

**Differences in Traffic Mitigation Between With and Without Phyllis Place Alternatives:**  
(Comparing tables 11-1: “Transportation Phasing Plan” and 10-8: “Transportation Phasing Plan with Phyllis Place Road Connection” from the Quarry Falls Program EIR, Final: July 2008) *JHF 11/17/10*

**REMOVES WITH PHYLLIS PLACE:**

The “With Phyllis Place” mitigation does not include **widening Mission Center Road** from I-805 to Murray Ridge Road eastbound (up the hill) by 1 thru lane resulting in 2 eastbound lanes and 1 westbound lane.

With Phyllis Place, the second phase of the **Friars/163 improvements (\$14M 2007)** is delayed to Phase 3 from Phase 2.

The “With Phyllis Place” mitigation does not include **\$1M (2007)** for the Mission Center Road and I-8 Interchange Project Study Report.

The “With Phyllis Place” mitigation does not include, at the **Mission Center Road/I-8 Interchange**: widen bridge by 1 northbound lane, widen southbound approach, restripe eastbound and widen westbound approaches at Mission Center Road/Camino Del Rio North, widen eastbound approach at Camino Del Rio North/I-8 WB ramp, widen westbound and southbound and restripe eastbound approaches at Camino Del Rio South/Mission Center Road.

The “With Phyllis Place” mitigation does not include, at the **Qualcomm Way/I-8 WB offramp**: widen westbound approach by 1 right turn lane.

The “With Phyllis Place” mitigation reduces the Project’s fair-share contributions towards improvements at Friars/Santo, Mission Gorge/Zion, Mission Center/Camino De La Reina, Qualcomm Way/Camino De La Reina, Texas/Camino Del Rio South, Texas/Madison, and Rio San Diego/Fenton Parkway. These range from 11% to 38% without Phyllis Place, and range from 1% to 27% with Phyllis Place.

**ADDS WITH PHYLLIS PLACE:**

The “With Phyllis Place” mitigation adds, at the **I-805 SB ramp**: the widening of the eastbound approach to 2 thru and 1 right turn lanes, widening of the southbound on-ramp and widening of the off-ramp to 1 shared thru left and 2 right turn lanes.

The “With Phyllis Place” mitigation adds, at the **I-805 NB ramp**: restripe northbound and eastbound approaches and reconfigure westbound approach.

The “With Phyllis Place” mitigation adds a fair-share contribution of 2% at the Camino del Rio N/I-8 WB ramp.