - The maximum angle between the tractor and semitrailer.

Topic 405 - Intersection Design Standards

405.1 Sight Distance

- (1) *Stopping Sight Distance*. See Index 201.1 for minimum stopping sight distance requirements.
- (2) *Corner Sight Distance*.
 - (a) General--At unsignalized intersections a substantially clear line of sight should be maintained between the driver of a vehicle, bicyclist or pedestrian waiting at the crossroad and the driver of an approaching vehicle. Line of sight for all users should be included in right of way, in order to preserve sight lines.

Adequate time must be provided for the waiting user to either cross all lanes of through traffic, cross the near lanes and turn left, or turn right, without requiring through traffic to radically alter their speed.

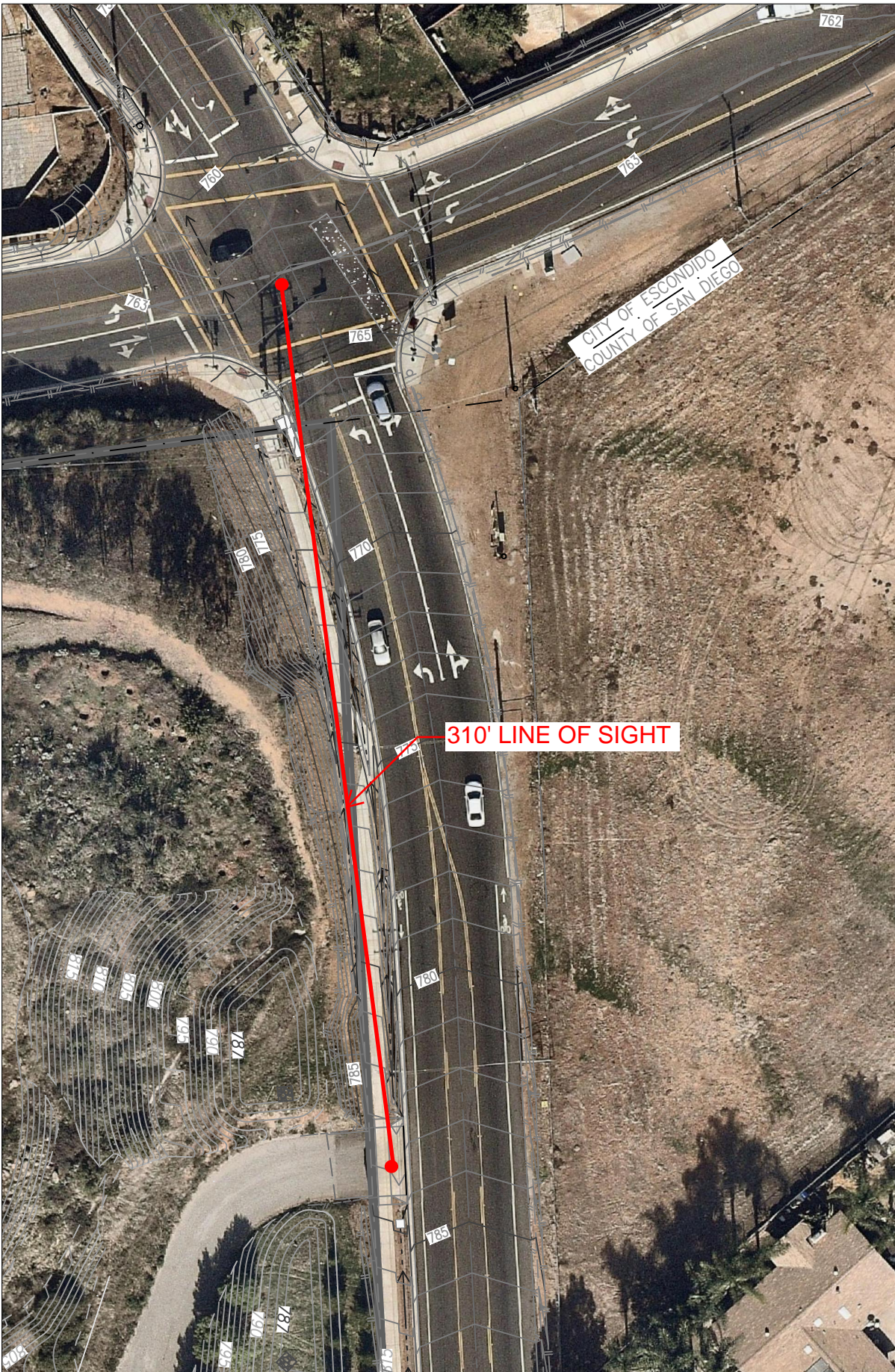
The values given in Table 405.1A provide 7-1/2 seconds for the driver on the crossroad to complete the necessary maneuver while the approaching vehicle travels at the assumed design speed of the main highway. The 7-1/2 second criterion is normally applied to all lanes of through traffic in order to cover all possible maneuvers by the vehicle at the crossroad. However, by providing the standard corner

sight distance to the lane nearest to and farthest from the waiting vehicle, adequate time should be obtained to make the necessary movement. On multilane highways a 7-1/2 second criterion for the outside lane, in both directions of travel, normally will provide increased sight distance to the inside lanes. Consideration should be given to increasing these values on downgrades steeper than 3 percent and longer than 1 mile (see Index 201.3), where there are high truck volumes on the crossroad, or where the skew of the intersection substantially increases the distance traveled by the crossing vehicle.

In determining corner sight distance, a set back distance for the vehicle waiting at the crossroad must be assumed. **Set back for the driver of the vehicle on the crossroad shall be a minimum of 10 feet plus the shoulder width of the major road but not less than 15 feet.** Line of sight for corner sight distance is to be determined from a 3 and 1/2-foot height at the location of the driver of the vehicle on the minor road to a 4 and 1/4-foot object height in the center of the approaching lane of the major road as illustrated in Figure 504.3I. If the major road has a median barrier, a 2-foot object height should be used to determine the median barrier set back.

In some cases the cost to obtain 7-1/2 seconds of corner sight distances may be excessive. High costs may be attributable to right of way acquisition, building removal, extensive excavation, or inmitigable environmental impacts. In such cases a lesser value of corner sight distance, as described under the following headings, may be used.

- (b) Public Road Intersections (Refer to Topic 205)--At unsignalized public road intersections (see Index 405.7) corner sight distance values given in Table 405.1A should be provided.



SCALE: 1"=50'

Mobility Element Network—North County Metro Subregion Matrix			
ID ^a	Road Segment	Designation/Improvement #.X = [# of lanes].[roadway classification][improvement]	Special Circumstances
20	Mirar de Valle Road (SC 990.2) <u>Segment</u> : Mountain Meadow Road to Valley Center CPA boundary	2.1D Community Collector Improvement Options [Raised Median]	Accepted at LOS F Entire segment
21	Rock Springs Road (SC 1361) <u>Segment</u> : San Marcos city limits to Escondido city limits	4.1B Major Road Intermittent Turn Lanes	None
22	Nordahl Road (SA 531) <u>Segment</u> : Rock Springs Road to El Norte Parkway	4.1B Major Road Intermittent Turn Lanes	None
23	El Norte Parkway (SA 510) <u>Segment</u> : Reese Road to Nordahl Road	4.1A Major Road Raised Median	None
24	North Ash Street (SA 540) <u>Segment</u> : Escondido city limits (near Collins Terrace) to Hubbard Avenue	2.1D Community Collector Improvement Options [Unspecified]	None
25	Del Dios Highway (SF 727) <u>Segment</u> : Escondido city limits to San Dieguito CPA boundary	4.1A Major Road Raised Median—Escondido city limits to Via Rancho Parkway 2.2D Community Collector Improvement Options [Raised Median]—Via Rancho Parkway to San Dieguito CPA boundary	Accepted at LOS F <u>Segment</u> : Via Rancho Parkway to San Dieguito CPA boundary
26	Via Rancho Parkway (SA 570) <u>Segment</u> : Del Dios Highway to Montesano Road	4.1A Major Road Raised Median	None
27	Felicita Road (SC 1100) <u>Segment</u> : Hamilton Lane to Via Rancho Parkway	2.2E Light Collector	None
28	Gamble Lane (SA 580) <u>Segment</u> : Escondido city limits (near Mountain Hills Place) to Escondido city limits (near Felicita Road)	4.1A Major Road Raised Median	None
29	Sunset Drive (SC 1105) <u>Segment</u> : Escondido city limits to Bear Valley Parkway	2.2E Light Collector	None