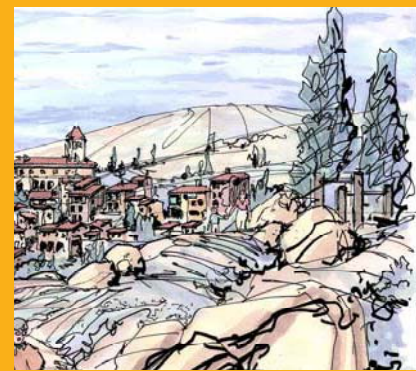
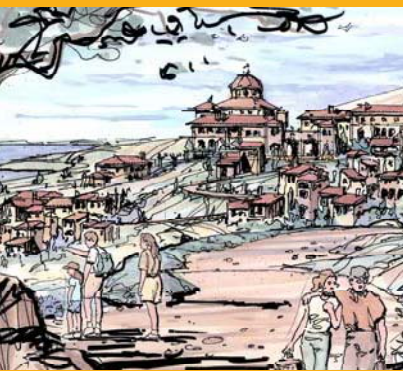


Traffic Impact Analysis

Otay Ranch Resort Village Project (Village 13)



APPENDICES
MARCH 2015

Prepared for:

Baldwin & Sons, Inc

601 West Ash Street, Suite 1500

San Diego, CA 92101

Otay Village (San Diego) ASLI V, L.L.L.P.

1392 E. Palomar Street, Suite 202

Chula Vista, CA 91913

Prepared by:

CHEN  RYAN

239 LAUREL STREET, SUITE 203 | SAN DIEGO CA 92101

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Appendix A

Alternative Trip Generation Memo – Single Family Residential on the Current Mixed Use Site

MEMORANDUM

Date: January 27, 2011
To: Stephen Haase, Baldwin & Sons
From: Monique Chen, PE
Subject: Otay Ranch Resort Village – Alternative Trip Generation on the Mixed-Use Site

SD2010-0004.02

As per your request, Fehr & Peers has prepared this technical memorandum to document the alternative trip generation for the Otay Ranch Resort Village converting the proposed mixed-use site into single family residential. The mixed-use site is located along Otay Lakes Road, adjacent to the second project driveway within the Western Development Area of the Village.

This currently proposed mixed-use site includes 20,000 SF of commercial and 57 units of multi-family residential. Fehr & Peers was tasked to provide a trip generation analysis estimating potential trip generation if convert this mixed-use site into a single family residential site with 57 dwelling units. Trip generation rates for the alternative Otay Ranch Resort Village land uses were developed utilizing SANDAG's *Guide to Vehicular Traffic Generation Rates for the San Diego Region* (SANDAG, April 2002). **Table 1** displays daily, as well as AM and PM peak hour project trip generation.

As shown in the table, the Otay Ranch Resort Village project with alternative land use on the mixed-use site would generate a total of 24,956 daily trips including 2,074 AM peak hour trips and 2,425 PM peak hour trips under buildout conditions. When compare to the proposed project in the Otay Ranch Resort Village Traffic Impact Study (27,242 daily trips including 2,160 AM peak hour trips and 2,654 PM peak hour trips), this alternative would generate less trips both daily and during the peak hours.

Given the nature of the project land uses, not all trips would leave the project site. For example, shopping trips will be satisfied by the commercial uses within the Resort Village site, as would school trips and some recreational trips. Project trips were therefore disaggregated into those which would remain within the project site (internally captured) and those which would leave the project site (external trips). Estimates for internal versus external trip generation percentages were developed based upon likely origins/destinations of each land use type. These estimates were then cross-checked with the project trip generation as estimated by the SANDAG model. Only external trips were distributed and assigned to the study area roadways. **Table 2** displays the proportion of internal and external project trips.

**TABLE 1
OTAY RANCH RESORT VILLAGE PROJECT
PROJECT TRIP GENERATION – B&S Alternative**

Land Use	Units	Trip Rate	Daily Trips	AM Peak Hour		PM Peak Hour	
				%	Trips	%	Trips
Phase I - Western Development Area							
Single Family	925 DU	10 / Unit	9,250	8	740 (222-in / 518-out)	10	925 (647-in / 278-out)
Phase I Total			9,250		740 (222-in / 518-out)		925 (647-in / 278-out)
Buildout - Western Development Area							
Single Family	1,465 DU	10 / Unit	14,650	8	1,172 (352-in / 820-out)	10	1,465 (1,026-in / 439-out)
Park	22.9 Acres	5 / Acre	114	4	5 (2-in / 3-out)	8	9 (4-in / 5-out)
Public Safety	2.3 Acres	229 / Acre	527	10	53 (26-in / 27-out)	8	42 (21-in / 21-out)
Elementary School	10.0 Acres	90 / Acre	900	32	288 (173-in / 115-out)	9	81 (32-in / 49-out)
<i>Subtotal</i>			<i>16,191</i>		<i>1,518</i> (553-in / 965-out)		<i>1,597</i> (1,083-in / 514-out)
Buildout - Central Development Area							
Single Family	263 DU	10 / Unit	2,630	8	210 (63-in / 147-out)	10	263 (184-in / 79-out)
Park	2.9 Acres	5 / Acre	15	4	1 (0-in / 1-out)	8	1 (1-in / 0-out)
<i>Subtotal</i>			<i>2,645</i>		<i>211</i> (63-in / 148-out)		<i>264</i> (185-in / 79-out)
Buildout - Eastern Development Area							
Single Family	210 DU	10 / Unit	2,100	8	168 (50-in / 118-out)	10	210 (147-in / 63-out)
Park	3.9 Acres	5 / Acre	20	4	1 (1-in / 0-out)	8	2 (1-in / 1-out)
Resort	200 Rooms	8 / Occupied Room	1,600	5	80 (48-in / 32-in)	7	112 (45-in / 67-in)
Commercial	20,000 SF	120 / 1,000 SF	2,400	4	96 (58-in / 38-out)	10	240 (120-in / 120-out)
<i>Subtotal</i>			<i>6,120</i>		<i>345</i> (157-in / 188-out)		<i>564</i> (313-in / 251-out)
Buildout Total			24,956		2,074 (773-in / 1,301-out)		2,425 (1,581-in / 844-out)

Source: SANDAG Trip Generation Manual; November 2010

TABLE 2
OTAY RANCH RESORT VILLAGE PROJECT
INTERNAL AND EXTERNAL PROJECT TRIPS – B&S Alternative

Land Use	Quantity	Total Trips				Internal Trips				External Trips			
		Daily	AM Peak Hour	PM Peak Hour	% Internal	Daily	AM Peak Hour	PM Peak Hour	% External	Daily	AM Peak Hour	PM Peak Hour	
Phase I													
Single Family	925 DU	9,250	740 (222-in / 518-out)	925 (647-in / 278-out)	0%	0	0	0	100%	9,250	740 (222-in / 518-out)	925 (647-in / 278-out)	
Phase1 Total		9,250	740 (222-in / 518-out)	925 (647-in / 278-out)		0	0	0		9,250	740 (222-in / 518-out)	925 (647-in / 278-out)	
Buildout													
Single Family	1,938 DU	19,380	1,550 (465-in / 1,085-out)	1,938 (1,357-in / 581-out)	10%	1,938	155 (47-in / 109-out)	194 (136-in / 58-out)	90%	17,442	1,395 (419-in / 977-out)	1,744 (1,221-in / 523-out)	
Park	29.7 Acres	149	6 (3-in / 3-out)	12 (6-in / 6-out)	70%	104	4 (2-in / 2-out)	8 (4-in / 4-out)	30%	45	2 (1-in / 1-out)	4 (2-in / 2-out)	
Public Safety	2.3 Acres	527	53 (26-in / 27-out)	42 (21-in / 21-out)	10%	53	5 (3-in / 2-out)	4 (2-in / 2-out)	90%	474	47 (23-in / 24-out)	38 (19-in / 19-out)	
Elementary School	10.0 Acres	900	288 (173-in / 115-out)	81 (32-in / 49-out)	80%	720	230 (138-in / 92-out)	65 (26-in / 39-out)	20%	180	58 (35-in / 23-out)	16 (6-in / 10-out)	
Commercial	20,000 SF	2,400	96 (58-in / 38-out)	240 (120-in / 120-out)	50%	1,200	48 (29-in / 19-out)	120 (60-in / 60-out)	50%	1,200	48 (29-in / 19-out)	120 (60-in / 60-out)	
Resort	200 Rooms	1,600	80 (48-in / 32-in)	112 (45-in / 67-in)	5%	80	4 (2-in / 2-out)	6 (2-in / 4-out)	95%	1,520	76 (46-in / 30-out)	106 (43-in / 63-out)	
Grand Total		24,956	2,074 (773-in / 1,301-out)	2,425 (1,581-in / 844-out)		4,095	447 (221-in / 226-out)	397 (230-in / 167-out)		20,861	1,626 (552-in / 1,074-out)	2,028 (1,351-in / 677-out)	

Source: SANDAG Trip Generation Manual, November 2010

Appendix A

Alternative Trip Generation Memo – Single Family Residential on the Current Mixed Use Site

Appendix B Traffic Counts

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-001

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM													
NS/EW Streets:	Otay Lakes Rd			Otay Lakes Rd			East H St			East H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	3	1	2	3	1	2	2	2	1	2	1	
7:00 AM	83	182	6	93	123	62	63	106	58	52	239	38	1105
7:15 AM	84	155	14	44	123	44	38	83	62	15	171	47	880
7:30 AM	81	147	11	50	163	46	72	129	89	27	188	60	1063
7:45 AM	65	173	12	88	178	86	80	149	133	34	207	70	1275
8:00 AM	90	130	10	80	130	51	41	144	71	25	206	49	1027
8:15 AM	60	98	9	68	106	24	21	104	77	11	207	55	840
8:30 AM	85	97	10	66	127	28	42	112	105	23	152	48	895
8:45 AM	88	114	18	59	156	34	14	82	96	42	181	59	943
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	636	1096	90	548	1106	375	371	909	691	229	1551	426	8028
	34.91%	60.15%	4.94%	27.01%	54.51%	18.48%	18.82%	46.12%	35.06%	10.38%	70.31%	19.31%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	313	657	43	275	587	238	253	467	342	128	805	215	4323
PEAK HR FACTOR :	0.935			0.781			0.733			0.872			0.848

UTURNS			
NB	SB	EB	WB
0	62	2	6
0	10	0	1
2	8	1	0
0	24	1	4
2	27	0	1
2	14	1	0
0	5	0	2
4	9	1	2
NB	SB	EB	WB
10	159	6	16

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-001

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM													
NS/EW Streets:	Otay Lakes Rd			Otay Lakes Rd			East H St			East H St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	99	121	22	100	186	37	33	219	109	14	131	46	1117
4:15 PM	113	150	22	88	167	43	38	188	100	13	129	55	1106
4:30 PM	96	126	14	102	171	43	40	175	98	19	137	57	1078
4:45 PM	88	137	12	109	162	63	24	176	78	28	147	53	1077
5:00 PM	94	160	16	123	202	46	48	160	94	12	127	45	1127
5:15 PM	79	137	27	103	186	35	40	220	97	27	170	50	1171
5:30 PM	104	104	15	124	185	44	33	201	107	19	146	45	1127
5:45 PM	85	156	23	100	201	45	41	151	100	49	138	57	1146
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	37.90%	54.55%	7.55%	31.86%	54.78%	13.36%	11.56%	57.98%	30.47%	10.56%	65.64%	23.80%	8949
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	362	557	81	450	774	170	162	732	398	107	581	197	4571
PEAK HR FACTOR :	0.926			0.939			0.905			0.896			0.976

UTURNS			
NB	SB	EB	WB
2	12	1	1
8	4	1	4
5	4	5	2
1	9	1	3
5	14	0	1
4	9	2	4
7	13	1	4
0	15	2	14
NB	SB	EB	WB
32	80	13	33

CONTROL : Signalized

ITM Peak Hour Summary

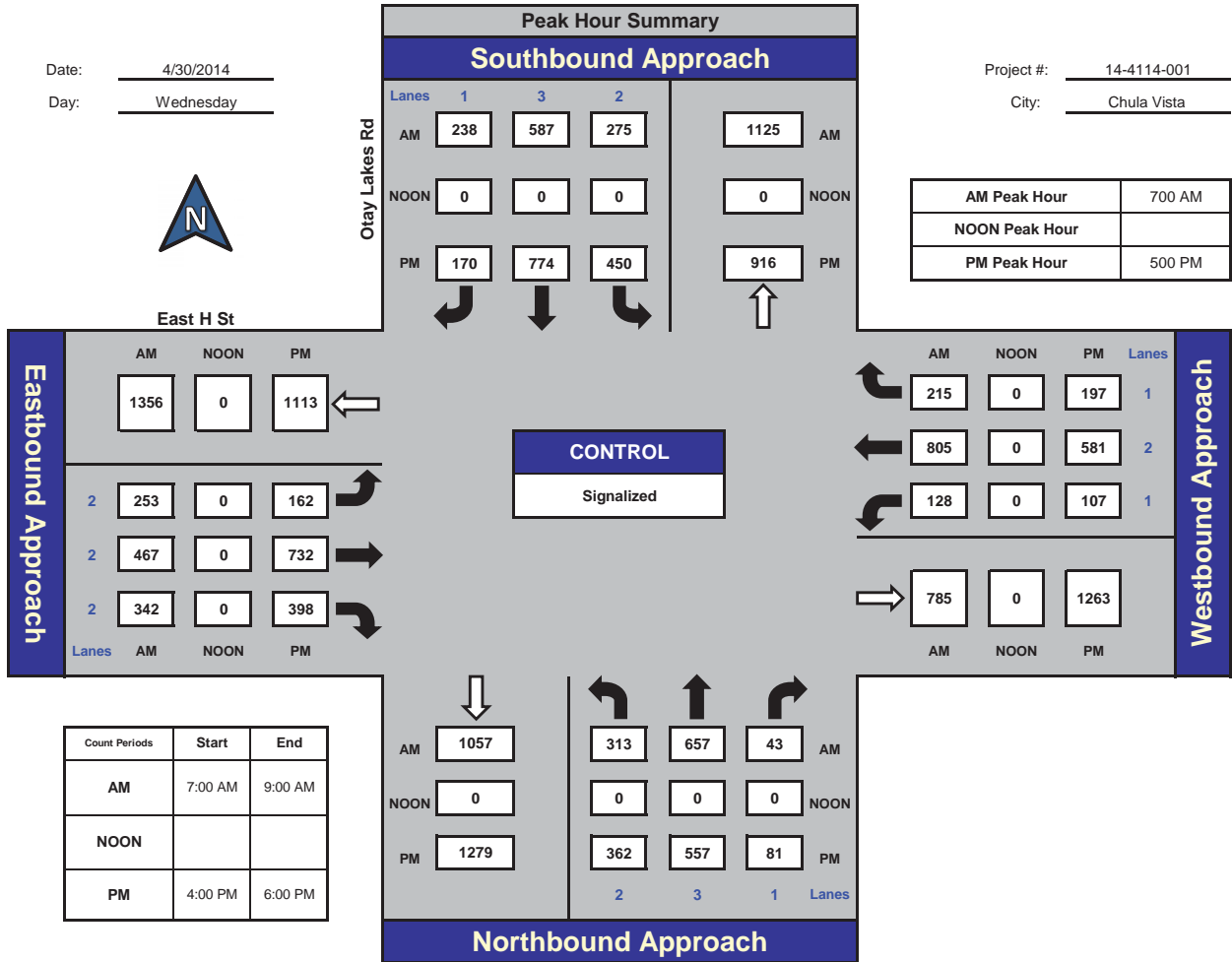
Prepared by:



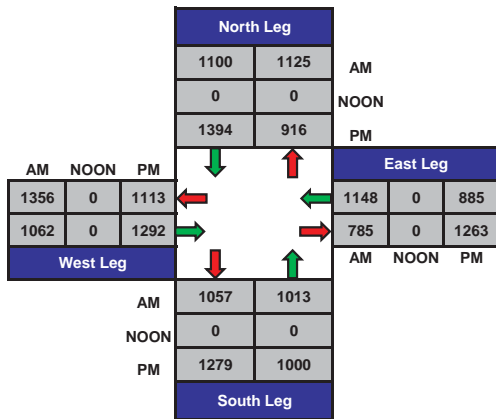
Otay Lakes Rd and East H St, Chula Vista

Date: 4/30/2014
Day: Wednesday

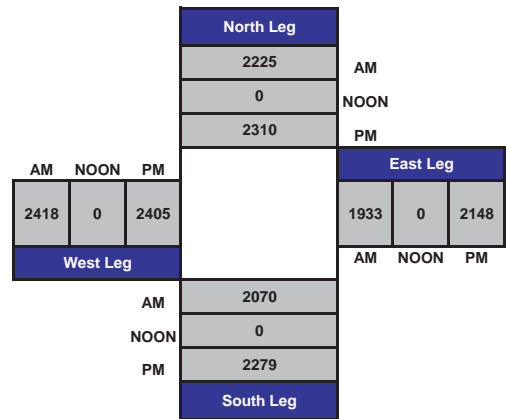
Project #: 14-4114-001
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-002

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

NS/EW Streets:	AM												TOTAL
	Huente Parkway			Huente Parkway			Proctor Valley Rd			Proctor Valley Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	1	1	1	2	0	1	3	1	2	3	0	
7:00 AM	44	9	9	0	9	21	9	33	27	7	88	1	257
7:15 AM	58	4	6	1	3	18	7	63	12	8	108	0	288
7:30 AM	67	1	15	2	1	15	5	109	23	25	132	1	396
7:45 AM	76	0	39	4	2	15	10	164	45	44	167	1	567
8:00 AM	112	6	26	0	5	12	12	137	120	61	179	1	671
8:15 AM	96	8	20	0	2	31	10	46	93	15	99	1	421
8:30 AM	47	9	16	0	1	22	12	31	98	10	81	0	327
8:45 AM	42	8	16	1	8	11	10	63	103	8	65	1	336
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	542	45	147	8	31	145	75	646	521	178	919	6	3263
	73.84%	6.13%	20.03%	4.35%	16.85%	78.80%	6.04%	52.01%	41.95%	16.14%	83.32%	0.54%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	351	15	100	6	10	73	37	456	281	145	577	4	2055
PEAK HR FACTOR :	0.809			0.674			0.719			0.753			0.766

UTURNS			
NB	SB	EB	WB
			1
			0
			0
			0
			1
			0
			0
			0
NB	SB	EB	WB
0	0	2	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-002

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM													
NS/EW Streets:	Huente Parkway			Huente Parkway			Proctor Valley Rd			Proctor Valley Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	1	1	1	2	0	1	3	1	2	3	0	
4:00 PM	34	7	9	0	11	13	9	84	49	9	74	1	300
4:15 PM	29	5	15	0	9	8	16	94	45	8	55	0	284
4:30 PM	24	4	22	0	7	9	19	79	62	15	52	2	295
4:45 PM	33	9	15	2	15	14	16	85	56	13	52	0	310
5:00 PM	29	10	14	1	7	7	17	82	52	5	68	1	293
5:15 PM	22	6	8	1	6	10	20	92	50	8	61	0	284
5:30 PM	23	4	13	1	7	14	18	85	66	7	54	0	292
5:45 PM	33	4	10	0	3	12	15	89	49	20	65	0	300
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	227	49	106	5	65	87	130	690	429	85	481	4	2358
	59.42%	12.83%	27.75%	3.18%	41.40%	55.41%	10.41%	55.24%	34.35%	14.91%	84.39%	0.70%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	120	25	61	2	42	44	60	342	212	45	233	3	1189
PEAK HR FACTOR :	0.904			0.710			0.959			0.836			0.959

UTURNS			
NB	SB	EB	WB
0	0	0	0
1	0	1	0
0	0	1	0
0	0	0	1
0	1	0	0
0	0	0	1
0	0	2	0
0	0	1	0
NB	SB	EB	WB
1	1	5	2

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



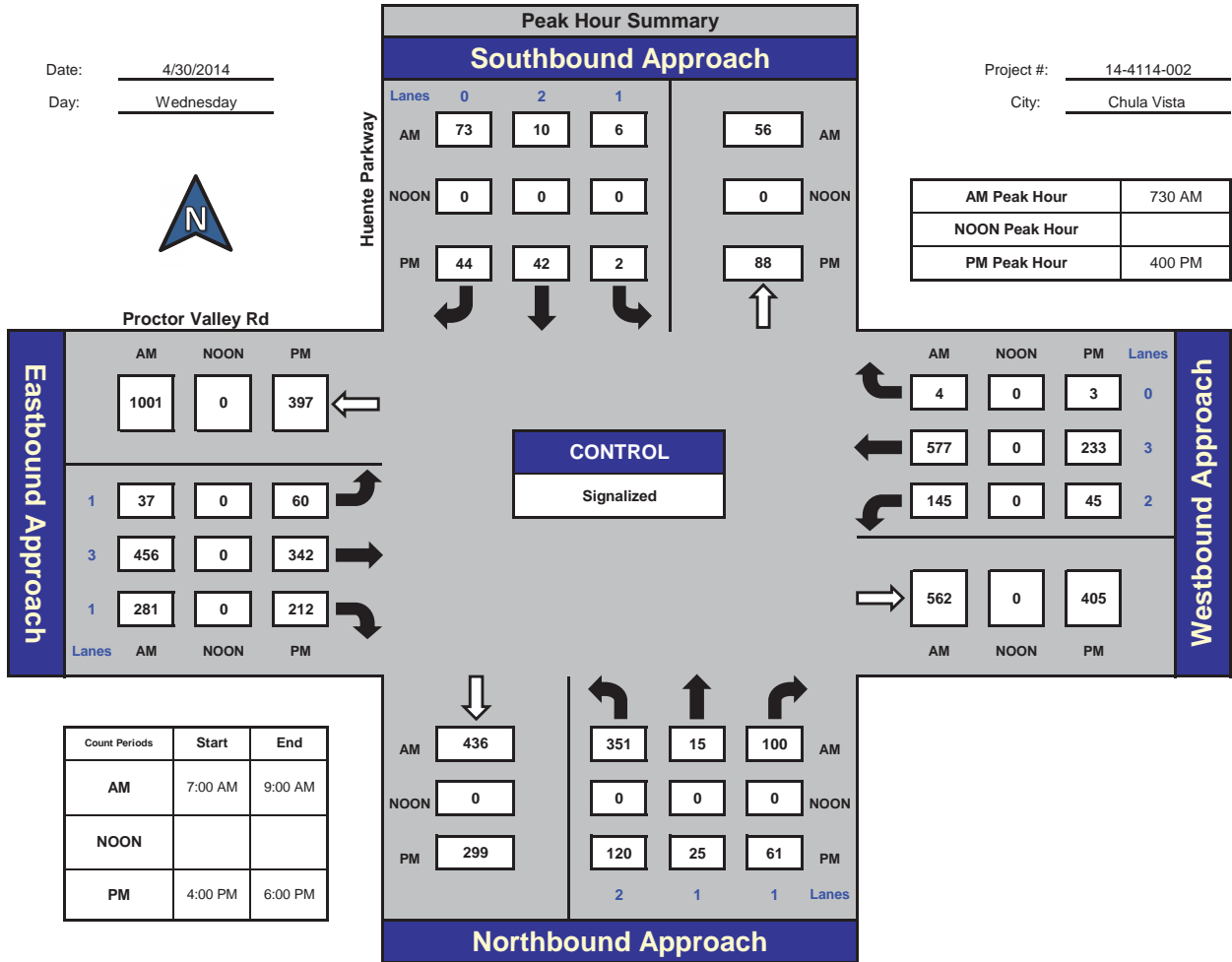
Huente Parkway and Proctor Valley Rd , Chula Vista

Date: 4/30/2014

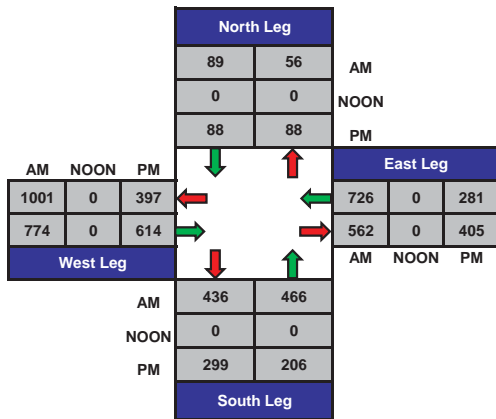
Day: Wednesday

Project #: 14-4114-002

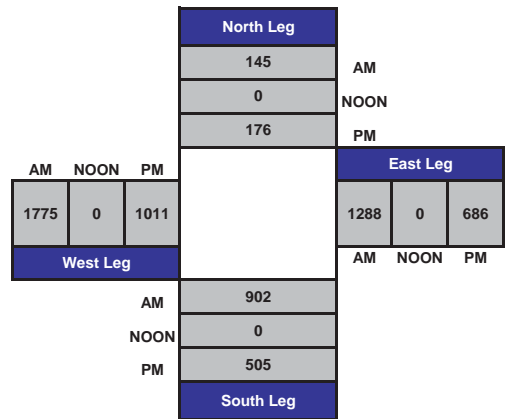
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-003

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM														
NS/EW Streets:	I-805 SB Ramps			I-805 SB Ramps			Telegraph Canyon Rd			Telegraph Canyon Rd				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
7:00 AM	0	0	2	0	0	2	0	2	1	2	2	0	809	
7:15 AM			208					270	48	80	203		898	
7:30 AM			223					297	59	113	206		1101	
7:45 AM			249					307	81	156	308		1116	
8:00 AM			302					262	84	123	345		1075	
8:15 AM			247					354	98	129	247		872	
8:30 AM			289					267	71	82	163		877	
8:45 AM			221					308	51	95	202		895	
			244					290	70	94	197			
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH %'s :	0	0	1983	0	0	0	0	2355	562	872	1871	0	7643	
	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	80.73%	19.27%	31.79%	68.21%	0.00%		
PEAK HR START TIME :	7:15 AM												TOTAL	
PEAK HR VOL :	0	0	1021	0	0	0	0	1220	322	521	1106	0	4190	
PEAK HR FACTOR :	0.845			0.000			0.853			0.869			0.939	

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-003

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	I-805 SB Ramps		I-805 SB Ramps			Telegraph Canyon Rd			Telegraph Canyon Rd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	2	0	0	2	0	2	1	2	2	0	1109
4:15 PM			384					307	67	144	207		1102
4:30 PM			403					306	60	140	193		1170
4:45 PM			431					346	51	109	233		1088
5:00 PM			404					285	52	106	241		1117
5:15 PM			410					344	55	119	189		1105
5:30 PM			409					290	59	109	238		1140
5:45 PM			418					352	62	130	178		1059
			431					267	51	104	206		
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	0	3290	0	0	0	0	2497	457	961	1685	0	8890
	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	84.53%	15.47%	36.32%	63.68%	0.00%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	0	1654	0	0	0	0	1265	217	443	901	0	4480
PEAK HR FACTOR :	0.959		0.000			0.929			0.968			0.957	

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

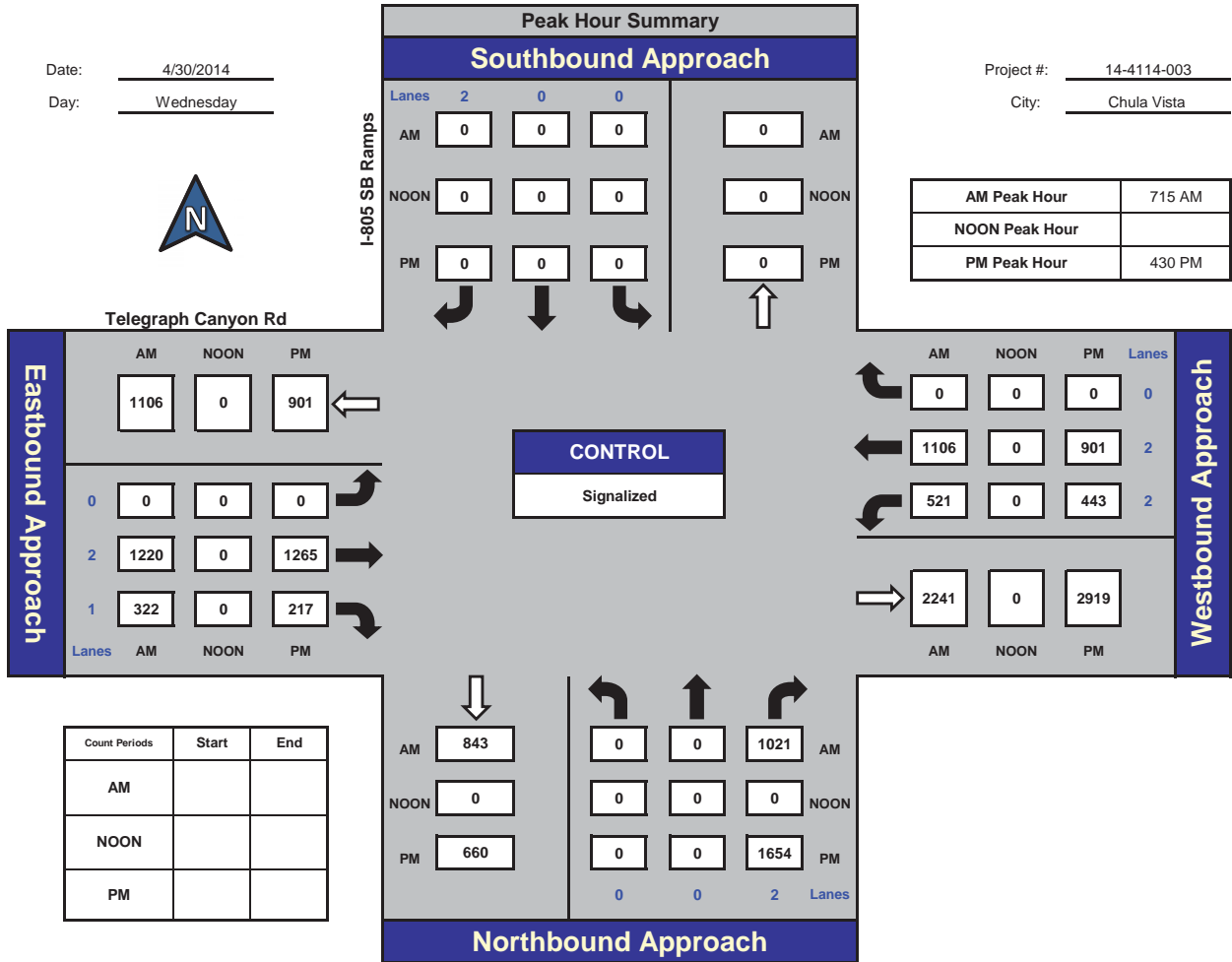
Prepared by:



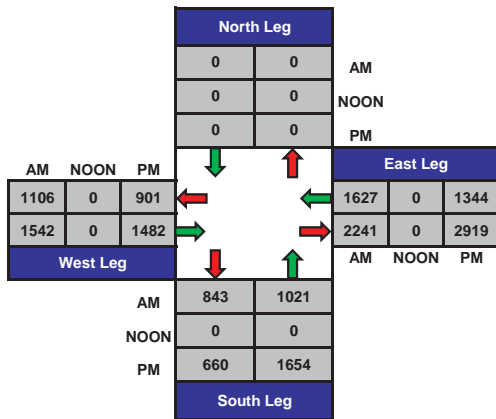
I-805 SB Ramps and Telegraph Canyon Rd , Chula Vista

Date: 4/30/2014
Day: Wednesday

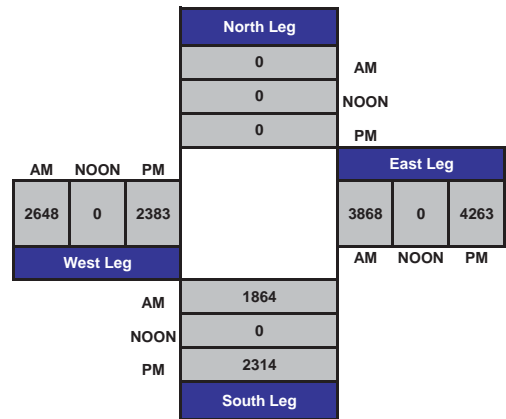
Project #: 14-4114-003
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-004

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM													
NS/EW Streets:	I-805 NB Ramps			I-805 NB Ramps			Telegraph Canyon Rd			Telegraph Canyon Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0.5	0.5	2	0	0	0	2	3	0	2	0	2	
7:00 AM	57		108				178	324			217	405	1289
7:15 AM	77		155				176	327			247	400	1382
7:30 AM	74		153				154	416			384	447	1628
7:45 AM	73		155				170	392			395	394	1579
8:00 AM	70		101				174	419			281	330	1375
8:15 AM	45		145				145	426			226	398	1385
8:30 AM	50		132				162	363			228	428	1363
8:45 AM	41		128				170	373			256	403	1371
TOTAL VOLUMES :	487	0	1077	0	0	0	1329	3040	0	0	2234	3205	11372
APPROACH %'s :	31.14%	0.00%	68.86%	#DIV/0!	#DIV/0!	#DIV/0!	30.42%	69.58%	0.00%	0.00%	41.07%	58.93%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	262	0	554	0	0	0	643	1653	0	0	1286	1569	5967
PEAK HR FACTOR :	0.895			0.000			0.968			0.859			0.916

UTURNS			
NB	SB	EB	WB
0	0	0	0

0	0	0	0
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CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-004

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	I-805 NB Ramps		I-805 NB Ramps			Telegraph Canyon Rd			Telegraph Canyon Rd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0.5	0.5	2	0	0	0	2	3	0	2	0	2	
4:00 PM	56	0	132				136	554		292	321		1491
4:15 PM	62	0	148				136	583		306	338		1573
4:30 PM	65	0	119				139	602		251	323		1499
4:45 PM	62	0	143				131	596		270	319		1521
5:00 PM	44	4	134				133	604		269	323		1511
5:15 PM	82	0	147				116	607		279	350		1581
5:30 PM	58	0	143				132	628		270	314		1545
5:45 PM	48	0	120				136	585		252	279		1420
TOTAL VOLUMES :	477	4	1086	0	0	0	1059	4759	0	0	2189	2567	12141
APPROACH %'s :	30.44%	0.26%	69.30%	#DIV/0!	#DIV/0!	#DIV/0!	18.20%	81.80%	0.00%	0.00%	46.03%	53.97%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	246	4	567	0	0	0	512	2435	0	0	1088	1306	6158
PEAK HR FACTOR :	0.892			0.000			0.969			0.952			0.974

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



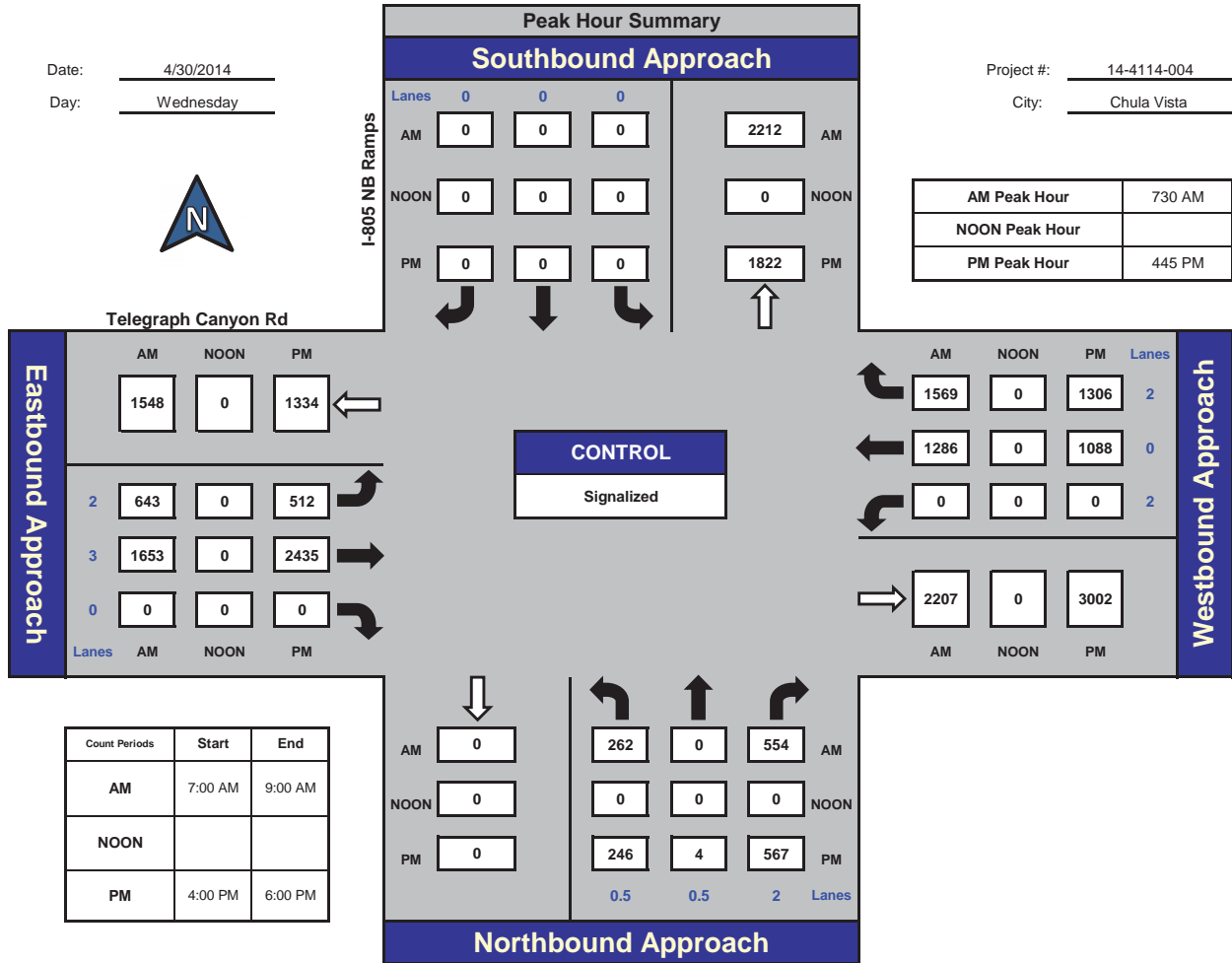
I-805 NB Ramps and Telegraph Canyon Rd, Chula Vista

Date: 4/30/2014

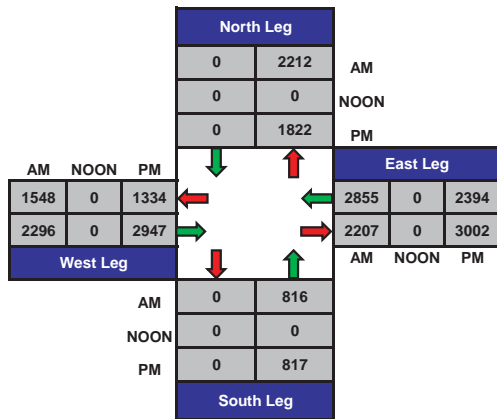
Day: Wednesday

Project #: 14-4114-004

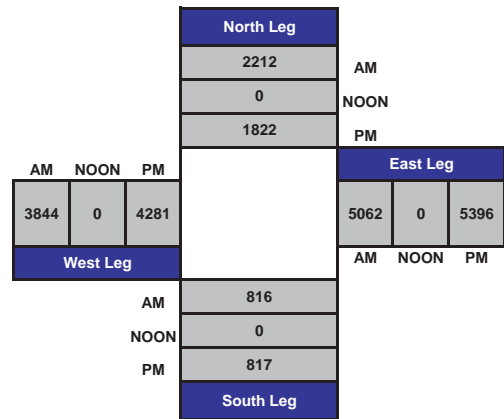
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-005

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM													
NS/EW Streets:	Oleander Ave			Oleander Ave			Telegraph Canyon Rd			Telegraph Canyon Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	0	1	3	0	1	3	0	
7:00 AM	37	14	14	11	11	14	8	363	13	5	523	6	1019
7:15 AM	36	9	13	13	12	10	10	437	19	3	546	10	1118
7:30 AM	38	10	26	14	22	5	12	482	22	8	676	9	1324
7:45 AM	37	16	14	13	10	8	11	485	29	13	676	12	1324
8:00 AM	30	10	21	22	16	9	22	403	34	12	502	11	1092
8:15 AM	45	14	16	14	7	9	12	462	35	14	491	11	1130
8:30 AM	53	12	19	19	7	14	16	429	12	8	556	7	1152
8:45 AM	40	11	6	23	13	9	16	389	12	12	474	10	1015
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	316	96	129	129	98	78	107	3450	176	75	4444	76	9174
	58.41%	17.74%	23.84%	42.30%	32.13%	25.57%	2.87%	92.42%	4.71%	1.63%	96.71%	1.65%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	150	50	77	63	55	31	57	1832	120	47	2345	43	4870
PEAK HR FACTOR :	0.923			0.793			0.957			0.868			0.920

UTURNS			
NB	SB	EB	WB
		0	1
		0	0
		2	0
		4	0
		4	0
		0	1
		2	0
		1	1
NB	SB	EB	WB
0	0	13	3

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-005

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	Oleander Ave			Oleander Ave			Telegraph Canyon Rd			Telegraph Canyon Rd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	1	3	0	1	3	0	
4:00 PM	36	19	8	39	18	12	15	511	34	14	396	21	1123
4:15 PM	38	7	12	36	16	26	46	569	16	14	433	28	1241
4:30 PM	38	19	9	28	11	22	29	548	33	12	449	20	1218
4:45 PM	31	9	15	35	15	18	21	536	49	18	416	19	1182
5:00 PM	38	13	9	60	15	24	20	536	37	17	442	17	1228
5:15 PM	44	10	7	24	17	12	26	592	45	13	490	11	1291
5:30 PM	46	21	20	30	23	11	34	591	32	22	409	16	1255
5:45 PM	32	14	15	40	16	12	19	617	38	11	457	12	1283
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	303	112	95	292	131	137	210	4500	284	121	3492	144	9821
	59.41%	21.96%	18.63%	52.14%	23.39%	24.46%	4.21%	90.11%	5.69%	3.22%	92.95%	3.83%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	160	58	51	154	71	59	99	2336	152	63	1798	56	5057
PEAK HR FACTOR :	0.773			0.717			0.960			0.932			0.979

UTURNS			
NB	SB	EB	WB
		1	0
		4	0
		3	1
		3	0
		2	0
		0	0
		2	1
		3	0
NB	SB	EB	WB
0	0	18	2

CONTROL : Signalized

ITM Peak Hour Summary

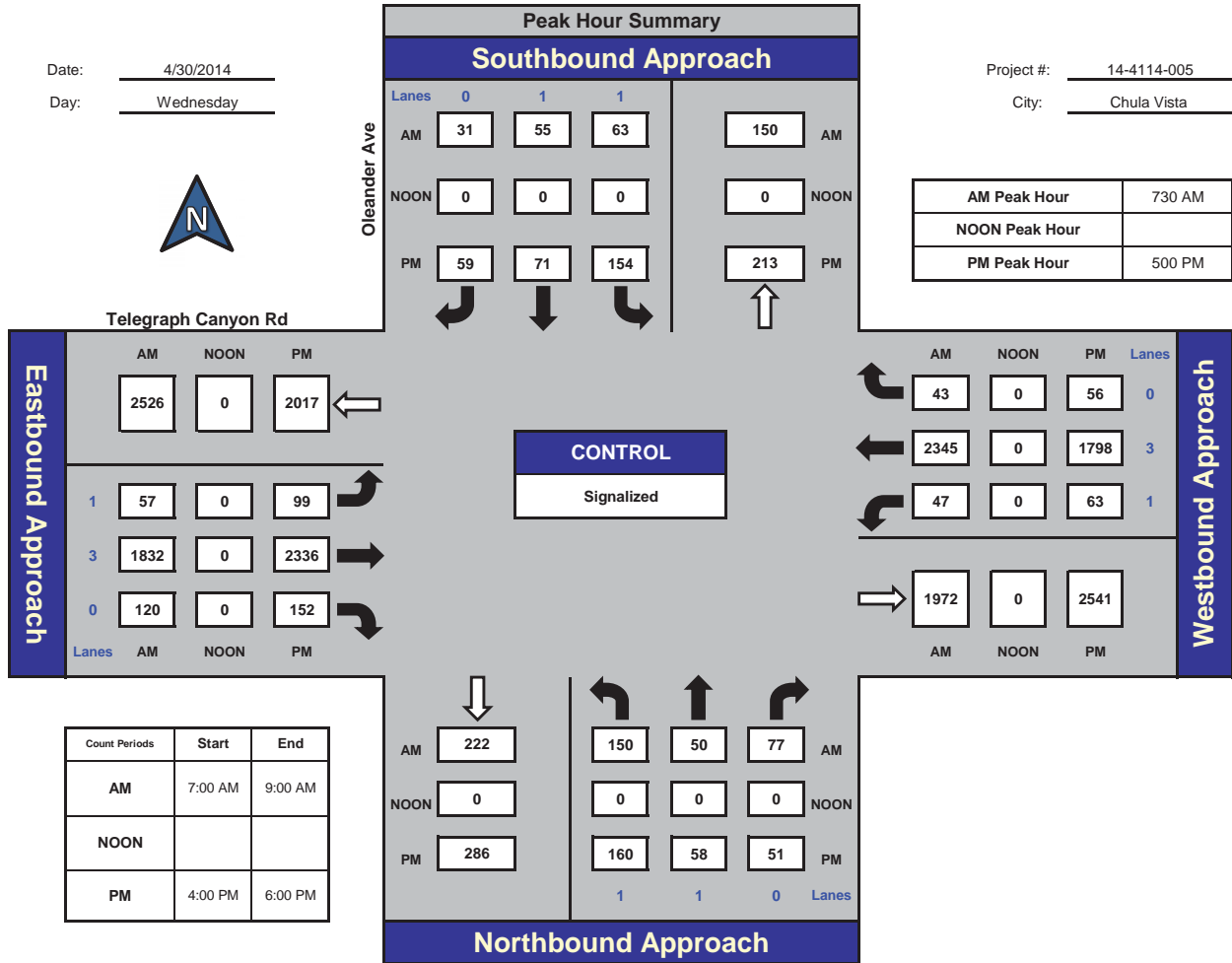
Prepared by:



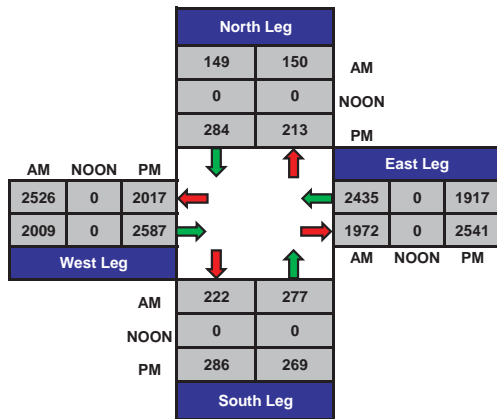
Oleander Ave and Telegraph Canyon Rd, Chula Vista

Date: 4/30/2014
Day: Wednesday

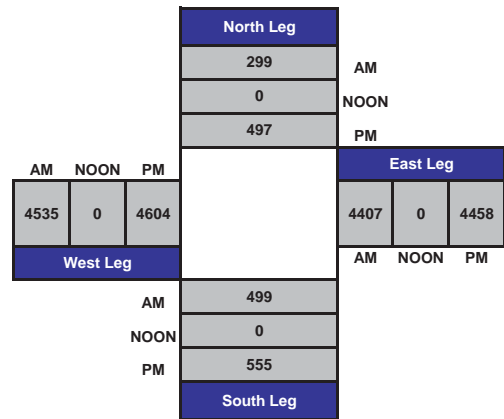
Project #: 14-4114-005
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-006

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM														
NS/EW Streets:	Paseo Del Rey			Paseo Del Rey			Telegraph Canyon Rd			Telegraph Canyon Rd				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
	0	1	0	1.5	0.5	1	1	3	0	1	3	0		
7:00 AM	0	0	0	30	0	26	32	357	0	0	504	21	970	
7:15 AM	0	0	0	23	0	19	29	425	1	0	548	29	1074	
7:30 AM	0	0	0	24	0	29	37	489	0	2	666	23	1270	
7:45 AM	0	0	0	25	0	27	41	461	0	0	656	41	1251	
8:00 AM	0	1	1	22	0	21	35	410	0	0	524	18	1031	
8:15 AM	0	0	0	27	1	28	28	460	0	0	493	29	1066	
8:30 AM	1	1	1	31	0	34	40	433	1	0	530	38	1109	
8:45 AM	0	0	0	32	0	27	31	384	1	0	482	28	985	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH %'s :	1	0	2	214	1	211	273	3419	3	2	4403	227	8756	
	33.33%	0.00%	66.67%	50.23%	0.23%	49.53%	7.39%	92.53%	0.08%	0.04%	95.06%	4.90%		
PEAK HR START TIME :	7:15 AM												TOTAL	
PEAK HR VOL :	0	0	1	94	0	96	142	1785	1	2	2394	111	4626	
PEAK HR FACTOR :	0.250			0.896			0.916			0.899			0.911	

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-006

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	Paseo Del Rey			Paseo Del Rey			Telegraph Canyon Rd			Telegraph Canyon Rd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	1.5	0.5	1	1	3	0	1	3	0	
4:00 PM	0	0	3	30	1	28	23	537	4	0	399	25	1050
4:15 PM	0	0	0	42	1	44	41	574	2	1	435	19	1159
4:30 PM	0	0	0	40	0	28	39	555	0	0	438	18	1118
4:45 PM	1	0	0	37	0	20	28	562	1	5	432	18	1104
5:00 PM	1	0	1	41	0	48	35	579	1	0	435	27	1168
5:15 PM	1	1	0	30	0	24	42	574	0	0	481	28	1181
5:30 PM	0	0	0	42	3	43	58	589	0	0	407	20	1162
5:45 PM	1	4	0	36	0	34	32	636	4	0	436	24	1207
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	4	5	4	298	5	269	298	4606	12	6	3463	179	9149
	30.77%	38.46%	30.77%	52.10%	0.87%	47.03%	6.06%	93.69%	0.24%	0.16%	94.93%	4.91%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	3	5	1	149	3	149	167	2378	5	0	1759	99	4718
PEAK HR FACTOR :	0.450			0.846			0.949			0.913			0.977

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



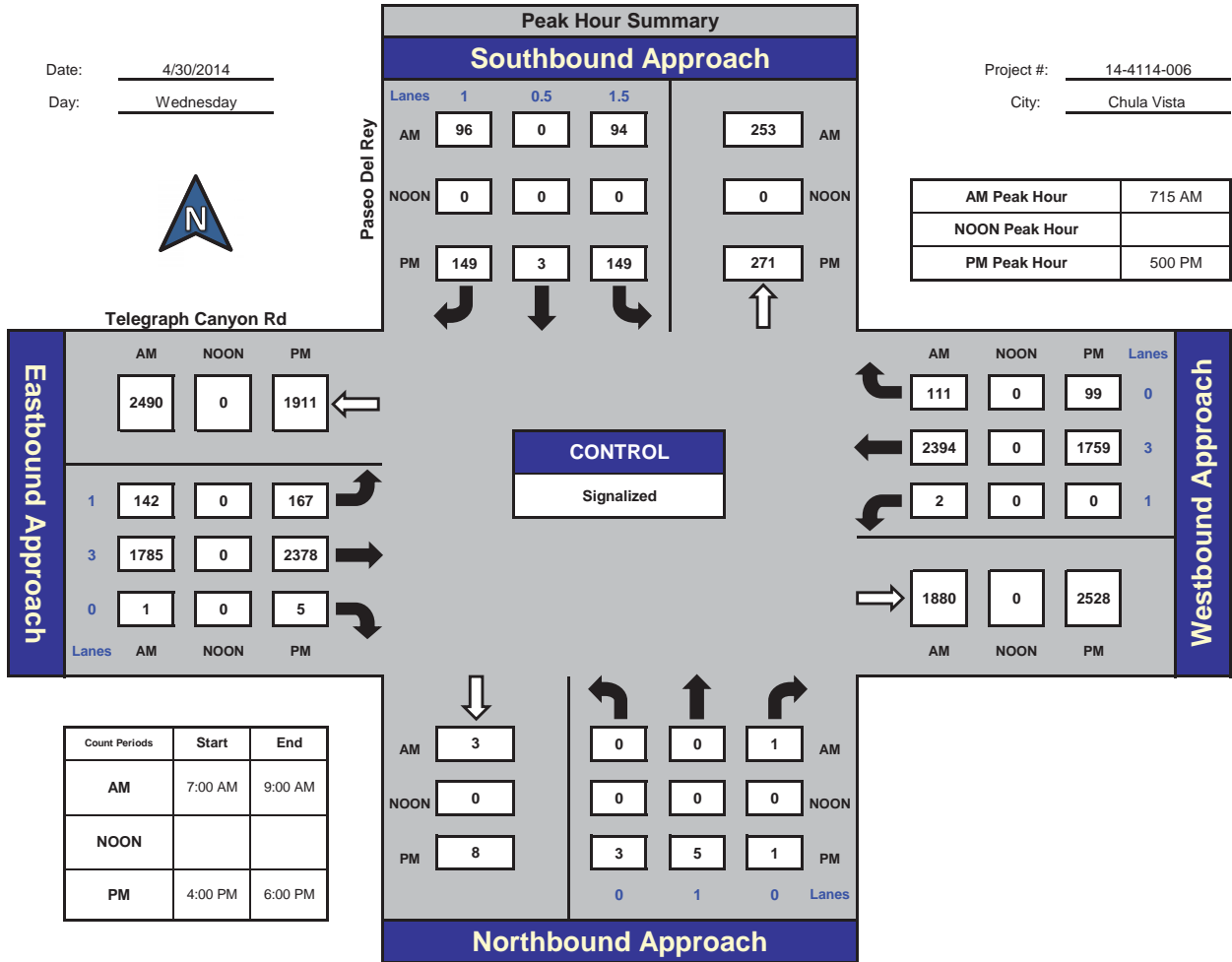
Paseo Del Rey and Telegraph Canyon Rd , Chula Vista

Date: 4/30/2014

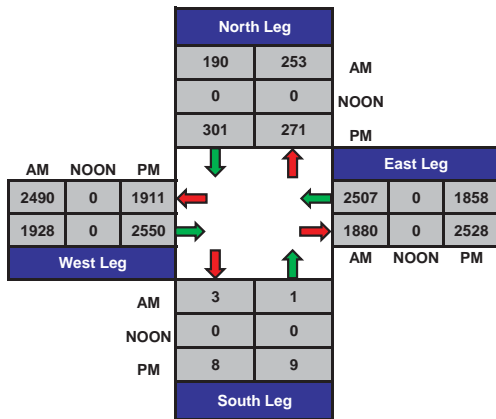
Day: Wednesday

Project #: 14-4114-006

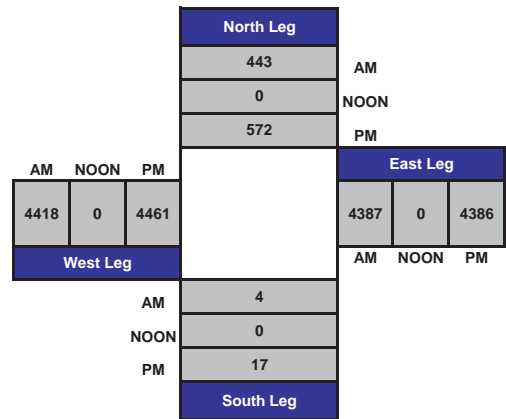
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-007

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM													
NS/EW Streets:	Medical Center Dr			Medical Center Dr			Telegraph Canyon Rd			Telegraph Canyon Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	94		86					312	76	29	414		1011
7:15 AM	84		79					341	75	61	447		1087
7:30 AM	106		68					401	89	59	572		1295
7:45 AM	82		54					383	137	64	577		1297
8:00 AM	83		46					347	120	47	454		1097
8:15 AM	79		34					370	116	49	457		1105
8:30 AM	130		54					347	113	52	446		1142
8:45 AM	111		44					330	95	23	414		1017
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	769	0	465	0	0	0	0	2831	821	384	3781	0	9051
	62.32%	0.00%	37.68%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	77.52%	22.48%	9.22%	90.78%	0.00%	
PEAK HR START TIME :	7:30 AM												TOTAL
PEAK HR VOL :	350	0	202	0	0	0	0	1501	462	219	2060	0	4794
PEAK HR FACTOR :	0.793			0.000			0.944			0.889			0.924

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-007

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	Medical Center Dr		Medical Center Dr			Telegraph Canyon Rd			Telegraph Canyon Rd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	0	1	0	0	0	0	3	1	1	3	0	
4:00 PM	103		59					482	119	40	297		1100
4:15 PM	106		57					528	88	38	353		1170
4:30 PM	142		73					486	106	35	337		1179
4:45 PM	110		65					509	95	50	370		1199
5:00 PM	112		66					533	113	46	342		1212
5:15 PM	113		45					519	104	42	377		1200
5:30 PM	121		45					517	110	44	296		1133
5:45 PM	85		67					526	116	40	351		1185
TOTAL VOLUMES :	892	0	477	0	0	0	0	4100	851	335	2723	0	9378
APPROACH %'s :	65.16%	0.00%	34.84%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	82.81%	17.19%	10.95%	89.05%	0.00%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	477	0	249	0	0	0	0	2047	418	173	1426	0	4790
PEAK HR FACTOR :	0.844			0.000			0.954			0.952			0.988

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



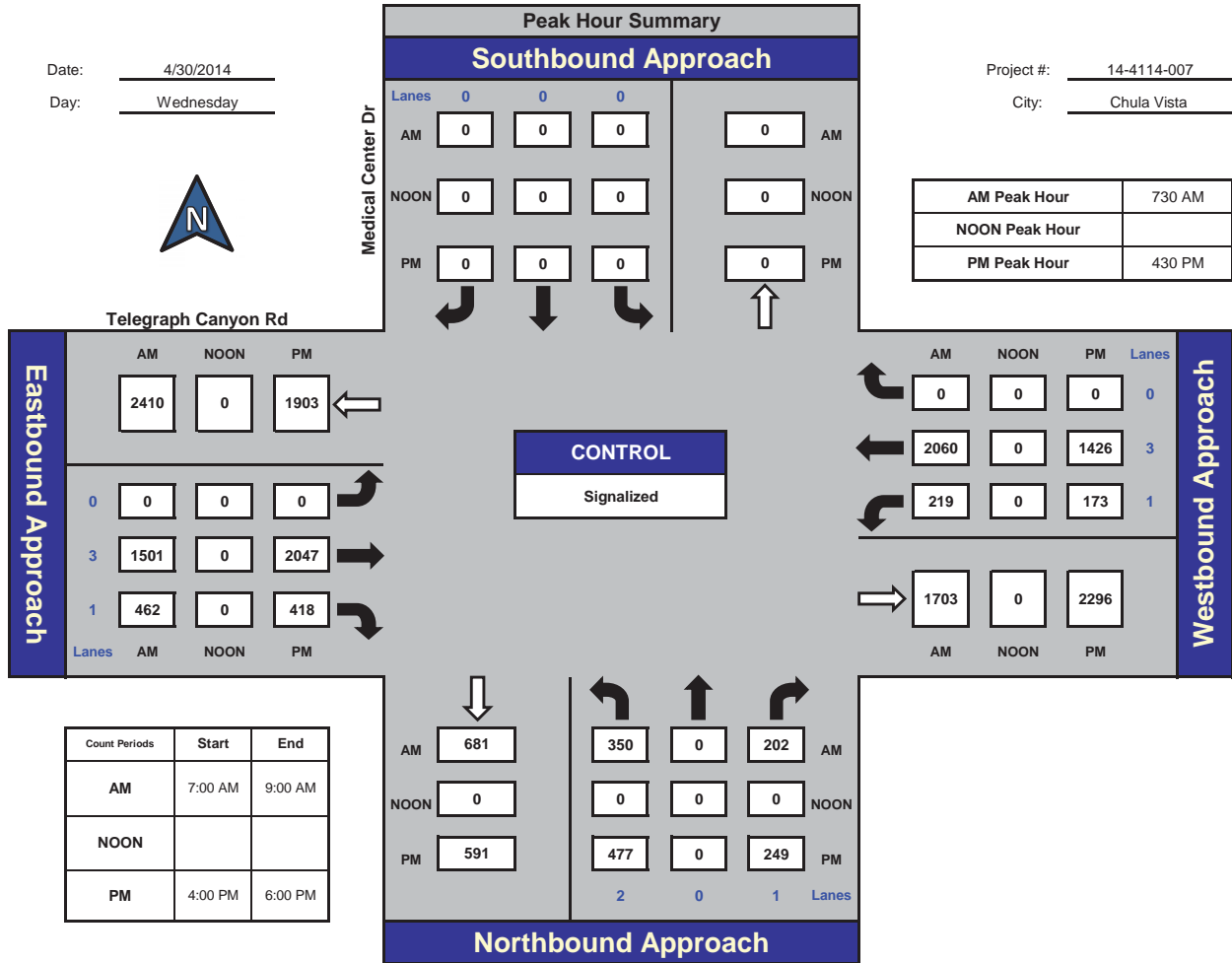
Medical Center Dr and Telegraph Canyon Rd , Chula Vista

Date: 4/30/2014

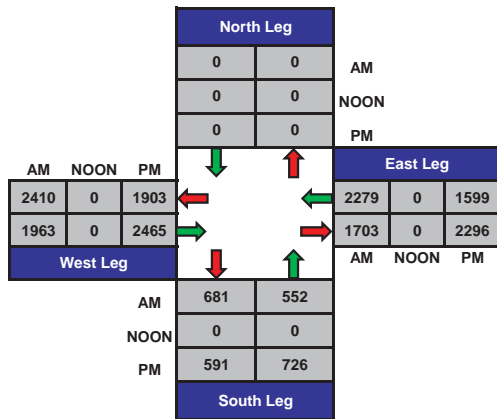
Day: Wednesday

Project #: 14-4114-007

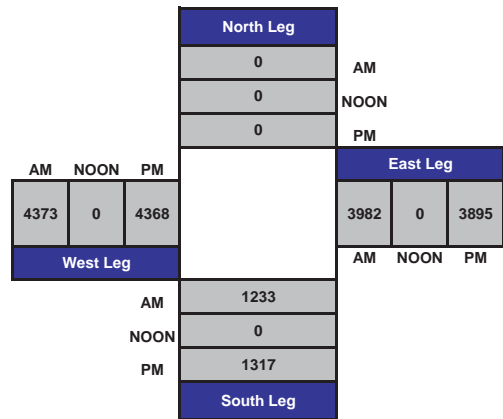
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-008

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM													
NS/EW Streets:	Paseo Ladera			Paseo Ladera			Telegraph Canyon Rd			Telegraph Canyon Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	1	1	1	1	1	3	0	1	3	0	
7:00 AM	58	44	28	24	13	39	27	362	17	11	357	9	989
7:15 AM	81	56	35	20	29	50	42	346	9	11	410	17	1106
7:30 AM	65	20	25	11	23	56	17	432	20	17	516	27	1229
7:45 AM	53	12	17	8	9	34	15	414	28	25	522	10	1147
8:00 AM	59	10	19	6	3	19	10	315	39	13	424	4	921
8:15 AM	55	9	17	5	7	32	14	370	20	13	405	6	953
8:30 AM	73	13	21	6	15	32	8	345	22	16	387	4	942
8:45 AM	63	8	21	8	7	23	10	357	21	9	347	4	878
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	507	172	183	88	106	285	143	2941	176	115	3368	81	8165
	58.82%	19.95%	21.23%	18.37%	22.13%	59.50%	4.39%	90.21%	5.40%	3.23%	94.50%	2.27%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	257	132	105	63	74	179	101	1554	74	64	1805	63	4471
PEAK HR FACTOR :	0.718			0.798			0.922			0.863			0.909

UTURNS			
NB	SB	EB	WB
0		0	0
0		0	0
0		0	0
0		1	0
1		0	2
0		0	1
0		0	0
0		1	0
NB	SB	EB	WB
1	0	2	3

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-008

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	Paseo Ladera		Paseo Ladera			Telegraph Canyon Rd			Telegraph Canyon Rd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	1	1	1	1	1	3	0	1	3	0	
4:00 PM	29	9	14	9	12	20	20	433	70	18	307	10	951
4:15 PM	32	7	19	6	11	19	25	500	65	16	324	11	1035
4:30 PM	37	16	20	13	10	21	32	453	67	17	294	3	983
4:45 PM	27	10	21	4	10	18	28	467	85	29	378	9	1086
5:00 PM	34	10	18	5	10	17	21	487	66	12	347	7	1034
5:15 PM	35	9	25	11	17	20	27	441	84	30	359	6	1064
5:30 PM	27	8	29	7	9	20	31	465	59	20	308	10	993
5:45 PM	27	7	26	6	10	17	24	509	58	22	297	6	1009
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	248	76	172	61	89	152	208	3755	554	164	2614	62	8155
	50.00%	15.32%	34.68%	20.20%	29.47%	50.33%	4.60%	83.13%	12.26%	5.77%	92.04%	2.18%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	123	37	93	27	46	75	107	1860	294	91	1392	32	4177
PEAK HR FACTOR :	0.917			0.771			0.975			0.910			0.962

UTURNS			
NB	SB	EB	WB
		0	0
		1	1
		2	0
		0	1
		0	0
		1	0
		3	0
		0	0
NB	SB	EB	WB
0	0	7	2

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



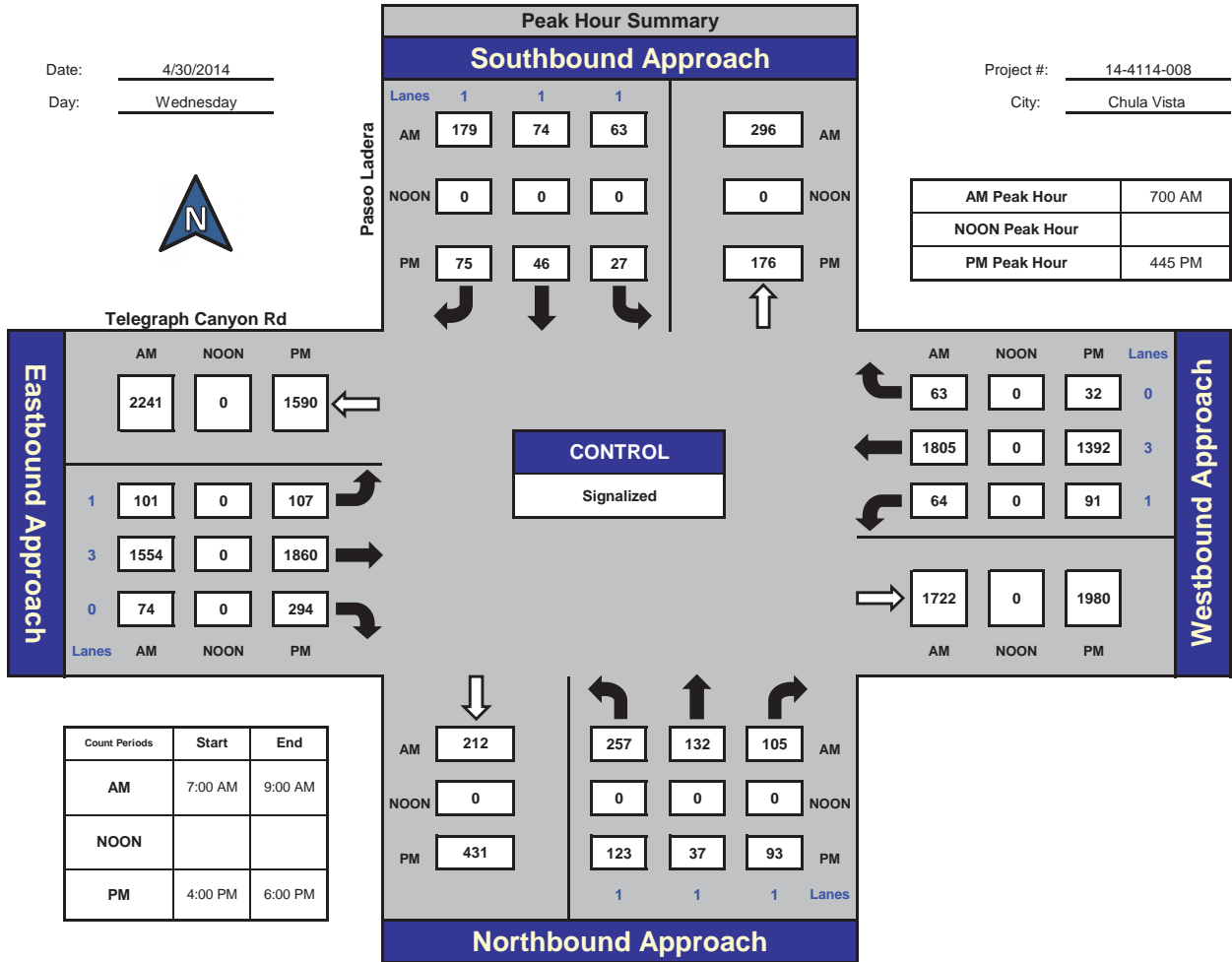
Paseo Ladera and Telegraph Canyon Rd, Chula Vista

Date: 4/30/2014

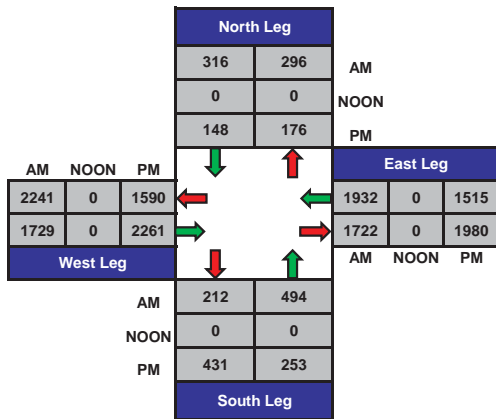
Day: Wednesday

Project #: 14-4114-008

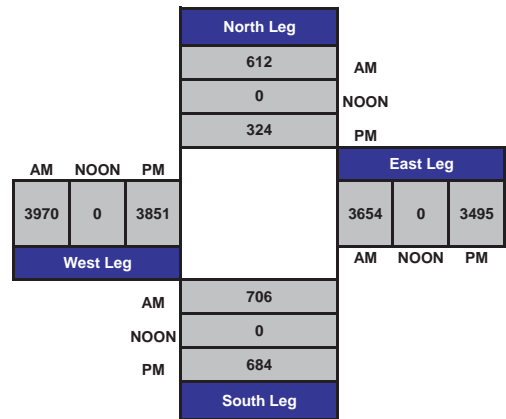
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-009

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM

NS/EW Streets:	Paseo Rancho/Heritage Rd		Paseo Rancho/Heritage Rd			Telegraph Canyon Rd			Telegraph Canyon Rd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 0	EL 2	ET 3	ER 1	WL 2	WT 3	WR 0	
7:00 AM	93	226	27	59	186	45	55	249	69	9	237	80	1335
7:15 AM	116	258	40	69	145	64	73	300	64	16	283	78	1506
7:30 AM	153	147	49	51	166	65	33	326	60	19	347	47	1463
7:45 AM	129	128	51	25	80	46	35	366	56	20	345	31	1312
8:00 AM	96	83	20	22	70	37	41	249	49	20	291	16	994
8:15 AM	106	63	16	16	62	31	23	286	48	12	288	28	979
8:30 AM	85	61	31	12	38	24	35	326	50	12	288	18	980
8:45 AM	70	84	22	16	56	20	39	304	41	23	271	32	978
TOTAL VOLUMES :	848	1050	256	270	803	332	334	2406	437	131	2350	330	9547
APPROACH %'s :	39.37%	48.75%	11.88%	19.22%	57.15%	23.63%	10.51%	75.73%	13.76%	4.66%	83.60%	11.74%	
PEAK HR START TIME :	7:00 AM												TOTAL
PEAK HR VOL :	491	759	167	204	577	220	196	1241	249	64	1212	236	5616
PEAK HR FACTOR :	0.856			0.863				0.922			0.915		0.932

UTURNS			
NB	SB	EB	WB
0	0	0	
0	1	1	
0	0	0	
2	0	0	
0	0	0	
0	0	1	
0	0	0	
0	0	0	
2	1	2	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-009

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	Paseo Rancho/Heritage Rd		Paseo Rancho/Heritage Rd			Telegraph Canyon Rd			Telegraph Canyon Rd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	2	1	2	2	0	2	3	1	2	3	0	
4:00 PM	49	57	19	23	60	13	28	333	90	27	254	20	973
4:15 PM	62	68	28	35	73	20	28	364	106	24	276	23	1107
4:30 PM	60	66	31	40	65	15	25	326	128	35	216	21	1028
4:45 PM	69	87	43	30	88	12	33	339	127	27	328	34	1217
5:00 PM	63	67	30	24	82	18	33	359	111	32	315	23	1157
5:15 PM	60	87	29	37	119	12	32	327	103	33	303	32	1174
5:30 PM	73	66	29	26	88	13	39	343	114	34	272	32	1129
5:45 PM	58	70	34	29	86	31	43	381	123	35	228	23	1141
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	494	568	243	244	661	134	261	2772	902	247	2192	208	8926
	37.85%	43.52%	18.62%	23.48%	63.62%	12.90%	6.63%	70.44%	22.92%	9.33%	82.81%	7.86%	
PEAK HR START TIME :	4:45 PM												TOTAL
PEAK HR VOL :	265	307	131	117	377	55	137	1368	455	126	1218	121	4677
PEAK HR FACTOR :	0.883			0.817			0.974			0.942			0.961

UTURNS			
NB	SB	EB	WB
0		0	1
1		0	1
0		0	0
1		0	0
0		0	1
0		2	0
1		2	0
0		0	0
NB	SB	EB	WB
3	0	4	3

CONTROL : Signalized

ITM Peak Hour Summary

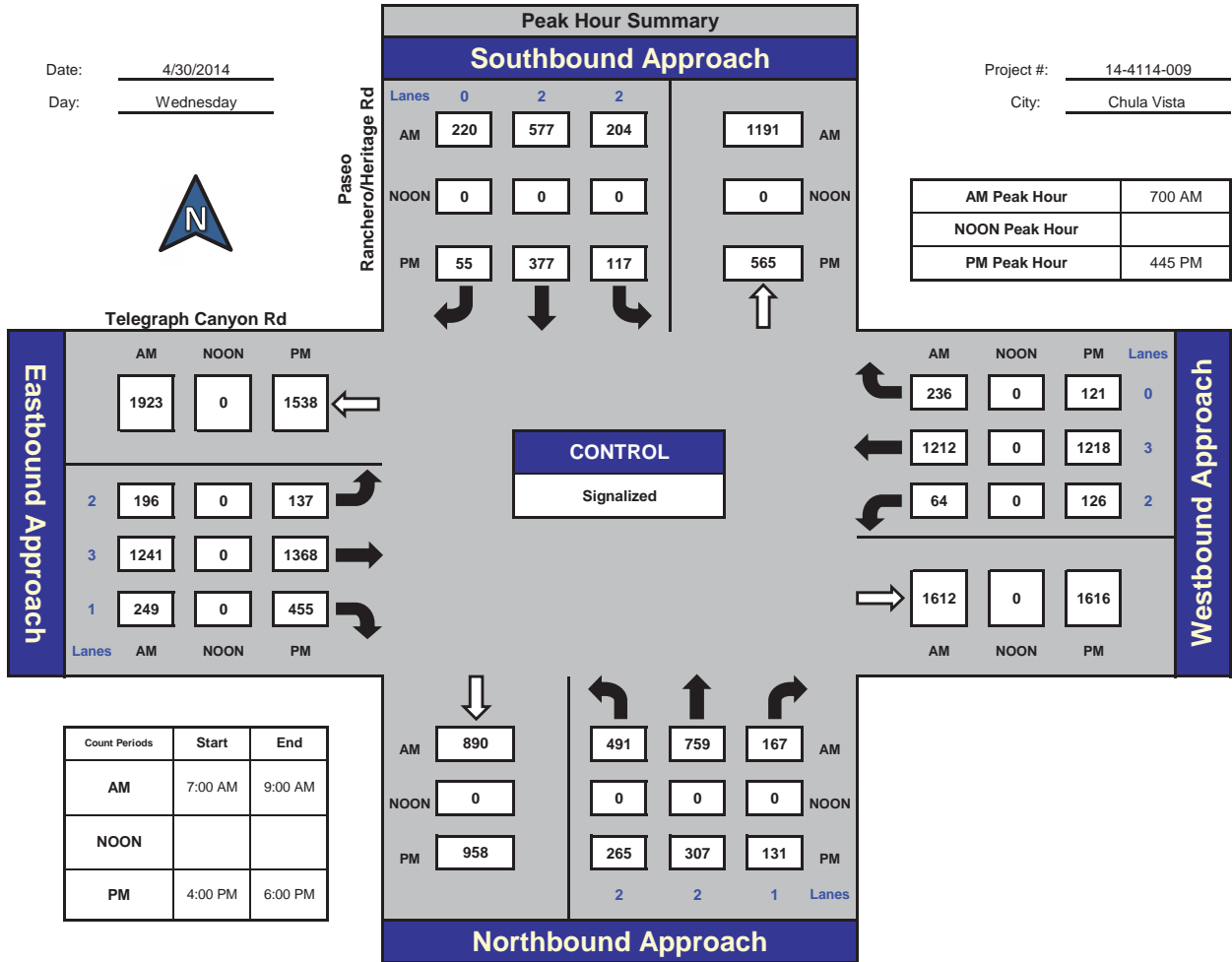
Prepared by:



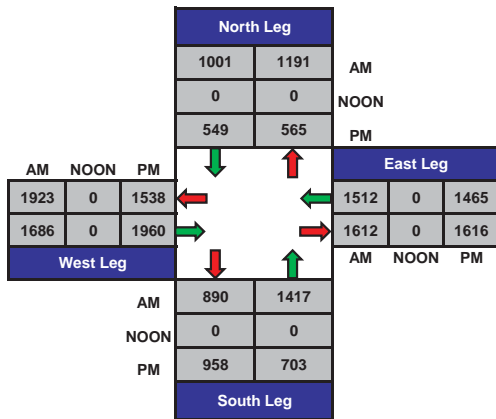
Paseo Ranchero/Heritage Rd and Telegraph Canyon Rd, Chula Vista

Date: 4/30/2014
Day: Wednesday

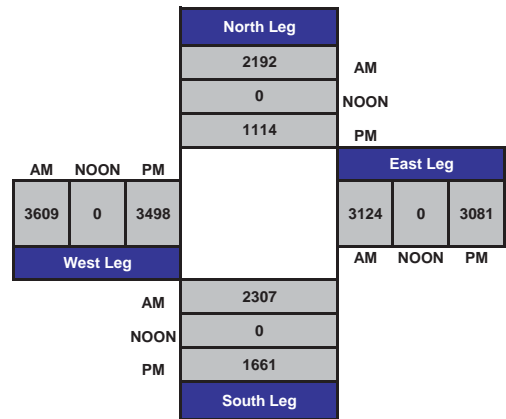
Project #: 14-4114-009
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-010

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM													
NS/EW Streets:	La Media Rd			La Media Rd			Telegraph Canyon Rd/Otay Lakes Rd			Telegraph Canyon Rd/Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	137	182	64	19	123	24	69	174	100	52	193	74	1211
7:15 AM	118	168	80	27	87	24	67	184	104	61	220	52	1192
7:30 AM	114	226	100	42	91	34	76	240	99	38	255	60	1375
7:45 AM	78	209	131	43	74	29	155	290	30	48	232	64	1383
8:00 AM	41	130	76	35	73	35	61	200	34	54	233	66	1038
8:15 AM	58	151	79	38	69	27	60	230	28	46	222	60	1068
8:30 AM	50	171	75	35	74	42	114	214	17	44	160	57	1053
8:45 AM	54	167	75	66	87	67	100	198	19	35	201	71	1140
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	650	1404	680	305	678	282	702	1730	431	378	1716	504	9460
	23.77%	51.35%	24.87%	24.11%	53.60%	22.29%	24.52%	60.43%	15.05%	14.55%	66.05%	19.40%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	447	785	375	131	375	111	367	888	333	199	900	250	5161
PEAK HR FACTOR :	0.913			0.924			0.836			0.955			0.933

UTURNS			
NB	SB	EB	WB
0	0	1	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	1
1	1	0	1
1	0	0	0
0	0	0	0
NB	SB	EB	WB
3	1	1	2

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-010

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM													
NS/EW Streets:	La Media Rd			La Media Rd			Telegraph Canyon Rd/Otay Lakes Rd			Telegraph Canyon Rd/Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	22	127	74	83	142	46	35	252	54	71	220	61	1187
4:15 PM	38	127	66	88	116	44	67	279	56	77	218	59	1235
4:30 PM	35	121	71	91	162	41	55	300	39	77	260	68	1320
4:45 PM	51	126	73	118	119	42	49	273	62	57	240	92	1302
5:00 PM	45	106	65	99	145	42	52	281	51	77	253	63	1279
5:15 PM	34	112	86	79	135	47	63	258	68	100	298	83	1363
5:30 PM	32	117	59	104	145	46	76	260	58	100	273	85	1355
5:45 PM	32	124	93	98	159	69	79	283	51	71	170	88	1317
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	289	960	587	760	1123	377	476	2186	439	630	1932	599	10358
	15.74%	52.29%	31.97%	33.63%	49.69%	16.68%	15.35%	70.49%	14.16%	19.93%	61.12%	18.95%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	143	459	303	380	584	204	270	1082	228	348	994	319	5314
PEAK HR FACTOR :	0.909			0.896			0.956			0.863			0.975

UTURNS			
NB	SB	EB	WB
1	0		1
1	0		1
1	1		0
0	0		0
0	1		0
0	0		0
0	0		0
0	0		0
0	0		0
0	0		0
3	2	0	2

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



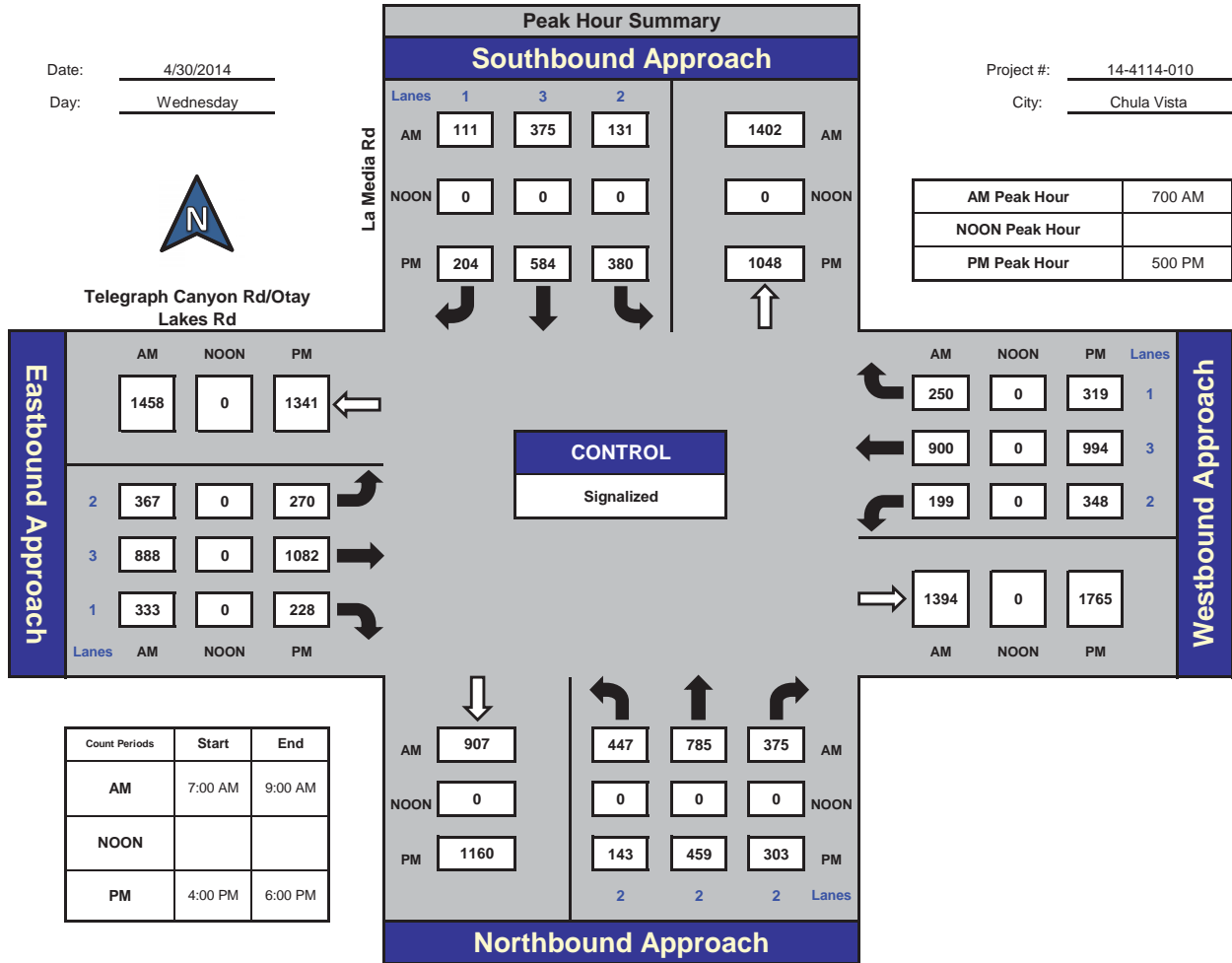
La Media Rd and Telegraph Canyon Rd/Otay Lakes Rd , Chula Vista

Date: 4/30/2014

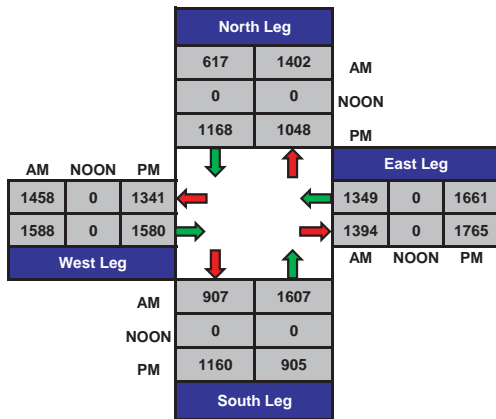
Day: Wednesday

Project #: 14-4114-010

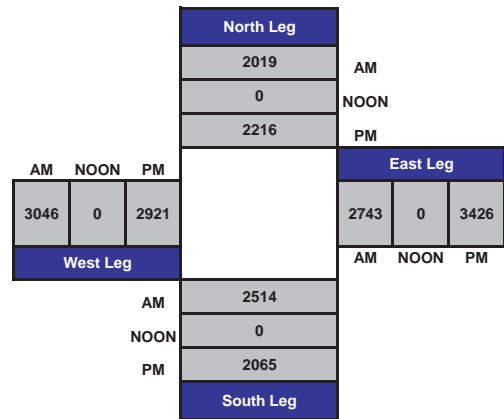
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-011

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM													
NS/EW Streets:	Rutgers Ave			Rutgers Ave			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	0	0	31	0	37	13	266	0	1	306	49	703
7:15 AM	0	0	0	20	0	54	41	252	0	2	266	44	679
7:30 AM	0	0	0	21	0	61	52	319	0	5	305	48	811
7:45 AM	0	0	0	39	0	46	67	399	0	4	303	58	916
8:00 AM	0	0	0	38	0	52	31	256	0	1	274	46	698
8:15 AM	0	0	0	36	0	50	24	334	0	1	280	43	768
8:30 AM	0	0	0	42	0	45	37	299	0	2	238	57	720
8:45 AM	0	0	0	59	0	30	16	319	0	3	236	38	701
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	43.27%	0.00%	56.73%	10.31%	89.69%	0.00%	0.73%	84.60%	14.67%	5996
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	134	0	209	174	1308	0	11	1162	195	3193
PEAK HR FACTOR :	0.000			0.953			0.795			0.937			0.871

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
		0	1
		1	2
		0	5
		2	4
		1	1
		1	1
		1	2
		0	3
NB	SB	EB	WB
0	0	6	19

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-011

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	Rutgers Ave			Rutgers Ave			Otay Lakes Rd			Otay Lakes Rd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	1	0	1	1	3	0	1	3	1	
4:00 PM				41		28	39	379		1	330	24	842
4:15 PM				50		26	50	416		1	327	41	911
4:30 PM				51		38	39	394		0	363	27	912
4:45 PM				63		25	35	438		1	369	32	963
5:00 PM				43		27	33	405		3	355	35	901
5:15 PM				49		23	45	378		3	421	43	962
5:30 PM				46		39	30	376		0	419	25	935
5:45 PM				42		18	58	450		1	327	41	937
TOTAL VOLUMES :	0	0	0	385	0	224	329	3236	0	10	2911	268	7363
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	63.22%	0.00%	36.78%	9.23%	90.77%	0.00%	0.31%	91.28%	8.40%	
PEAK HR START TIME :	4:45 PM												TOTAL
PEAK HR VOL :	0	0	0	201	0	114	143	1597	0	7	1564	135	3761
PEAK HR FACTOR :	0.000			0.895			0.920			0.913			0.976

UTURNS			
NB	SB	EB	WB
		2	1
		2	1
		1	0
		4	1
		0	3
		0	3
		0	0
		0	1

NB	SB	EB	WB
0	0	9	10

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



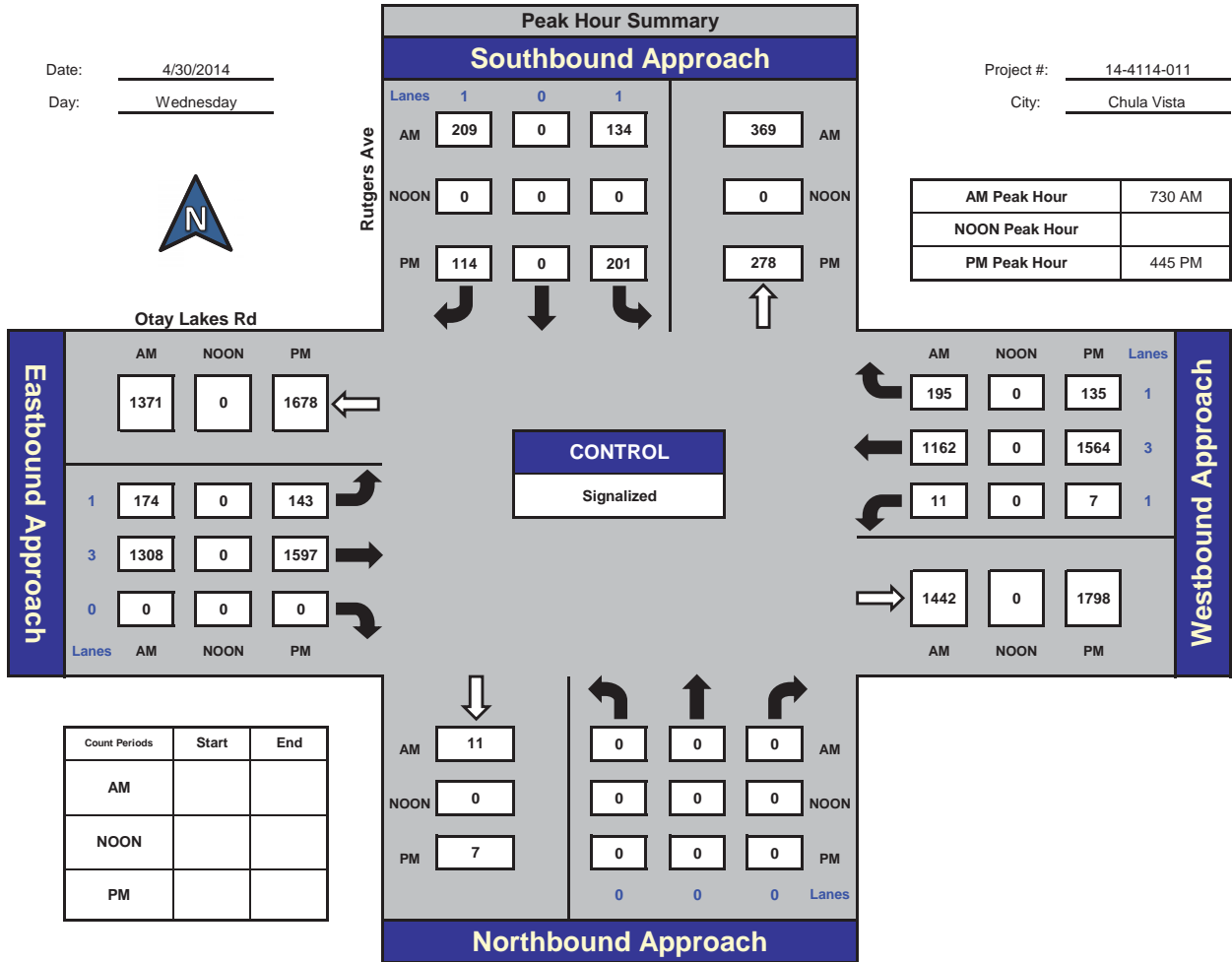
Rutgers Ave and Otay Lakes Rd , Chula Vista

Date: 4/30/2014

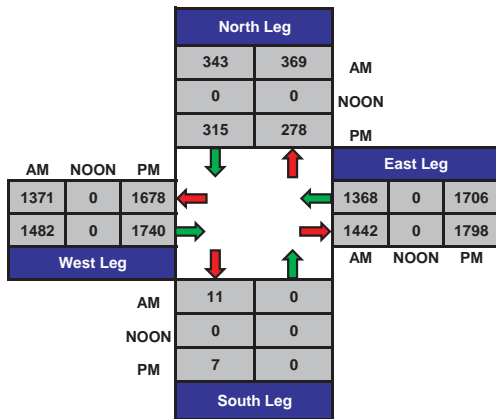
Day: Wednesday

Project #: 14-4114-011

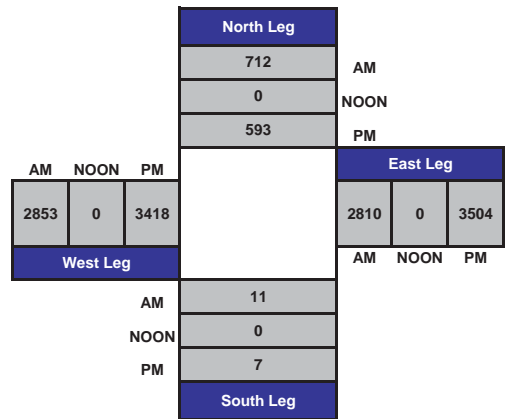
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-012

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

NS/EW Streets:	AM												TOTAL
	SR-125 SB Ramps			SR-125 SB Ramps			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	2	0	1	1	3	0	0	3	1	602
7:15 AM				40		6		286	10		263	33	638
7:30 AM				52		6		332	16		301	41	748
7:45 AM				53		13		435	14		281	31	827
8:00 AM				60		11		311	7		299	22	710
8:15 AM				67		12		369	5		297	18	768
8:30 AM				68		11		348	6		270	20	723
8:45 AM				58		12		375	3		293	23	764

UTURNS			
NB	SB	EB	WB

TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	84.62%	0.00%	15.38%	0.00%	97.54%	2.46%	0.00%	91.79%	8.21%	5780

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	232	0	42	0	1447	42	0	1178	112	3053
PEAK HR FACTOR :	0.000			0.867			0.829			0.943			0.923

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-012

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM														
NS/EW Streets:	SR-125 SB Ramps			SR-125 SB Ramps			Otay Lakes Rd			Otay Lakes Rd				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
4:00 PM	0	0	0	98	0	21	393	6	0	355	12	0	885	
4:15 PM	0	0	0	105	0	17	440	5	0	359	8	0	934	
4:30 PM	0	0	0	99	0	21	415	4	0	388	28	0	955	
4:45 PM	0	0	0	108	0	22	466	8	0	355	19	0	978	
5:00 PM	0	0	0	113	0	23	438	6	0	387	17	0	984	
5:15 PM	0	0	0	111	0	22	417	4	0	409	13	0	976	
5:30 PM	0	0	0	114	0	29	387	5	0	442	10	0	987	
5:45 PM	0	0	0	114	0	25	451	3	0	309	7	0	909	
TOTAL VOLUMES :	0	0	0	862	0	180	0	3407	41	0	3004	114	7608	
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	82.73%	0.00%	17.27%	0.00%	98.81%	1.19%	0.00%	96.34%	3.66%		
PEAK HR START TIME :	4:45 PM													TOTAL
PEAK HR VOL :	0	0	0	446	0	96	0	1708	23	0	1593	59	3925	
PEAK HR FACTOR :	0.000			0.948			0.913			0.914			0.994	

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

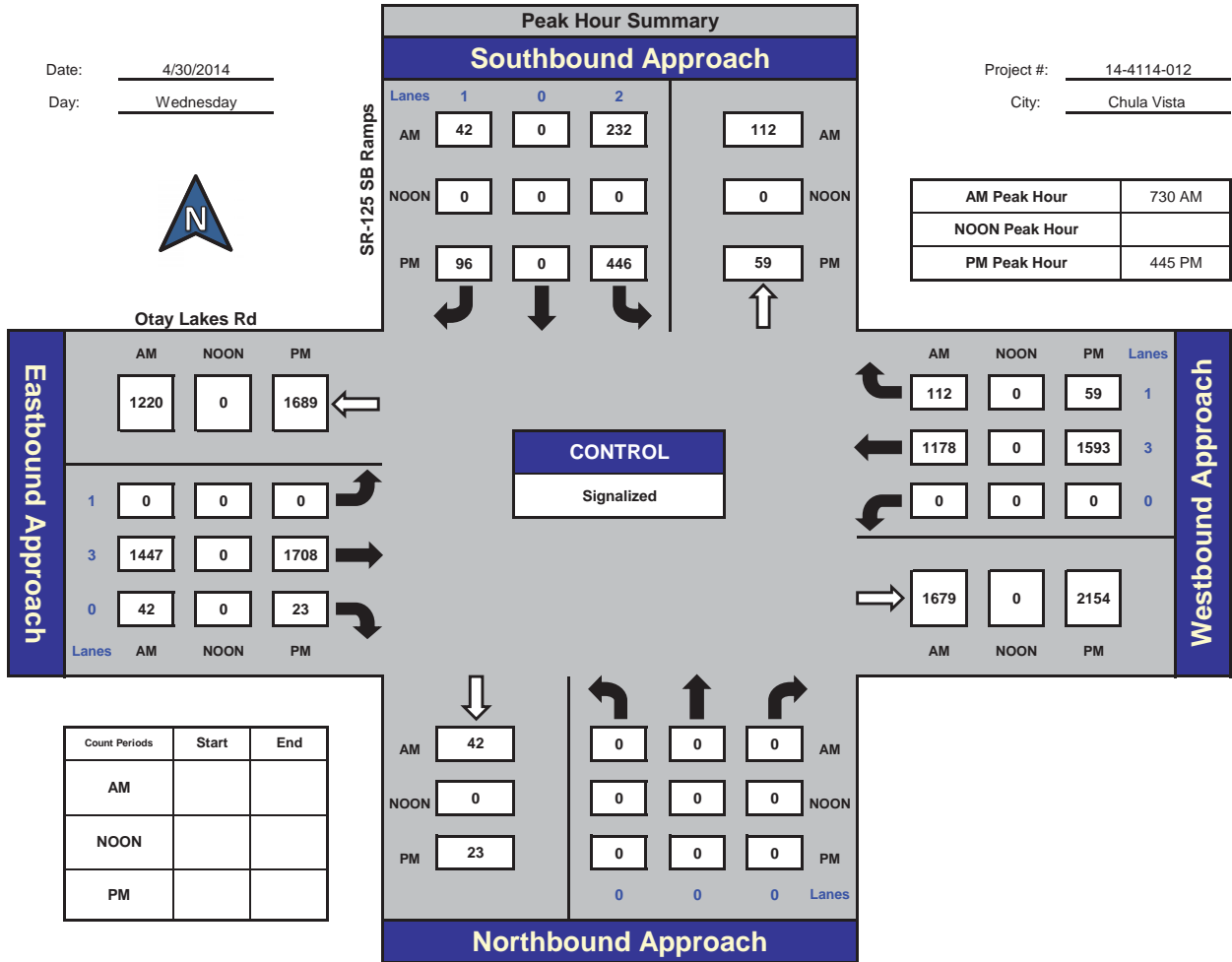
Prepared by:



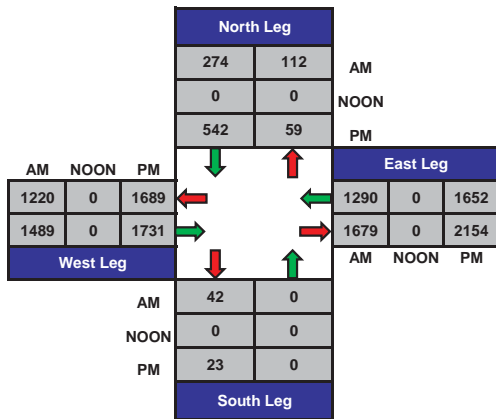
SR-125 SB Ramps and Otay Lakes Rd , Chula Vista

Date: 4/30/2014
Day: Wednesday

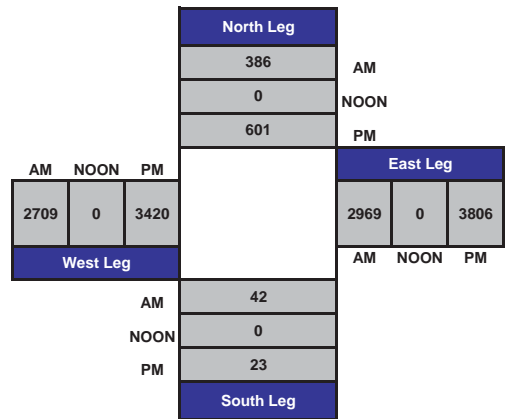
Project #: 14-4114-012
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-013

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM													
NS/EW Streets:	SR-125 NB Ramps			SR-125 SB Ramps			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	1		9					270	37		268	135	720
7:15 AM	3		11					270	44		286	131	745
7:30 AM	4		17					319	64		348	118	870
7:45 AM	3		20					453	40		301	112	929
8:00 AM	2		23					341	27		324	116	833
8:15 AM	2		18					384	57		306	110	877
8:30 AM	1		17					376	23		293	107	817
8:45 AM	6		15					408	22		307	103	861
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	22	0	130	0	0	0	0	2821	314	0	2433	932	6652
	14.47%	0.00%	85.53%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	89.98%	10.02%	0.00%	72.30%	27.70%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	11	0	78	0	0	0	0	1497	188	0	1279	456	3509
PEAK HR FACTOR :	0.890			0.000			0.854			0.931			0.944

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-013

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	SR-125 NB Ramps		SR-125 NB Ramps			Otay Lakes Rd			Otay Lakes Rd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	0	2	0	0	0	1	3	0	0	3	1	
4:00 PM	5		30				477	9		347	69		937
4:15 PM	9		23				547	9		364	48		1000
4:30 PM	6		29				501	11		399	67		1013
4:45 PM	7		27				566	16		369	71		1056
5:00 PM	6		31				531	14		396	75		1053
5:15 PM	5		34				519	12		420	71		1061
5:30 PM	5		24				476	13		436	71		1025
5:45 PM	5		25				542	15		316	58		961
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	48	0	223	0	0	0	0	4159	99	0	3047	530	8106
	17.71%	0.00%	82.29%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	97.67%	2.33%	0.00%	85.18%	14.82%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	23	0	116	0	0	0	0	2092	55	0	1621	288	4195
PEAK HR FACTOR :	0.891			0.000			0.922			0.941			0.988

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

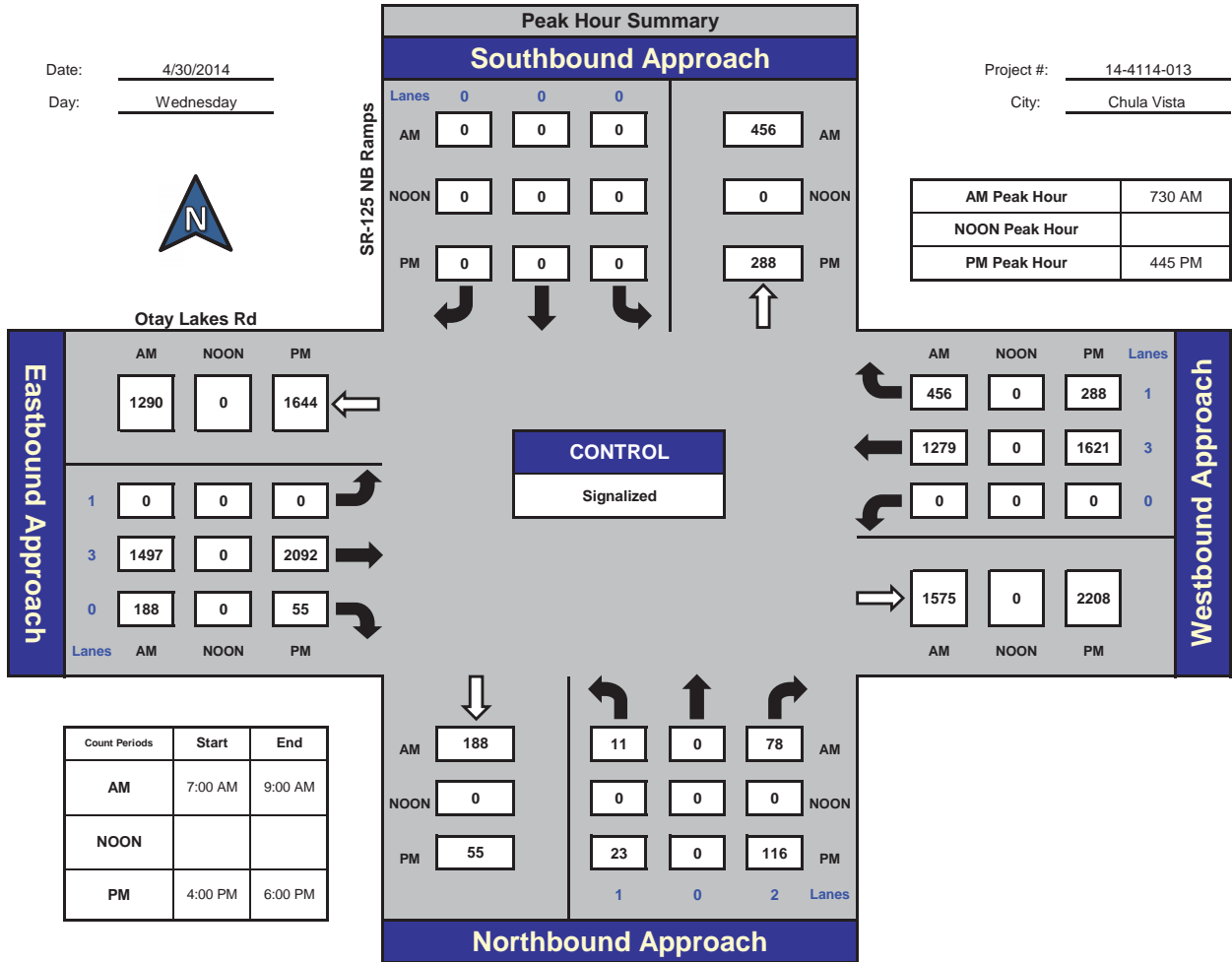
Prepared by:



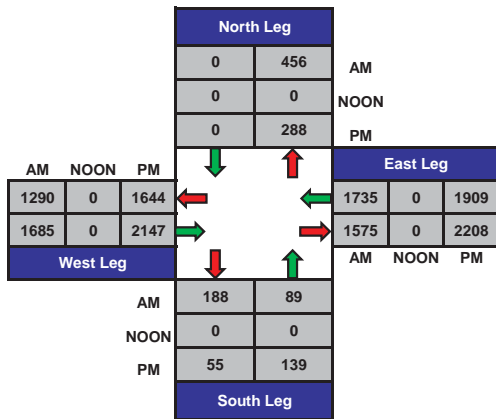
SR-125 NB Ramps and Otay Lakes Rd , Chula Vista

Date: 4/30/2014
Day: Wednesday

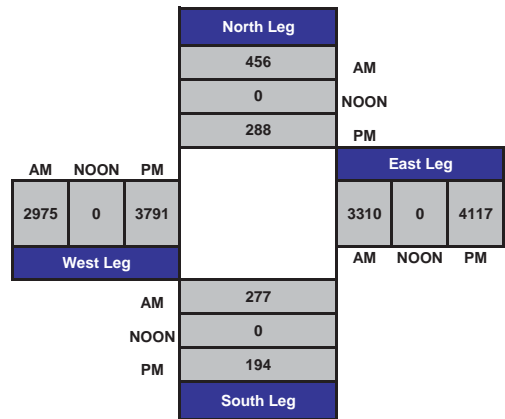
Project #: 14-4114-013
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-014

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM													
NS/EW Streets:	Eastlake Pkwy			Eastlake Pkwy			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	172	108	112	7	81	112	30	126	112	52	169	5	1086
7:15 AM	165	63	56	5	33	56	47	137	58	36	173	5	834
7:30 AM	132	51	29	6	37	29	61	162	63	44	238	5	857
7:45 AM	135	97	69	7	46	69	77	230	66	38	200	10	1044
8:00 AM	128	64	36	11	53	36	72	214	72	53	227	15	981
8:15 AM	148	83	36	15	81	36	93	201	72	50	183	18	1016
8:30 AM	124	87	50	15	59	50	89	155	71	43	184	27	954
8:45 AM	125	87	47	12	74	47	120	183	72	49	181	20	1017
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	1129	640	435	78	464	435	589	1408	586	365	1555	105	7789
	51.23%	29.04%	19.74%	7.98%	47.49%	44.52%	22.80%	54.51%	22.69%	18.02%	76.79%	5.19%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	535	331	191	48	239	191	331	800	281	184	794	70	3995
PEAK HR FACTOR :	0.878			0.905			0.946			0.888			0.957

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
1	0	0	0

NB	SB	EB	WB
0	2	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-014

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	Eastlake Pkwy		Eastlake Pkwy			Otay Lakes Rd			Otay Lakes Rd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT		WR
LANES:	2	2	1	2	2	1	2	3	2	2	3	0	
4:00 PM	127	124	48	28	124	48	108	184	161	81	185	8	1226
4:15 PM	114	83	44	25	136	44	110	185	164	71	140	17	1133
4:30 PM	136	100	49	22	137	52	121	189	151	104	183	7	1251
4:45 PM	120	120	53	26	135	53	103	220	142	80	165	12	1229
5:00 PM	118	107	36	34	157	36	91	221	175	92	201	22	1290
5:15 PM	129	120	49	37	121	49	102	193	168	84	159	22	1233
5:30 PM	130	108	51	24	121	51	88	200	164	101	186	16	1240
5:45 PM	105	104	64	35	146	64	88	207	195	82	161	11	1262

TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	979	866	394	231	1077	397	811	1599	1320	695	1380	115	9864
	43.72%	38.68%	17.60%	13.55%	63.17%	23.28%	21.74%	42.87%	35.39%	31.74%	63.01%	5.25%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	482	439	200	130	545	200	369	821	702	359	707	71	5025
PEAK HR FACTOR :	0.940			0.893			0.965			0.902			0.974

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
	5		0
	3		0
	0		1
	3		1
	2		0
	0		1
	1		0
	2		0
NB	0	SB	16
		EB	0
		WB	3

ITM Peak Hour Summary

Prepared by:



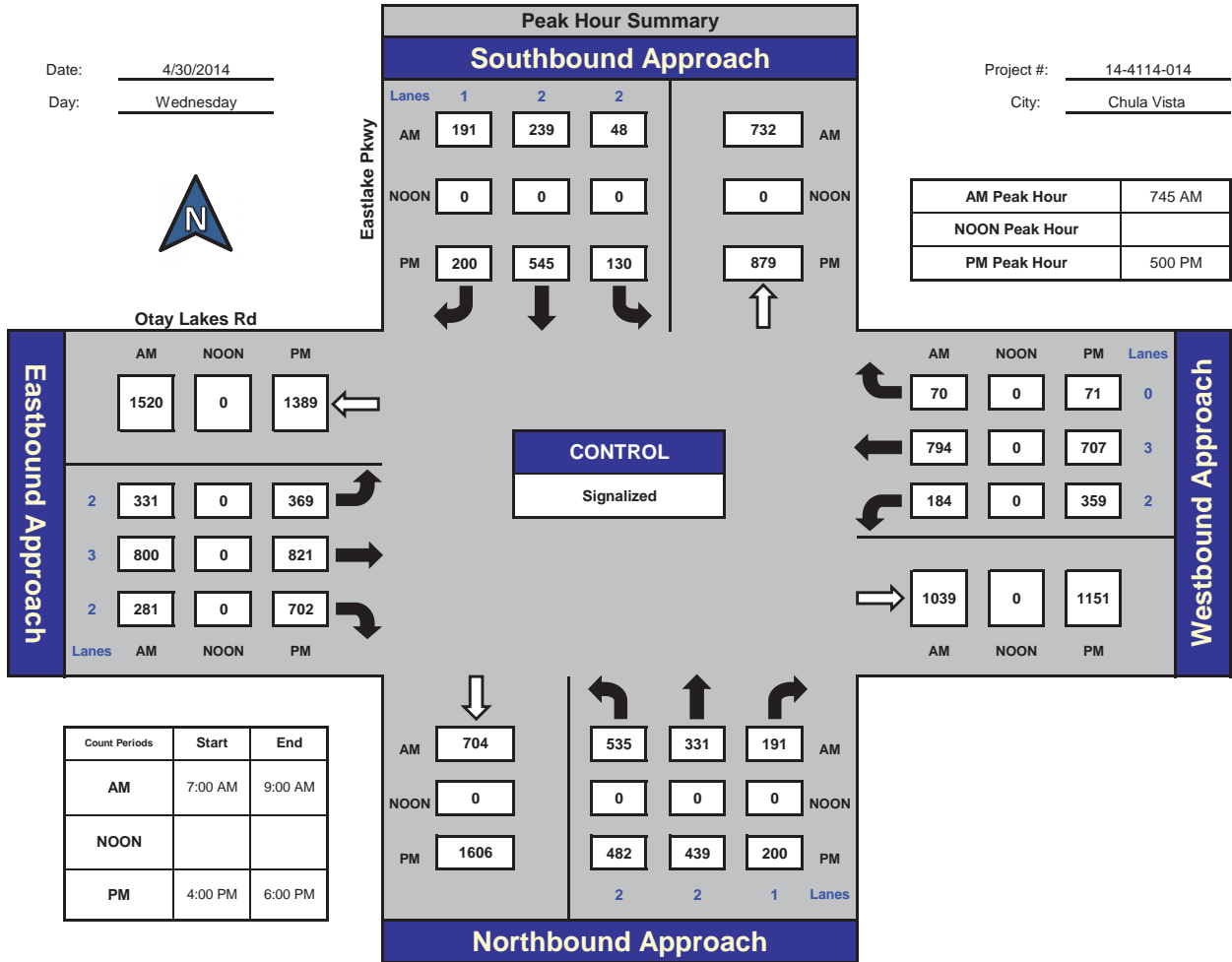
Eastlake Pkwy and Otay Lakes Rd , Chula Vista

Date: 4/30/2014

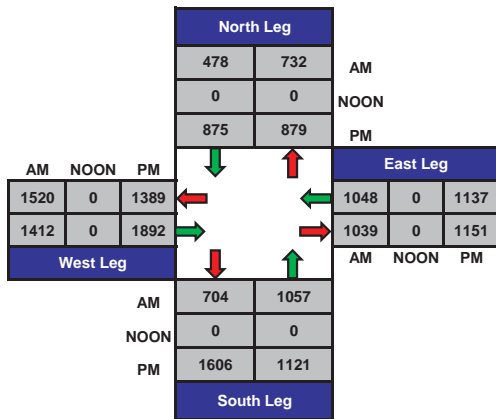
Day: Wednesday

Project #: 14-4114-014

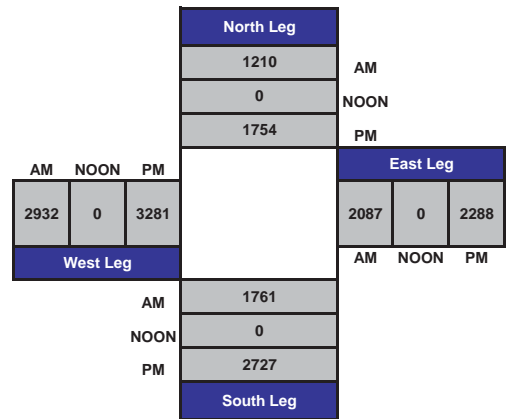
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-015

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM													
NS/EW Streets:	Lane Ave			Lane Ave			Otay Lakes Rd			Otay Lakes Rd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	1.5	0	1.5	2	3	0	0	3	0	
7:00 AM				8		46	156	97		169	12		488
7:15 AM				3		43	92	95		144	8		385
7:30 AM				8		65	89	111		218	13		504
7:45 AM				11		59	144	154		236	21		625
8:00 AM				9		22	113	132		210	31		517
8:15 AM				10		32	140	129		195	28		534
8:30 AM				11		40	101	128		159	58		497
8:45 AM				16		40	100	127		161	50		494
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	17.97%	0.00%	82.03%	49.00%	51.00%	0.00%	0.00%	87.10%	12.90%	4044
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	38	0	178	486	526	0	0	859	93	2180
PEAK HR FACTOR :	0.000			0.740			0.849			0.926			0.872

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-015

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	Lane Ave			Lane Ave			Otay Lakes Rd			Otay Lakes Rd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	1.5	0	1.5	2	3	0	0	3	0	
4:00 PM				22		112	81	170			147	18	550
4:15 PM				23		101	99	164			165	15	567
4:30 PM				23		120	95	176			152	8	574
4:45 PM				30		92	87	195			151	18	573
5:00 PM				38		162	101	172			164	16	653
5:15 PM				37		98	93	212			143	15	598
5:30 PM				29		120	74	173			126	11	533
5:45 PM				27		76	109	204			143	29	588
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	20.63%	0.00%	79.37%	33.51%	66.49%	0.00%	0.00%	90.16%	9.84%	4636
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	0	0	128	0	472	376	755	0	0	610	57	2398
PEAK HR FACTOR :	0.000			0.750			0.927			0.926			0.918

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB 0	SB 0	EB 0	WB 0
---------	---------	---------	---------

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



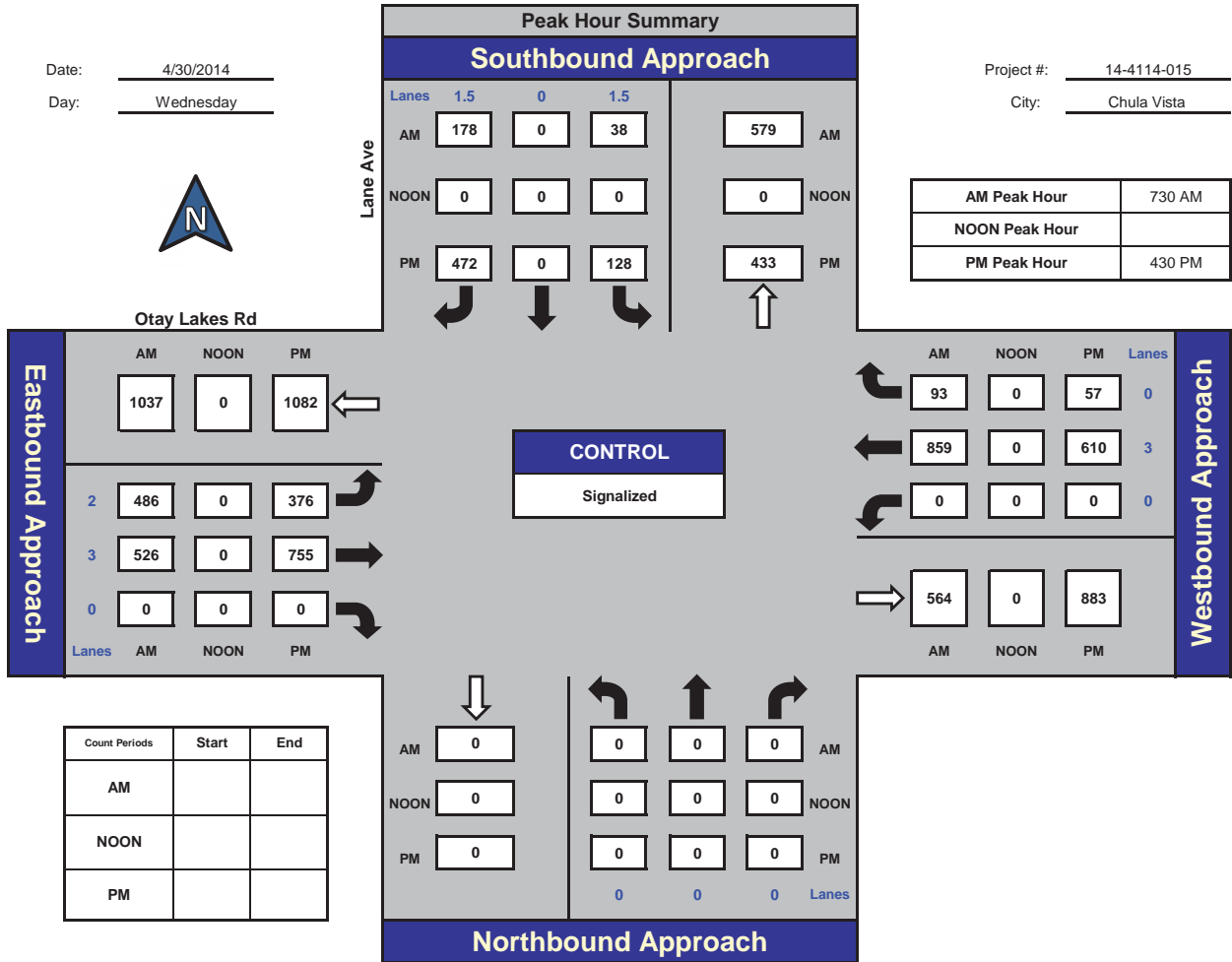
Lane Ave and Otay Lakes Rd, Chula Vista

Date: 4/30/2014

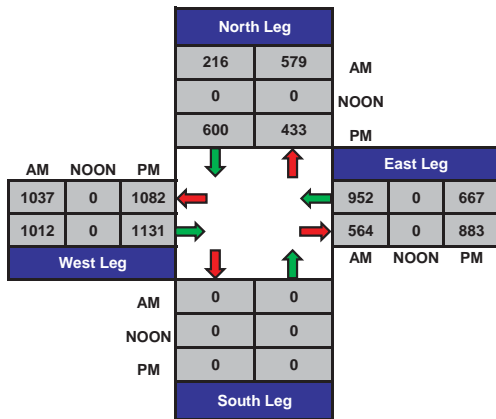
Day: Wednesday

Project #: 14-4114-015

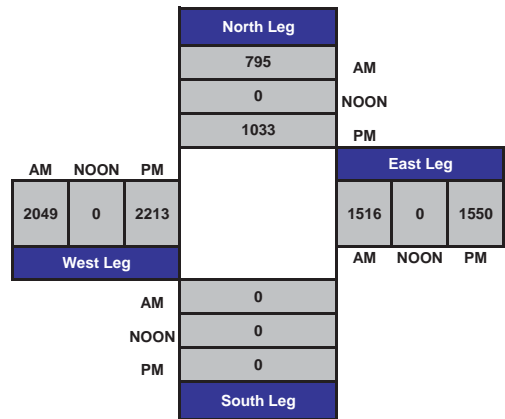
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-016

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM													
NS/EW Streets:	Fenton St			Fenton St			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	0	0	11	0	7	9	98	0	0	172	11	308
7:15 AM	0	0	0	6	0	1	19	74	0	0	155	11	266
7:30 AM	0	0	0	5	0	2	23	103	0	0	228	17	378
7:45 AM	0	0	0	7	0	2	30	132	0	0	253	36	460
8:00 AM	0	0	0	19	0	4	26	120	0	0	239	46	454
8:15 AM	0	0	0	19	0	3	34	104	0	0	216	61	437
8:30 AM	0	0	0	26	0	14	41	107	0	0	203	68	459
8:45 AM	0	0	0	29	0	9	41	95	0	0	192	75	441
TOTAL VOLUMES :	0	0	0	122	0	42	223	833	0	0	1658	325	3203
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	74.39%	0.00%	25.61%	21.12%	78.88%	0.00%	0.00%	83.61%	16.39%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	0	0	71	0	23	131	463	0	0	911	211	1810
PEAK HR FACTOR :	0.000			0.588			0.917			0.971			0.984

UTURNS			
NB	SB	EB	WB
		0	
		0	
		0	
		1	
		1	
		2	
		0	
		0	
		0	
NB	SB	EB	WB
0	0	4	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-016

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	Fenton St			Fenton St			Otay Lakes Rd			Otay Lakes Rd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	0	39	0	28	28	163	0	0	134	31	423
4:15 PM	0	0	0	37	0	32	28	180	0	0	143	18	438
4:30 PM	0	0	0	46	0	39	30	164	0	0	119	27	433
4:45 PM	0	0	0	49	0	37	38	185	0	0	139	44	492
5:00 PM	0	0	0	55	0	45	39	205	0	0	121	37	502
5:15 PM	0	0	0	47	0	28	35	183	0	0	141	25	459
5:30 PM	0	0	0	46	0	31	32	182	0	0	95	23	409
5:45 PM	0	0	0	48	0	24	46	172	0	0	149	54	493
TOTAL VOLUMES :	0	0	0	367	0	264	276	1434	0	8	1041	259	3649
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	58.16%	0.00%	41.84%	16.14%	83.86%	0.00%	0.61%	79.59%	19.80%	
PEAK HR START TIME :	4:30 PM												TOTAL
PEAK HR VOL :	0	0	0	197	0	149	142	737	0	8	520	133	1886
PEAK HR FACTOR :	0.000			0.865			0.901			0.903			0.939

UTURNS			
NB	SB	EB	WB
0	0	0	0
1	0	0	0
1	0	0	0
0	0	0	0
0	1	0	0
0	0	0	0
0	0	0	0
0	4	0	0

NB	SB	EB	WB
0	2	5	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



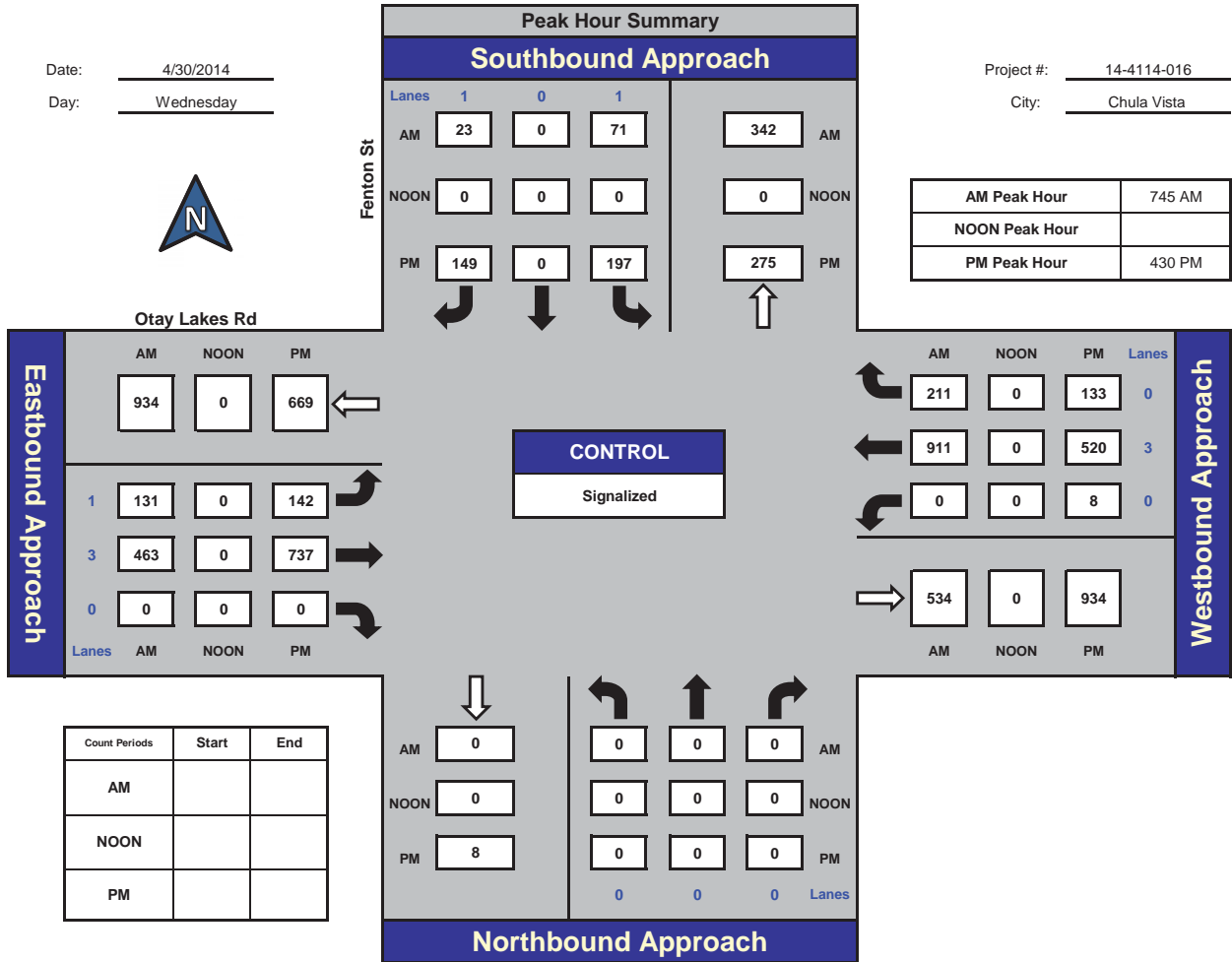
Fenton St and Otay Lakes Rd , Chula Vista

Date: 4/30/2014

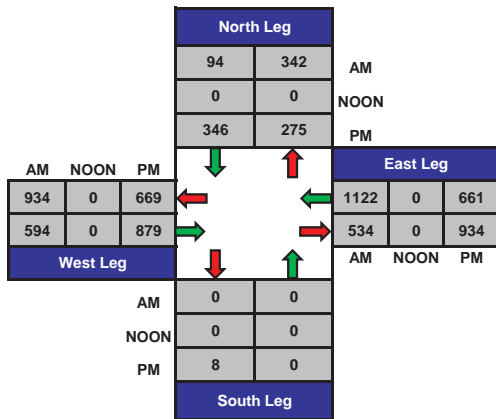
Day: Wednesday

Project #: 14-4114-016

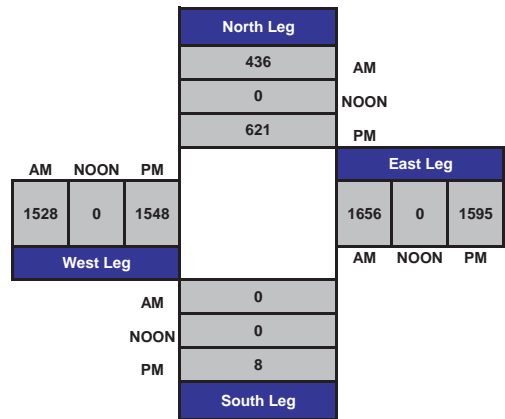
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-017

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM													
NS/EW Streets:	Hunte Parkway			Hunte Parkway			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	92	78	19	2	52	44	44	42	33	12	53	2	473
7:15 AM	87	76	7	1	36	37	35	15	30	10	39	12	385
7:30 AM	95	136	21	5	73	73	46	28	32	9	81	10	609
7:45 AM	90	166	30	4	83	66	80	28	35	43	133	29	787
8:00 AM	85	125	15	19	109	76	61	33	55	63	109	41	791
8:15 AM	95	44	11	9	68	55	37	25	58	22	118	6	548
8:30 AM	129	33	12	8	39	42	22	49	54	8	103	4	503
8:45 AM	128	48	12	6	25	35	21	59	39	5	103	5	486
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	801	706	127	54	485	428	346	279	336	172	739	109	4582
	49.02%	43.21%	7.77%	5.58%	50.16%	44.26%	36.00%	29.03%	34.96%	16.86%	72.45%	10.69%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	365	471	77	37	333	270	224	114	180	137	441	86	2735
PEAK HR FACTOR :	0.798			0.784			0.869			0.779			0.864

UTURNS			
NB	SB	EB	WB
1	0	0	
0	0	0	
0	0	0	
0	0	0	
0	2	0	
0	0	0	
0	0	0	
0	0	0	
0	0	1	
NB	SB	EB	WB
1	2	1	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-017

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM													
NS/EW Streets:	Hunte Parkway			Hunte Parkway			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	66	62	16	5	53	36	41	63	78	17	60	4	501
4:15 PM	51	37	8	16	63	36	48	74	82	12	57	6	490
4:30 PM	53	53	20	10	54	42	48	67	94	13	58	10	522
4:45 PM	78	42	11	10	61	50	39	78	111	9	68	7	564
5:00 PM	60	45	15	15	67	41	49	96	113	11	55	6	573
5:15 PM	66	51	10	11	77	30	41	87	109	10	65	4	561
5:30 PM	60	49	8	12	45	35	53	88	110	13	59	4	536
5:45 PM	72	45	12	11	49	47	42	82	129	11	70	13	583
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	506	384	100	90	469	317	361	635	826	96	492	54	4330
	51.11%	38.79%	10.10%	10.27%	53.54%	36.19%	19.81%	34.85%	45.33%	14.95%	76.64%	8.41%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	258	190	45	49	238	153	185	353	461	45	249	27	2253
PEAK HR FACTOR :	0.955			0.894			0.968			0.854			0.966

UTURNS			
NB	SB	EB	WB
0		0	0
0		1	0
0		2	0
0		0	0
2		1	1
0		0	0
0		0	0
0		0	0
0		0	0
NB	SB	EB	WB
2	0	4	1

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



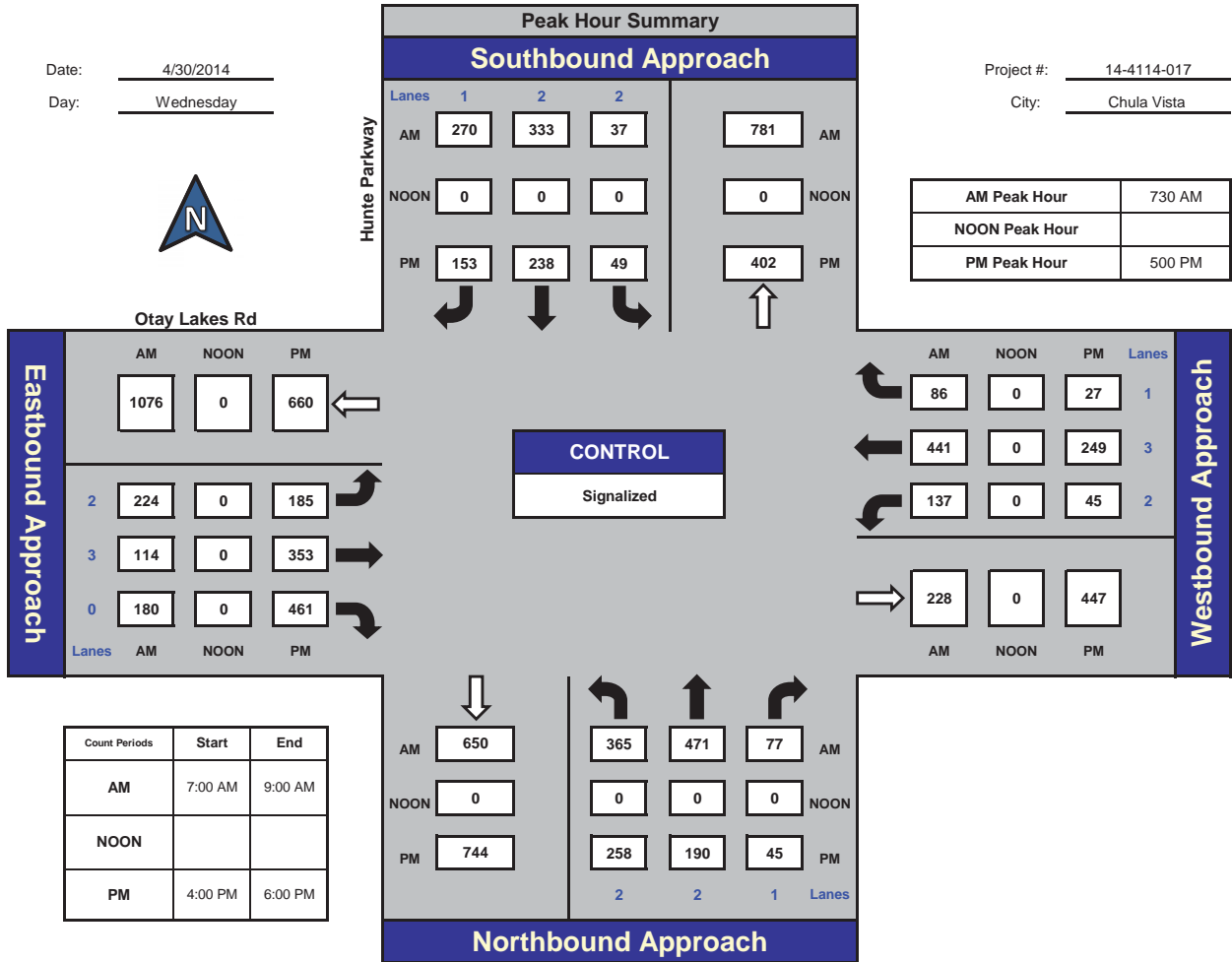
Hunte Parkway and Otay Lakes Rd, Chula Vista

Date: 4/30/2014

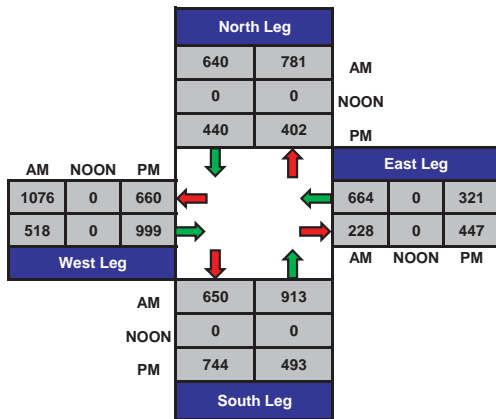
Day: Wednesday

Project #: 14-4114-017

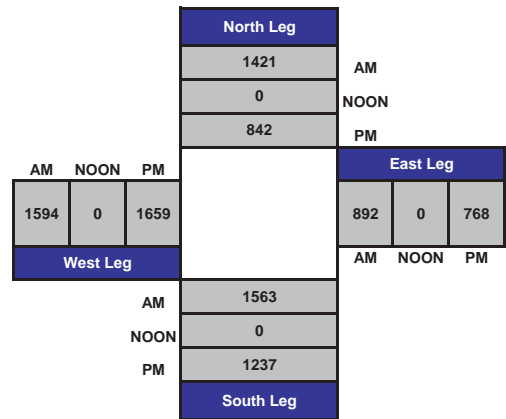
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-018

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM													
NS/EW Streets:	Woods Dr			Woods Dr			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	0		1	0	15	25	41	1	0	52	7	142
7:15 AM	2	1		2	0	11	9	13	1	0	59	8	106
7:30 AM	0	0		6	0	29	25	24	0	0	73	17	174
7:45 AM	1	1		21	1	95	50	20	2	0	101	64	356
8:00 AM	0	0		41	0	136	38	22	3	2	79	93	414
8:15 AM	0	0		43	1	82	13	30	2	1	69	4	245
8:30 AM	2	1		8	1	30	16	47	8	0	71	1	185
8:45 AM	1	0		2	0	21	15	40	15	0	91	2	187
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	66.67%	33.33%	0.00%	22.71%	0.55%	76.74%	41.52%	51.52%	6.96%	0.38%	74.94%	24.69%	1809
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	3	2	0	113	3	343	117	119	15	3	320	162	1200
PEAK HR FACTOR :	0.417			0.648			0.872			0.697			0.725

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-018

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM													
NS/EW Streets:	Woods Dr			Woods Dr			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	4	1	2	11	2	32	22	69	5	0	49	8	205
4:15 PM	4	1	1	8	0	29	20	68	4	1	42	2	180
4:30 PM	1	0	1	7	2	28	14	69	11	1	49	10	193
4:45 PM	7	5	1	15	0	35	16	65	12	0	50	5	211
5:00 PM	10	0	0	5	0	19	16	86	3	0	41	2	182
5:15 PM	3	0	2	5	1	18	26	80	7	0	63	5	210
5:30 PM	4	1	0	6	0	11	24	81	8	1	47	4	187
5:45 PM	16	0	2	9	1	23	19	71	26	2	61	3	233
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	49	8	9	66	6	195	157	589	76	5	402	39	1601
	74.24%	12.12%	13.64%	24.72%	2.25%	73.03%	19.10%	71.65%	9.25%	1.12%	90.13%	8.74%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	33	1	4	25	2	71	85	318	44	3	212	14	812
PEAK HR FACTOR :	0.528			0.742			0.963			0.842			0.871

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



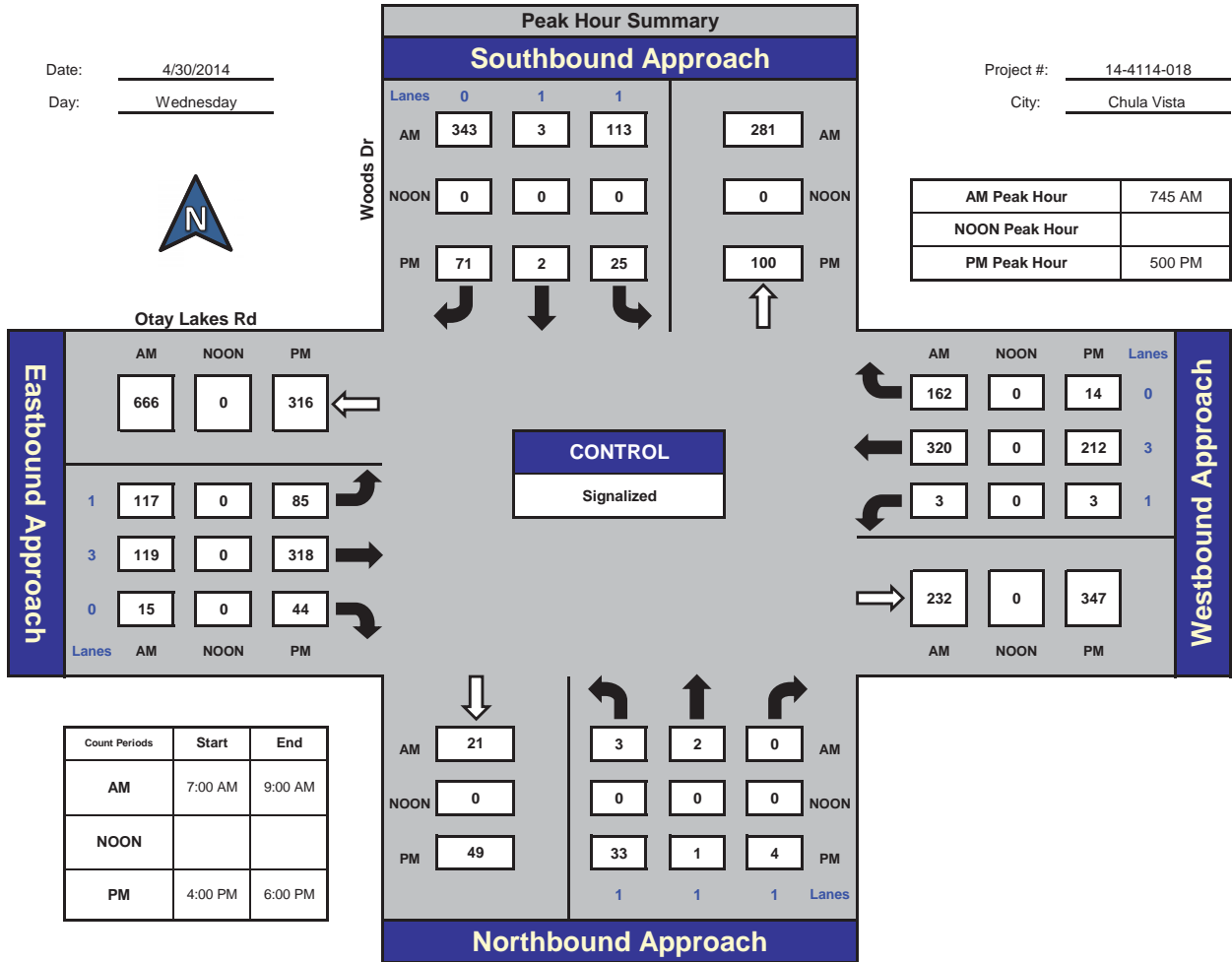
Woods Dr and Otay Lakes Rd , Chula Vista

Date: 4/30/2014

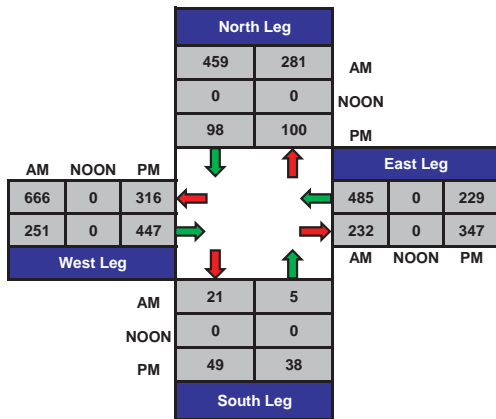
Day: Wednesday

Project #: 14-4114-018

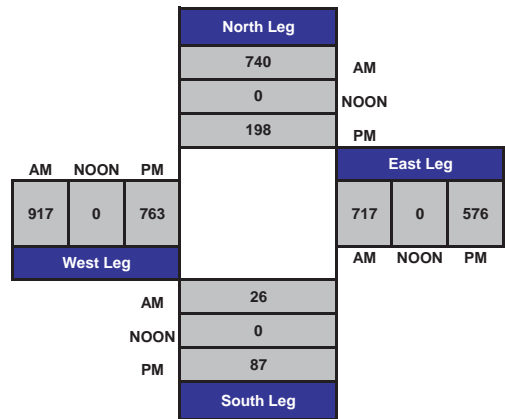
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-019

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

NS/EW Streets:	AM												TOTAL
	Lake Crest Dr			Lake Crest Dr			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	32		1				16	17		1	22		89
7:15 AM	54		0				13	17		0	29		113
7:30 AM	45		0				12	20		0	44		121
7:45 AM	148		0				18	16		1	21		204
8:00 AM	132		0				19	45		0	21		217
8:15 AM	74		1				16	55		0	20		166
8:30 AM	46		0				20	35		0	25		126
8:45 AM	60		0				13	28		0	23		124
TOTAL VOLUMES :	591	0	2	0	0	0	0	127	233	2	205	0	1160
APPROACH %'s :	99.66%	0.00%	0.34%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	35.28%	64.72%	0.97%	99.03%	0.00%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	400	0	1	0	0	0	0	73	151	1	87	0	713
PEAK HR FACTOR :	0.677			0.000			0.789			0.880			0.821

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-019

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	Lake Crest Dr		Lake Crest Dr			Otay Lakes Rd			Otay Lakes Rd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	0	1	0	0	0	1	1	1	1	3	0	
4:00 PM	38	0	1					20	56	0	18		133
4:15 PM	36	0	0					26	57	0	14		133
4:30 PM	41	0	0					20	57	0	19		137
4:45 PM	30	0	0					24	56	2	20		132
5:00 PM	40	0	0					25	67	1	18		151
5:15 PM	35	0	1					31	54	1	23		145
5:30 PM	33	0	0					20	64	0	17		134
5:45 PM	56	0	0					16	61	1	10		144
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	309	0	2	0	0	0	0	182	472	5	139	0	1109
	99.36%	0.00%	0.64%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	27.83%	72.17%	3.47%	96.53%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	164	0	1	0	0	0	0	92	246	3	68	0	574
PEAK HR FACTOR :	0.737			0.000			0.918			0.740			0.950

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



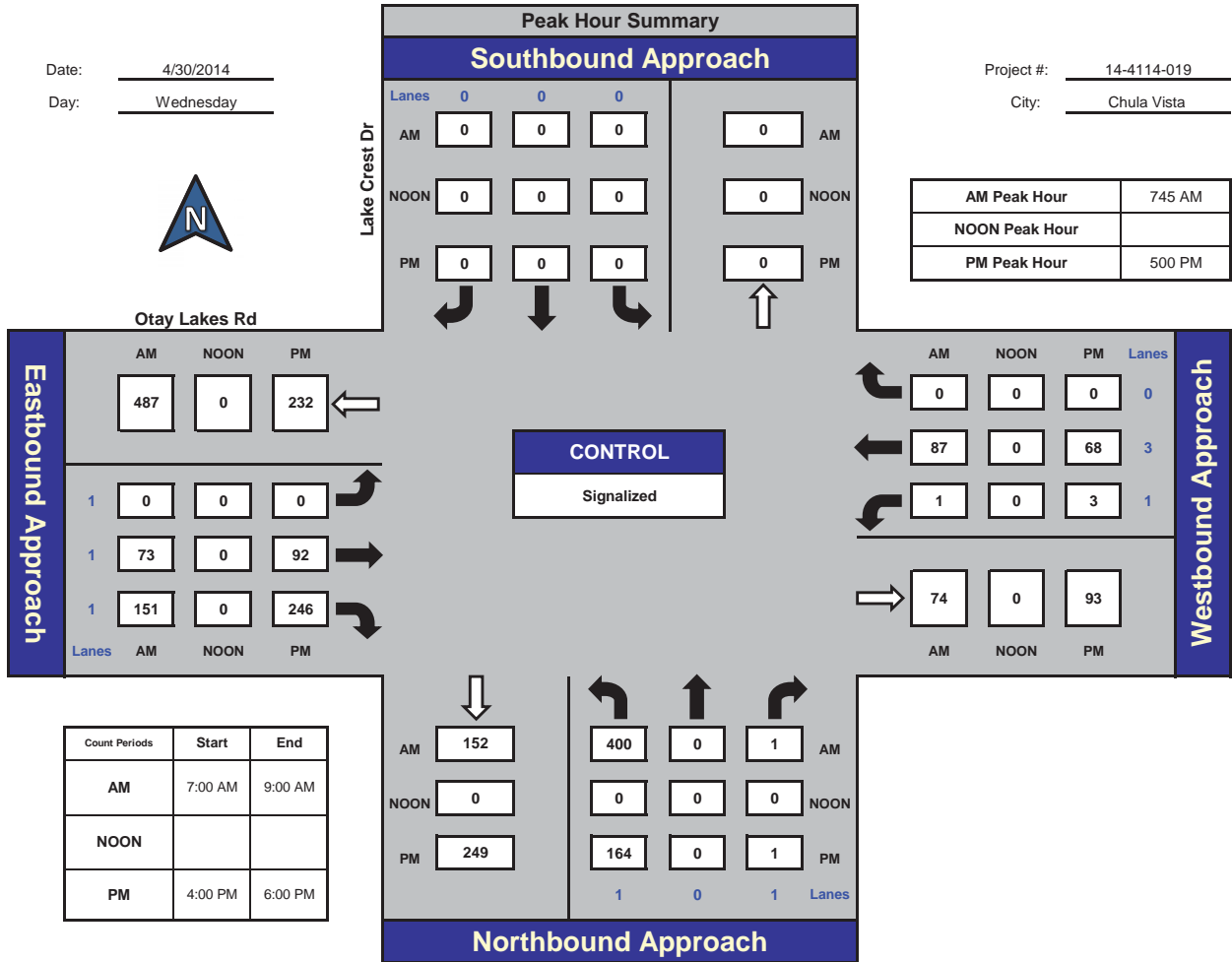
Lake Crest Dr and Otay Lakes Rd , Chula Vista

Date: 4/30/2014

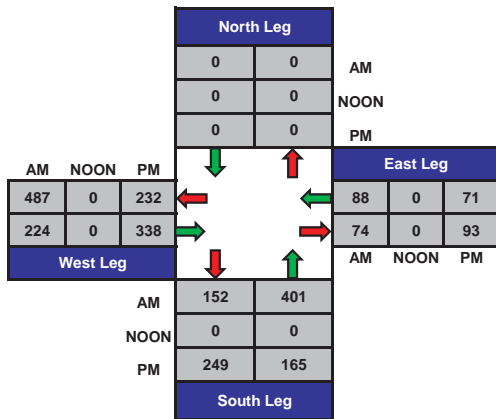
Day: Wednesday

Project #: 14-4114-019

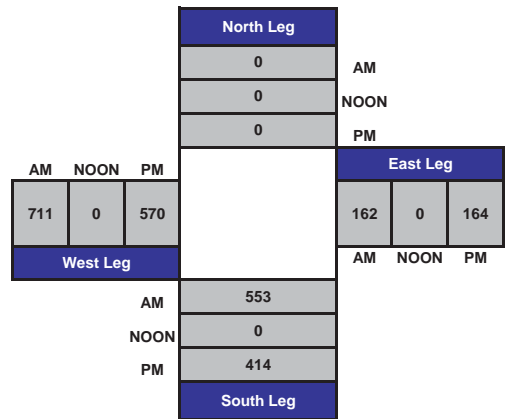
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-020

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM													
NS/EW Streets:	Wueste Rd			Wueste Rd			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0		5					15	3	8	28		59
7:15 AM	0		3					10	2	4	30		49
7:30 AM	1		2					16	2	11	42		74
7:45 AM	2		3					14	1	10	21		51
8:00 AM	2		6					21	2	8	22		61
8:15 AM	1		3					11	1	5	20		41
8:30 AM	0		2					15	4	4	22		47
8:45 AM	0		3					12	3	3	22		43
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	6	0	27	0	0	0	0	114	18	53	207	0	425
	18.18%	0.00%	81.82%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	86.36%	13.64%	20.38%	79.62%	0.00%	
PEAK HR START TIME :	7:15 AM												TOTAL
PEAK HR VOL :	5	0	14	0	0	0	0	61	7	33	115	0	235
PEAK HR FACTOR :	0.594			0.000			0.739			0.698			0.794

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop NB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-020

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	Wueste Rd		Wueste Rd			Otay Lakes Rd			Otay Lakes Rd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	1		7					25	1	3	18		55
4:15 PM	3		10					21	2	2	20		58
4:30 PM	1		15					21	3	0	18		58
4:45 PM	1		4					22	1	4	12		44
5:00 PM	0		14					23	2	2	16		57
5:15 PM	2		12					26	2	2	17		61
5:30 PM	3		7					21	2	1	14		48
5:45 PM	2		7					13	0	4	15		41
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	13	0	76	0	0	0	0	172	13	18	130	0	422
	14.61%	0.00%	85.39%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	92.97%	7.03%	12.16%	87.84%	0.00%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	4	0	45	0	0	0	0	92	8	8	63	0	220
PEAK HR FACTOR :	0.766			0.000			0.893			0.934			0.902

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop NB

ITM Peak Hour Summary

Prepared by:



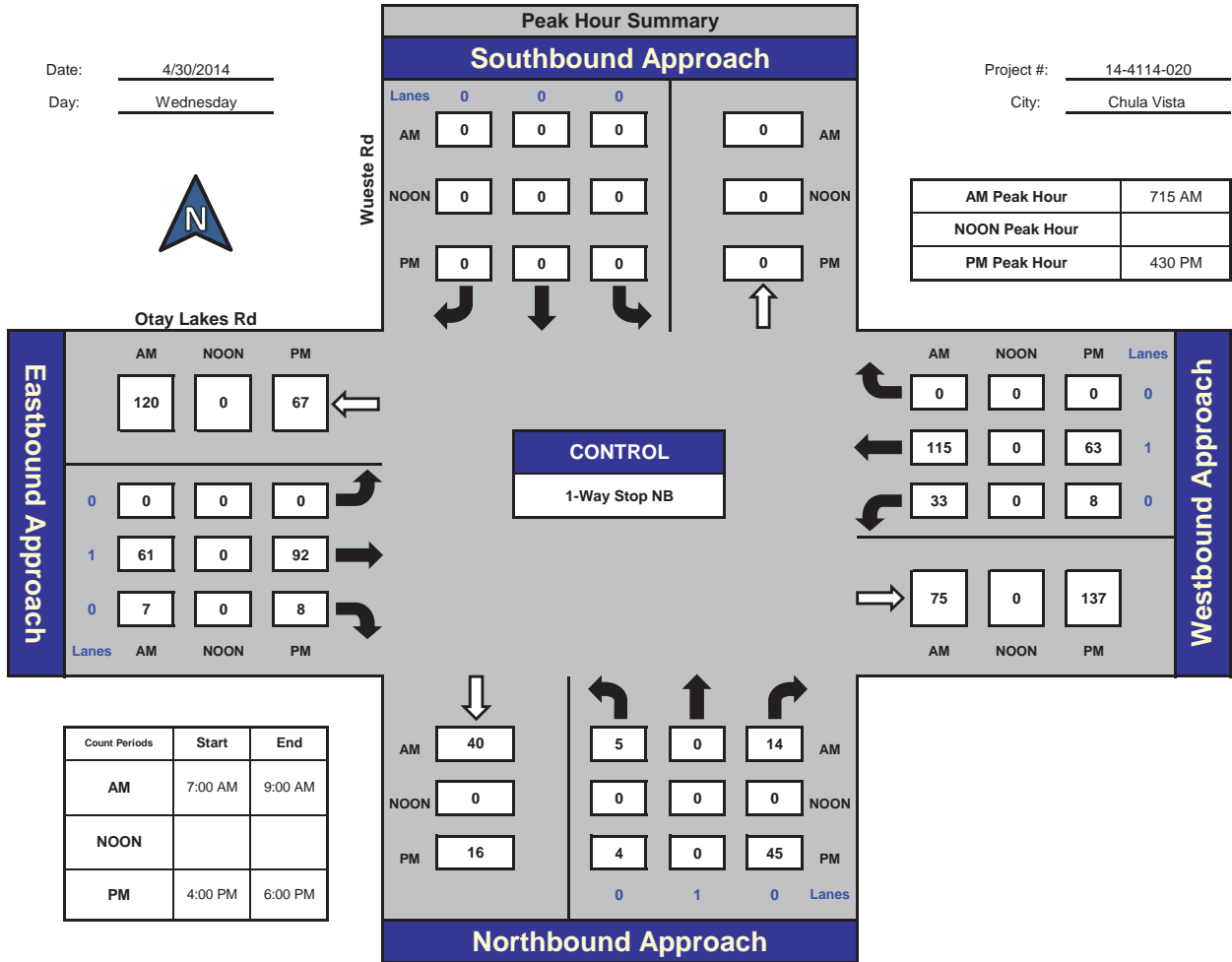
Wueste Rd and Otay Lakes Rd , Chula Vista

Date: 4/30/2014

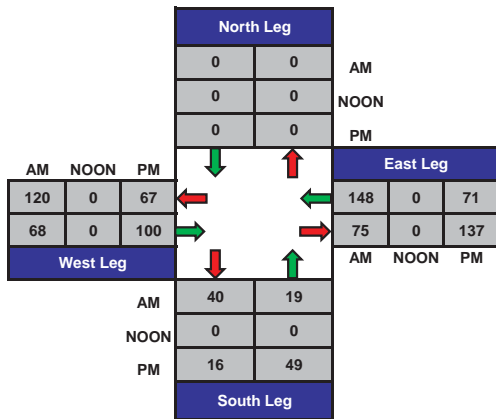
Day: Wednesday

Project #: 14-4114-020

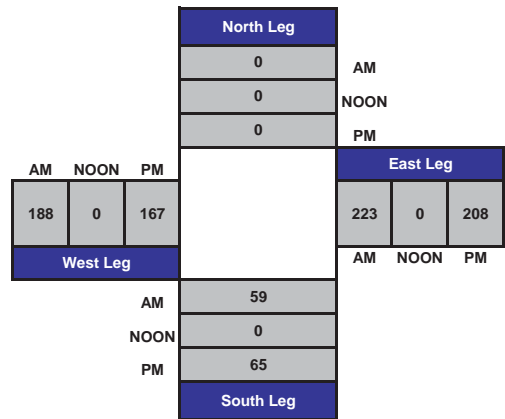
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-021

Day: Wednesday

City: Jamul

Date: 4/30/2014

NS/EW Streets:	AM												TOTAL
	SR-94			SR-94			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	21	92			20	9	7		11				160
7:15 AM	16	86			13	26	4		8				153
7:30 AM	24	83			14	13	6		10				150
7:45 AM	17	77			20	9	9		13				145
8:00 AM	12	66			23	11	4		10				126
8:15 AM	14	35			15	11	18		4				97
8:30 AM	12	49			24	14	15		8				122
8:45 AM	11	41			22	9	7		7				97
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	127	529	0	0	151	102	70	0	71	0	0	0	1050
	19.36%	80.64%	0.00%	0.00%	59.68%	40.32%	49.65%	0.00%	50.35%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	78	338	0	0	67	57	26	0	42	0	0	0	608
PEAK HR FACTOR :	0.920			0.795			0.773			0.000			0.950

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop EB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-021

Day: Wednesday

City: Jamul

Date: 4/30/2014

PM

NS/EW Streets:	SR-94			SR-94			Otay Lakes Rd			Otay Lakes Rd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	0	1	0	1	0	1	0	0	0	
4:00 PM	11	25			113	6	9		17				181
4:15 PM	11	23			90	9	14		16				163
4:30 PM	8	25			82	8	11		16				150
4:45 PM	7	21			94	7	9		18				156
5:00 PM	11	17			77	9	10		15				139
5:15 PM	10	21			76	14	13		26				160
5:30 PM	8	18			78	11	7		30				152
5:45 PM	5	31			71	7	9		18				141

UTURNS			
NB	SB	EB	WB

TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	71	181	0	0	681	71	82	0	156	0	0	0	1242
	28.17%	71.83%	0.00%	0.00%	90.56%	9.44%	34.45%	0.00%	65.55%	#DIV/0!	#DIV/0!	#DIV/0!	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	37	94	0	0	379	30	43	0	67	0	0	0	650
PEAK HR FACTOR :	0.910			0.859			0.917			0.000			0.898

CONTROL : 1-Way Stop EB

ITM Peak Hour Summary

Prepared by:



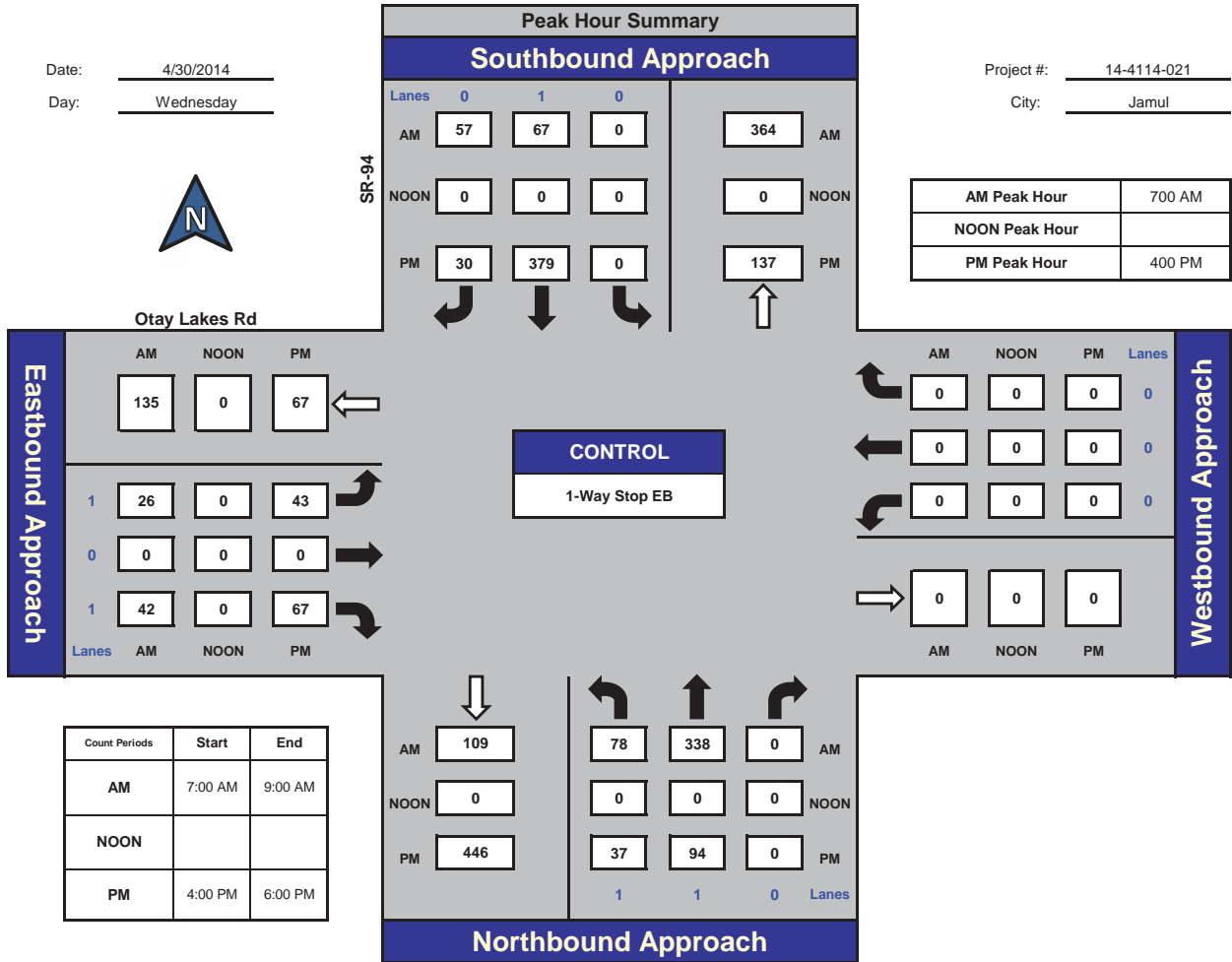
SR-94 and Otay Lakes Rd, Jamul

Date: 4/30/2014

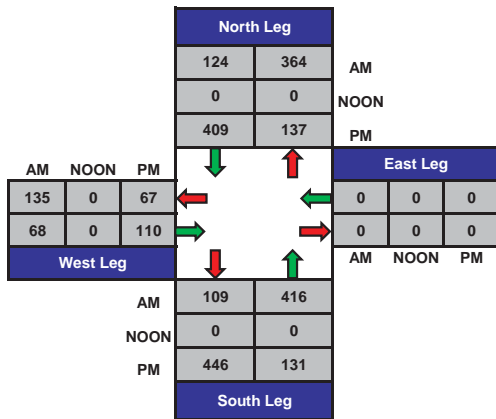
Day: Wednesday

Project #: 14-4114-021

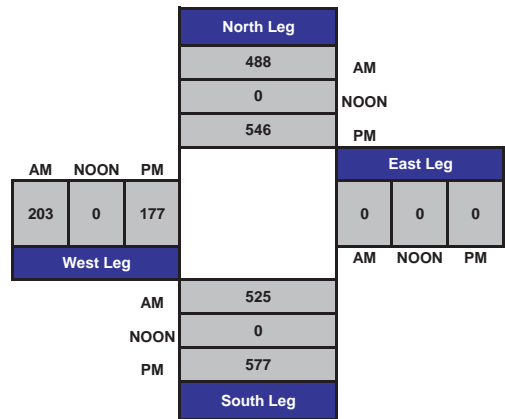
City: Jamul



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-022

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM													
NS/EW Streets:	Heritage Rd			Heritage Rd			Olympic Parkway			Olympic Parkway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	1	2	1	2	2	3	1	1	3	2	
7:00 AM	22	14	2	194	38	57	32	443	30	1	458	141	1432
7:15 AM	26	23	4	149	36	63	103	490	28	3	497	190	1612
7:30 AM	42	14	5	101	6	65	75	387	9	4	507	155	1370
7:45 AM	18	2	2	64	5	58	52	423	8	4	484	92	1212
8:00 AM	12	1	3	46	2	53	62	331	9	2	395	63	979
8:15 AM	9	4	4	43	2	51	40	294	8	3	417	62	937
8:30 AM	6	8	3	42	5	52	40	269	8	1	383	42	859
8:45 AM	9	3	3	41	3	38	45	243	3	2	366	50	806
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	144	69	26	680	97	437	449	2880	103	20	3507	795	9207
	60.25%	28.87%	10.88%	56.01%	7.99%	36.00%	13.08%	83.92%	3.00%	0.46%	81.14%	18.39%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	108	53	13	508	85	243	262	1743	75	12	1946	578	5626
PEAK HR FACTOR :	0.713			0.723			0.837			0.919			0.873

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-022

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM														
NS/EW Streets:	Heritage Rd			Heritage Rd			Olympic Parkway			Olympic Parkway				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
	1	1	1	2	1	2	2	3	1	1	3	2		
4:00 PM	13	1	0	113	7	63	73	621	11	1	374	62	1339	
4:15 PM	10	4	1	85	3	53	70	566	18	1	355	64	1230	
4:30 PM	10	2	2	97	10	42	77	526	19	1	360	72	1218	
4:45 PM	10	5	0	111	9	58	91	568	14	1	389	85	1341	
5:00 PM	5	4	1	93	4	50	74	491	17	1	324	81	1145	
5:15 PM	4	8	0	121	7	39	98	512	25	0	392	77	1283	
5:30 PM	17	7	0	85	4	60	88	455	21	1	400	85	1223	
5:45 PM	16	3	0	121	8	60	93	455	16	1	342	70	1185	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH %'s :	85	34	4	826	52	425	664	4194	141	7	2936	596	9964	
	69.11%	27.64%	3.25%	63.39%	3.99%	32.62%	13.28%	83.90%	2.82%	0.20%	82.96%	16.84%		
PEAK HR START TIME :	400 PM													TOTAL
PEAK HR VOL :	43	12	3	406	29	216	311	2281	62	4	1478	283	5128	
PEAK HR FACTOR :	0.967			0.889			0.941			0.929			0.956	

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



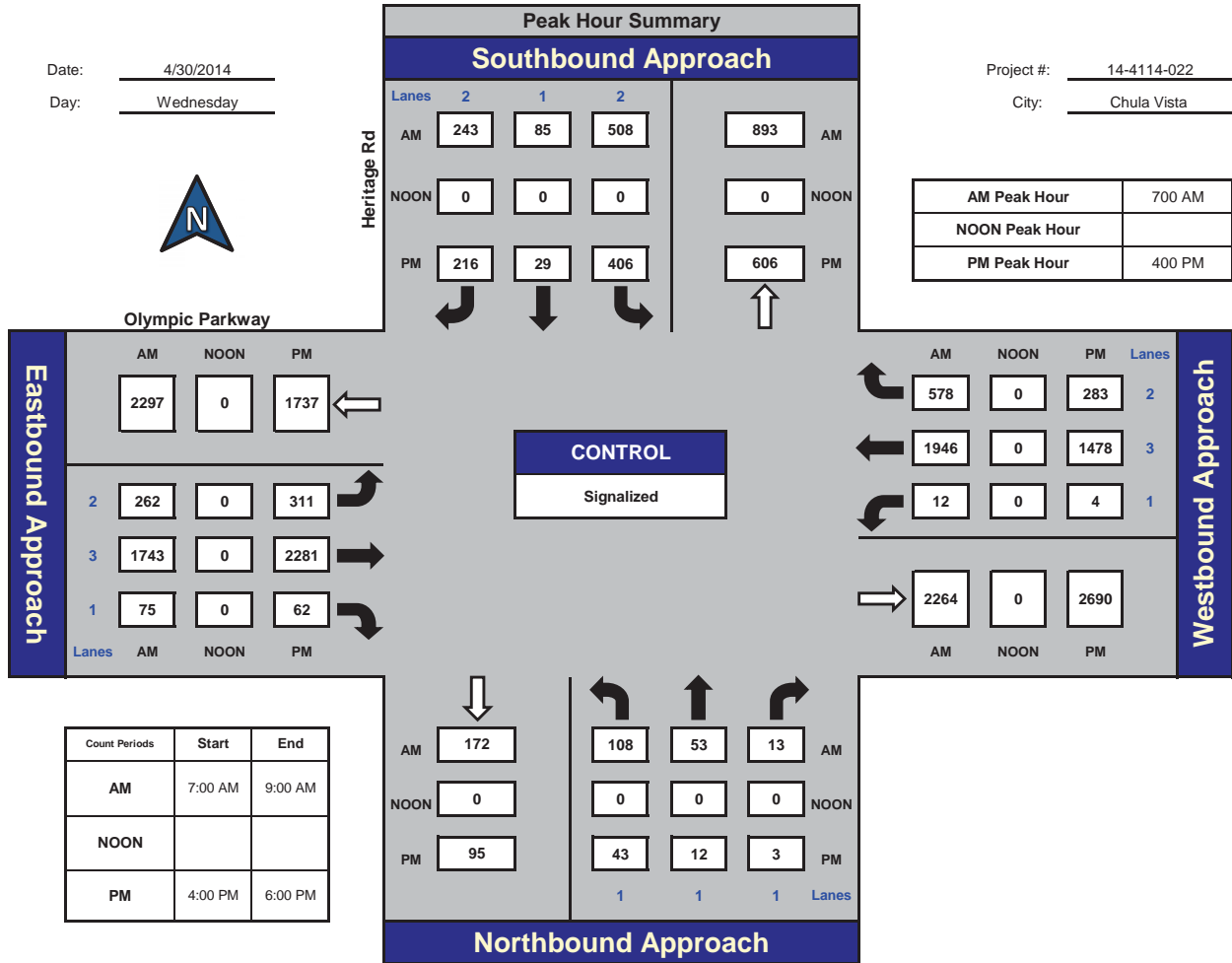
Heritage Rd and Olympic Parkway, Chula Vista

Date: 4/30/2014

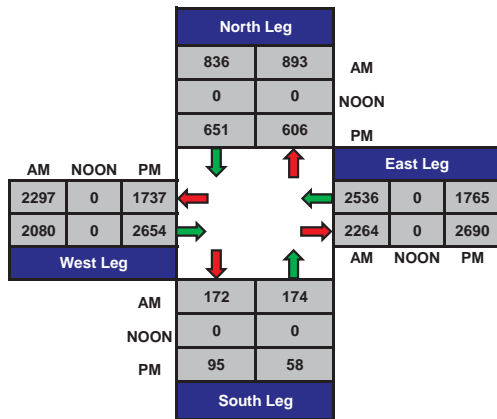
Day: Wednesday

Project #: 14-4114-022

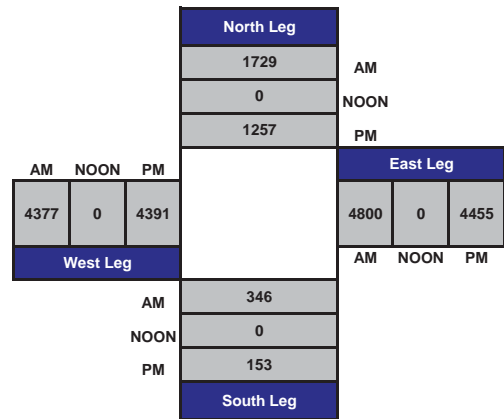
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-023

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM													
NS/EW Streets:	La Media Rd			La Media Rd			Olympic Parkway			Olympic Parkway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	3	1	2	3	2	2	3	2	2	3	1	
7:00 AM	129	164	25	7	233	63	47	124	143	31	328	19	1313
7:15 AM	138	231	45	12	142	85	95	133	98	31	244	25	1279
7:30 AM	142	156	35	16	80	53	113	207	103	7	329	21	1262
7:45 AM	117	93	16	28	71	44	108	220	113	4	221	9	1044
8:00 AM	88	67	4	29	37	45	73	203	79	6	277	9	917
8:15 AM	90	61	4	19	32	44	67	140	79	8	312	15	871
8:30 AM	105	52	6	16	30	41	72	176	49	3	221	22	793
8:45 AM	95	34	9	15	28	52	61	172	31	6	254	8	765
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	904	858	144	142	653	427	636	1375	695	96	2186	128	8244
	47.43%	45.02%	7.56%	11.62%	53.44%	34.94%	23.50%	50.81%	25.68%	3.98%	90.71%	5.31%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	526	644	121	63	526	245	363	684	457	73	1122	74	4898
PEAK HR FACTOR :	0.780			0.688			0.853			0.839			0.933

UTURNS			
NB	SB	EB	WB
0	0	1	
0	0	19	
0	1	5	
0	1	0	
1	0	0	
0	0	1	
0	0	0	
0	1	1	
NB	SB	EB	WB
1	3	27	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-023

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM													
NS/EW Streets:	La Media Rd			La Media Rd			Olympic Parkway			Olympic Parkway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	68	60	10	42	70	41	69	350	105	10	219	22	1066
4:15 PM	74	54	2	35	57	41	65	338	97	10	223	28	1024
4:30 PM	67	62	12	36	84	56	50	322	105	8	225	28	1055
4:45 PM	100	64	6	31	92	37	68	388	100	12	232	20	1150
5:00 PM	81	78	16	32	66	38	74	346	119	14	221	26	1111
5:15 PM	87	51	9	43	76	47	62	386	100	11	250	21	1143
5:30 PM	87	61	12	44	74	53	63	326	93	18	266	29	1126
5:45 PM	91	53	14	39	84	34	51	341	93	12	251	25	1088
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	53.73%	39.62%	6.64%	24.12%	48.16%	27.72%	12.21%	68.04%	19.75%	4.36%	86.52%	9.12%	8763
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	355	254	43	150	308	175	267	1446	412	55	969	96	4530
PEAK HR FACTOR :	0.931			0.925			0.955			0.895			0.985

UTURNS			
NB	SB	EB	WB
		0	0
		0	0
		1	1
		1	0
		0	0
		0	2
		0	0
		0	1
NB	SB	EB	WB
0	0	2	4

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



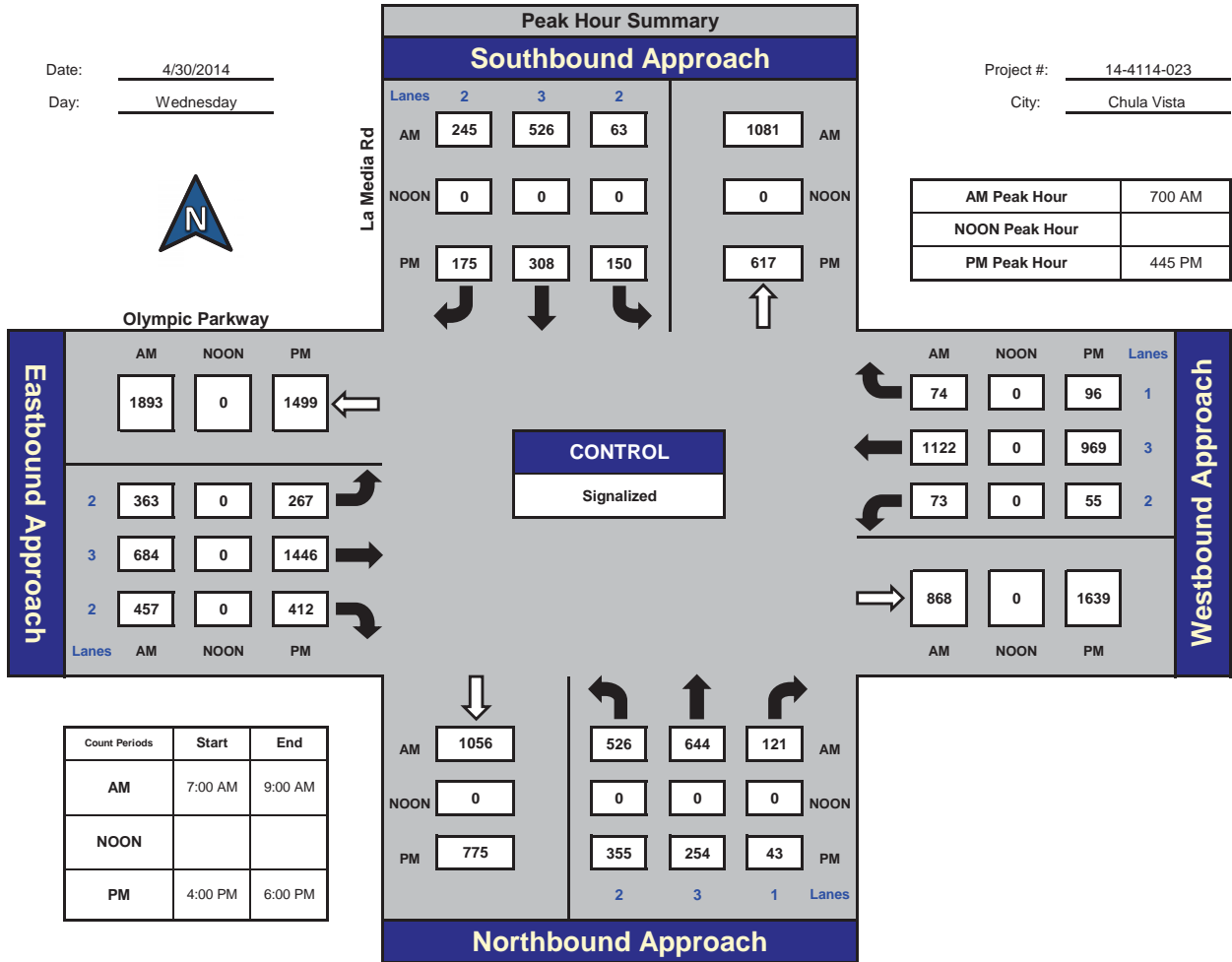
La Media Rd and Olympic Parkway, Chula Vista

Date: 4/30/2014

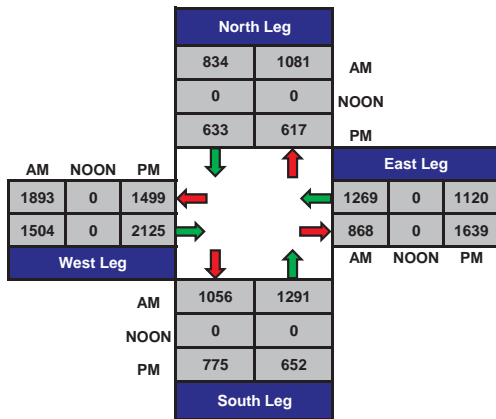
Day: Wednesday

Project #: 14-4114-023

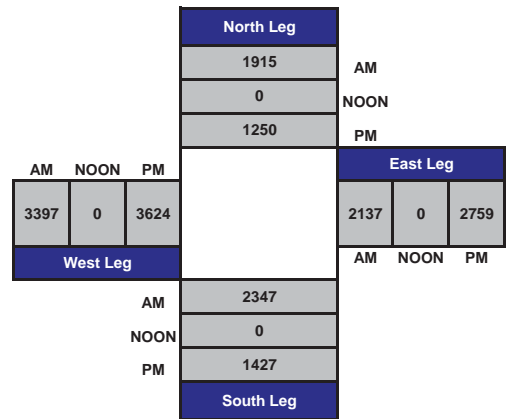
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-024

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM													
NS/EW Streets:	E Palomar St			E Palomar St			Olympic Parkway			Olympic Parkway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	2	2	0	2	3	0	1	3	1	
7:00 AM	62	48	61	52	68	55	14	115	16	22	258	35	806
7:15 AM	47	62	73	68	45	27	23	162	12	23	230	33	805
7:30 AM	61	66	68	79	33	30	26	197	25	38	252	69	944
7:45 AM	69	47	93	93	28	44	21	230	16	20	129	44	834
8:00 AM	39	32	41	58	17	43	15	188	31	18	215	52	749
8:15 AM	47	29	36	67	18	39	11	136	20	13	244	40	700
8:30 AM	41	18	52	46	11	36	11	164	15	12	175	31	612
8:45 AM	31	25	27	34	14	21	14	173	13	10	212	16	590
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	397	327	451	497	234	295	135	1365	148	156	1715	320	6040
	33.79%	27.83%	38.38%	48.44%	22.81%	28.75%	8.19%	82.83%	8.98%	7.12%	78.27%	14.61%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	239	223	295	292	174	156	84	704	69	103	869	181	3389
PEAK HR FACTOR :	0.906			0.889			0.802			0.803			0.898

UTURNS			
NB	SB	EB	WB
0	2		0
2	0		1
0	0		0
1	0		1
0	0		0
0	1		0
1	0		0
0	0		1
NB	SB	EB	WB
4	3	0	3

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-024

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM													
NS/EW Streets:	E Palomar St			E Palomar St			Olympic Parkway			Olympic Parkway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	2	2	0	2	3	0	1	3	1	
4:00 PM	24	22	32	80	37	18	39	292	58	73	215	106	996
4:15 PM	25	17	41	51	29	14	45	279	67	44	198	98	908
4:30 PM	16	25	43	65	32	35	24	276	67	47	232	79	941
4:45 PM	23	21	46	51	35	29	32	323	50	47	191	75	923
5:00 PM	20	25	27	62	33	8	31	327	50	59	256	70	968
5:15 PM	34	27	60	55	29	20	53	326	40	65	217	69	995
5:30 PM	26	30	42	55	28	18	54	291	54	54	284	65	1001
5:45 PM	31	36	51	42	25	20	32	298	60	63	215	70	943
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	199	203	342	461	248	162	310	2412	446	452	1808	632	7675
	26.75%	27.28%	45.97%	52.93%	28.47%	18.60%	9.79%	76.14%	14.08%	15.63%	62.52%	21.85%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	111	118	180	214	115	66	170	1242	204	241	972	274	3907
PEAK HR FACTOR :	0.845			0.950			0.964			0.922			0.976

UTURNS				
NB	SB	EB	WB	
0		0	2	
0		1	1	
1		0	1	
0		0	0	
0		0	0	
0		2	0	
0		0	2	
0		0	2	
	NB	SB	EB	WB
	1	0	3	8

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



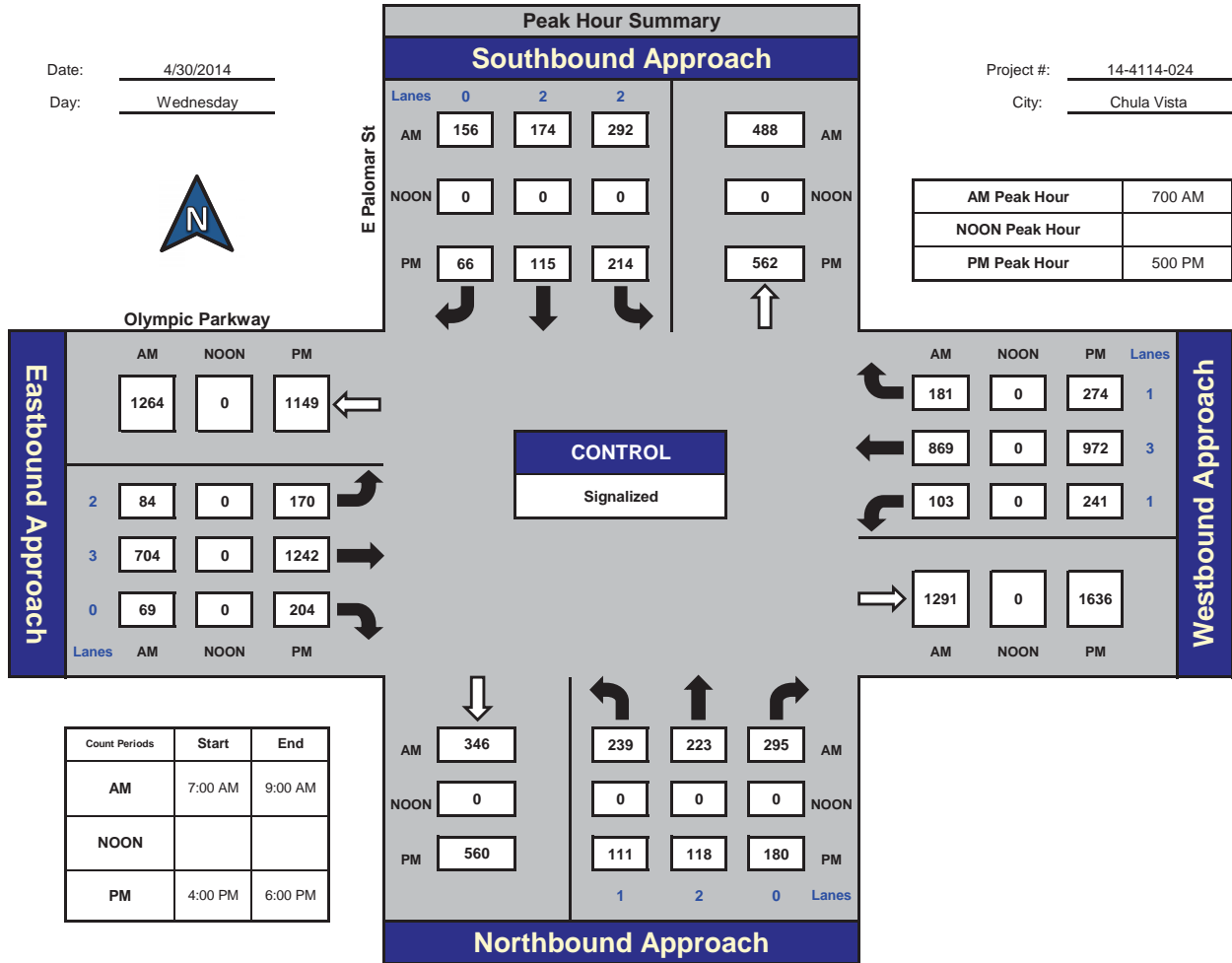
E Palomar St and Olympic Parkway, Chula Vista

Date: 4/30/2014

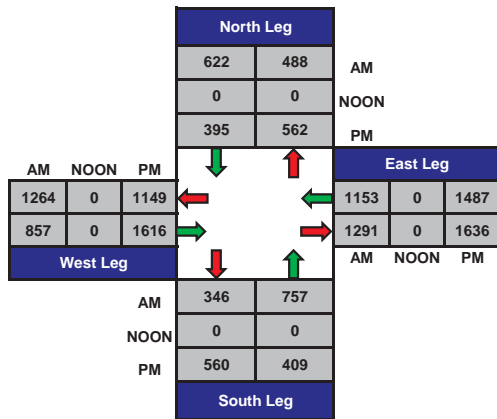
Day: Wednesday

Project #: 14-4114-024

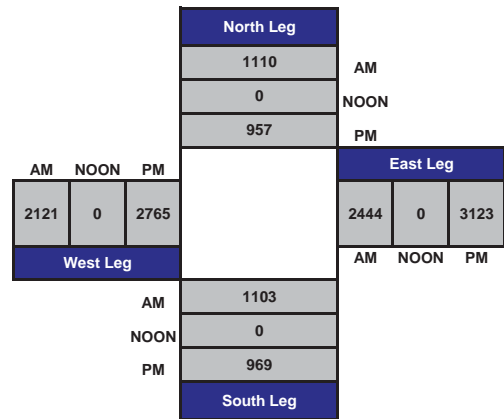
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-025

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM													
NS/EW Streets:	SR-125 SB Ramps			SR-125 SB Ramps			Olympic Parkway			Olympic Parkway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	0	0	1.5	0	1.5	0	3	1	0	3	1	596
7:15 AM				17		28		221	12		293	25	617
7:30 AM				27		25		271	14		257	23	725
7:45 AM				26		26		306	27		305	35	690
8:00 AM				37		17		375	20		215	26	621
8:15 AM				19		16		281	14		271	20	590
8:30 AM				23		11		251	4		271	30	553
8:45 AM				21		14		258	4		237	19	484
				20		7		227	7		204	19	
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	56.89%	0.00%	43.11%	0.00%	95.55%	4.45%	0.00%	91.24%	8.76%	4876
PEAK HR START TIME :	7:15 AM												TOTAL
PEAK HR VOL :	0	0	0	109	0	84	0	1233	75	0	1048	104	2653
PEAK HR FACTOR :	0.000			0.894			0.828			0.847			0.915

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-025

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM														
NS/EW Streets:	SR-125 SB Ramps			SR-125 SB Ramps			Olympic Parkway			Olympic Parkway				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
4:00 PM	0	0	0	1.5	0	1.5	0	3	1	0	3	1	833	
4:15 PM				67		24		383	4		348	7	796	
4:30 PM				66		44		378	2		296	10	806	
4:45 PM				70		34		373	5		317	7	822	
5:00 PM				67		34		426	3		284	8	878	
5:15 PM				72		51		412	1		334	8	865	
5:30 PM				62		55		440	1		301	6	870	
5:45 PM				61		42		401	4		351	11	839	
				89		41		396	1		306	6		
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	63.03%	0.00%	36.97%	0.00%	99.35%	0.65%	0.00%	97.58%	2.42%	6709	
PEAK HR START TIME :	500 PM													TOTAL
PEAK HR VOL :	0	0	0	284	0	189	0	1649	7	0	1292	31	3452	
PEAK HR FACTOR :	0.000			0.910			0.939			0.914			0.983	

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

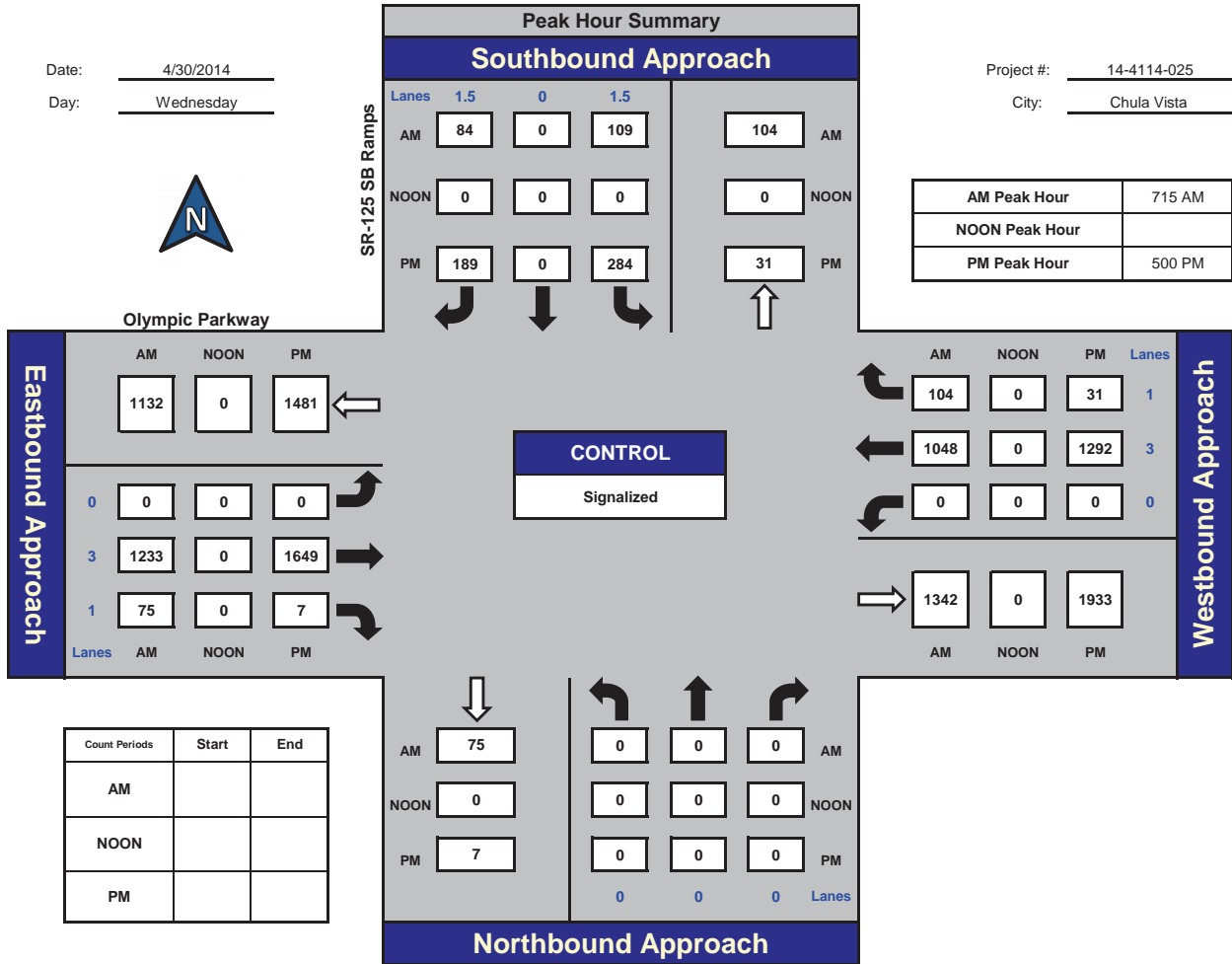
Prepared by:



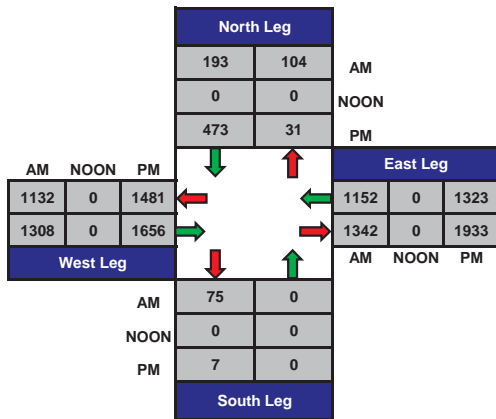
SR-125 SB Ramps and Olympic Parkway, Chula Vista

Date: 4/30/2014
Day: Wednesday

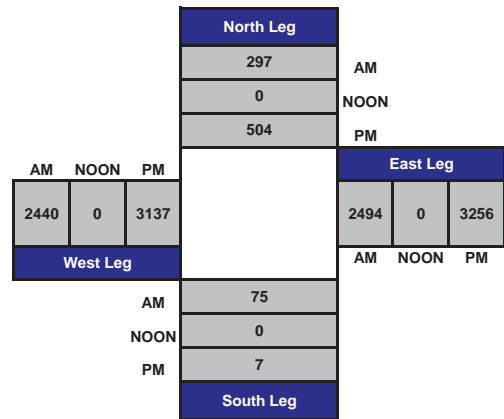
Project #: 14-4114-025
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-026

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM													
NS/EW Streets:	SR-125 NB Ramps			SR-125 NB Ramps			Olympic Parkway			Olympic Parkway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	2		5				157	75		306	238		783
7:15 AM	3		4				233	79		280	126		725
7:30 AM	5		6				250	67		325	138		791
7:45 AM	2		4				360	64		239	112		781
8:00 AM	1		5				274	38		280	80		678
8:15 AM	3		6				238	30		294	88		659
8:30 AM	0		7				254	32		263	88		644
8:45 AM	3		5				230	22		218	54		532
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	31.15%	0.00%	68.85%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	83.06%	16.94%	0.00%	70.47%	29.53%	5593
PEAK HR START TIME :	7:00 AM												TOTAL
PEAK HR VOL :	12	0	19	0	0	0	0	1000	285	0	1150	614	3080
PEAK HR FACTOR :	0.705			0.000			0.758			0.811			0.973

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-026

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM													
NS/EW Streets:	SR-125 NB Ramps			SR-125 NB Ramps			Olympic Parkway			Olympic Parkway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	16		24					432	10		324	61	867
4:15 PM	7		18					448	7		297	52	829
4:30 PM	10		19					452	18		315	68	882
4:45 PM	8		20					474	15		282	37	836
5:00 PM	10		17					479	16		340	69	931
5:15 PM	8		22					494	17		304	49	894
5:30 PM	14		16					439	16		343	40	868
5:45 PM	10		18					475	16		302	53	874
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	35.02%	0.00%	64.98%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	96.98%	3.02%	0.00%	85.39%	14.61%	6981
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	42	0	73	0	0	0	0	1887	65	0	1289	211	3567
PEAK HR FACTOR :	0.958			0.000			0.955			0.917			0.958

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

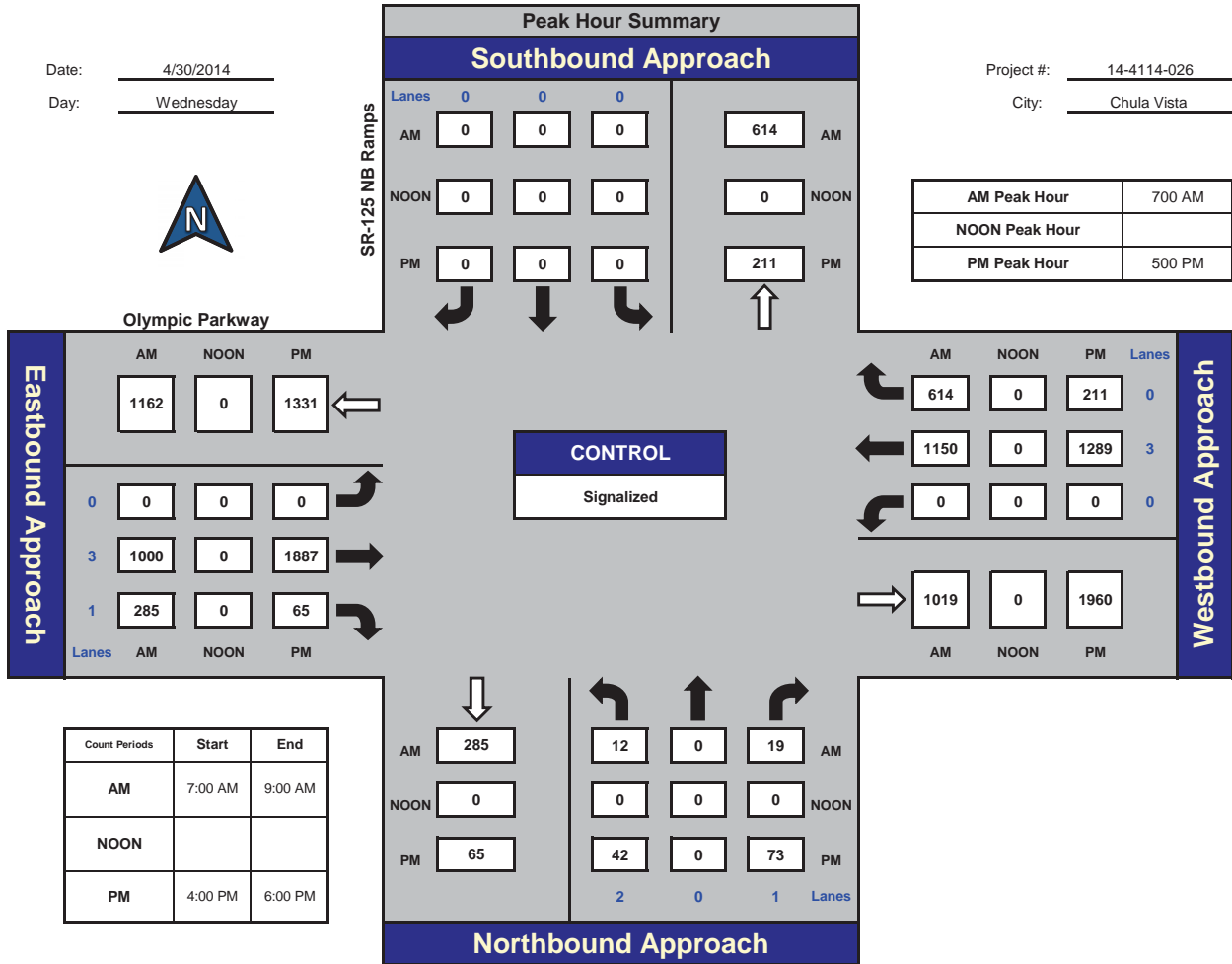
Prepared by:



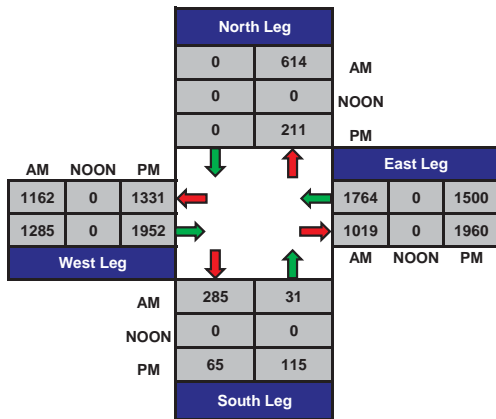
SR-125 NB Ramps and Olympic Parkway, Chula Vista

Date: 4/30/2014
Day: Wednesday

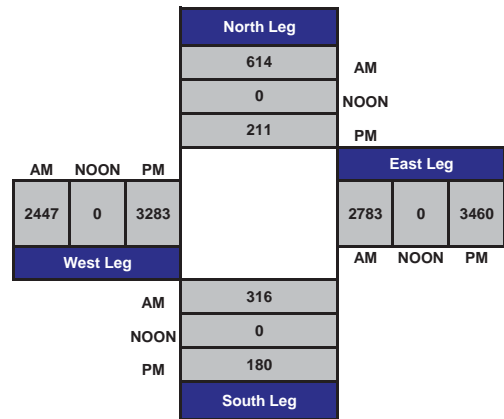
Project #: 14-4114-026
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-027

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM													
NS/EW Streets:	Eastlake Pkwy			Eastlake Pkwy			Olympic Parkway			Olympic Parkway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	46	32	3	30	39	86	41	58	21	32	255	22	665
7:15 AM	44	35	9	21	25	51	30	80	41	14	216	6	572
7:30 AM	54	45	9	16	42	38	45	97	35	20	308	14	723
7:45 AM	53	70	15	7	44	38	77	139	73	32	189	8	745
8:00 AM	88	50	7	17	41	46	44	103	67	11	203	23	700
8:15 AM	80	64	8	20	41	46	36	87	51	20	217	31	701
8:30 AM	44	67	10	22	33	41	26	76	38	13	180	20	570
8:45 AM	37	48	11	26	35	41	38	97	27	7	170	24	561
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	446	411	72	159	300	387	337	737	353	149	1738	148	5237
	48.01%	44.24%	7.75%	18.79%	35.46%	45.74%	23.62%	51.65%	24.74%	7.32%	85.41%	7.27%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	275	229	39	60	168	168	202	426	226	83	917	76	2869
PEAK HR FACTOR :	0.893			0.925			0.739			0.787			0.963

UTURNS			
NB	SB	EB	WB
0	0	1	
0	0	0	
0	0	0	
0	0	0	
1	0	0	
0	0	0	
0	0	0	
0	1	0	
NB	SB	EB	WB
1	1	1	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-027

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	Eastlake Pkwy		Eastlake Pkwy			Olympic Parkway			Olympic Parkway			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 2	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	
4:00 PM	48	75	23	39	105	51	65	184	61	33	98	18	800
4:15 PM	56	91	15	36	97	50	50	187	61	29	127	28	827
4:30 PM	56	86	28	46	108	59	62	168	59	32	121	22	847
4:45 PM	68	107	23	44	106	52	81	161	66	26	128	22	884
5:00 PM	65	81	26	45	135	67	62	220	80	20	125	30	956
5:15 PM	70	111	24	47	124	53	60	196	63	36	127	31	942
5:30 PM	63	95	31	37	119	49	80	173	59	40	133	33	912
5:45 PM	64	78	29	43	109	40	73	205	70	36	121	22	890
TOTAL VOLUMES :	NL 490	NT 724	NR 199	SL 337	ST 903	SR 421	EL 533	ET 1494	ER 519	WL 252	WT 980	WR 206	TOTAL 7058
APPROACH %'s :	34.68%	51.24%	14.08%	20.29%	54.36%	25.35%	20.93%	58.68%	20.38%	17.52%	68.15%	14.33%	
PEAK HR START TIME :	500 PM												
PEAK HR VOL :	262	365	110	172	487	209	275	794	272	132	506	116	3700
PEAK HR FACTOR :	0.899			0.879			0.926			0.915			0.968

UTURNS			
NB	SB	EB	WB
0	0	1	1
0	1	0	2
0	1	0	0
0	0	0	0
1	1	0	0
0	1	0	0
2	1	0	0
0	0	0	1
NB 3	SB 5	EB 1	WB 4

CONTROL : Signalized

ITM Peak Hour Summary

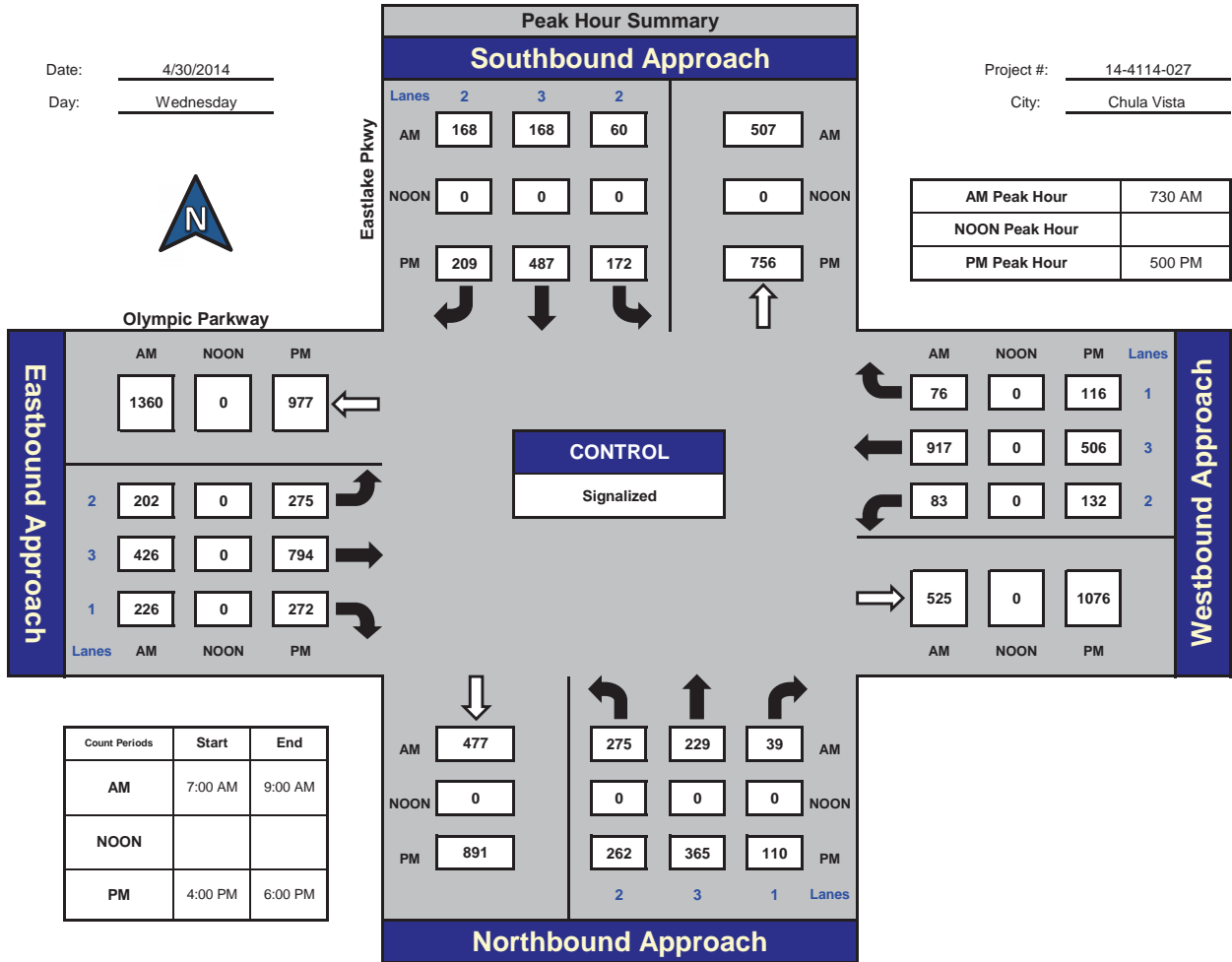
Prepared by:



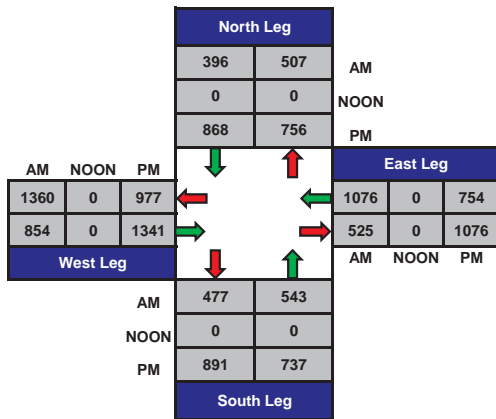
Eastlake Pkwy and Olympic Parkway, Chula Vista

Date: 4/30/2014
Day: Wednesday

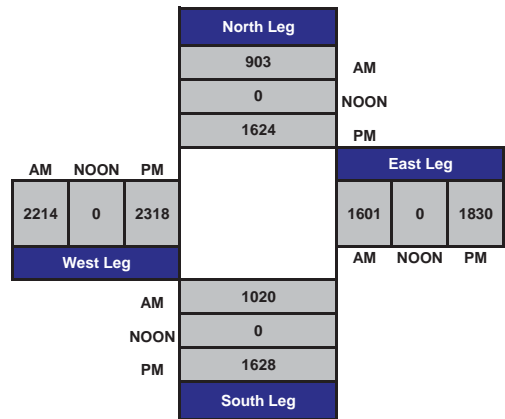
Project #: 14-4114-027
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-028

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM													
NS/EW Streets:	Hunte Parkway			Hunte Parkway			Olympic Parkway			Olympic Parkway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	6	19	2	13	25	115	37	56	5	3	98	11	390
7:15 AM	11	23	3	7	9	92	52	27	3	4	101	12	344
7:30 AM	12	37	8	7	31	114	78	33	2	1	113	27	463
7:45 AM	9	50	2	12	45	79	85	44	6	14	76	24	446
8:00 AM	12	43	12	10	42	108	54	31	5	8	71	5	401
8:15 AM	7	42	7	8	54	94	55	36	7	3	50	27	390
8:30 AM	12	30	2	14	14	89	69	45	5	3	59	28	370
8:45 AM	4	15	1	14	12	76	47	51	5	1	61	6	293
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	73	259	37	85	232	767	477	323	38	37	629	140	3097
	19.78%	70.19%	10.03%	7.84%	21.40%	70.76%	56.92%	38.54%	4.53%	4.59%	78.04%	17.37%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	40	172	29	37	172	395	272	144	20	26	310	83	1700
PEAK HR FACTOR :	0.899			0.944			0.807			0.743			0.918

UTURNS			
NB	SB	EB	WB
0	0	0	1
0	0	0	0
0	0	0	0
0	1	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
NB	SB	EB	WB
0	1	0	1

CONTROL : Signalized

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

Project ID: 14-4114-028

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	PM												TOTAL
	Hunte Parkway			Hunte Parkway			Olympic Parkway			Olympic Parkway			
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	4	25	5	17	25	70	88	101	5	6	62	13	421
4:15 PM	8	16	8	13	18	58	87	88	8	1	55	17	377
4:30 PM	3	29	9	22	21	70	76	91	12	4	60	12	409
4:45 PM	3	27	6	17	21	74	86	92	5	3	76	17	427
5:00 PM	6	21	9	12	29	59	101	90	12	4	66	12	421
5:15 PM	2	30	10	19	34	68	84	89	11	6	73	12	438
5:30 PM	4	26	2	15	17	69	84	103	7	2	59	12	400
5:45 PM	3	23	3	11	23	60	89	98	8	3	57	15	393
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	33	197	52	126	188	528	695	752	68	29	508	110	3286
	11.70%	69.86%	18.44%	14.96%	22.33%	62.71%	45.87%	49.64%	4.49%	4.48%	78.52%	17.00%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	14	107	34	70	105	271	347	362	40	17	275	53	1695
PEAK HR FACTOR :	0.923			0.921			0.922			0.898			0.967

UTURNS			
NB	SB	EB	WB
0	1	0	0
0	0	0	0
2	0	1	1
1	0	1	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
NB	SB	EB	WB
0	3	1	2

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



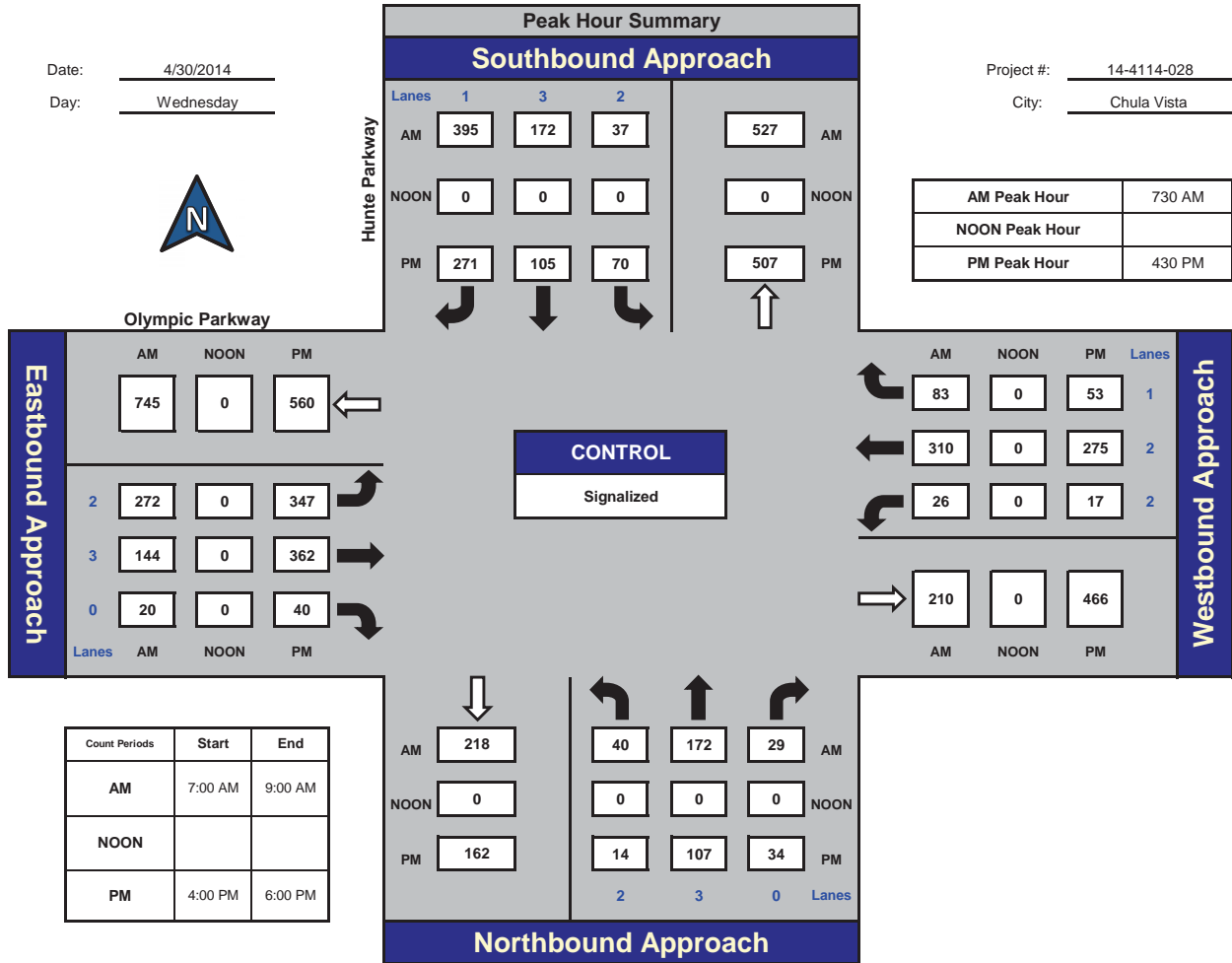
Hunte Parkway and Olympic Parkway, Chula Vista

Date: 4/30/2014

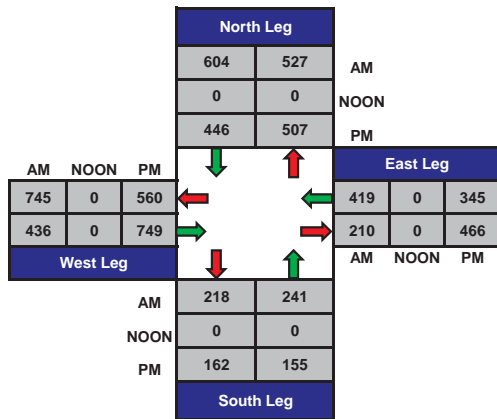
Day: Wednesday

Project #: 14-4114-028

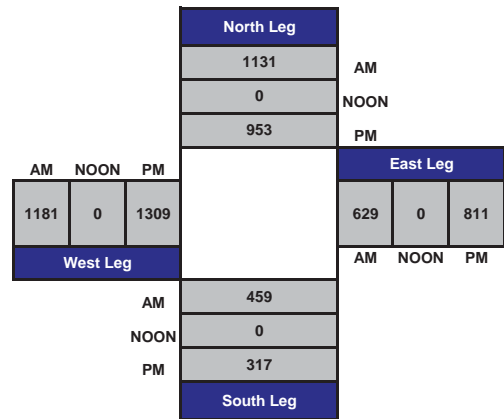
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-029

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM													
NS/EW Streets:	Olympic Vista Rd			Olympic Vista Rd			Olympic Parkway			Olympic Parkway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	1	2	2	0	1	2	0	
7:00 AM	18	0		1	3	59	24	40	4	0	33	0	182
7:15 AM	28	1		1	1	48	17	16	6	0	42	1	161
7:30 AM	30	1		2	0	75	13	18	7	0	35	0	181
7:45 AM	25	0		1	1	55	25	37	6	0	33	0	183
8:00 AM	18	0		0	1	41	16	25	10	0	24	1	136
8:15 AM	16	1		0	1	42	28	22	7	1	25	1	144
8:30 AM	17	3		0	2	36	23	27	7	2	24	0	141
8:45 AM	14	1		0	0	32	25	39	9	0	24	0	144
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	166	7	0	5	9	388	171	224	56	3	240	3	1272
	95.95%	4.05%	0.00%	1.24%	2.24%	96.52%	37.92%	49.67%	12.42%	1.22%	97.56%	1.22%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	101	2	0	5	5	237	79	111	23	0	143	1	707
PEAK HR FACTOR :	0.831			0.802			0.783			0.837			0.966

UTURNS			
NB	SB	EB	WB
0	0	0	0
1	0	0	0
1	1	0	0
1	1	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

NB	SB	EB	WB
0	3	2	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-029

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM

NS/EW Streets:	Olympic Vista Rd			Olympic Vista Rd			Olympic Parkway			Olympic Parkway			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	15	1	0	0	3	45	40	36	21	1	25	0	187
4:15 PM	18	1	0	0	2	31	68	53	22	1	33	1	230
4:30 PM	20	2	1	0	0	37	38	53	26	0	22	0	199
4:45 PM	16	1	1	1	1	40	45	48	23	1	36	1	214
5:00 PM	9	4	2	0	1	43	65	52	15	0	41	0	232
5:15 PM	14	0	0	0	0	48	41	60	18	1	36	0	218
5:30 PM	6	4	0	1	2	21	44	39	18	0	28	0	163
5:45 PM	12	1	0	0	1	32	46	30	23	0	23	0	168

TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	85.94%	10.94%	3.13%	0.65%	3.24%	96.12%	41.88%	40.15%	17.97%	1.60%	97.60%	0.80%	1611

PEAK HR START TIME :	4:15 PM												TOTAL
PEAK HR VOL :	63	8	4	1	4	151	216	206	86	2	132	2	875
PEAK HR FACTOR :	0.815			0.886			0.888			0.829			0.943

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
		0	0
		0	1
		1	0
		1	1
		0	0
		0	1
		0	0
		0	0

NB	SB	EB	WB
0	0	2	3

ITM Peak Hour Summary

Prepared by:



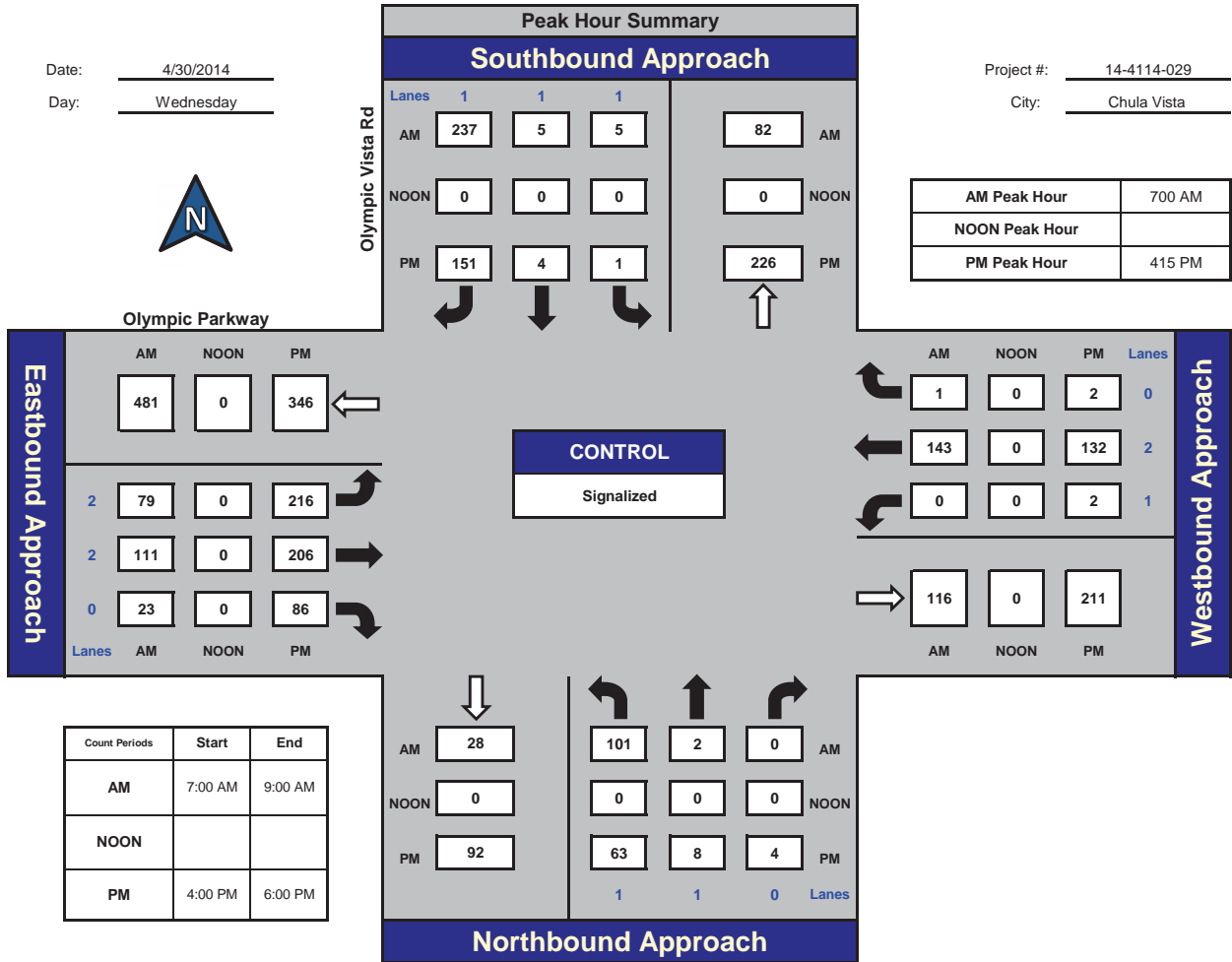
Olympic Vista Rd and Olympic Parkway, Chula Vista

Date: 4/30/2014

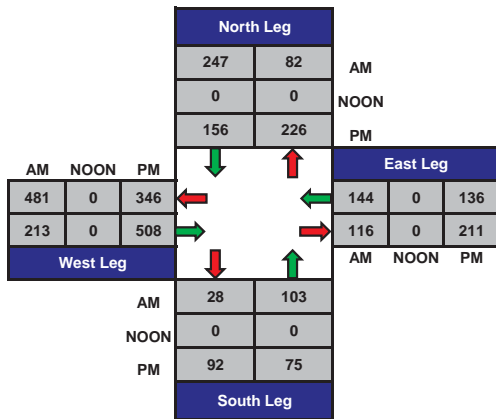
Day: Wednesday

Project #: 14-4114-029

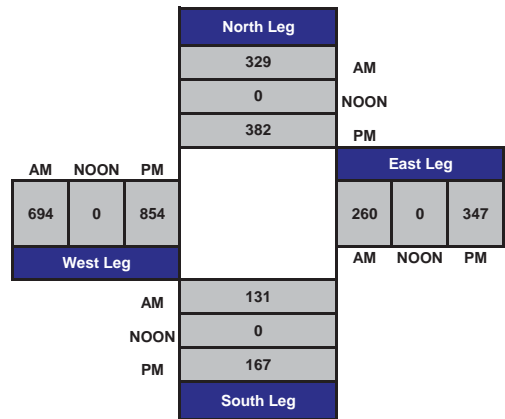
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-030

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

AM													
NS/EW Streets:	Olympic Parkway			Olympic Parkway			Wueste Rd			Wueste Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	3		0					10	7	1	12		33
7:15 AM	3		0					3	10	1	6		23
7:30 AM	1		1					8	7	1	14		32
7:45 AM	0		1					14	13	3	19		50
8:00 AM	1		0					14	2	0	11		28
8:15 AM	0		1					7	8	5	10		31
8:30 AM	4		1					2	11	4	7		29
8:45 AM	5		1					11	9	5	6		37
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	17	0	5	0	0	0	0	69	67	20	85	0	263
	77.27%	0.00%	22.73%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	50.74%	49.26%	19.05%	80.95%	0.00%	
PEAK HR START TIME :	7:30 AM												TOTAL
PEAK HR VOL :	2	0	3	0	0	0	0	43	30	9	54	0	141
PEAK HR FACTOR :	0.625			0.000			0.676			0.716			0.705

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-030

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

PM													
NS/EW Streets:	Olympic Parkway			Olympic Parkway			Wueste Rd			Wueste Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	10		3					14	2	4	3		36
4:15 PM	11		4					19	8	2	9		53
4:30 PM	10		7					15	3	3	4		42
4:45 PM	5		3					13	3	0	12		36
5:00 PM	14		2					27	3	0	15		61
5:15 PM	10		3					21	5	1	7		47
5:30 PM	10		5					21	6	0	11		53
5:45 PM	4		1					7	4	0	7		23
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	74	0	28	0	0	0	0	137	34	10	68	0	351
	72.55%	0.00%	27.45%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	80.12%	19.88%	12.82%	87.18%	0.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	39	0	13	0	0	0	0	82	17	1	45	0	197
PEAK HR FACTOR :	0.813			0.000			0.825			0.767			0.807

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



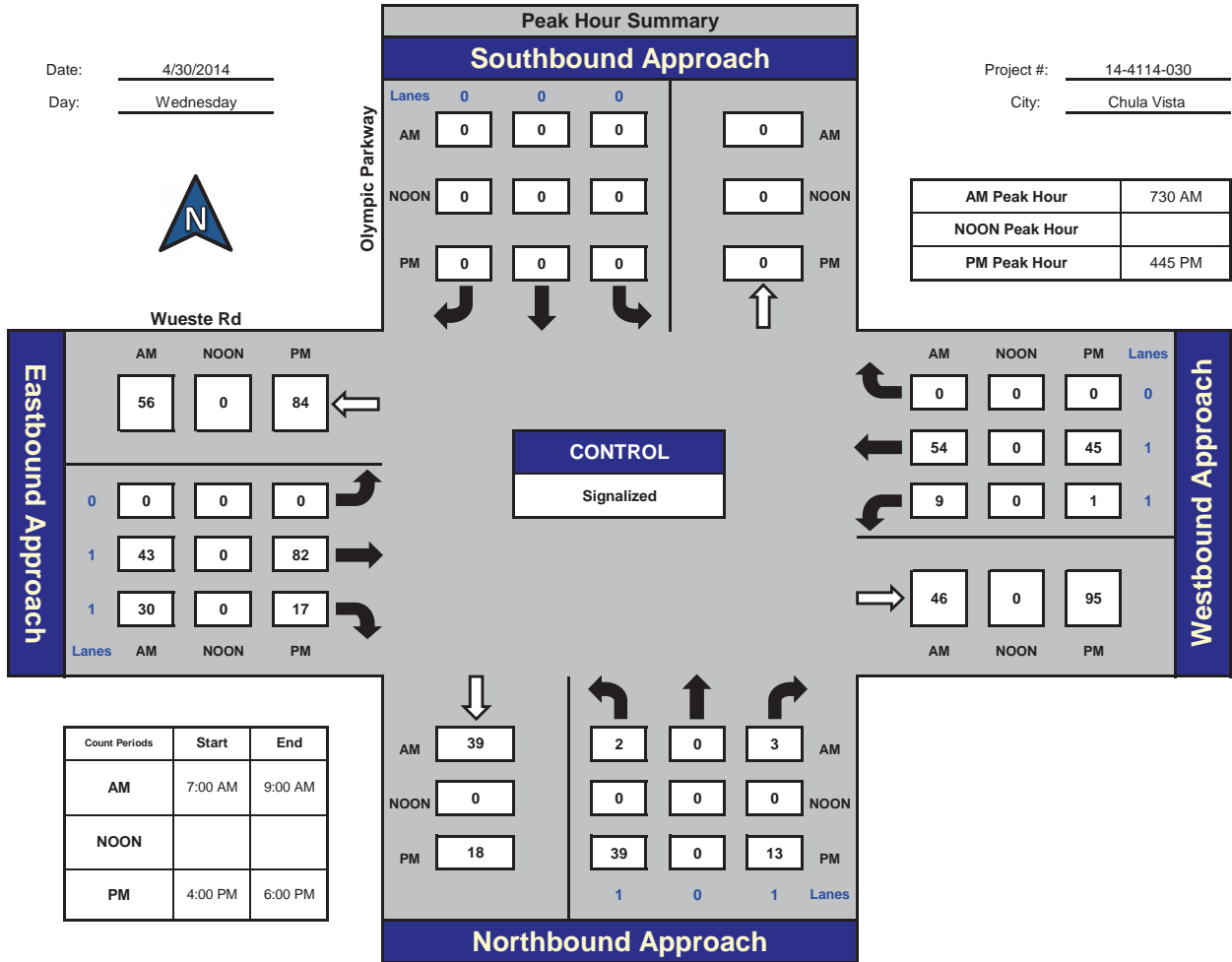
Olympic Parkway and Wueste Rd , Chula Vista

Date: 4/30/2014

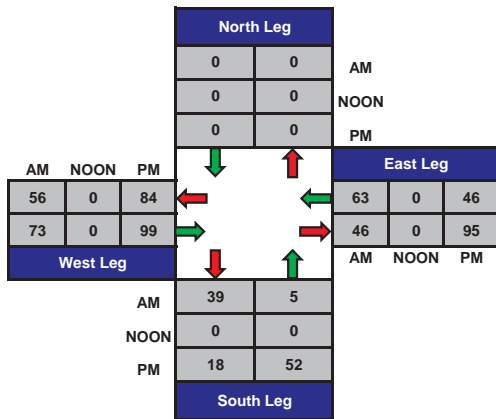
Day: Wednesday

Project #: 14-4114-030

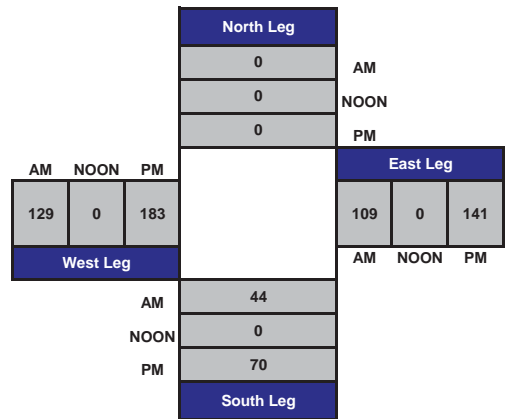
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-031

Day: Thursday

City: Chula Vista

Date: 5/1/2014

AM													
NS/EW Streets:	Lake Crest Dr			Lake Crest Dr			Wueste Rd			Wueste Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	1	0	1	1	0	0	0	0	1	0	1	19
7:15 AM	0	3	0	0	4	0	0	0	0	0	0	9	16
7:30 AM	3	3	0	0	6	0	0	0	0	0	0	7	19
7:45 AM	7	5	0	0	6	0	0	0	0	0	0	12	30
8:00 AM	12	5	2	1	1	0	0	0	0	0	0	11	31
8:15 AM	3	4	0	0	8	0	0	0	0	0	0	10	25
8:30 AM	5	2	1	4	4	0	0	0	0	0	0	6	18
8:45 AM	9	3	0	3	3	0	3	1	0	0	0	8	27
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	44	31	3	32	0	0	3	1	71	0	0	185
	0.00%	58.67%	41.33%	8.57%	91.43%	0.00%	0.00%	75.00%	25.00%	100.00%	0.00%	0.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	25	17	2	21	0	0	0	0	40	0	0	105
PEAK HR FACTOR :	0.618			0.719			0.000			0.833			0.847

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-031

Day: Thursday

City: Chula Vista

Date: 5/1/2014

		PM																
NS/EW Streets:		Lake Crest Dr			Lake Crest Dr			Wueste Rd			Wueste Rd							
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			UTURNS				
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB
4:00 PM		0	9	9	0	2					3	0	23					
4:15 PM		0	11	12	0	4				7	0	34						
4:30 PM		0	5	14	0	7				1	1	28						
4:45 PM		0	13	7	1	5				5	1	32						
5:00 PM		1	10	15	1	9				3	0	39						
5:15 PM		0	13	10	0	8				4	1	36						
5:30 PM		0	12	13	1	10				2	2	40						
5:45 PM		0	3	7	2	5				3	1	21						
TOTAL VOLUMES :		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL				
APPROACH %'s :		1	76	87	5	50	0	0	0	0	28	0	6	253	NB	SB	EB	WB
		0.61%	46.34%	53.05%	9.09%	90.91%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	82.35%	0.00%	17.65%		0	0	0	0
PEAK HR START TIME :		445 PM												TOTAL				
PEAK HR VOL :		1	48	45	3	32	0	0	0	0	14	0	4	147				
PEAK HR FACTOR :		0.904			0.795			0.000			0.750			0.919				

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



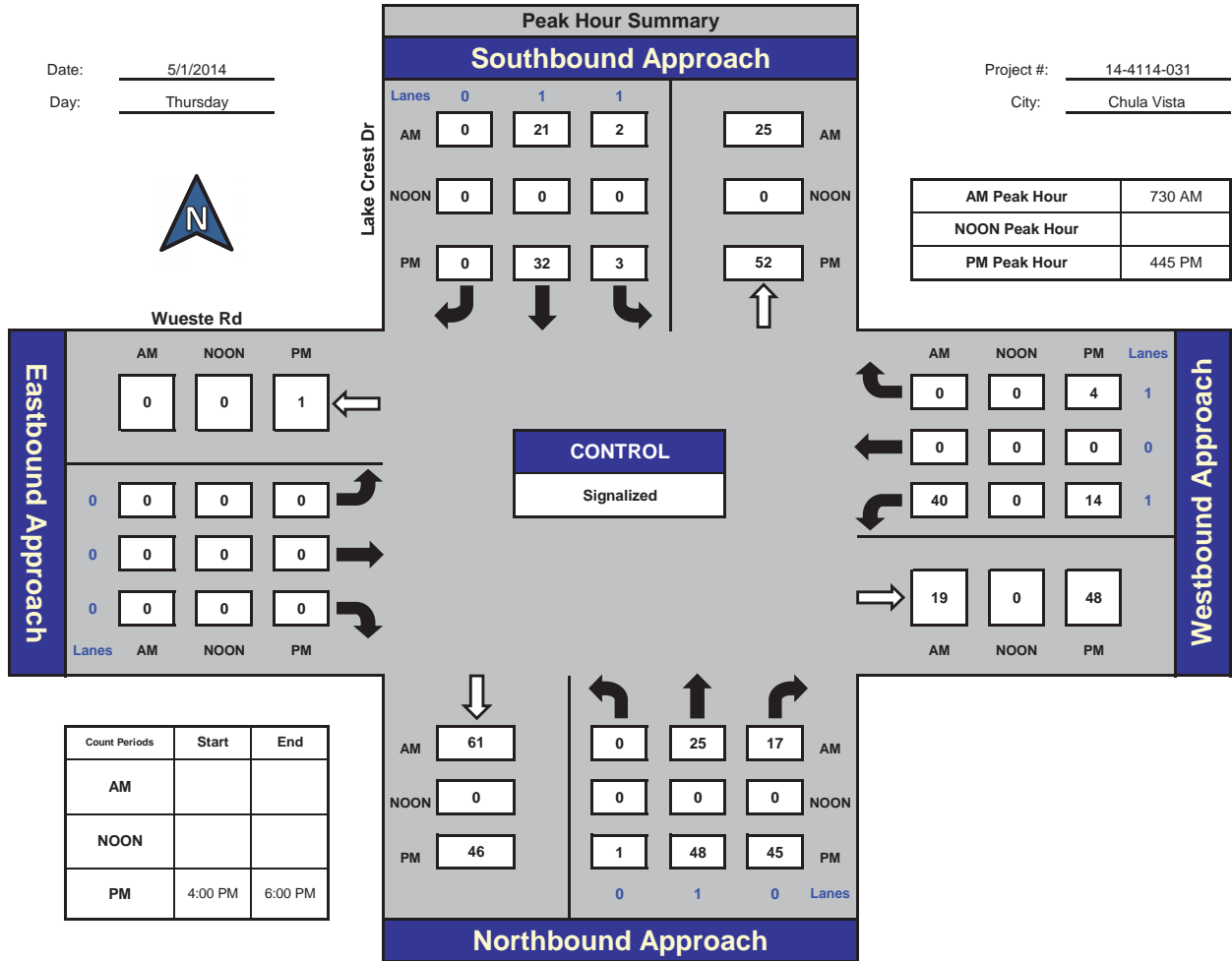
Lake Crest Dr and Wueste Rd , Chula Vista

Date: 5/1/2014

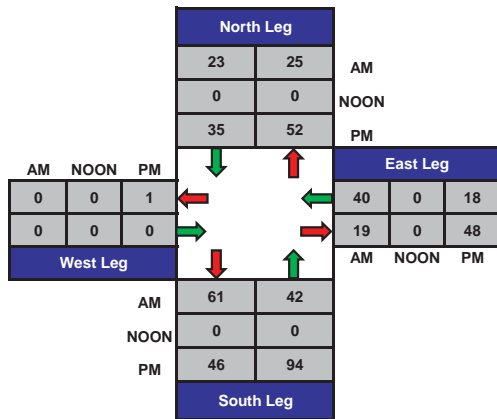
Day: Thursday

Project #: 14-4114-031

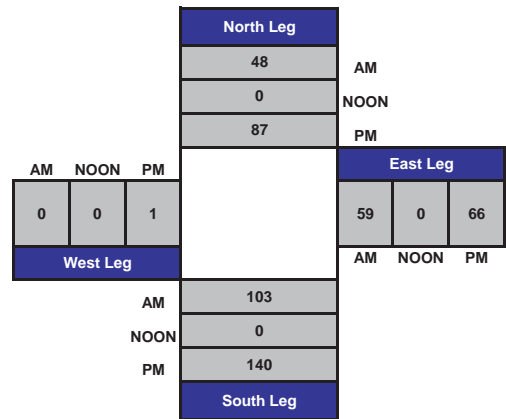
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-032

Day: Wednesday

City: San Diego

Date: 4/30/2014

NS/EW Streets:	AM												TOTAL
	La Media Rd			La Media Rd			Otay Mesa Rd			Otay Mesa Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	2	2	1	1	3	1	1	2.5	0.5	
7:00 AM	10	11	125	3	7	0	4	35	6	46	27	8	282
7:15 AM	5	21	131	5	15	7	9	40	7	66	39	1	346
7:30 AM	15	30	149	6	24	6	9	48	14	75	46	2	424
7:45 AM	6	30	164	6	15	6	8	58	16	88	57	6	460
8:00 AM	10	33	134	4	14	4	9	50	20	78	39	8	403
8:15 AM	5	29	102	4	20	8	4	40	20	61	46	7	346
8:30 AM	10	20	93	7	11	5	8	41	17	68	36	9	325
8:45 AM	18	25	70	8	22	5	7	46	27	48	37	7	320
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	79	199	968	43	128	41	58	358	127	530	327	48	2906
	6.34%	15.97%	77.69%	20.28%	60.38%	19.34%	10.68%	65.93%	23.39%	58.56%	36.13%	5.30%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	36	122	549	20	73	24	30	196	70	302	188	23	1633
PEAK HR FACTOR :	0.884			0.813			0.902			0.849			0.888

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-032

Day: Wednesday

City: San Diego

Date: 4/30/2014

PM													
NS/EW Streets:	La Media Rd			La Media Rd			Otay Mesa Rd			Otay Mesa Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	2	2	1	1	3	1	1	2.5	0.5	
4:00 PM	17	26	69	12	43	9	5	30	24	134	115	12	496
4:15 PM	13	14	71	2	21	2	6	29	39	107	44	12	360
4:30 PM	10	21	83	11	46	10	5	34	23	119	36	9	407
4:45 PM	10	21	66	6	29	6	4	30	29	99	44	13	357
5:00 PM	15	24	69	8	42	12	11	36	26	111	50	10	414
5:15 PM	15	12	62	9	37	4	3	38	21	76	45	5	327
5:30 PM	8	13	75	10	22	3	2	31	16	87	24	3	294
5:45 PM	5	19	49	9	18	3	6	29	17	58	24	5	242
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	93	150	544	67	258	49	42	257	195	791	382	69	2897
	11.82%	19.06%	69.12%	17.91%	68.98%	13.10%	8.50%	52.02%	39.47%	63.69%	30.76%	5.56%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	50	82	289	31	139	27	20	123	115	459	239	46	1620
PEAK HR FACTOR :	0.923			0.735			0.872			0.713			0.817

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



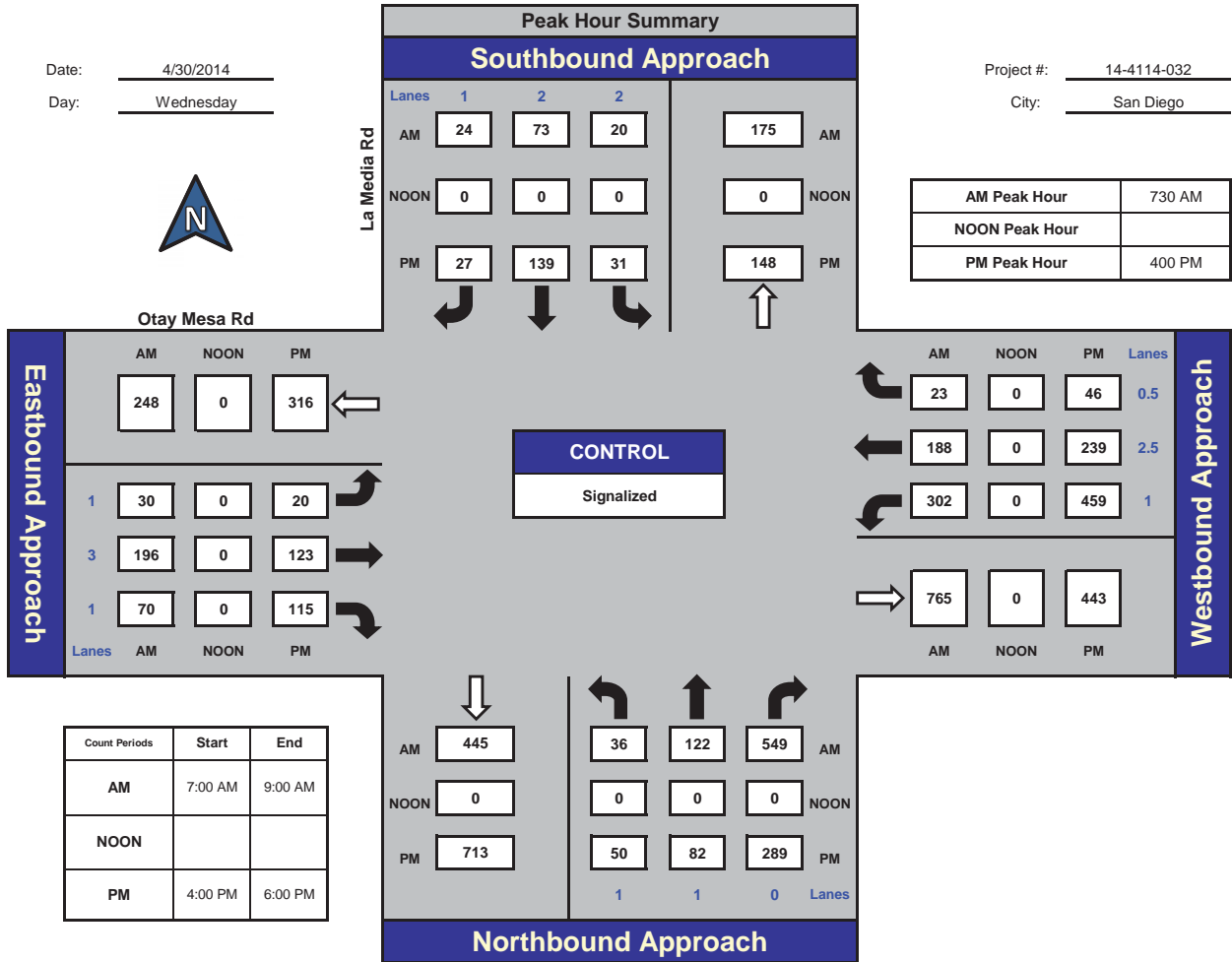
La Media Rd and Otay Mesa Rd, San Diego

Date: 4/30/2014

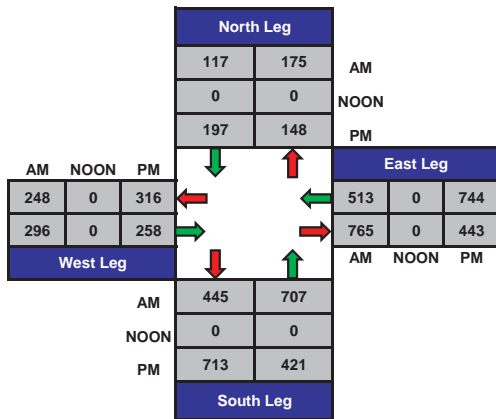
Day: Wednesday

Project #: 14-4114-032

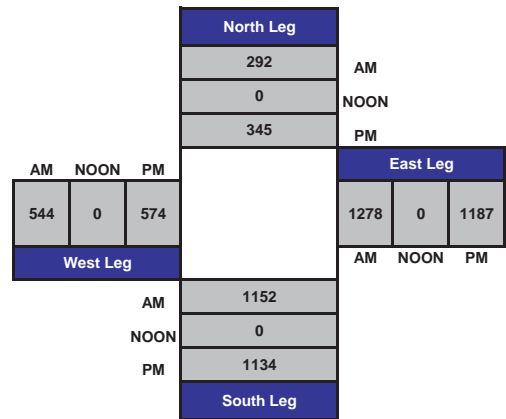
City: San Diego



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-033

Day: Wednesday

City: San Diego

Date: 4/30/2014

AM													
NS/EW Streets:	SR-125 SB Ramps			SR-125 SB Ramps			Otay Mesa Rd			Otay Mesa Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	0	0	73	0	66	0	139	0	0	26	0	304
7:15 AM	0	0	0	78	0	71	0	147	0	0	34	0	330
7:30 AM	0	0	0	149	0	80	0	177	0	0	48	0	454
7:45 AM	0	0	0	149	0	100	0	195	0	0	38	0	482
8:00 AM	0	0	0	68	0	93	0	137	0	0	35	0	333
8:15 AM	0	0	0	83	0	80	0	114	0	0	40	0	317
8:30 AM	0	0	0	55	0	58	0	148	0	0	37	0	298
8:45 AM	0	0	0	52	0	45	0	97	0	0	48	0	242
TOTAL VOLUMES :	0	0	0	707	0	593	0	1154	0	0	306	0	2760
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	54.38%	0.00%	45.62%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	7:15 AM												TOTAL
PEAK HR VOL :	0	0	0	444	0	344	0	656	0	0	155	0	1599
PEAK HR FACTOR :	0.000			0.791			0.841			0.807			0.829

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-033

Day: Wednesday

City: San Diego

Date: 4/30/2014

PM													
NS/EW Streets:	SR-125 SB Ramps			SR-125 SB Ramps			Otay Mesa Rd			Otay Mesa Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	0	0	0	23	0	37	0	3	0	0	3	0	363
4:15 PM	0	0	0	18	0	41	0	101	0	0	78	0	238
4:30 PM	0	0	0	17	0	32	0	119	0	0	134	0	302
4:45 PM	0	0	0	17	0	44	0	87	0	0	85	0	233
5:00 PM	0	0	0	35	0	37	0	107	0	0	94	0	273
5:15 PM	0	0	0	25	0	46	0	97	0	0	41	0	209
5:30 PM	0	0	0	22	0	51	0	90	0	0	43	0	206
5:45 PM	0	0	0	13	0	49	0	77	0	0	34	0	173
TOTAL VOLUMES :	0	0	0	170	0	337	0	794	0	0	696	0	1997
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	33.53%	0.00%	66.47%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	4:00 PM												TOTAL
PEAK HR VOL :	0	0	0	75	0	154	0	423	0	0	484	0	1136
PEAK HR FACTOR :	0.000			0.939			0.889			0.647			0.782

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



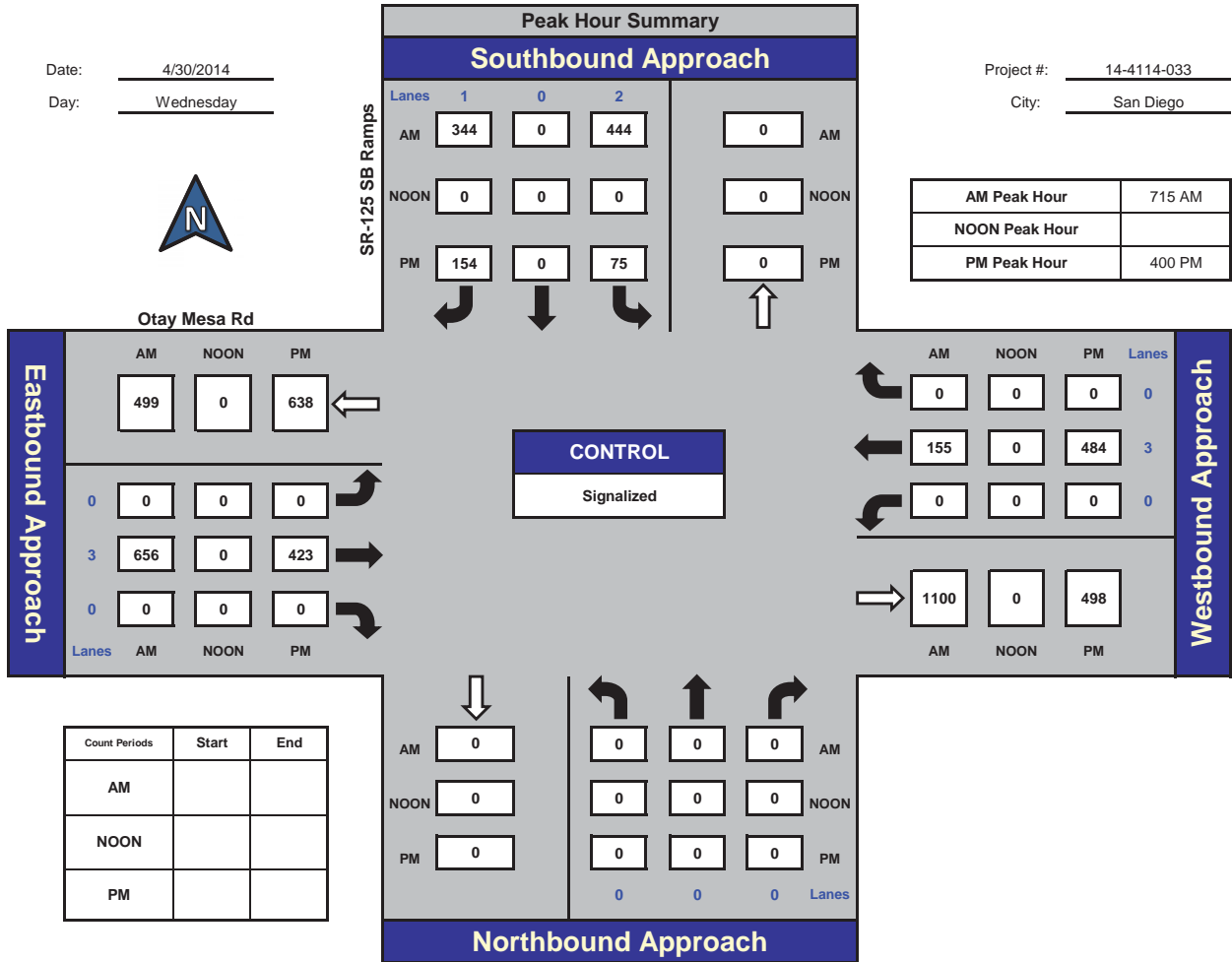
SR-125 SB Ramps and Otay Mesa Rd, San Diego

Date: 4/30/2014

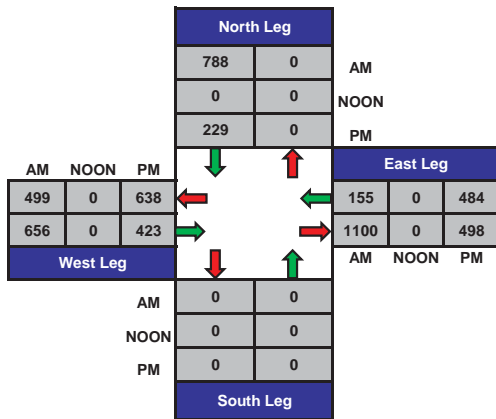
Day: Wednesday

Project #: 14-4114-033

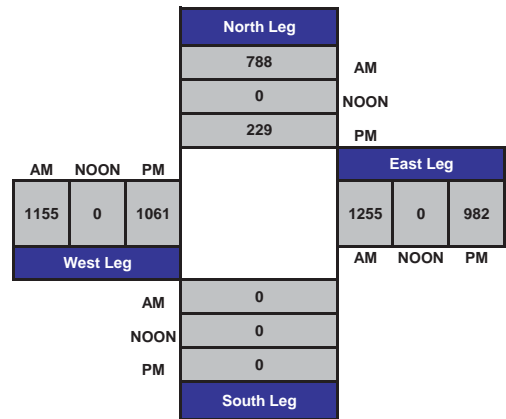
City: San Diego



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-034

Day: Wednesday

City: San Diego

Date: 4/30/2014

AM

NS/EW Streets:	SR-125 NB Ramps			SR-125 SB Ramps			Otay Mesa Rd			Otay Mesa Rd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	0	0	2	2	0	0	1.5	1.5	
7:00 AM							32	177			27	10	246
7:15 AM							32	192			31	14	269
7:30 AM							28	286			46	21	381
7:45 AM							37	320			43	12	412
8:00 AM							35	177			36	27	275
8:15 AM							29	154			38	14	235
8:30 AM							40	169			38	25	272
8:45 AM							21	126			45	16	208

UTURNS			
NB	SB	EB	WB
		0	
		0	
		0	
		1	
		0	
		0	
		0	
		0	

TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	0	0	0	254	1601	0	0	304	139	2298
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	13.69%	86.31%	0.00%	0.00%	68.62%	31.38%	

NB	SB	EB	WB
0	0	1	0

PEAK HR START TIME :	7:15 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	132	975	0	0	156	74	1337
PEAK HR FACTOR :	0.000			0.000			0.775			0.858			0.811

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-034

Day: Wednesday

City: San Diego

Date: 4/30/2014

PM

NS/EW Streets:	SR-125 NB Ramps			SR-125 NB Ramps			Otay Mesa Rd			Otay Mesa Rd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	0	0	2	2	0	0	1.5	1.5	
4:00 PM							80	59			188	117	444
4:15 PM							67	52			80	71	270
4:30 PM							70	57			122	79	328
4:45 PM							68	50			94	71	283
5:00 PM							77	57			90	92	316
5:15 PM							58	65			42	63	228
5:30 PM							60	49			40	54	203
5:45 PM							54	43			34	49	180
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	0	0	0	0	0	534	432	0	0	690	596	2252
	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	55.28%	44.72%	0.00%	0.00%	53.65%	46.35%	
PEAK HR START TIME :	4:00 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	285	218	0	0	484	338	1325
PEAK HR FACTOR :	0.000			0.000			0.905			0.674			0.746

UTURNS			
NB	SB	EB	WB
		1	
		1	
		0	
		0	
		1	
		0	
		0	
		0	
		0	
		0	
		0	

NB	SB	EB	WB
0	0	3	0

CONTROL : Signalized

ITM Peak Hour Summary

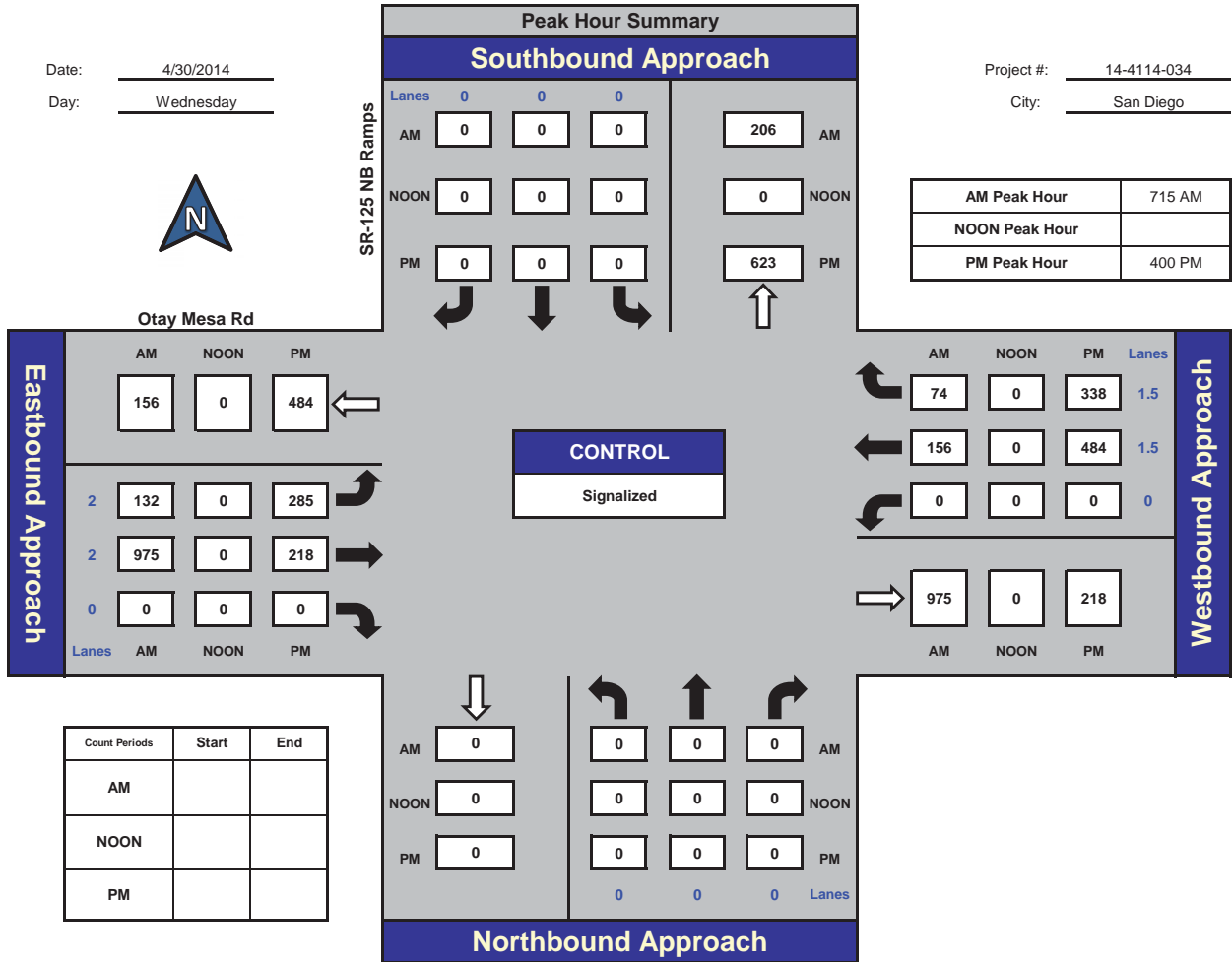
Prepared by:



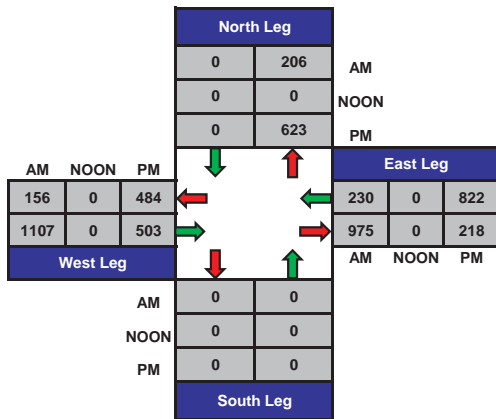
SR-125 NB Ramps and Otay Mesa Rd , San Diego

Date: 4/30/2014
Day: Wednesday

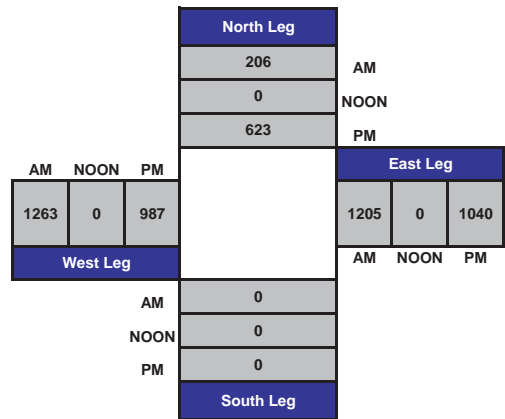
Project #: 14-4114-034
City: San Diego



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-035

Day: Wednesday

City: Jamul

Date: 4/30/2014

NS/EW Streets:	AM												TOTAL
	SR-94			SR-94			Melody Rd			Melody Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	120	0	2	27	1	4	0	0	1	0	2	157
7:15 AM	0	127	0	2	25	5	4	0	0	0	0	2	165
7:30 AM	1	125	0	2	31	1	2	5	0	0	0	1	168
7:45 AM	0	99	0	0	26	2	6	1	0	0	0	1	135
8:00 AM	1	71	0	2	42	3	4	3	0	0	0	1	127
8:15 AM	3	81	0	3	32	0	3	3	0	0	0	0	125
8:30 AM	0	61	1	1	41	1	2	1	0	0	0	0	108
8:45 AM	0	82	0	1	33	4	2	1	0	0	0	0	123
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	5	766	1	13	257	17	27	0	14	1	0	7	1108
	0.65%	99.22%	0.13%	4.53%	89.55%	5.92%	65.85%	0.00%	34.15%	12.50%	0.00%	87.50%	
PEAK HR START TIME :	7:00 AM												TOTAL
PEAK HR VOL :	1	471	0	6	109	9	16	0	6	1	0	6	625
PEAK HR FACTOR :	0.929			0.912			0.786			0.583			0.930

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop EB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-035

Day: Wednesday

City: Jamul

Date: 4/30/2014

PM													
NS/EW Streets:	SR-94			SR-94			Melody Rd			Melody Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	0	47	0	0	152	7	4		1			0	211
4:15 PM	1	37	1	1	109	2	2		0			2	155
4:30 PM	1	41	0	0	109	2	2		0			2	157
4:45 PM	3	29	0	0	114	3	4		0			0	153
5:00 PM	2	34	0	1	90	7	5		2			0	141
5:15 PM	3	34	0	0	102	2	0		2			0	143
5:30 PM	1	31	0	1	111	5	0		1			1	151
5:45 PM	1	35	0	0	112	2	1		0			0	151
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	12	288	1	3	899	30	18	0	6	0	0	5	1262
	3.99%	95.68%	0.33%	0.32%	96.46%	3.22%	75.00%	0.00%	25.00%	0.00%	0.00%	100.00%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	5	154	1	1	484	14	12	0	1	0	0	4	676
PEAK HR FACTOR :	0.851			0.785			0.650			0.500			0.801

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop EB

ITM Peak Hour Summary

Prepared by:



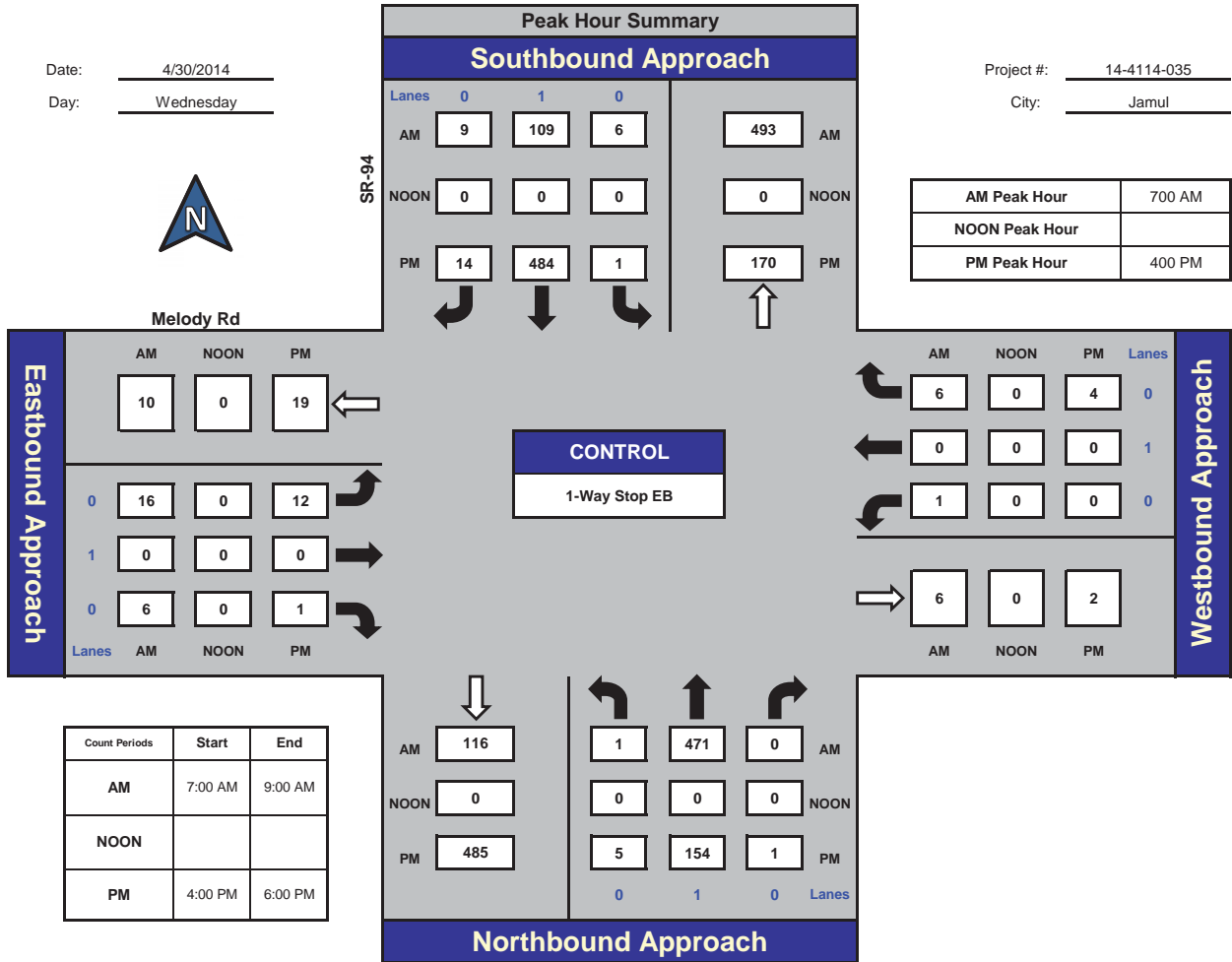
SR-94 and Melody Rd, Jamul

Date: 4/30/2014

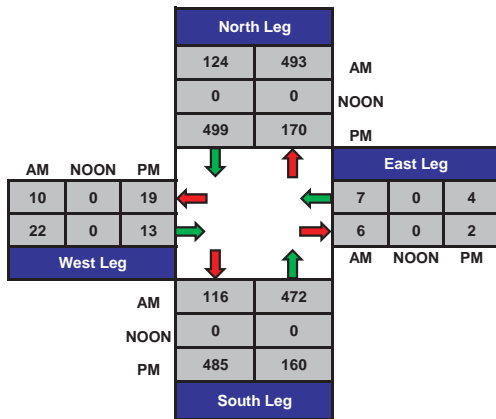
Day: Wednesday

Project #: 14-4114-035

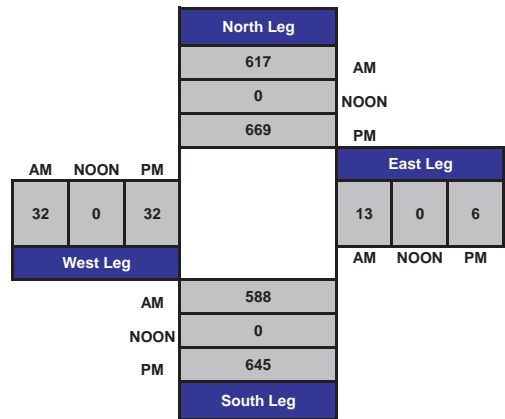
City: Jamul



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-036

Day: Wednesday

City: Jamul

Date: 4/30/2014

NS/EW Streets:	AM												TOTAL
	SR-94			SR-94			Maxfield Rd			Maxfield Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	1	132	0	0	28	0	2	1					164
7:15 AM	1	140	0	0	32	0	1	2					176
7:30 AM	0	137	0	0	38	0	3	0					178
7:45 AM	3	117	0	0	32	0	3	0					155
8:00 AM	3	88	0	1	51	0	6	2					151
8:15 AM	2	88	0	0	36	0	3	1					130
8:30 AM	2	68	0	0	46	0	3	2					121
8:45 AM	0	90	0	0	51	0	3	0					144
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	12	860	0	1	314	0	24	0	8	0	0	0	1219
	1.38%	98.62%	0.00%	0.32%	99.68%	0.00%	75.00%	0.00%	25.00%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	7:00 AM												TOTAL
PEAK HR VOL :	5	526	0	0	130	0	9	0	3	0	0	0	673
PEAK HR FACTOR :	0.941			0.855			1.000			0.000			0.945

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop EB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-036

Day: Wednesday

City: Jamul

Date: 4/30/2014

PM													
NS/EW Streets:	SR-94			SR-94			Maxfield Rd			Maxfield Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	4	55	0	1	161	0	6	0	8	0	0	0	235
4:15 PM	2	44	0	0	116	0	5	0	7	0	0	0	174
4:30 PM	6	45	0	0	106	0	9	0	10	1	0	0	177
4:45 PM	2	43	0	0	122	0	7	0	3	0	0	0	177
5:00 PM	3	44	0	0	96	0	5	0	4	0	0	0	152
5:15 PM	2	40	0	0	108	0	4	0	4	1	0	0	159
5:30 PM	0	36	0	0	125	0	4	0	2	0	0	0	167
5:45 PM	2	42	0	0	111	0	0	0	4	1	0	0	160
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	21	349	0	1	945	0	40	0	42	3	0	0	1401
	5.68%	94.32%	0.00%	0.11%	99.89%	0.00%	48.78%	0.00%	51.22%	100.00%	0.00%	0.00%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	14	187	0	1	505	0	27	0	28	1	0	0	763
PEAK HR FACTOR :	0.852			0.781			0.724			0.250			0.812

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop EB

ITM Peak Hour Summary

Prepared by:



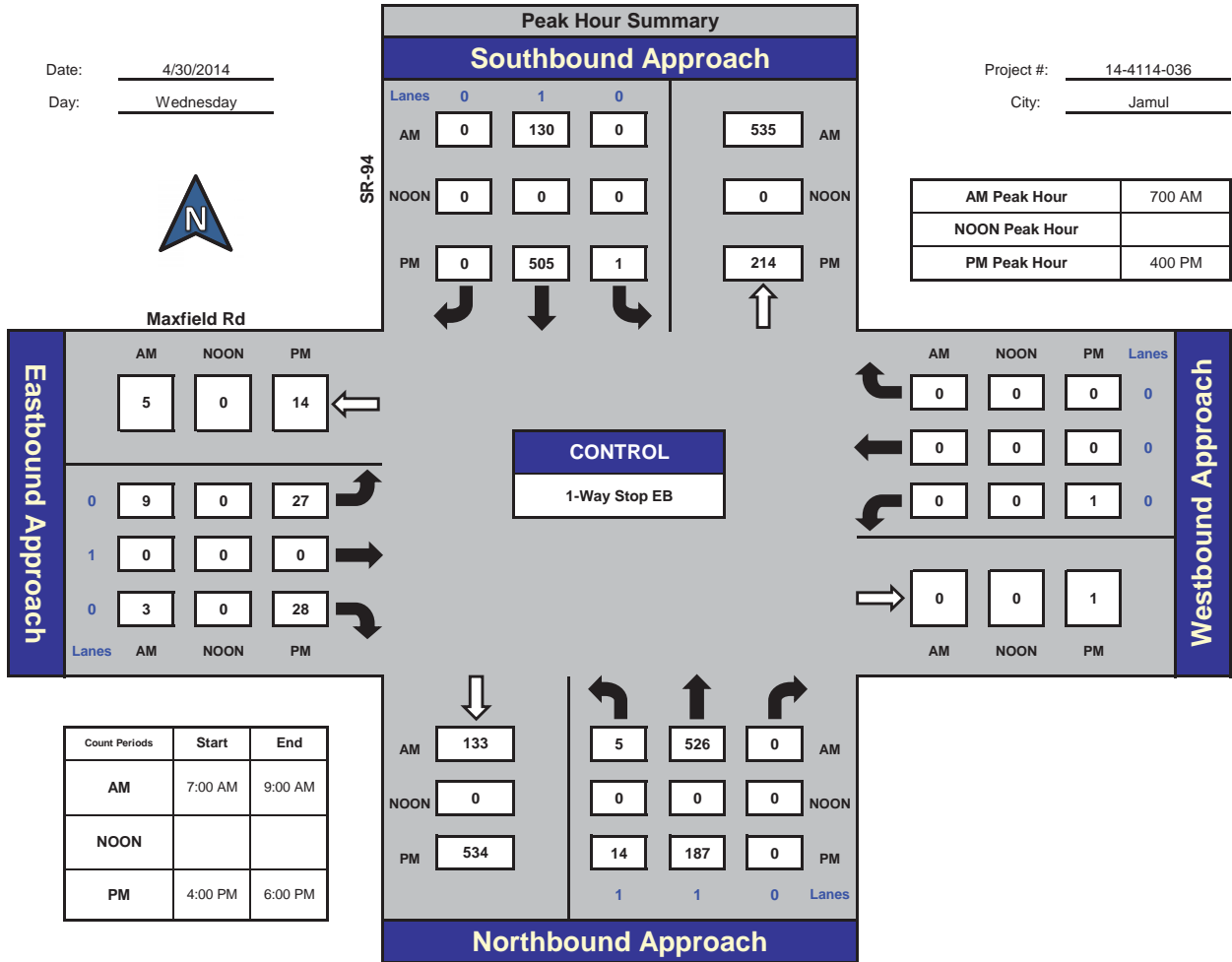
SR-94 and Maxfield Rd , Jamul

Date: 4/30/2014

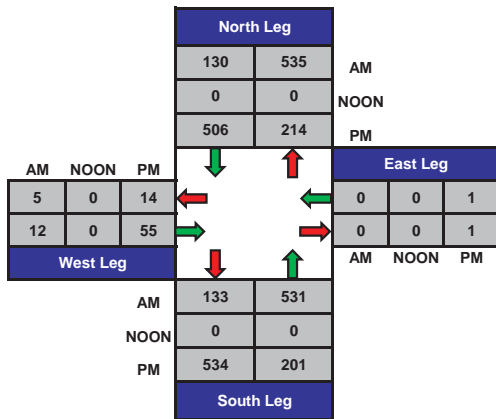
Day: Wednesday

Project #: 14-4114-036

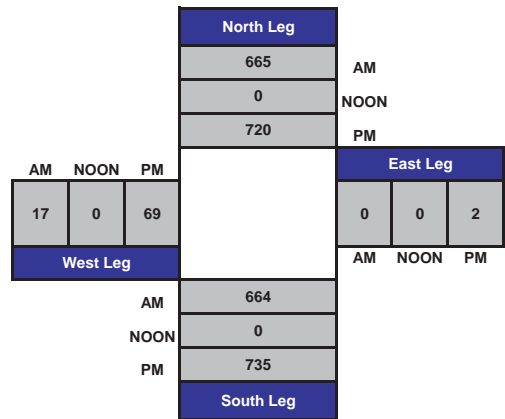
City: Jamul



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-037

Day: Wednesday

City: Jamul

Date: 4/30/2014

		AM												
NS/EW Streets:		Jefferson Rd			Jefferson Rd			SR-94			SR-94			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0	1	0	0	1	0	1	1	0	1	1	0	
7:00 AM		33	6	0	3	5	10	0	24	7	0	125	7	220
7:15 AM		26	6	1	8	6	15	3	27	11	3	116	6	228
7:30 AM		23	13	0	6	6	7	4	38	7	0	128	22	254
7:45 AM		16	13	1	9	11	7	6	24	4	1	92	24	208
8:00 AM		21	14	1	15	8	11	1	35	4	0	81	15	206
8:15 AM		25	14	1	10	10	10	2	30	6	1	77	12	198
8:30 AM		23	7	2	11	5	3	2	36	11	1	65	5	171
8:45 AM		18	3	1	14	4	5	2	33	5	0	77	4	166
TOTAL VOLUMES :		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :		185	76	7	76	55	68	20	247	55	6	761	95	1651
		69.03%	28.36%	2.61%	38.19%	27.64%	34.17%	6.21%	76.71%	17.08%	0.70%	88.28%	11.02%	
PEAK HR START TIME :		700 AM												TOTAL
PEAK HR VOL :		98	38	2	26	28	39	13	113	29	4	461	59	910
PEAK HR FACTOR :		0.885			0.802			0.791			0.873			0.896

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-037

Day: Wednesday

City: Jamul

Date: 4/30/2014

PM													
NS/EW Streets:	Jefferson Rd			Jefferson Rd			SR-94			SR-94			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	9	8	11	11	15	6	2	111	22	2	48	7	252
4:15 PM	11	17	9	16	6	3	6	93	20	1	57	11	250
4:30 PM	11	14	1	14	9	4	4	113	19	1	44	9	243
4:45 PM	19	11	3	13	5	7	6	100	28	1	35	6	234
5:00 PM	11	5	6	14	7	9	4	102	34	3	48	7	250
5:15 PM	10	7	0	8	9	3	9	96	28	1	50	5	226
5:30 PM	15	6	4	4	5	1	2	102	26	1	25	9	200
5:45 PM	23	4	4	13	8	3	2	139	28	1	43	7	275
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	109	72	38	93	64	36	35	856	205	11	350	61	1930
	49.77%	32.88%	17.35%	48.19%	33.16%	18.65%	3.19%	78.10%	18.70%	2.61%	82.94%	14.45%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	50	50	24	54	35	20	18	417	89	5	184	33	979
PEAK HR FACTOR :	0.838			0.852			0.963			0.804			0.971

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



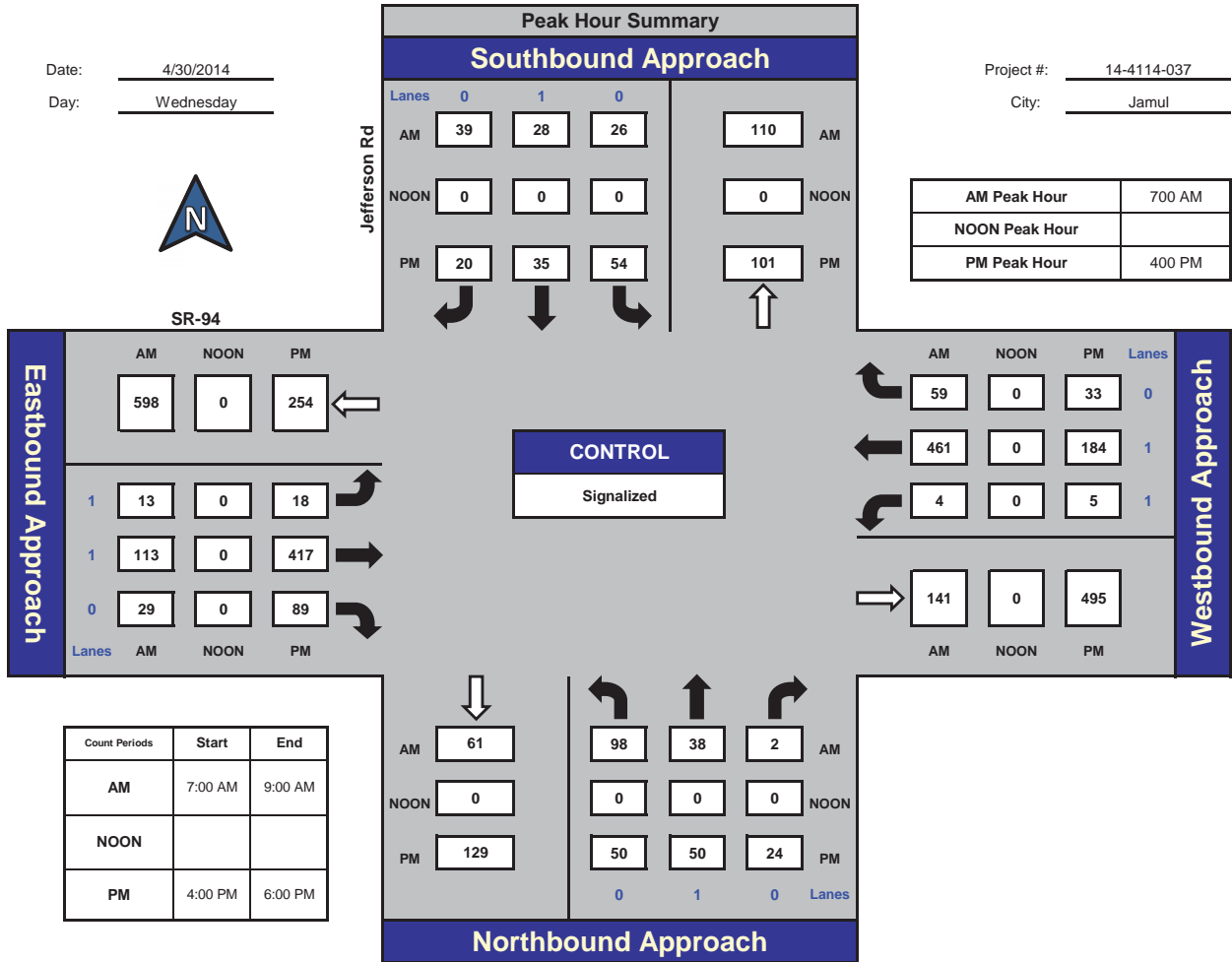
Jefferson Rd and SR-94, Jamul

Date: 4/30/2014

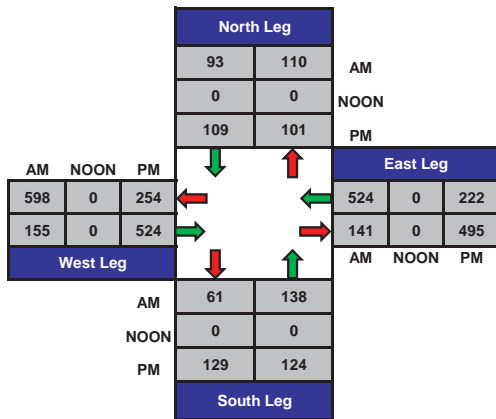
Day: Wednesday

Project #: 14-4114-037

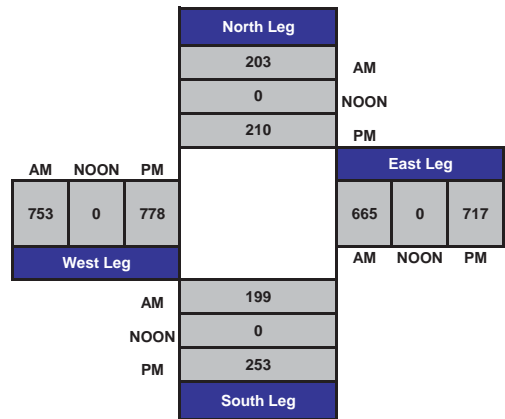
City: Jamul



Total Ins & Outs



Total Volume Per Leg



VOLUME

Proctor Valley Rd from Lane Ave to Hunte Pkwy

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_001

DAILY TOTALS					NB	SB						Total			
					0	0						14,155			
							7,331			6,824					
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			12	5	17		12:00			77	66	143			
00:15			4	2	6		12:15			67	67	134			
00:30			6	4	10		12:30			71	68	139			
00:45			6	28	3	14	12:45			73	288	56	257	129	545
01:00			7	1	8		13:00			65	65	130			
01:15			8	3	11		13:15			62	84	146			
01:30			2	1	3		13:30			79	76	155			
01:45			1	18	0	5	13:45			81	287	82	307	163	594
02:00			4	1	5		14:00			89	80	169			
02:15			4	0	4		14:15			122	98	220			
02:30			5	0	5		14:30			105	98	203			
02:45			3	16	3	4	14:45			136	452	116	392	252	844
03:00			1	6	7		15:00			164	83	247			
03:15			2	2	4		15:15			214	184	398			
03:30			3	4	7		15:30			183	235	418			
03:45			1	7	6	18	15:45			155	716	137	639	292	1355
04:00			4	8	12		16:00			148	110	258			
04:15			2	12	14		16:15			149	111	260			
04:30			1	10	11		16:30			167	83	250			
04:45			5	12	20	50	16:45			152	616	109	413	261	1029
05:00			4	30	34		17:00			155	102	257			
05:15			2	46	48		17:15			151	101	252			
05:30			6	44	50		17:30			179	99	278			
05:45			12	24	65	185	17:45			142	627	101	403	243	1030
06:00			17	79	96		18:00			162	110	272			
06:15			23	88	111		18:15			148	91	239			
06:30			40	128	168		18:30			123	100	223			
06:45			61	141	147	442	18:45			129	562	96	397	225	959
07:00			78	159	237		19:00			131	66	197			
07:15			76	176	252		19:15			131	78	209			
07:30			149	223	372		19:30			102	57	159			
07:45			212	515	252	810	19:45			95	459	60	261	155	720
08:00			272	310	582		20:00			108	59	167			
08:15			145	208	353		20:15			87	47	134			
08:30			151	156	307		20:30			80	46	126			
08:45			172	740	120	794	20:45			90	365	38	190	128	555
09:00			125	124	249		21:00			75	43	118			
09:15			115	80	195		21:15			78	33	111			
09:30			109	108	217		21:30			70	34	104			
09:45			102	451	91	403	21:45			48	271	25	135	73	406
10:00			75	86	161		22:00			52	23	75			
10:15			65	72	137		22:15			43	20	63			
10:30			64	63	127		22:30			36	23	59			
10:45			64	268	72	293	22:45			23	154	12	78	35	232
11:00			56	59	115		23:00			16	12	28			
11:15			58	82	140		23:15			23	8	31			
11:30			62	76	138		23:30			16	5	21			
11:45			68	244	86	303	23:45			15	70	6	31	21	101
TOTALS			2464	3321	5785		TOTALS			4867	3503	8370			
SPLIT %			42.6%	57.4%	40.9%		SPLIT %			58.1%	41.9%	59.1%			

DAILY TOTALS					NB	SB						Total
					0	0						14,155
							7,331			6,824		

AM Peak Hour			07:45	07:30	07:30	PM Peak Hour			15:00	15:15	15:15
AM Pk Volume			780	993	1771	PM Pk Volume			716	666	1366
Pk Hr Factor			0.717	0.801	0.761	Pk Hr Factor			0.836	0.709	0.817
7 - 9 Volume	0	0	1255	1604	2859	4 - 6 Volume	0	0	1243	816	2059
7 - 9 Peak Hour			07:45	07:30	07:30	4 - 6 Peak Hour			16:45	16:00	16:45
7 - 9 Pk Volume	0	0	780	993	1771	4 - 6 Pk Volume	0	0	637	413	1048
Pk Hr Factor	0.000	0.000	0.717	0.801	0.761	Pk Hr Factor	0.000	0.000	0.890	0.930	0.942

VOLUME

Telegraph Canyon Rd from I-805 SB Ramps to I-805 NB Ramps

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_002

DAILY TOTALS					NB	SB						Total		
					0	0						55,247		
					36,872					18,375				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			116	35	151	12:00			446	254	700			
00:15			86	42	128	12:15			461	246	707			
00:30			66	32	98	12:30			479	261	740			
00:45			79	347	30	139	12:45		484	1870	239	1000	723	2870
01:00			56	20	76	13:00			493	245	738			
01:15			56	24	80	13:15			465	265	730			
01:30			38	19	57	13:30			541	292	833			
01:45			37	187	16	79	13:45		531	2030	272	1074	803	3104
02:00			29	19	48	14:00			525	287	812			
02:15			37	20	57	14:15			625	288	913			
02:30			48	8	56	14:30			649	363	1012			
02:45			27	141	8	55	14:45		625	2424	388	1326	1013	3750
03:00			34	15	49	15:00			668	343	1011			
03:15			40	17	57	15:15			691	375	1066			
03:30			45	9	54	15:30			666	334	1000			
03:45			33	152	7	48	15:45		662	2687	330	1382	992	4069
04:00			61	9	70	16:00			691	347	1038			
04:15			73	17	90	16:15			722	310	1032			
04:30			104	21	125	16:30			735	316	1051			
04:45			107	345	23	70	16:45		729	2877	304	1277	1033	4154
05:00			143	26	169	17:00			745	353	1098			
05:15			220	52	272	17:15			708	367	1075			
05:30			243	94	337	17:30			767	335	1102			
05:45			262	868	89	261	17:45		696	2916	341	1396	1037	4312
06:00			293	107	400	18:00			644	269	913			
06:15			364	129	493	18:15			648	279	927			
06:30			461	169	630	18:30			643	255	898			
06:45			504	1622	233	638	18:45		635	2570	243	1046	878	3616
07:00			480	293	773	19:00			505	248	753			
07:15			496	327	823	19:15			495	223	718			
07:30			560	456	1016	19:30			489	216	705			
07:45			564	2100	472	1548	19:45		443	1932	211	898	654	2830
08:00			608	344	952	20:00			482	216	698			
08:15			557	266	823	20:15			398	212	610			
08:30			538	283	821	20:30			387	176	563			
08:45			528	2231	290	1183	20:45		385	1652	240	844	625	2496
09:00			472	251	723	21:00			394	193	587			
09:15			406	268	674	21:15			355	152	507			
09:30			431	219	650	21:30			306	143	449			
09:45			411	1720	225	963	21:45		288	1343	119	607	407	1950
10:00			412	202	614	22:00			261	131	392			
10:15			389	203	592	22:15			243	111	354			
10:30			410	244	654	22:30			220	91	311			
10:45			397	1608	256	905	22:45		210	934	79	412	289	1346
11:00			402	260	662	23:00			173	69	242			
11:15			431	264	695	23:15			152	58	210			
11:30			480	246	726	23:30			150	58	208			
11:45			425	1738	221	991	23:45		103	578	48	233	151	811
TOTALS			13059	6880	19939	TOTALS			23813	11495	35308			
SPLIT %			65.5%	34.5%	36.1%	SPLIT %			67.4%	32.6%	63.9%			

DAILY TOTALS					NB	SB						Total		
					0	0						55,247		
					36,872					18,375				

AM Peak Hour			07:30	07:15	07:15	PM Peak Hour			16:45	14:30	17:00
AM Pk Volume			2289	1599	3827	PM Pk Volume			2949	1469	4312
Pk Hr Factor			0.941	0.847	0.924	Pk Hr Factor			0.961	0.947	0.978
7 - 9 Volume	0	0	4331	2731	7062	4 - 6 Volume	0	0	5793	2673	8466
7 - 9 Peak Hour			07:30	07:15	07:15	4 - 6 Peak Hour			16:45	17:00	17:00
7 - 9 Pk Volume	0	0	2289	1599	3827	4 - 6 Pk Volume	0	0	2949	1396	4312
Pk Hr Factor	0.000	0.000	0.941	0.847	0.924	Pk Hr Factor	0.000	0.000	0.961	0.951	0.978

VOLUME

Telegraph Canyon Rd from I-805 NB Ramps to Oleander Ave

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_003

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	29,116	30,499	59,615			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			66	41	107	12:00			358	395	753	
00:15			61	46	107	12:15			385	406	791	
00:30			56	46	102	12:30			359	430	789	
00:45			44	227	33	166	12:45		381	1483	350	1581
01:00			40	32	72	13:00			402	411	813	
01:15			43	33	76	13:15			355	428	783	
01:30			31	31	62	13:30			459	437	896	
01:45			35	149	25	121	13:45		450	1666	391	1667
02:00			20	21	41	14:00			446	409	855	
02:15			28	27	55	14:15			507	445	952	
02:30			38	17	55	14:30			549	503	1052	
02:45			19	105	21	86	14:45		507	2009	453	1810
03:00			32	37	69	15:00			523	509	1032	
03:15			18	44	62	15:15			552	495	1047	
03:30			32	53	85	15:30			561	506	1067	
03:45			20	102	52	186	15:45		545	2181	463	1973
04:00			33	69	102	16:00			558	446	1004	
04:15			38	90	128	16:15			622	479	1101	
04:30			36	120	156	16:30			617	515	1132	
04:45			46	153	140	419	16:45		584	2381	450	1890
05:00			52	235	287	17:00			607	519	1126	
05:15			86	306	392	17:15			633	536	1169	
05:30			103	393	496	17:30			663	505	1168	
05:45			115	356	467	1401	17:45		667	2570	477	2037
06:00			157	451	608	18:00			503	417	920	
06:15			235	335	570	18:15			480	383	863	
06:30			367	446	813	18:30			516	385	901	
06:45			360	1119	479	1711	18:45		486	1985	324	1509
07:00			372	585	957	19:00			400	361	761	
07:15			471	587	1058	19:15			384	315	699	
07:30			507	635	1142	19:30			371	357	728	
07:45			531	1881	740	2547	19:45		363	1518	294	1327
08:00			448	528	976	20:00			342	309	651	
08:15			515	546	1061	20:15			306	275	581	
08:30			449	634	1083	20:30			293	272	565	
08:45			427	1839	511	2219	20:45		288	1229	301	1157
09:00			377	454	831	21:00			295	258	553	
09:15			334	485	819	21:15			263	221	484	
09:30			341	405	746	21:30			234	171	405	
09:45			337	1389	392	1736	21:45		238	1030	166	816
10:00			324	398	722	22:00			165	170	335	
10:15			282	387	669	22:15			200	154	354	
10:30			330	375	705	22:30			174	144	318	
10:45			308	1244	430	1590	22:45		175	714	113	581
11:00			332	442	774	23:00			115	113	228	
11:15			327	389	716	23:15			105	89	194	
11:30			394	402	796	23:30			99	92	191	
11:45			327	1380	387	1620	23:45		87	406	55	349
TOTALS			9944	13802	23746	TOTALS			19172	16697	35869	
SPLIT %			41.9%	58.1%	39.8%	SPLIT %			53.5%	46.5%	60.2%	

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	29,116	30,499	59,615		
AM Peak Hour			07:30	07:00	07:30	PM Peak Hour			17:00	17:00	17:00
AM Pk Volume			2001	2547	4450	PM Pk Volume			2570	2037	4607
Pk Hr Factor			0.942	0.860	0.875	Pk Hr Factor			0.963	0.950	0.985
7 - 9 Volume	0	0	3720	4766	8486	4 - 6 Volume	0	0	4951	3927	8878
7 - 9 Peak Hour			07:30	07:00	07:30	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	2001	2547	4450	4 - 6 Pk Volume	0	0	2570	2037	4607
Pk Hr Factor	0.000	0.000	0.942	0.860	0.875	Pk Hr Factor	0.000	0.000	0.963	0.950	0.985

VOLUME

Telegraph Canyon Rd from Oleander Ave to Medical Center Dr

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_004

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	27,999	27,777	55,776					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			33	35	68	12:00			342	371	713			
00:15			28	43	71	12:15			346	358	704			
00:30			14	33	47	12:30			337	368	705			
00:45			33	108	26	137	12:45		355	1380	312	1409	667	2789
01:00			47	20	67	13:00			391	353	744			
01:15			36	28	64	13:15			318	359	677			
01:30			32	26	58	13:30			414	405	819			
01:45			30	145	18	92	13:45		413	1536	350	1467	763	3003
02:00			20	15	35	14:00			436	391	827			
02:15			24	21	45	14:15			490	418	908			
02:30			32	16	48	14:30			507	442	949			
02:45			13	89	15	67	14:45		490	1923	428	1679	918	3602
03:00			26	33	59	15:00			485	466	951			
03:15			19	44	63	15:15			568	466	1034			
03:30			26	43	69	15:30			550	451	1001			
03:45			21	92	47	167	15:45		537	2140	424	1807	961	3947
04:00			32	56	88	16:00			566	425	991			
04:15			33	80	113	16:15			617	435	1052			
04:30			31	103	134	16:30			579	486	1065			
04:45			35	131	124	363	16:45		608	2370	470	1816	1078	4186
05:00			50	201	251	17:00			615	471	1086			
05:15			67	245	312	17:15			623	480	1103			
05:30			98	347	445	17:30			609	426	1035			
05:45			114	329	411	1204	17:45		667	2514	429	1806	1096	4320
06:00			141	382	523	18:00			493	417	910			
06:15			209	320	529	18:15			501	372	873			
06:30			378	389	767	18:30			517	344	861			
06:45			347	1075	392	1483	18:45		504	2015	292	1425	796	3440
07:00			367	497	864	19:00			425	335	760			
07:15			427	540	967	19:15			374	323	697			
07:30			486	669	1155	19:30			386	304	690			
07:45			522	1802	673	2379	19:45		376	1561	275	1237	651	2798
08:00			425	528	953	20:00			355	335	690			
08:15			494	536	1030	20:15			316	253	569			
08:30			453	549	1002	20:30			326	245	571			
08:45			425	1797	535	2148	20:45		264	1261	278	1111	542	2372
09:00			339	393	732	21:00			290	227	517			
09:15			315	445	760	21:15			278	197	475			
09:30			349	378	727	21:30			232	138	370			
09:45			295	1298	345	1561	21:45		217	1017	148	710	365	1727
10:00			293	330	623	22:00			175	162	337			
10:15			272	350	622	22:15			175	124	299			
10:30			336	362	698	22:30			169	135	304			
10:45			307	1208	398	1440	22:45		159	678	92	513	251	1191
11:00			282	384	666	23:00			106	100	206			
11:15			302	335	637	23:15			41	78	119			
11:30			365	356	721	23:30			42	82	124			
11:45			342	1291	378	1453	23:45		50	239	43	303	93	542
TOTALS			9365	12494	21859	TOTALS			18634	15283	33917			
SPLIT %			42.8%	57.2%	39.2%	SPLIT %			54.9%	45.1%	60.8%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	27,999	27,777	55,776

AM Peak Hour			07:30	07:15	07:30	PM Peak Hour			17:00	16:30	16:30
AM Pk Volume			1927	2410	4333	PM Pk Volume			2514	1907	4332
Pk Hr Factor			0.923	0.895	0.906	Pk Hr Factor			0.942	0.981	0.982
7 - 9 Volume	0	0	3599	4527	8126	4 - 6 Volume	0	0	4884	3622	8506
7 - 9 Peak Hour			07:30	07:15	07:30	4 - 6 Peak Hour			17:00	16:30	16:30
7 - 9 Pk Volume	0	0	1927	2410	4333	4 - 6 Pk Volume	0	0	2514	1907	4332
Pk Hr Factor	0.000	0.000	0.923	0.895	0.906	Pk Hr Factor	0.000	0.000	0.942	0.981	0.982

VOLUME

Telegraph Canyon Rd from Medical Center Dr to Paseo Ladera

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_005

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	24,730	22,756	47,486					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			70	22	92	12:00			299	310	609			
00:15			62	23	85	12:15			284	315	599			
00:30			47	14	61	12:30			277	308	585			
00:45			45	224	15	74	12:45		327	1187	279	1212	606	2399
01:00			38	12	50	13:00			320	312	632			
01:15			29	11	40	13:15			283	290	573			
01:30			34	14	48	13:30			344	329	673			
01:45			28	129	10	47	13:45		366	1313	311	1242	677	2555
02:00			17	6	23	14:00			374	329	703			
02:15			19	11	30	14:15			408	367	775			
02:30			28	2	30	14:30			423	401	824			
02:45			13	77	6	25	14:45		452	1657	425	1522	877	3179
03:00			19	18	37	15:00			462	417	879			
03:15			16	17	33	15:15			475	402	877			
03:30			24	14	38	15:30			476	374	850			
03:45			19	78	22	71	15:45		501	1914	387	1580	888	3494
04:00			25	21	46	16:00			542	360	902			
04:15			34	37	71	16:15			573	368	941			
04:30			27	42	69	16:30			561	353	914			
04:45			32	118	58	158	16:45		568	2244	423	1504	991	3748
05:00			35	103	138	17:00			580	421	1001			
05:15			52	133	185	17:15			545	406	951			
05:30			68	179	247	17:30			562	380	942			
05:45			84	239	237	652	17:45		581	2268	327	1534	908	3802
06:00			102	238	340	18:00			442	347	789			
06:15			152	188	340	18:15			419	317	736			
06:30			303	275	578	18:30			475	285	760			
06:45			314	871	350	1051	18:45		442	1778	279	1228	721	3006
07:00			414	460	874	19:00			358	291	649			
07:15			391	503	894	19:15			336	288	624			
07:30			474	638	1112	19:30			325	248	573			
07:45			432	1711	605	2206	19:45		319	1338	216	1043	535	2381
08:00			375	507	882	20:00			291	266	557			
08:15			414	516	930	20:15			273	190	463			
08:30			367	504	871	20:30			273	176	449			
08:45			392	1548	418	1945	20:45		224	1061	205	837	429	1898
09:00			294	344	638	21:00			254	142	396			
09:15			260	406	666	21:15			237	167	404			
09:30			295	313	608	21:30			189	97	286			
09:45			252	1101	314	1377	21:45		192	872	93	499	285	1371
10:00			227	278	505	22:00			155	102	257			
10:15			246	311	557	22:15			146	69	215			
10:30			281	321	602	22:30			123	84	207			
10:45			239	993	359	1269	22:45		120	544	57	312	177	856
11:00			248	330	578	23:00			106	49	155			
11:15			242	291	533	23:15			105	30	135			
11:30			313	286	599	23:30			87	36	123			
11:45			280	1083	325	1232	23:45		84	382	21	136	105	518
TOTALS			8172	10107	18279	TOTALS			16558	12649	29207			
SPLIT %			44.7%	55.3%	38.5%	SPLIT %			56.7%	43.3%	61.5%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	24,730	22,756	47,486

AM Peak Hour	07:00	07:30	07:30	PM Peak Hour	16:15	14:30	16:45				
AM Pk Volume	1711	2266	3961	PM Pk Volume	2282	1645	3885				
Pk Hr Factor	0.902	0.888	0.891	Pk Hr Factor	0.984	0.968	0.970				
7 - 9 Volume	0	0	3259	4151	7410	4 - 6 Volume	0	0	4512	3038	7550
7 - 9 Peak Hour	07:00	07:30	07:30	4 - 6 Peak Hour	16:15	16:45	16:45				
7 - 9 Pk Volume	0	0	1711	2266	3961	4 - 6 Pk Volume	0	0	2282	1630	3885
Pk Hr Factor	0.000	0.000	0.902	0.888	0.891	Pk Hr Factor	0.000	0.000	0.984	0.963	0.970

VOLUME

Telegraph Canyon Rd from Paseo Ladera to Paseo Ranchero/Heritage Rd

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_006

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	22,387	22,017	44,404					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			63	31	94	12:00			266	293	559			
00:15			50	34	84	12:15			263	289	552			
00:30			41	25	66	12:30			253	268	521			
00:45			40	194	14	104	12:45		286	1068	272	1122	558	2190
01:00			29	18	47	13:00			293	284	577			
01:15			21	23	44	13:15			268	287	555			
01:30			23	17	40	13:30			308	292	600			
01:45			24	97	15	73	13:45		347	1216	276	1139	623	2355
02:00			12	12	24	14:00			330	302	632			
02:15			14	17	31	14:15			391	354	745			
02:30			21	9	30	14:30			427	359	786			
02:45			12	59	12	50	14:45		386	1534	418	1433	804	2967
03:00			8	26	34	15:00			412	369	781			
03:15			17	28	45	15:15			431	360	791			
03:30			21	29	50	15:30			457	393	850			
03:45			17	63	37	120	15:45		424	1724	335	1457	759	3181
04:00			17	43	60	16:00			457	329	786			
04:15			32	69	101	16:15			492	345	837			
04:30			23	84	107	16:30			491	331	822			
04:45			29	101	96	292	16:45		483	1923	401	1406	884	3329
05:00			29	156	185	17:00			515	397	912			
05:15			44	188	232	17:15			471	374	845			
05:30			56	243	299	17:30			488	360	848			
05:45			79	208	288	875	17:45		554	2028	314	1445	868	3473
06:00			75	263	338	18:00			373	312	685			
06:15			138	262	400	18:15			383	299	682			
06:30			293	300	593	18:30			411	283	694			
06:45			316	822	339	1164	18:45		385	1552	250	1144	635	2696
07:00			380	379	759	19:00			341	260	601			
07:15			398	451	849	19:15			308	258	566			
07:30			436	555	991	19:30			291	244	535			
07:45			463	1677	524	1909	19:45		282	1222	238	1000	520	2222
08:00			345	415	760	20:00			242	257	499			
08:15			365	429	794	20:15			246	210	456			
08:30			375	392	767	20:30			245	217	462			
08:45			372	1457	365	1601	20:45		183	916	235	919	418	1835
09:00			293	309	602	21:00			200	199	399			
09:15			251	361	612	21:15			207	171	378			
09:30			279	274	553	21:30			169	130	299			
09:45			222	1045	270	1214	21:45		147	723	132	632	279	1355
10:00			232	243	475	22:00			124	134	258			
10:15			215	290	505	22:15			123	97	220			
10:30			269	296	565	22:30			108	105	213			
10:45			225	941	336	1165	22:45		104	459	76	412	180	871
11:00			242	298	540	23:00			95	68	163			
11:15			230	265	495	23:15			84	45	129			
11:30			294	299	593	23:30			79	48	127			
11:45			263	1029	290	1152	23:45		71	329	28	189	99	518
TOTALS			7693	9719	17412	TOTALS			14694	12298	26992			
SPLIT %			44.2%	55.8%	39.2%	SPLIT %			54.4%	45.6%	60.8%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	22,387	22,017	44,404

AM Peak Hour			07:00	07:15	07:15	PM Peak Hour			17:00	14:45	16:45
AM Pk Volume			1677	1945	3587	PM Pk Volume			2028	1540	3489
Pk Hr Factor			0.906	0.876	0.905	Pk Hr Factor			0.915	0.921	0.956
7 - 9 Volume	0	0	3134	3510	6644	4 - 6 Volume	0	0	3951	2851	6802
7 - 9 Peak Hour			07:00	07:15	07:15	4 - 6 Peak Hour			17:00	16:45	16:45
7 - 9 Pk Volume	0	0	1677	1945	3587	4 - 6 Pk Volume	0	0	2028	1532	3489
Pk Hr Factor	0.000	0.000	0.906	0.876	0.905	Pk Hr Factor	0.000	0.000	0.915	0.955	0.956

VOLUME

Telegraph Canyon Rd from Paseo Ranchero/Heritage Rd to La Media Rd

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_007

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	18,641	16,854	35,495					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			47	12	59	12:00			228	249	477			
00:15			41	9	50	12:15			214	251	465			
00:30			40	23	63	12:30			209	236	445			
00:45			28	156	8	52	12:45		270	921	229	965	499	1886
01:00			21	15	36	13:00			224	261	485			
01:15			19	24	43	13:15			226	285	511			
01:30			18	13	31	13:30			256	278	534			
01:45			17	75	12	64	13:45		280	986	292	1116	572	2102
02:00			14	8	22	14:00			276	274	550			
02:15			8	12	20	14:15			304	292	596			
02:30			17	9	26	14:30			346	355	701			
02:45			10	49	9	38	14:45		313	1239	355	1276	668	2515
03:00			11	21	32	15:00			349	308	657			
03:15			13	20	33	15:15			371	295	666			
03:30			17	13	30	15:30			366	333	699			
03:45			21	62	16	70	15:45		322	1408	301	1237	623	2645
04:00			19	27	46	16:00			376	312	688			
04:15			35	38	73	16:15			381	266	647			
04:30			27	52	79	16:30			401	336	737			
04:45			25	106	66	183	16:45		379	1537	323	1237	702	2774
05:00			37	99	136	17:00			385	354	739			
05:15			46	118	164	17:15			373	356	729			
05:30			60	135	195	17:30			402	353	755			
05:45			70	213	149	501	17:45		403	1563	263	1326	666	2889
06:00			75	167	242	18:00			328	245	573			
06:15			115	173	288	18:15			301	208	509			
06:30			248	197	445	18:30			323	201	524			
06:45			284	722	245	782	18:45		300	1252	165	819	465	2071
07:00			313	350	663	19:00			278	188	466			
07:15			385	356	741	19:15			237	160	397			
07:30			407	421	828	19:30			249	142	391			
07:45			467	1572	326	1453	19:45		229	993	142	632	371	1625
08:00			301	324	625	20:00			205	146	351			
08:15			309	297	606	20:15			178	102	280			
08:30			351	261	612	20:30			193	98	291			
08:45			306	1267	316	1198	20:45		153	729	119	465	272	1194
09:00			260	269	529	21:00			156	99	255			
09:15			229	275	504	21:15			155	69	224			
09:30			240	198	438	21:30			123	62	185			
09:45			229	958	228	970	21:45		106	540	57	287	163	827
10:00			186	195	381	22:00			98	43	141			
10:15			199	243	442	22:15			96	30	126			
10:30			210	264	474	22:30			73	41	114			
10:45			237	832	311	1013	22:45		65	332	25	139	90	471
11:00			184	235	419	23:00			66	25	91			
11:15			220	225	445	23:15			57	12	69			
11:30			250	249	499	23:30			58	17	75			
11:45			247	901	257	966	23:45		47	228	11	65	58	293
TOTALS			6913	7290	14203	TOTALS			11728	9564	21292			
SPLIT %			48.7%	51.3%	40.0%	SPLIT %			55.1%	44.9%	60.0%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	18,641	16,854	35,495

AM Peak Hour			07:00	07:00	07:00	PM Peak Hour			17:00	16:45	16:45
AM Pk Volume			1572	1453	3025	PM Pk Volume			1563	1386	2925
Pk Hr Factor			0.842	0.863	0.913	Pk Hr Factor			0.970	0.973	0.969
7 - 9 Volume	0	0	2839	2651	5490	4 - 6 Volume	0	0	3100	2563	5663
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			17:00	16:45	16:45
7 - 9 Pk Volume	0	0	1572	1453	3025	4 - 6 Pk Volume	0	0	1563	1386	2925
Pk Hr Factor	0.000	0.000	0.842	0.863	0.913	Pk Hr Factor	0.000	0.000	0.970	0.973	0.969

VOLUME

Otay Lakes Rd from East H St to Telegraph Canyon Rd/Otay Lakes Rd

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_008

DAILY TOTALS					NB	SB	EB	WB	Total		
					14,140	14,772	0	0	28,912		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	23	33			56	12:00	171	229			400
00:15	16	27			43	12:15	172	194			366
00:30	16	18			34	12:30	167	217			384
00:45	12	67	12	90	24 157	12:45	192	702	208	848	400 1550
01:00	7	16			23	13:00	218	251			469
01:15	10	8			18	13:15	198	345			543
01:30	5	10			15	13:30	207	249			456
01:45	3	25	10	44	13 69	13:45	207	830	263	1108	470 1938
02:00	10	11			21	14:00	194	281			475
02:15	3	13			16	14:15	177	294			471
02:30	6	4			10	14:30	242	283			525
02:45	2	21	0	28	2 49	14:45	263	876	331	1189	594 2065
03:00	7	4			11	15:00	264	251			515
03:15	6	2			8	15:15	238	321			559
03:30	12	5			17	15:30	231	266			497
03:45	7	32	5	16	12 48	15:45	261	994	307	1145	568 2139
04:00	9	6			15	16:00	274	258			532
04:15	17	5			22	16:15	287	275			562
04:30	25	9			34	16:30	272	294			566
04:45	18	69	20	40	38 109	16:45	268	1101	303	1130	571 2231
05:00	41	11			52	17:00	240	316			556
05:15	54	22			76	17:15	252	295			547
05:30	49	27			76	17:30	242	268			510
05:45	87	231	28	88	115 319	17:45	231	965	285	1164	516 2129
06:00	121	46			167	18:00	208	316			524
06:15	140	62			202	18:15	197	302			499
06:30	202	93			295	18:30	218	240			458
06:45	277	740	140	341	417 1081	18:45	216	839	238	1096	454 1935
07:00	258	153			411	19:00	197	247			444
07:15	311	151			462	19:15	158	261			419
07:30	416	154			570	19:30	178	249			427
07:45	323	1308	183	641	506 1949	19:45	165	698	227	984	392 1682
08:00	245	149			394	20:00	148	275			423
08:15	247	134			381	20:15	134	193			327
08:30	276	149			425	20:30	129	202			331
08:45	259	1027	180	612	439 1639	20:45	110	521	218	888	328 1409
09:00	263	181			444	21:00	114	180			294
09:15	257	200			457	21:15	85	140			225
09:30	200	129			329	21:30	68	108			176
09:45	219	939	195	705	414 1644	21:45	68	335	101	529	169 864
10:00	141	134			275	22:00	52	91			143
10:15	132	178			310	22:15	60	66			126
10:30	181	242			423	22:30	43	56			99
10:45	181	635	330	884	511 1519	22:45	40	195	50	263	90 458
11:00	180	211			391	23:00	31	32			63
11:15	175	184			359	23:15	31	41			72
11:30	261	179			440	23:30	31	33			64
11:45	261	877	239	813	500 1690	23:45	20	113	20	126	40 239
TOTALS	5971	4302			10273	TOTALS	8169	10470			18639
SPLIT %	58.1%	41.9%			35.5%	SPLIT %	43.8%	56.2%			64.5%

DAILY TOTALS					NB	SB	EB	WB	Total
					14,140	14,772	0	0	28,912

AM Peak Hour	07:00	10:30			07:00	PM Peak Hour	16:00	16:30			16:15
AM Pk Volume	1308	967			1949	PM Pk Volume	1101	1208			2255
Pk Hr Factor	0.786	0.733			0.855	Pk Hr Factor	0.959	0.956			0.987
7 - 9 Volume	2335	1253	0	0	3588	4 - 6 Volume	2066	2294	0	0	4360
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:00	16:30			16:15
7 - 9 Pk Volume	1308	641	0	0	1949	4 - 6 Pk Volume	1101	1208	0	0	2255
Pk Hr Factor	0.786	0.876	0.000	0.000	0.855	Pk Hr Factor	0.959	0.956	0.000	0.000	0.987

VOLUME

Otay Lakes Rd from La Media Rd to Rutgers Ave

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_009

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	21,141	21,001	42,142					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			41	51	92	12:00			265	282	547			
00:15			45	18	63	12:15			268	291	559			
00:30			40	29	69	12:30			272	282	554			
00:45			26	152	10	108	12:45		274	1079	260	1115	534	2194
01:00			22		22	44	13:00		287		329	616		
01:15			13		22	35	13:15		300		268	568		
01:30			12		10	22	13:30		292		331	623		
01:45			23	70	13	67	13:45		318	1197	320	1248	638	2445
02:00			12		5	17	14:00		303		290	593		
02:15			10		8	18	14:15		396		348	744		
02:30			13		14	27	14:30		398		385	783		
02:45			11	46	13	40	14:45		410	1507	349	1372	759	2879
03:00			14		17	31	15:00		371		337	708		
03:15			14		17	31	15:15		419		349	768		
03:30			22		17	39	15:30		422		370	792		
03:45			27	77	14	65	15:45		426	1638	354	1410	780	3048
04:00			24		24	48	16:00		423		373	796		
04:15			42		33	75	16:15		427		351	778		
04:30			41		60	101	16:30		463		397	860		
04:45			40	147	56	173	16:45		473	1786	387	1508	860	3294
05:00			48		86	134	17:00		435		398	833		
05:15			59		112	171	17:15		433		429	862		
05:30			80		129	209	17:30		397		461	858		
05:45			92	279	159	486	17:45		490	1755	355	1643	845	3398
06:00			80		173	253	18:00		408		367	775		
06:15			137		215	352	18:15		365		311	676		
06:30			255		220	475	18:30		369		334	703		
06:45			263	735	246	854	18:45		366	1508	299	1311	665	2819
07:00			238		337	575	19:00		300		348	648		
07:15			317		327	644	19:15		310		286	596		
07:30			378		347	725	19:30		282		269	551		
07:45			461	1394	356	1367	19:45		267	1159	305	1208	572	2367
08:00			311		316	627	20:00		270		315	585		
08:15			340		322	662	20:15		218		252	470		
08:30			337		291	628	20:30		212		250	462		
08:45			342	1330	296	1225	20:45		184	884	222	1039	406	1923
09:00			279		324	603	21:00		173		228	401		
09:15			242		280	522	21:15		194		166	360		
09:30			273		266	539	21:30		137		162	299		
09:45			249	1043	284	1154	21:45		110	614	147	703	257	1317
10:00			244		255	499	22:00		100		131	231		
10:15			252		256	508	22:15		104		121	225		
10:30			272		277	549	22:30		81		114	195		
10:45			303	1071	286	1074	22:45		67	352	86	452	153	804
11:00			261		286	547	23:00		56		75	131		
11:15			272		253	525	23:15		57		47	104		
11:30			270		326	596	23:30		64		57	121		
11:45			294	1097	299	1164	23:45		44	221	36	215	80	436
TOTALS				7441	7777	15218	TOTALS			13700	13224	26924		
SPLIT %				48.9%	51.1%	36.1%	SPLIT %			50.9%	49.1%	63.9%		

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	21,141	21,001	42,142

AM Peak Hour			07:30	07:00	07:30	PM Peak Hour			16:30	16:45	16:30
AM Pk Volume			1490	1367	2831	PM Pk Volume			1804	1675	3415
Pk Hr Factor			0.808	0.960	0.866	Pk Hr Factor			0.953	0.908	0.990
7 - 9 Volume	0	0	2724	2592	5316	4 - 6 Volume	0	0	3541	3151	6692
7 - 9 Peak Hour			07:30	07:00	07:30	4 - 6 Peak Hour			16:30	16:45	16:30
7 - 9 Pk Volume	0	0	1490	1367	2831	4 - 6 Pk Volume	0	0	1804	1675	3415
Pk Hr Factor	0.000	0.000	0.808	0.960	0.866	Pk Hr Factor	0.000	0.000	0.953	0.908	0.990

VOLUME

Otay Lakes Rd from Rutgers Ave to SR-125 SB Ramps

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_010

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	20,707	21,224	41,931					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			41	47	88	12:00			274	298	572			
00:15			43	13	56	12:15			264	309	573			
00:30			36	25	61	12:30			281	275	556			
00:45			22	142	11	96	12:45		275	1094	290	1172	565	2266
01:00			17	20	37	13:00			294	337	631			
01:15			13	22	35	13:15			311	286	597			
01:30			9	9	18	13:30			281	336	617			
01:45			21	60	12	63	13:45		317	1203	328	1287	645	2490
02:00			13	5	18	14:00			299	322	621			
02:15			9	9	18	14:15			378	331	709			
02:30			15	14	29	14:30			368	402	770			
02:45			15	52	11	39	14:45		390	1435	385	1440	775	2875
03:00			12	17	29	15:00			370	349	719			
03:15			14	14	28	15:15			396	355	751			
03:30			24	16	40	15:30			400	398	798			
03:45			26	76	12	59	15:45		415	1581	373	1475	788	3056
04:00			25	22	47	16:00			394	386	780			
04:15			40	29	69	16:15			395	379	774			
04:30			44	51	95	16:30			405	387	792			
04:45			38	147	53	155	16:45		500	1694	382	1534	882	3228
05:00			44	79	123	17:00			428	436	864			
05:15			60	105	165	17:15			444	348	792			
05:30			81	110	191	17:30			416	402	818			
05:45			77	262	143	437	17:45		421	1709	388	1574	809	3283
06:00			88	159	247	18:00			395	361	756			
06:15			142	183	325	18:15			361	334	695			
06:30			251	208	459	18:30			367	360	727			
06:45			258	739	246	796	18:45		383	1506	310	1365	693	2871
07:00			223	341	564	19:00			325	323	648			
07:15			295	274	569	19:15			326	300	626			
07:30			328	314	642	19:30			303	297	600			
07:45			345	1191	319	1248	19:45		270	1224	345	1265	615	2489
08:00			298	310	608	20:00			290	301	591			
08:15			326	328	654	20:15			229	273	502			
08:30			318	293	611	20:30			212	264	476			
08:45			339	1281	314	1245	20:45		187	918	230	1068	417	1986
09:00			280	346	626	21:00			178	234	412			
09:15			255	293	548	21:15			197	172	369			
09:30			252	266	518	21:30			134	170	304			
09:45			246	1033	279	1184	21:45		111	620	139	715	250	1335
10:00			237	281	518	22:00			110	137	247			
10:15			244	262	506	22:15			99	118	217			
10:30			281	295	576	22:30			79	111	190			
10:45			306	1068	300	1138	22:45		69	357	87	453	156	810
11:00			262	274	536	23:00			57	76	133			
11:15			262	281	543	23:15			58	50	108			
11:30			263	328	591	23:30			58	52	110			
11:45			312	1099	318	1201	23:45		43	216	37	215	80	431
TOTALS			7150	7661	14811	TOTALS			13557	13563	27120			
SPLIT %			48.3%	51.7%	35.3%	SPLIT %			50.0%	50.0%	64.7%			

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	20,707	21,224	41,931		
AM Peak Hour			07:30	08:15	07:30	PM Peak Hour			16:45	16:15	16:45
AM Pk Volume			1297	1281	2568	PM Pk Volume			1788	1584	3356
Pk Hr Factor			0.940	0.926	0.967	Pk Hr Factor			0.894	0.908	0.951
7 - 9 Volume	0	0	2472	2493	4965	4 - 6 Volume	0	0	3403	3108	6511
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			16:45	16:15	16:45
7 - 9 Pk Volume	0	0	1297	1271	2568	4 - 6 Pk Volume	0	0	1788	1584	3356
Pk Hr Factor	0.000	0.000	0.940	0.969	0.967	Pk Hr Factor	0.000	0.000	0.894	0.908	0.951

VOLUME

Otay Lakes Rd from SR-125 SB Ramps to SR-125 NB Ramps

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_011

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	25,171	21,235	46,406					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			38	31	69	12:00			334	303	637			
00:15			67	39	106	12:15			330	300	630			
00:30			25	17	42	12:30			350	307	657			
00:45			33	163	21	108	12:45		298	1312	316	1226	614	2538
01:00			36	25	61	13:00			344	324	668			
01:15			24	14	38	13:15			342	315	657			
01:30			25	12	37	13:30			322	341	663			
01:45			21	106	11	62	13:45		418	1426	341	1321	759	2747
02:00			16	17	33	14:00			372	322	694			
02:15			10	13	23	14:15			423	325	748			
02:30			25	10	35	14:30			470	379	849			
02:45			18	69	10	50	14:45		431	1696	354	1380	785	3076
03:00			16	10	26	15:00			451	365	816			
03:15			17	11	28	15:15			479	371	850			
03:30			19	13	32	15:30			491	379	870			
03:45			30	82	17	51	15:45		478	1899	364	1479	842	3378
04:00			15	26	41	16:00			490	373	863			
04:15			19	24	43	16:15			540	368	908			
04:30			40	56	96	16:30			520	405	925			
04:45			42	116	60	166	16:45		562	2112	379	1525	941	3637
05:00			42	66	108	17:00			558	400	958			
05:15			72	99	171	17:15			523	427	950			
05:30			71	99	170	17:30			504	432	936			
05:45			116	301	119	383	17:45		552	2137	333	1592	885	3729
06:00			91	161	252	18:00			497	360	857			
06:15			154	145	299	18:15			433	349	782			
06:30			233	176	409	18:30			434	368	802			
06:45			307	785	222	704	18:45		476	1840	317	1394	793	3234
07:00			314	277	591	19:00			402	345	747			
07:15			305	279	584	19:15			394	311	705			
07:30			385	362	747	19:30			388	316	704			
07:45			475	1479	289	1207	19:45		326	1510	295	1267	621	2777
08:00			380	324	704	20:00			322	311	633			
08:15			432	310	742	20:15			316	300	616			
08:30			410	285	695	20:30			247	266	513			
08:45			427	1649	328	1247	20:45		227	1112	255	1132	482	2244
09:00			349	353	702	21:00			212	238	450			
09:15			328	314	642	21:15			214	183	397			
09:30			317	264	581	21:30			181	158	339			
09:45			344	1338	290	1221	21:45		155	762	156	735	311	1497
10:00			295	274	569	22:00			143	155	298			
10:15			295	255	550	22:15			119	100	219			
10:30			310	287	597	22:30			97	103	200			
10:45			375	1275	291	1107	22:45		93	452	68	426	161	878
11:00			306	284	590	23:00			87	71	158			
11:15			301	293	594	23:15			72	56	128			
11:30			355	328	683	23:30			71	48	119			
11:45			306	1268	339	1244	23:45		52	282	33	208	85	490
TOTALS			8631	7550	16181	TOTALS			16540	13685	30225			
SPLIT %			53.3%	46.7%	34.9%	SPLIT %			54.7%	45.3%	65.1%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	25,171	21,235	46,406

AM Peak Hour	07:45	07:30	07:30	PM Peak Hour	16:15	16:45	16:45				
AM Pk Volume	1697	1285	2957	PM Pk Volume	2180	1638	3785				
Pk Hr Factor	0.893	0.887	0.968	Pk Hr Factor	0.970	0.948	0.988				
7 - 9 Volume	0	0	3128	2454	5582	4 - 6 Volume	0	0	4249	3117	7366
7 - 9 Peak Hour	07:45	07:30	07:30	4 - 6 Peak Hour	16:15	16:45	16:45				
7 - 9 Pk Volume	0	0	1697	1285	2957	4 - 6 Pk Volume	0	0	2180	1638	3785
Pk Hr Factor	0.000	0.000	0.893	0.887	0.968	Pk Hr Factor	0.000	0.000	0.970	0.948	0.988

VOLUME

Otay Lakes Rd from SR-125 NB Ramps to Eastlake Pkwy

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_012

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	18,217	22,074	40,291					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			33	28	61	12:00			236	333	569			
00:15			43	34	77	12:15			221	274	495			
00:30			15	16	31	12:30			217	310	527			
00:45			23	114	19	97	12:45		203	877	321	1238	524	2115
01:00			21	25	46	13:00			247	326	573			
01:15			19	15	34	13:15			204	311	515			
01:30			17	12	29	13:30			236	327	563			
01:45			13	70	15	67	13:45		239	926	326	1290	565	2216
02:00			13	16	29	14:00			228	313	541			
02:15			7	12	19	14:15			250	323	573			
02:30			21	10	31	14:30			324	386	710			
02:45			13	54	11	49	14:45		322	1124	389	1411	711	2535
03:00			13	7	20	15:00			294	377	671			
03:15			13	16	29	15:15			305	366	671			
03:30			18	23	41	15:30			292	427	719			
03:45			17	61	23	69	15:45		336	1227	370	1540	706	2767
04:00			21	30	51	16:00			471	374	845			
04:15			20	28	48	16:15			451	294	745			
04:30			40	56	96	16:30			468	376	844			
04:45			32	113	72	186	16:45		449	1839	339	1383	788	3222
05:00			32	85	117	17:00			500	373	873			
05:15			32	142	174	17:15			452	332	784			
05:30			55	146	201	17:30			481	389	870			
05:45			79	198	176	549	17:45		484	1917	320	1414	804	3331
06:00			57	259	316	18:00			312	371	683			
06:15			71	245	316	18:15			301	350	651			
06:30			126	285	411	18:30			319	330	649			
06:45			210	464	309	1098	18:45		292	1224	305	1356	597	2580
07:00			284	384	668	19:00			249	357	606			
07:15			219	409	628	19:15			251	292	543			
07:30			295	389	684	19:30			239	296	535			
07:45			359	1157	416	1598	19:45		241	980	291	1236	532	2216
08:00			371	375	746	20:00			201	282	483			
08:15			355	386	741	20:15			200	242	442			
08:30			323	374	697	20:30			189	220	409			
08:45			355	1404	375	1510	20:45		168	758	225	969	393	1727
09:00			221	392	613	21:00			142	224	366			
09:15			220	368	588	21:15			143	157	300			
09:30			195	316	511	21:30			115	158	273			
09:45			231	867	312	1388	21:45		117	517	124	663	241	1180
10:00			209	294	503	22:00			101	111	212			
10:15			217	274	491	22:15			82	87	169			
10:30			227	294	521	22:30			71	92	163			
10:45			258	911	316	1178	22:45		58	312	56	346	114	658
11:00			197	270	467	23:00			57	57	114			
11:15			237	294	531	23:15			57	56	113			
11:30			234	351	585	23:30			53	36	89			
11:45			228	896	348	1263	23:45		40	207	27	176	67	383
TOTALS			6309	9052	15361	TOTALS			11908	13022	24930			
SPLIT %			41.1%	58.9%	38.1%	SPLIT %			47.8%	52.2%	61.9%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	18,217	22,074	40,291

AM Peak Hour	07:45	07:00	07:45	PM Peak Hour	17:00	14:45	17:00				
AM Pk Volume	1408	1598	2959	PM Pk Volume	1917	1559	3331				
Pk Hr Factor	0.949	0.960	0.955	Pk Hr Factor	0.959	0.913	0.954				
7 - 9 Volume	0	0	2561	3108	5669	4 - 6 Volume	0	0	3756	2797	6553
7 - 9 Peak Hour	07:45	07:00	07:45	4 - 6 Peak Hour	17:00	16:45	17:00				
7 - 9 Pk Volume	0	0	1408	1598	2959	4 - 6 Pk Volume	0	0	1917	1433	3331
Pk Hr Factor	0.000	0.000	0.949	0.960	0.955	Pk Hr Factor	0.000	0.000	0.959	0.921	0.954

VOLUME

Otay Lakes Rd from Eastlake Pkwy to Lane Ave

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_013

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	13,657	12,397	26,054					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			19	15	34	12:00			161	200	361			
00:15			22	11	33	12:15			173	165	338			
00:30			14	7	21	12:30			166	178	344			
00:45			19	74	5	38	12:45		171	671	187	730	358	1401
01:00			18	14	32	13:00			192	189	381			
01:15			18	5	23	13:15			155	169	324			
01:30			16	4	20	13:30			170	177	347			
01:45			11	63	4	27	13:45		203	720	177	712	380	1432
02:00			13	8	21	14:00			173	152	325			
02:15			4	10	14	14:15			195	167	362			
02:30			9	7	16	14:30			315	169	484			
02:45			7	33	6	31	14:45		304	987	143	631	447	1618
03:00			10	3	13	15:00			277	155	432			
03:15			8	7	15	15:15			262	187	449			
03:30			7	10	17	15:30			247	225	472			
03:45			7	32	5	25	15:45		254	1040	164	731	418	1771
04:00			13	6	19	16:00			261	250	511			
04:15			9	15	24	16:15			238	243	481			
04:30			7	22	29	16:30			274	277	551			
04:45			7	36	28	71	16:45		294	1067	263	1033	557	2100
05:00			13	31	44	17:00			294	297	591			
05:15			19	53	72	17:15			274	269	543			
05:30			35	77	112	17:30			282	300	582			
05:45			46	113	82	243	17:45		300	1150	269	1135	569	2285
06:00			42	116	158	18:00			281	193	474			
06:15			51	137	188	18:15			297	178	475			
06:30			91	214	305	18:30			253	151	404			
06:45			175	359	250	717	18:45		252	1083	144	666	396	1749
07:00			250	226	476	19:00			235	172	407			
07:15			202	201	403	19:15			228	127	355			
07:30			190	285	475	19:30			206	149	355			
07:45			322	964	248	960	19:45		201	870	104	552	305	1422
08:00			237	298	535	20:00			189	108	297			
08:15			235	240	475	20:15			174	103	277			
08:30			233	242	475	20:30			173	82	255			
08:45			235	940	261	1041	20:45		144	680	92	385	236	1065
09:00			159	196	355	21:00			142	87	229			
09:15			182	187	369	21:15			111	63	174			
09:30			140	194	334	21:30			102	69	171			
09:45			157	638	198	775	21:45		91	446	49	268	140	714
10:00			142	181	323	22:00			79	37	116			
10:15			146	166	312	22:15			67	22	89			
10:30			153	169	322	22:30			65	31	96			
10:45			183	624	167	683	22:45		44	255	18	108	62	363
11:00			131	181	312	23:00			51	18	69			
11:15			162	166	328	23:15			47	22	69			
11:30			177	199	376	23:30			45	12	57			
11:45			174	644	223	769	23:45		25	168	14	66	39	234
TOTALS			4520	5380	9900	TOTALS			9137	7017	16154			
SPLIT %			45.7%	54.3%	38.0%	SPLIT %			56.6%	43.4%	62.0%			

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	13,657	12,397	26,054		
AM Peak Hour			07:45	07:30	07:30	PM Peak Hour			17:30	17:00	17:00
AM Pk Volume			1027	1071	2055	PM Pk Volume			1160	1135	2285
Pk Hr Factor			0.797	0.898	0.901	Pk Hr Factor			0.967	0.946	0.967
7 - 9 Volume	0	0	1904	2001	3905	4 - 6 Volume	0	0	2217	2168	4385
7 - 9 Peak Hour			07:45	07:30	07:30	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	1027	1071	2055	4 - 6 Pk Volume	0	0	1150	1135	2285
Pk Hr Factor	0.000	0.000	0.797	0.898	0.901	Pk Hr Factor	0.000	0.000	0.958	0.946	0.967

VOLUME

Otay Lakes Rd from Lane Ave to Fenton St

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_014

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	9,356	9,476	18,832					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			15	10	25	12:00			109	109	218			
00:15			14	14	28	12:15			122	119	241			
00:30			12	5	17	12:30			85	103	188			
00:45			11	52	6	35	12:45		107	423	133	464	240	887
01:00			10	9	19	13:00			119	119	238			
01:15			13	5	18	13:15			108	113	221			
01:30			10	5	15	13:30			124	105	229			
01:45			4	37	3	22	13:45		122	473	125	462	247	935
02:00			12	8	20	14:00			129	124	253			
02:15			4	7	11	14:15			124	119	243			
02:30			6	6	12	14:30			180	140	320			
02:45			4	26	4	25	14:45		210	643	144	527	354	1170
03:00			8	3	11	15:00			206	134	340			
03:15			4	3	7	15:15			206	179	385			
03:30			3	10	13	15:30			192	223	415			
03:45			1	16	4	20	15:45		166	770	177	713	343	1483
04:00			9	9	18	16:00			184	161	345			
04:15			5	13	18	16:15			213	182	395			
04:30			4	17	21	16:30			191	161	352			
04:45			9	27	20	59	16:45		230	818	170	674	400	1492
05:00			6	34	40	17:00			238	178	416			
05:15			10	51	61	17:15			215	155	370			
05:30			23	67	90	17:30			208	142	350			
05:45			29	68	72	224	17:45		223	884	164	639	387	1523
06:00			26	96	122	18:00			227	137	364			
06:15			21	123	144	18:15			227	158	385			
06:30			45	146	191	18:30			201	136	337			
06:45			80	172	153	518	18:45		177	832	113	544	290	1376
07:00			119	178	297	19:00			172	158	330			
07:15			88	165	253	19:15			178	117	295			
07:30			126	226	352	19:30			156	125	281			
07:45			169	502	253	822	19:45		146	652	119	519	265	1171
08:00			135	250	385	20:00			151	107	258			
08:15			145	214	359	20:15			130	80	210			
08:30			134	214	348	20:30			130	88	218			
08:45			148	562	212	890	20:45		106	517	77	352	183	869
09:00			88	150	238	21:00			116	74	190			
09:15			108	142	250	21:15			90	61	151			
09:30			92	158	250	21:30			84	57	141			
09:45			92	380	137	587	21:45		59	349	41	233	100	582
10:00			93	136	229	22:00			65	39	104			
10:15			95	121	216	22:15			49	23	72			
10:30			113	116	229	22:30			51	29	80			
10:45			128	429	117	490	22:45		34	199	18	109	52	308
11:00			91	115	206	23:00			34	15	49			
11:15			106	110	216	23:15			36	26	62			
11:30			105	115	220	23:30			35	11	46			
11:45			97	399	143	483	23:45		21	126	13	65	34	191
TOTALS			2670	4175	6845	TOTALS			6686	5301	11987			
SPLIT %			39.0%	61.0%	36.3%	SPLIT %			55.8%	44.2%	63.7%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	9,356	9,476	18,832

AM Peak Hour			07:45	07:30	07:30	PM Peak Hour			16:45	15:30	16:15
AM Pk Volume			583	943	1518	PM Pk Volume			891	743	1563
Pk Hr Factor			0.862	0.932	0.899	Pk Hr Factor			0.936	0.833	0.939
7 - 9 Volume	0	0	1064	1712	2776	4 - 6 Volume	0	0	1702	1313	3015
7 - 9 Peak Hour			07:45	07:30	07:30	4 - 6 Peak Hour			16:45	16:15	16:15
7 - 9 Pk Volume	0	0	583	943	1518	4 - 6 Pk Volume	0	0	891	691	1563
Pk Hr Factor	0.000	0.000	0.862	0.932	0.899	Pk Hr Factor	0.000	0.000	0.936	0.949	0.939

VOLUME

Otay Lakes Rd from Fenton St to Hunte Pkwy

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_015

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	8,987	9,640	18,627					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			13	8	21	12:00			118	108	226			
00:15			13	6	19	12:15			111	109	220			
00:30			13	2	15	12:30			86	105	191			
00:45			11	50	5	21	12:45		101	416	137	459	238	875
01:00			13	8	21	13:00			107	117	224			
01:15			12	6	18	13:15			113	111	224			
01:30			10	5	15	13:30			109	108	217			
01:45			4	39	1	20	13:45		112	441	137	473	249	914
02:00			13	7	20	14:00			110	129	239			
02:15			3	8	11	14:15			105	111	216			
02:30			7	6	13	14:30			169	134	303			
02:45			4	27	4	25	14:45		191	575	164	538	355	1113
03:00			5	3	8	15:00			184	138	322			
03:15			8	3	11	15:15			202	185	387			
03:30			2	11	13	15:30			176	232	408			
03:45			0	15	8	25	15:45		143	705	200	755	343	1460
04:00			8	8	16	16:00			194	154	348			
04:15			7	13	20	16:15			200	150	350			
04:30			2	18	20	16:30			213	151	364			
04:45			3	20	22	61	16:45		225	832	190	645	415	1477
05:00			4	33	37	17:00			262	156	418			
05:15			9	58	67	17:15			228	157	385			
05:30			18	75	93	17:30			256	164	420			
05:45			29	60	88	254	17:45		240	986	188	665	428	1651
06:00			26	101	127	18:00			231	132	363			
06:15			19	135	154	18:15			188	156	344			
06:30			46	143	189	18:30			197	140	337			
06:45			80	171	161	540	18:45		170	786	139	567	309	1353
07:00			118	189	307	19:00			169	152	321			
07:15			83	171	254	19:15			160	109	269			
07:30			105	246	351	19:30			160	106	266			
07:45			148	454	281	887	19:45		148	637	115	482	263	1119
08:00			143	272	415	20:00			146	96	242			
08:15			127	266	393	20:15			142	71	213			
08:30			122	278	400	20:30			126	73	199			
08:45			128	520	257	1073	20:45		113	527	58	298	171	825
09:00			73	157	230	21:00			117	63	180			
09:15			75	150	225	21:15			93	54	147			
09:30			90	149	239	21:30			85	45	130			
09:45			74	312	141	597	21:45		61	356	36	198	97	554
10:00			89	123	212	22:00			65	27	92			
10:15			76	110	186	22:15			45	19	64			
10:30			105	112	217	22:30			43	25	68			
10:45			103	373	113	458	22:45		35	188	13	84	48	272
11:00			77	100	177	23:00			34	14	48			
11:15			112	110	222	23:15			34	15	49			
11:30			92	111	203	23:30			28	8	36			
11:45			98	379	147	468	23:45		22	118	10	47	32	165
TOTALS			2420	4429	6849	TOTALS			6567	5211	11778			
SPLIT %			35.3%	64.7%	36.8%	SPLIT %			55.8%	44.2%	63.2%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	8,987	9,640	18,627

AM Peak Hour			07:45	07:45	07:45	PM Peak Hour			17:00	15:15	17:00
AM Pk Volume			540	1097	1637	PM Pk Volume			986	771	1651
Pk Hr Factor			0.912	0.976	0.954	Pk Hr Factor			0.941	0.831	0.964
7 - 9 Volume	0	0	974	1960	2934	4 - 6 Volume	0	0	1818	1310	3128
7 - 9 Peak Hour			07:45	07:45	07:45	4 - 6 Peak Hour			17:00	16:45	17:00
7 - 9 Pk Volume	0	0	540	1097	1637	4 - 6 Pk Volume	0	0	986	667	1651
Pk Hr Factor	0.000	0.000	0.912	0.976	0.954	Pk Hr Factor	0.000	0.000	0.941	0.878	0.964

VOLUME

Otay Lakes Rd from Hunte Pkwy to Woods Dr

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_016

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	4,586	5,086	9,672					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			11	6	17	12:00			64	65	129			
00:15			5	6	11	12:15			67	65	132			
00:30			5	2	7	12:30			59	64	123			
00:45			3	24	3	12:45			52	242	76	270	128	512
01:00			8	3	11	13:00			62	62	124			
01:15			5	3	8	13:15			59	64	123			
01:30			5	4	9	13:30			50	60	110			
01:45			4	22	1	13:45			57	228	77	263	134	491
02:00			7	5	12	14:00			54	84	138			
02:15			1	5	6	14:15			52	86	138			
02:30			1	2	3	14:30			101	89	190			
02:45			1	10	2	14:45			82	289	120	379	202	668
03:00			2	2	4	15:00			86	95	181			
03:15			6	3	9	15:15			100	143	243			
03:30			3	3	6	15:30			111	156	267			
03:45			0	11	4	15:45			73	370	96	490	169	860
04:00			3	3	6	16:00			103	83	186			
04:15			5	6	11	16:15			90	75	165			
04:30			0	8	8	16:30			85	80	165			
04:45			1	9	9	16:45			102	380	82	320	184	700
05:00			7	13	20	17:00			117	82	199			
05:15			7	12	19	17:15			110	73	183			
05:30			9	20	29	17:30			113	71	184			
05:45			17	40	22	17:45			107	447	92	318	199	765
06:00			12	48	60	18:00			91	47	138			
06:15			12	53	65	18:15			92	69	161			
06:30			30	72	102	18:30			115	72	187			
06:45			55	109	112	18:45			118	416	60	248	178	664
07:00			61	81	142	19:00			86	73	159			
07:15			31	69	100	19:15			92	68	160			
07:30			48	106	154	19:30			81	49	130			
07:45			79	219	191	19:45			82	341	49	239	131	580
08:00			58	220	278	20:00			74	57	131			
08:15			60	142	202	20:15			61	34	95			
08:30			56	104	160	20:30			57	30	87			
08:45			74	248	107	20:45			55	247	35	156	90	403
09:00			47	92	139	21:00			52	25	77			
09:15			48	72	120	21:15			41	21	62			
09:30			41	69	110	21:30			38	15	53			
09:45			47	183	61	21:45			31	162	11	72	42	234
10:00			40	57	97	22:00			25	22	47			
10:15			39	62	101	22:15			27	11	38			
10:30			62	50	112	22:30			20	16	36			
10:45			62	203	66	22:45			12	84	6	55	18	139
11:00			49	54	103	23:00			16	8	24			
11:15			60	74	134	23:15			17	9	26			
11:30			70	56	126	23:30			13	10	23			
11:45			63	242	78	23:45			14	60	6	33	20	93
TOTALS			1320	2243	3563	TOTALS			3266	2843	6109			
SPLIT %			37.0%	63.0%	36.8%	SPLIT %			53.5%	46.5%	63.2%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	4,586	5,086	9,672

AM Peak Hour	11:30	07:30	07:45	PM Peak Hour	17:00	14:45	14:45				
AM Pk Volume	264	659	910	PM Pk Volume	447	514	893				
Pk Hr Factor	0.943	0.749	0.818	Pk Hr Factor	0.955	0.824	0.836				
7 - 9 Volume	0	0	467	1020	1487	4 - 6 Volume	0	0	827	638	1465
7 - 9 Peak Hour	07:45	07:30	07:45	4 - 6 Peak Hour	17:00	16:00	17:00				
7 - 9 Pk Volume	0	0	253	659	910	4 - 6 Pk Volume	0	0	447	320	765
Pk Hr Factor	0.000	0.000	0.801	0.749	0.818	Pk Hr Factor	0.000	0.000	0.955	0.964	0.961

VOLUME

Otay Lakes Rd from Woods Dr to Lake Crest Dr

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_017

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	3,735	3,811	7,546					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			7	5	12	12:00			51	52	103			
00:15			5	4	9	12:15			47	42	89			
00:30			5	2	7	12:30			43	54	97			
00:45			4	21	1	12	12:45		41	182	45	193	86	375
01:00			7	2	9	13:00			49	52	101			
01:15			5	2	7	13:15			50	49	99			
01:30			4	3	7	13:30			50	51	101			
01:45			3	19	0	7	13:45		39	188	70	222	109	410
02:00			4	4	8	14:00			42	66	108			
02:15			5	3	8	14:15			47	89	136			
02:30			1	2	3	14:30			85	87	172			
02:45			1	11	2	11	14:45		87	261	76	318	163	579
03:00			2	3	5	15:00			85	66	151			
03:15			4	2	6	15:15			89	66	155			
03:30			3	3	6	15:30			103	53	156			
03:45			0	9	5	13	15:45		69	346	69	254	138	600
04:00			4	4	8	16:00			84	52	136			
04:15			5	5	10	16:15			73	65	138			
04:30			0	11	11	16:30			85	70	155			
04:45			1	10	7	27	16:45		76	318	59	246	135	564
05:00			2	11	13	17:00			81	49	130			
05:15			6	11	17	17:15			101	46	147			
05:30			6	14	20	17:30			91	60	151			
05:45			12	26	26	62	17:45		71	344	50	205	121	549
06:00			9	40	49	18:00			74	38	112			
06:15			10	53	63	18:15			66	47	113			
06:30			25	67	92	18:30			81	50	131			
06:45			41	85	90	250	18:45		73	294	52	187	125	481
07:00			43	69	112	19:00			71	34	105			
07:15			25	83	108	19:15			73	49	122			
07:30			39	95	134	19:30			58	27	85			
07:45			42	149	150	397	19:45		65	267	32	142	97	409
08:00			56	159	215	20:00			56	29	85			
08:15			73	71	144	20:15			58	26	84			
08:30			48	79	127	20:30			54	27	81			
08:45			48	225	75	384	20:45		48	216	27	109	75	325
09:00			42	68	110	21:00			52	21	73			
09:15			36	57	93	21:15			39	15	54			
09:30			31	52	83	21:30			40	8	48			
09:45			33	142	60	237	21:45		35	166	10	54	45	220
10:00			33	57	90	22:00			15	21	36			
10:15			30	56	86	22:15			21	6	27			
10:30			50	43	93	22:30			16	9	25			
10:45			50	163	53	209	22:45		14	66	6	42	20	108
11:00			31	38	69	23:00			15	5	20			
11:15			51	60	111	23:15			14	7	21			
11:30			50	54	104	23:30			9	7	16			
11:45			46	178	53	205	23:45		11	49	6	25	17	74
TOTALS			1038	1814	2852	TOTALS			2697	1997	4694			
SPLIT %			36.4%	63.6%	37.8%	SPLIT %			57.5%	42.5%	62.2%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	3,735	3,811	7,546

AM Peak Hour	08:00	07:15	07:30	PM Peak Hour	14:45	14:00	14:30				
AM Pk Volume	225	487	685	PM Pk Volume	364	318	641				
Pk Hr Factor	0.771	0.766	0.797	Pk Hr Factor	0.883	0.893	0.932				
7 - 9 Volume	0	0	374	781	1155	4 - 6 Volume	0	0	662	451	1113
7 - 9 Peak Hour	08:00	07:15	07:30	4 - 6 Peak Hour	16:45	16:00	16:30				
7 - 9 Pk Volume	0	0	225	487	685	4 - 6 Pk Volume	0	0	349	246	567
Pk Hr Factor	0.000	0.000	0.771	0.766	0.797	Pk Hr Factor	0.000	0.000	0.864	0.879	0.915

VOLUME

Otay Lakes Rd from Lake Crest Dr to Wueste Rd

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_018

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	1,248	1,406	2,654		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			0	1	1	12:00			26	22	48
00:15			2	2	4	12:15			16	30	46
00:30			1	2	3	12:30			17	31	48
00:45			2	5	0	12:45		75	17	100	33
					10						175
01:00			5	1	6	13:00			23	26	49
01:15			1	1	2	13:15			24	25	49
01:30			1	3	4	13:30			22	26	48
01:45			2	9	0	13:45		82	36	113	49
					14						195
02:00			2	3	5	14:00			13	24	37
02:15			2	2	4	14:15			25	34	59
02:30			1	2	3	14:30			21	25	46
02:45			0	5	0	14:45		85	31	114	57
					7						199
03:00			0	1	1	15:00			19	21	40
03:15			5	1	6	15:15			20	19	39
03:30			2	2	4	15:30			27	24	51
03:45			0	7	6	15:45		84	15	79	33
					10						163
04:00			3	2	5	16:00			26	21	47
04:15			4	1	5	16:15			20	21	41
04:30			0	2	2	16:30			29	25	54
04:45			1	8	2	16:45		97	10	77	32
					7						174
05:00			2	3	5	17:00			25	16	41
05:15			5	3	8	17:15			23	16	39
05:30			5	3	8	17:30			22	20	42
05:45			3	15	4	17:45		89	16	68	35
					13						157
06:00			7	7	14	18:00			21	19	40
06:15			6	15	21	18:15			22	19	41
06:30			15	13	28	18:30			26	14	40
06:45			21	49	22	18:45		88	12	64	31
					57						152
07:00			19	29	48	19:00			20	11	31
07:15			11	29	40	19:15			23	13	36
07:30			19	49	68	19:30			14	9	23
07:45			17	66	20	19:45		71	11	44	25
					127						115
08:00			21	28	49	20:00			20	14	34
08:15			17	20	37	20:15			11	9	20
08:30			20	23	43	20:30			9	11	20
08:45			14	72	19	20:45		52	13	47	25
					90						99
09:00			11	33	44	21:00			7	7	14
09:15			23	21	44	21:15			13	4	17
09:30			23	27	50	21:30			7	3	10
09:45			16	73	34	21:45		35	2	16	10
					115						51
10:00			17	32	49	22:00			5	6	11
10:15			14	43	57	22:15			5	4	9
10:30			22	15	37	22:30			5	2	7
10:45			27	80	32	22:45		21	3	15	9
					122						36
11:00			12	18	30	23:00			7	4	11
11:15			21	39	60	23:15			1	1	2
11:30			20	29	49	23:30			2	5	7
11:45			15	68	13	23:45		12	2	12	4
					99						24
TOTALS			457	657	1114	TOTALS			791	749	1540
SPLIT %			41.0%	59.0%	42.0%	SPLIT %			51.4%	48.6%	58.0%

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	1,248	1,406	2,654

AM Peak Hour	10:30	09:30	09:30	PM Peak Hour	16:30	13:30	14:15				
AM Pk Volume	82	136	206	PM Pk Volume	99	120	202				
Pk Hr Factor	0.759	0.791	0.904	Pk Hr Factor	0.853	0.833	0.856				
7 - 9 Volume	0	0	138	217	355	4 - 6 Volume	0	0	186	145	331
7 - 9 Peak Hour		07:45	07:00	07:15	4 - 6 Peak Hour	16:30	16:00	16:00			
7 - 9 Pk Volume	0	0	75	127	194	4 - 6 Pk Volume	0	0	99	77	174
Pk Hr Factor	0.000	0.000	0.893	0.648	0.713	Pk Hr Factor	0.000	0.000	0.853	0.770	0.806

VOLUME

Olympic Pkwy from Heritage Rd to La Media Rd

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_019

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	23,404	23,263	46,667					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			63	46	109	12:00			253	263	516			
00:15			47	39	86	12:15			264	257	521			
00:30			48	43	91	12:30			256	229	485			
00:45			36	194	36	12:45			243	1016	231	980	474	1996
01:00			28	38	66	13:00			267	258	525			
01:15			27	43	70	13:15			248	260	508			
01:30			27	22	49	13:30			292	317	609			
01:45			18	100	26	13:45			303	1110	315	1150	618	2260
02:00			23	23	46	14:00			343	313	656			
02:15			18	22	40	14:15			440	340	780			
02:30			20	24	44	14:30			512	360	872			
02:45			17	78	18	14:45			570	1865	499	1512	1069	3377
03:00			20	18	38	15:00			447	496	943			
03:15			17	24	41	15:15			426	389	815			
03:30			20	33	53	15:30			431	414	845			
03:45			14	71	29	15:45			454	1758	383	1682	837	3440
04:00			19	34	53	16:00			492	324	816			
04:15			25	51	76	16:15			520	313	833			
04:30			36	76	112	16:30			535	358	893			
04:45			25	105	113	16:45			562	2109	377	1372	939	3481
05:00			27	175	202	17:00			560	353	913			
05:15			42	206	248	17:15			541	376	917			
05:30			69	258	327	17:30			495	417	912			
05:45			102	240	301	17:45			482	2078	382	1528	864	3606
06:00			118	379	497	18:00			481	338	819			
06:15			191	337	528	18:15			449	294	743			
06:30			351	378	729	18:30			430	334	764			
06:45			526	1186	431	18:45			388	1748	269	1235	657	2983
07:00			619	489	1108	19:00			344	328	672			
07:15			449	506	955	19:15			320	295	615			
07:30			421	543	964	19:30			314	304	618			
07:45			355	1844	439	19:45			298	1276	238	1165	536	2441
08:00			352	404	756	20:00			310	271	581			
08:15			266	430	696	20:15			252	241	493			
08:30			268	367	635	20:30			261	220	481			
08:45			218	1104	379	20:45			243	1066	244	976	487	2042
09:00			197	268	465	21:00			239	241	480			
09:15			233	288	521	21:15			223	218	441			
09:30			214	299	513	21:30			199	187	386			
09:45			213	857	268	21:45			177	838	177	823	354	1661
10:00			200	225	425	22:00			175	152	327			
10:15			183	245	428	22:15			153	140	293			
10:30			245	239	484	22:30			136	132	268			
10:45			216	844	266	22:45			107	571	103	527	210	1098
11:00			227	278	505	23:00			103	96	199			
11:15			229	294	523	23:15			75	84	159			
11:30			287	265	552	23:30			85	83	168			
11:45			274	1017	272	23:45			66	329	63	326	129	655
TOTALS			7640	9987	17627	TOTALS			15764	13276	29040			
SPLIT %			43.3%	56.7%	37.8%	SPLIT %			54.3%	45.7%	62.2%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	23,404	23,263	46,667

AM Peak Hour			06:45	07:00	06:45	PM Peak Hour			16:30	14:45	14:30
AM Pk Volume			2015	1977	3984	PM Pk Volume			2198	1798	3699
Pk Hr Factor			0.814	0.910	0.899	Pk Hr Factor			0.978	0.901	0.865
7 - 9 Volume	0	0	2948	3557	6505	4 - 6 Volume	0	0	4187	2900	7087
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:30	17:00	16:45
7 - 9 Pk Volume	0	0	1844	1977	3821	4 - 6 Pk Volume	0	0	2198	1528	3681
Pk Hr Factor	0.000	0.000	0.745	0.910	0.862	Pk Hr Factor	0.000	0.000	0.978	0.916	0.980

VOLUME

Olympic Pkwy from La Media Rd to E Palomar St

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_020

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	17,021	16,391	33,412					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			64	39	103	12:00			235	181	416			
00:15			59	38	97	12:15			203	168	371			
00:30			40	32	72	12:30			198	189	387			
00:45			35	198	31	140	66	338	198	834	172	710	370	1544
01:00			29	36	65	13:00			196	205	401			
01:15			23	38	61	13:15			194	181	375			
01:30			29	21	50	13:30			204	202	406			
01:45			27	108	19	114	46	222	243	837	219	807	462	1644
02:00			29	23	52	14:00			264	223	487			
02:15			25	18	43	14:15			282	225	507			
02:30			12	16	28	14:30			253	297	550			
02:45			12	78	13	70	25	148	314	1113	254	999	568	2112
03:00			15	13	28	15:00			377	257	634			
03:15			17	17	34	15:15			312	231	543			
03:30			18	26	44	15:30			319	261	580			
03:45			20	70	18	74	38	144	331	1339	272	1021	603	2360
04:00			9	24	33	16:00			408	259	667			
04:15			22	31	53	16:15			370	245	615			
04:30			21	56	77	16:30			374	268	642			
04:45			29	81	85	196	114	277	412	1564	268	1040	680	2604
05:00			26	119	145	17:00			401	272	673			
05:15			31	155	186	17:15			426	274	700			
05:30			40	173	213	17:30			382	306	688			
05:45			73	170	194	641	267	811	388	1597	277	1129	665	2726
06:00			71	266	337	18:00			384	226	610			
06:15			115	240	355	18:15			303	217	520			
06:30			150	241	391	18:30			329	268	597			
06:45			185	521	308	1055	493	1576	308	1324	181	892	489	2216
07:00			159	372	531	19:00			298	222	520			
07:15			183	325	508	19:15			265	190	455			
07:30			260	338	598	19:30			251	199	450			
07:45			258	860	252	1287	510	2147	266	1080	185	796	451	1876
08:00			240	284	524	20:00			248	200	448			
08:15			169	329	498	20:15			219	183	402			
08:30			191	249	440	20:30			221	165	386			
08:45			193	793	259	1121	452	1914	205	893	161	709	366	1602
09:00			167	201	368	21:00			177	164	341			
09:15			158	207	365	21:15			200	170	370			
09:30			167	228	395	21:30			158	140	298			
09:45			164	656	187	823	351	1479	181	716	140	614	321	1330
10:00			180	152	332	22:00			129	127	256			
10:15			176	169	345	22:15			116	111	227			
10:30			158	179	337	22:30			105	96	201			
10:45			180	694	172	672	352	1366	101	451	93	427	194	878
11:00			179	205	384	23:00			77	69	146			
11:15			187	191	378	23:15			62	61	123			
11:30			185	204	389	23:30			96	66	162			
11:45			196	747	204	804	400	1551	62	297	54	250	116	547
TOTALS			4976	6997	11973	TOTALS			12045	9394	21439			
SPLIT %			41.6%	58.4%	35.8%	SPLIT %			56.2%	43.8%	64.2%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	17,021	16,391	33,412

AM Peak Hour	07:15	06:45	07:00	PM Peak Hour	16:45	17:00	16:45				
AM Pk Volume	941	1343	2147	PM Pk Volume	1621	1129	2741				
Pk Hr Factor	0.905	0.903	0.898	Pk Hr Factor	0.951	0.922	0.979				
7 - 9 Volume	0	0	1653	2408	4061	4 - 6 Volume	0	0	3161	2169	5330
7 - 9 Peak Hour	07:15	07:00	07:00	4 - 6 Peak Hour	16:45	17:00	16:45				
7 - 9 Pk Volume	0	0	941	1287	2147	4 - 6 Pk Volume	0	0	1621	1129	2741
Pk Hr Factor	0.000	0.000	0.905	0.865	0.898	Pk Hr Factor	0.000	0.000	0.951	0.922	0.979

VOLUME

Olympic Pkwy from E Palomar St to SR-125 SB Ramps

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_021

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	18,921	16,218	35,139					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			57	27	84	12:00			243	205	448			
00:15			41	30	71	12:15			207	222	429			
00:30			33	19	52	12:30			232	191	423			
00:45			32	163	25	101	12:45		239	921	198	816	437	1737
01:00			22	27	49	13:00			197	233	430			
01:15			17	29	46	13:15			223	213	436			
01:30			22	13	35	13:30			240	248	488			
01:45			24	85	19	88	13:45		251	911	243	937	494	1848
02:00			21	17	38	14:00			264	279	543			
02:15			20	15	35	14:15			323	250	573			
02:30			12	8	20	14:30			283	353	636			
02:45			15	68	8	48	14:45		306	1176	309	1191	615	2367
03:00			12	9	21	15:00			417	291	708			
03:15			17	5	22	15:15			380	289	669			
03:30			23	19	42	15:30			333	352	685			
03:45			19	71	13	46	15:45		348	1478	261	1193	609	2671
04:00			11	9	20	16:00			407	400	807			
04:15			26	29	55	16:15			355	334	689			
04:30			23	32	55	16:30			390	366	756			
04:45			33	93	56	126	16:45		409	1561	309	1409	718	2970
05:00			39	84	123	17:00			421	391	812			
05:15			47	106	153	17:15			435	346	781			
05:30			66	113	179	17:30			415	408	823			
05:45			96	248	119	422	17:45		392	1663	342	1487	734	3150
06:00			107	138	245	18:00			367	204	571			
06:15			152	169	321	18:15			319	198	517			
06:30			194	168	362	18:30			372	211	583			
06:45			253	706	233	708	18:45		319	1377	150	763	469	2140
07:00			231	324	555	19:00			333	184	517			
07:15			299	273	572	19:15			315	160	475			
07:30			336	346	682	19:30			276	164	440			
07:45			395	1261	204	1147	19:45		287	1211	146	654	433	1865
08:00			290	284	574	20:00			279	182	461			
08:15			239	287	526	20:15			237	167	404			
08:30			262	226	488	20:30			211	153	364			
08:45			237	1028	223	1020	20:45		230	957	136	638	366	1595
09:00			196	194	390	21:00			166	142	308			
09:15			217	206	423	21:15			196	156	352			
09:30			200	207	407	21:30			163	110	273			
09:45			186	799	170	777	21:45		165	690	121	529	286	1219
10:00			186	170	356	22:00			121	101	222			
10:15			203	177	380	22:15			110	94	204			
10:30			211	198	409	22:30			117	82	199			
10:45			197	797	179	724	22:45		88	436	70	347	158	783
11:00			237	200	437	23:00			82	63	145			
11:15			208	201	409	23:15			61	39	100			
11:30			241	223	464	23:30			85	50	135			
11:45			246	932	227	851	23:45		61	289	44	196	105	485
TOTALS			6251	6058	12309	TOTALS			12670	10160	22830			
SPLIT %			50.8%	49.2%	35.0%	SPLIT %			55.5%	44.5%	65.0%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	18,921	16,218	35,139

AM Peak Hour	07:15	06:45	07:15	PM Peak Hour	16:45	17:00	17:00				
AM Pk Volume	1320	1176	2427	PM Pk Volume	1680	1487	3150				
Pk Hr Factor	0.835	0.850	0.890	Pk Hr Factor	0.966	0.911	0.957				
7 - 9 Volume	0	0	2289	2167	4456	4 - 6 Volume	0	0	3224	2896	6120
7 - 9 Peak Hour	07:15	07:00	07:15	4 - 6 Peak Hour	16:45	17:00	17:00				
7 - 9 Pk Volume	0	0	1320	1147	2427	4 - 6 Pk Volume	0	0	1680	1487	3150
Pk Hr Factor	0.000	0.000	0.835	0.829	0.890	Pk Hr Factor	0.000	0.000	0.966	0.911	0.957

VOLUME

Olympic Pkwy from SR-125 SB Ramps to SR-125 NB Ramps

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_022

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	20,274	17,880	38,154					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			60	48	108	12:00			264	212	476			
00:15			48	43	91	12:15			220	215	435			
00:30			35	36	71	12:30			244	187	431			
00:45			35	178	42	169	77	347	243	971	215	829	458	1800
01:00			29	45	74	13:00			225	227	452			
01:15			20	38	58	13:15			242	218	460			
01:30			23	18	41	13:30			255	248	503			
01:45			28	100	24	125	52	225	254	976	245	938	499	1914
02:00			18	29	47	14:00			291	268	559			
02:15			20	22	42	14:15			331	253	584			
02:30			15	9	24	14:30			314	328	642			
02:45			14	67	10	70	24	137	325	1261	302	1151	627	2412
03:00			17	15	32	15:00			430	296	726			
03:15			15	13	28	15:15			395	263	658			
03:30			25	22	47	15:30			391	335	726			
03:45			22	79	16	66	38	145	350	1566	311	1205	661	2771
04:00			11	18	29	16:00			455	352	807			
04:15			28	28	56	16:15			440	296	736			
04:30			20	37	57	16:30			454	329	783			
04:45			29	88	58	141	87	229	485	1834	284	1261	769	3095
05:00			39	82	121	17:00			501	338	839			
05:15			41	119	160	17:15			496	323	819			
05:30			56	118	174	17:30			461	367	828			
05:45			92	228	129	448	221	676	482	1940	305	1333	787	3273
06:00			93	161	254	18:00			404	303	707			
06:15			142	177	319	18:15			360	268	628			
06:30			163	190	353	18:30			395	289	684			
06:45			210	608	248	776	458	1384	361	1520	255	1115	616	2635
07:00			244	308	552	19:00			342	277	619			
07:15			292	275	567	19:15			347	252	599			
07:30			328	343	671	19:30			288	264	552			
07:45			407	1271	238	1164	645	2435	298	1275	249	1042	547	2317
08:00			307	284	591	20:00			308	252	560			
08:15			261	306	567	20:15			273	266	539			
08:30			286	255	541	20:30			242	218	460			
08:45			240	1094	225	1070	465	2164	247	1070	218	954	465	2024
09:00			193	207	400	21:00			177	215	392			
09:15			212	202	414	21:15			217	220	437			
09:30			211	197	408	21:30			169	177	346			
09:45			192	808	185	791	377	1599	181	744	183	795	364	1539
10:00			204	178	382	22:00			130	149	279			
10:15			227	188	415	22:15			126	145	271			
10:30			199	199	398	22:30			129	114	243			
10:45			218	848	178	743	396	1591	87	472	113	521	200	993
11:00			248	205	453	23:00			86	101	187			
11:15			210	199	409	23:15			66	66	132			
11:30			258	228	486	23:30			98	76	174			
11:45			240	956	240	872	480	1828	70	320	58	301	128	621
TOTALS			6325	6435	12760	TOTALS			13949	11445	25394			
SPLIT %			49.6%	50.4%	33.4%	SPLIT %			54.9%	45.1%	66.6%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	20,274	17,880	38,154

AM Peak Hour	07:15	06:45	07:15	PM Peak Hour	16:45	17:00	17:00				
AM Pk Volume	1334	1174	2474	PM Pk Volume	1943	1333	3273				
Pk Hr Factor	0.819	0.856	0.922	Pk Hr Factor	0.970	0.908	0.975				
7 - 9 Volume	0	0	2365	2234	4599	4 - 6 Volume	0	0	3774	2594	6368
7 - 9 Peak Hour	07:15	07:30	07:15	4 - 6 Peak Hour	16:45	17:00	17:00				
7 - 9 Pk Volume	0	0	1334	1171	2474	4 - 6 Pk Volume	0	0	1943	1333	3273
Pk Hr Factor	0.000	0.000	0.819	0.853	0.922	Pk Hr Factor	0.000	0.000	0.970	0.908	0.975

VOLUME

Olympic Pkwy from SR-125 NB Ramps to Eastlake Pkwy

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_023

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	21,365	22,141	43,506					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			62	52	114	12:00			295	255	550			
00:15			53	48	101	12:15			256	265	521			
00:30			46	44	90	12:30			273	235	508			
00:45			37	198	57	201	12:45		290	1114	269	1024	559	2138
01:00			32	42	74	13:00			244	285	529			
01:15			21	46	67	13:15			274	260	534			
01:30			21	20	41	13:30			281	322	603			
01:45			26	100	30	138	13:45		273	1072	284	1151	557	2223
02:00			31	30	61	14:00			324	319	643			
02:15			29	19	48	14:15			378	314	692			
02:30			15	13	28	14:30			360	386	746			
02:45			15	90	13	75	14:45		354	1416	365	1384	719	2800
03:00			22	18	40	15:00			498	354	852			
03:15			18	21	39	15:15			434	326	760			
03:30			28	28	56	15:30			436	398	834			
03:45			24	92	17	84	15:45		405	1773	375	1453	780	3226
04:00			11	23	34	16:00			450	366	816			
04:15			27	41	68	16:15			459	358	817			
04:30			23	53	76	16:30			460	345	805			
04:45			29	90	80	197	16:45		490	1859	340	1409	830	3268
05:00			36	104	140	17:00			504	360	864			
05:15			35	171	206	17:15			495	388	883			
05:30			51	182	233	17:30			452	394	846			
05:45			87	209	200	657	17:45		495	1946	348	1490	843	3436
06:00			92	274	366	18:00			444	357	801			
06:15			138	288	426	18:15			417	327	744			
06:30			158	330	488	18:30			445	342	787			
06:45			223	611	406	1298	18:45		390	1696	312	1338	702	3034
07:00			170	509	679	19:00			353	327	680			
07:15			229	420	649	19:15			394	300	694			
07:30			254	441	695	19:30			325	306	631			
07:45			351	1004	335	1705	19:45		307	1379	277	1210	584	2589
08:00			265	361	626	20:00			346	296	642			
08:15			239	378	617	20:15			283	297	580			
08:30			230	353	583	20:30			281	251	532			
08:45			251	985	272	1364	20:45		270	1180	259	1103	529	2283
09:00			211	277	488	21:00			191	242	433			
09:15			219	245	464	21:15			240	255	495			
09:30			226	259	485	21:30			173	203	376			
09:45			203	859	233	1014	21:45		186	790	217	917	403	1707
10:00			231	221	452	22:00			170	165	335			
10:15			256	236	492	22:15			138	168	306			
10:30			224	258	482	22:30			139	132	271			
10:45			237	948	222	937	22:45		97	544	122	587	219	1131
11:00			266	236	502	23:00			91	118	209			
11:15			247	257	504	23:15			71	79	150			
11:30			289	276	565	23:30			101	78	179			
11:45			266	1068	295	1064	23:45		79	342	66	341	145	683
TOTALS			6254	8734	14988	TOTALS			15111	13407	28518			
SPLIT %			41.7%	58.3%	34.5%	SPLIT %			53.0%	47.0%	65.5%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	21,365	22,141	43,506

AM Peak Hour	07:30	06:45	07:00	PM Peak Hour	16:30	15:30	17:00				
AM Pk Volume	1109	1776	2709	PM Pk Volume	1949	1497	3436				
Pk Hr Factor	0.790	0.872	0.974	Pk Hr Factor	0.967	0.940	0.973				
7 - 9 Volume	0	0	1989	3069	5058	4 - 6 Volume	0	0	3805	2899	6704
7 - 9 Peak Hour	07:30	07:00	07:00	4 - 6 Peak Hour	16:30	17:00	17:00				
7 - 9 Pk Volume	0	0	1109	1705	2709	4 - 6 Pk Volume	0	0	1949	1490	3436
Pk Hr Factor	0.000	0.000	0.790	0.837	0.974	Pk Hr Factor	0.000	0.000	0.967	0.945	0.973

VOLUME

Olympic Pkwy from Hunte Pkwy to Olympic Vista Rd

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_025

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	4,878	5,058	9,936					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			7	2	9	12:00			57	57	114			
00:15			11	3	14	12:15			59	66	125			
00:30			14	5	19	12:30			57	49	106			
00:45			9	41	4	14	12:45		71	244	45	217	116	461
01:00			9	3	12	13:00			57	70	127			
01:15			5	2	7	13:15			60	74	134			
01:30			3	2	5	13:30			66	65	131			
01:45			5	22	3	10	13:45		62	245	41	250	103	495
02:00			2	3	5	14:00			54	60	114			
02:15			4	3	7	14:15			70	65	135			
02:30			6	0	6	14:30			61	84	145			
02:45			4	16	4	10	14:45		84	269	78	287	162	556
03:00			2	6	8	15:00			77	91	168			
03:15			1	5	6	15:15			85	73	158			
03:30			0	6	6	15:30			108	88	196			
03:45			5	8	5	22	15:45		103	373	76	328	179	701
04:00			0	4	4	16:00			99	89	188			
04:15			0	16	16	16:15			112	68	180			
04:30			3	20	23	16:30			114	98	212			
04:45			1	4	26	66	16:45		93	418	79	334	172	752
05:00			3	29	32	17:00			140	89	229			
05:15			7	57	64	17:15			142	75	217			
05:30			9	57	66	17:30			116	75	191			
05:45			17	36	54	197	17:45		100	498	78	317	178	815
06:00			22	62	84	18:00			123	92	215			
06:15			39	111	150	18:15			106	81	187			
06:30			57	121	178	18:30			124	77	201			
06:45			50	168	155	449	18:45		121	474	104	354	225	828
07:00			63	90	153	19:00			118	88	206			
07:15			35	113	148	19:15			93	93	186			
07:30			48	110	158	19:30			90	39	129			
07:45			58	204	127	440	19:45		91	392	52	272	143	664
08:00			53	94	147	20:00			78	81	159			
08:15			50	93	143	20:15			80	48	128			
08:30			66	82	148	20:30			74	41	115			
08:45			69	238	79	348	20:45		76	308	52	222	128	530
09:00			55	96	151	21:00			56	25	81			
09:15			44	71	115	21:15			62	29	91			
09:30			39	70	109	21:30			52	22	74			
09:45			36	174	56	293	21:45		38	208	16	92	54	300
10:00			34	63	97	22:00			35	13	48			
10:15			39	61	100	22:15			39	16	55			
10:30			29	59	88	22:30			30	18	48			
10:45			32	134	53	236	22:45		35	139	13	60	48	199
11:00			33	46	79	23:00			18	6	24			
11:15			54	43	97	23:15			25	9	34			
11:30			44	71	115	23:30			12	10	22			
11:45			66	197	52	212	23:45		13	68	3	28	16	96
TOTALS			1242	2297	3539	TOTALS			3636	2761	6397			
SPLIT %			35.1%	64.9%	35.6%	SPLIT %			56.8%	43.2%	64.4%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	4,878	5,058	9,936

AM Peak Hour	08:15	06:30	06:15	PM Peak Hour	17:00	18:30	16:30				
AM Pk Volume	240	479	686	PM Pk Volume	498	362	830				
Pk Hr Factor	0.870	0.773	0.837	Pk Hr Factor	0.877	0.870	0.906				
7 - 9 Volume	0	0	442	788	1230	4 - 6 Volume	0	0	916	651	1567
7 - 9 Peak Hour	08:00	07:15	07:00	4 - 6 Peak Hour	17:00	16:30	16:30				
7 - 9 Pk Volume	0	0	238	444	644	4 - 6 Pk Volume	0	0	498	341	830
Pk Hr Factor	0.000	0.000	0.862	0.874	0.870	Pk Hr Factor	0.000	0.000	0.877	0.870	0.906

VOLUME

Olympic Pkwy E/o Olympic Vista Rd

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_026

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	2,118	1,957	4,075					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			1	0	1	12:00			29	30	59			
00:15			5	1	6	12:15			27	31	58			
00:30			8	2	10	12:30			25	22	47			
00:45			3	17	4	12:45			24	105	19	102	43	207
01:00			4	3	7	13:00			29	21	50			
01:15			3	2	5	13:15			24	31	55			
01:30			2	2	4	13:30			31	20	51			
01:45			0	9	1	13:45			29	113	17	89	46	202
02:00			1	2	3	14:00			24	22	46			
02:15			1	3	4	14:15			34	27	61			
02:30			4	0	4	14:30			34	38	72			
02:45			4	10	4	14:45			37	129	37	124	74	253
03:00			0	4	4	15:00			33	55	88			
03:15			0	2	2	15:15			36	37	73			
03:30			0	1	1	15:30			47	48	95			
03:45			2	2	4	15:45			49	165	34	174	83	339
04:00			0	2	2	16:00			41	28	69			
04:15			1	3	4	16:15			49	33	82			
04:30			1	6	7	16:30			48	37	85			
04:45			0	2	7	16:45			36	174	26	124	62	298
05:00			1	12	13	17:00			60	35	95			
05:15			7	15	22	17:15			69	33	102			
05:30			10	20	30	17:30			54	27	81			
05:45			12	30	22	17:45			33	216	36	131	69	347
06:00			11	27	38	18:00			52	36	88			
06:15			30	25	55	18:15			38	37	75			
06:30			50	40	90	18:30			46	40	86			
06:45			31	122	43	18:45			47	183	38	151	85	334
07:00			44	31	75	19:00			35	47	82			
07:15			15	33	48	19:15			30	50	80			
07:30			25	34	59	19:30			26	14	40			
07:45			34	118	35	19:45			41	132	22	133	63	265
08:00			35	32	67	20:00			38	26	64			
08:15			20	25	45	20:15			26	17	43			
08:30			27	23	50	20:30			16	15	31			
08:45			30	112	24	20:45			26	106	24	82	50	188
09:00			24	24	48	21:00			23	11	34			
09:15			26	31	57	21:15			23	8	31			
09:30			21	28	49	21:30			16	13	29			
09:45			13	84	29	21:45			11	73	6	38	17	111
10:00			10	14	24	22:00			10	4	14			
10:15			10	23	33	22:15			14	8	22			
10:30			17	22	39	22:30			9	10	19			
10:45			17	54	23	22:45			13	46	6	28	19	74
11:00			13	21	34	23:00			11	1	12			
11:15			25	17	42	23:15			9	6	15			
11:30			27	28	55	23:30			5	5	10			
11:45			21	86	16	23:45			5	30	2	14	7	44
TOTALS			646	767	1413	TOTALS			1472	1190	2662			
SPLIT %			45.7%	54.3%	34.7%	SPLIT %			55.3%	44.7%	65.3%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	2,118	1,957	4,075

AM Peak Hour	06:15	06:30	06:15	PM Peak Hour	16:45	14:45	17:00				
AM Pk Volume	155	147	294	PM Pk Volume	219	177	347				
Pk Hr Factor	0.775	0.855	0.817	Pk Hr Factor	0.793	0.805	0.850				
7 - 9 Volume	0	0	230	237	467	4 - 6 Volume	0	0	390	255	645
7 - 9 Peak Hour	07:00	07:15	07:00	4 - 6 Peak Hour	16:45	16:15	17:00				
7 - 9 Pk Volume	0	0	118	134	251	4 - 6 Pk Volume	0	0	219	131	347
Pk Hr Factor	0.000	0.000	0.670	0.957	0.837	Pk Hr Factor	0.000	0.000	0.793	0.885	0.850

VOLUME

Lane Ave from Proctor Valley Rd to Otay Lakes Rd

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_027

DAILY TOTALS					NB	SB	EB	WB	Total			
					5,440	5,364	0	0	10,804			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	6	8			14	12:00	109	89			198	
00:15	7	5			12	12:15	62	64			126	
00:30	5	8			13	12:30	77	82			159	
00:45	1	19	3	24	4	43	82	330	62	297	144	
01:00	1	6			7	13:00	72	60			132	
01:15	3	2			5	13:15	74	40			114	
01:30	2	1			3	13:30	93	76			169	
01:45	1	7	3	12	4	19	71	310	78	254	149	
02:00	6	4			10	14:00	75	82			157	
02:15	1	0			1	14:15	68	82			150	
02:30	3	1			4	14:30	61	97			158	
02:45	3	13	1	6	4	19	78	282	83	344	161	
03:00	1	0			1	15:00	100	79			179	
03:15	0	5			5	15:15	86	106			192	
03:30	4	0			4	15:30	115	128			243	
03:45	4	9	3	8	7	17	138	439	98	411	236	
04:00	4	3			7	16:00	92	116			208	
04:15	5	1			6	16:15	94	100			194	
04:30	6	6			12	16:30	115	122			237	
04:45	9	24	11	21	20	45	113	414	131	469	244	
05:00	10	2			12	17:00	116	172			288	
05:15	14	3			17	17:15	119	112			231	
05:30	12	13			25	17:30	93	144			237	
05:45	29	65	15	33	44	98	102	430	113	541	215	
06:00	23	22			45	18:00	87	117			204	
06:15	28	29			57	18:15	101	115			216	
06:30	54	75			129	18:30	83	122			205	
06:45	113	218	122	248	235	466	94	365	99	453	193	
07:00	132	62			194	19:00	75	94			169	
07:15	72	64			136	19:15	74	75			149	
07:30	84	66			150	19:30	78	76			154	
07:45	135	423	70	262	205	685	60	287	53	298	113	
08:00	104	82			186	20:00	62	84			146	
08:15	107	62			169	20:15	67	64			131	
08:30	102	97			199	20:30	71	53			124	
08:45	110	423	98	339	208	762	47	247	42	243	89	
09:00	86	66			152	21:00	42	48			90	
09:15	56	72			128	21:15	38	27			65	
09:30	69	71			140	21:30	32	39			71	
09:45	83	294	63	272	146	566	25	137	26	140	51	
10:00	63	52			115	22:00	28	21			49	
10:15	61	66			127	22:15	18	16			34	
10:30	65	79			144	22:30	18	28			46	
10:45	61	250	61	258	122	508	10	74	5	70	15	
11:00	77	77			154	23:00	7	6			13	
11:15	65	73			138	23:15	12	6			18	
11:30	85	100			185	23:30	8	7			15	
11:45	121	348	85	335	206	683	5	32	7	26	12	
TOTALS	2093		1818		3911		TOTALS	3347		3546		6893
SPLIT %	53.5%		46.5%		36.2%		SPLIT %	48.6%		51.4%		63.8%

DAILY TOTALS					NB	SB	EB	WB	Total
					5,440	5,364	0	0	10,804

AM Peak Hour	07:45	11:15	08:00	PM Peak Hour	16:30	16:45	16:30
AM Pk Volume	448	347	762	PM Pk Volume	463	559	1000
Pk Hr Factor	0.830	0.868	0.916	Pk Hr Factor	0.973	0.813	0.868
7 - 9 Volume	846	601	1447	4 - 6 Volume	844	1010	1854
7 - 9 Peak Hour	07:45	08:00	08:00	4 - 6 Peak Hour	16:30	16:45	16:30
7 - 9 Pk Volume	448	339	762	4 - 6 Pk Volume	463	559	1000
Pk Hr Factor	0.830	0.865	0.916	Pk Hr Factor	0.973	0.813	0.868

VOLUME

Hunte Pkwy from Proctor Valley Rd to Otay Lakes Rd

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_028

DAILY TOTALS					NB	SB	EB	WB	Total		
					3,225	3,044	0	0	6,269		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	7	5			12	12:00	27	21			48
00:15	7	3			10	12:15	25	28			53
00:30	3	4			7	12:30	27	33			60
00:45	1	18	0	12	1	12:45	30	109	25	107	55
					30						216
01:00	1	2			3	13:00	33	29			62
01:15	2	2			4	13:15	34	26			60
01:30	1	2			3	13:30	45	28			73
01:45	0	4	1	7	1	13:45	33	145	44	127	77
					11						272
02:00	2	0			2	14:00	40	39			79
02:15	0	0			0	14:15	37	59			96
02:30	1	0			1	14:30	50	58			108
02:45	4	7	2	2	6	14:45	85	212	78	234	163
					9						446
03:00	4	0			4	15:00	83	67			150
03:15	2	1			3	15:15	98	95			193
03:30	1	1			2	15:30	102	97			199
03:45	3	10	1	3	4	15:45	62	345	62	321	124
					13						666
04:00	2	3			5	16:00	67	67			134
04:15	4	2			6	16:15	55	65			120
04:30	4	1			5	16:30	63	67			130
04:45	5	15	3	9	8	16:45	46	231	77	276	123
					24						507
05:00	11	1			12	17:00	60	80			140
05:15	13	4			17	17:15	56	73			129
05:30	12	5			17	17:30	39	71			110
05:45	26	62	5	15	31	17:45	56	211	64	288	120
					77						499
06:00	28	2			30	18:00	65	72			137
06:15	30	10			40	18:15	39	66			105
06:30	59	37			96	18:30	48	43			91
06:45	68	185	68	117	136	18:45	44	196	63	244	107
					302						440
07:00	86	28			114	19:00	37	42			79
07:15	51	34			85	19:15	46	60			106
07:30	81	56			137	19:30	31	37			68
07:45	115	333	110	228	225	19:45	23	137	35	174	58
					561						311
08:00	151	110			261	20:00	41	34			75
08:15	99	56			155	20:15	42	30			72
08:30	52	40			92	20:30	23	30			53
08:45	57	359	42	248	99	20:45	20	126	32	126	52
					607						252
09:00	45	25			70	21:00	23	24			47
09:15	19	19			38	21:15	15	24			39
09:30	43	17			60	21:30	15	21			36
09:45	28	135	24	85	52	21:45	17	70	24	93	41
					220						163
10:00	31	27			58	22:00	14	24			38
10:15	28	26			54	22:15	11	13			24
10:30	23	35			58	22:30	14	12			26
10:45	22	104	21	109	43	22:45	8	47	7	56	15
					213						103
11:00	24	27			51	23:00	9	10			19
11:15	36	28			64	23:15	6	8			14
11:30	35	35			70	23:30	6	8			14
11:45	44	139	37	127	81	23:45	4	25	10	36	14
					266						61
TOTALS	1371	962			2333	TOTALS	1854	2082			3936
SPLIT %	58.8%	41.2%			37.2%	SPLIT %	47.1%	52.9%			62.8%

DAILY TOTALS					NB	SB	EB	WB	Total
					3,225	3,044	0	0	6,269

AM Peak Hour	07:30	07:30			07:30	PM Peak Hour	14:45	14:45			14:45
AM Pk Volume	446	332			778	PM Pk Volume	368	337			705
Pk Hr Factor	0.738	0.755			0.745	Pk Hr Factor	0.902	0.869			0.886
7 - 9 Volume	692	476	0	0	1168	4 - 6 Volume	442	564	0	0	1006
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:00	16:45			16:30
7 - 9 Pk Volume	446	332	0	0	778	4 - 6 Pk Volume	231	301	0	0	522
Pk Hr Factor	0.738	0.755	0.000	0.000	0.745	Pk Hr Factor	0.862	0.941	0.000	0.000	0.932

VOLUME

Hunte Pkwy from Otay Lakes Rd to Clubhouse Dr

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_029

DAILY TOTALS					NB	SB	EB	WB	Total
					5,794	5,103	0	0	10,897

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	5	4			9	12:00	55	53			108	
00:15	5	1			6	12:15	38	49			87	
00:30	2	6			8	12:30	50	47			97	
00:45	2	14	1	12	3	12:45	49	192	56	205	105	397
01:00	2	6			8	13:00	50	44			94	
01:15	1	2			3	13:15	58	44			102	
01:30	1	3			4	13:30	73	41			114	
01:45	0	4	3	14	3	13:45	57	238	53	182	110	420
02:00	5	1			6	14:00	81	64			145	
02:15	2	0			2	14:15	79	66			145	
02:30	2	1			3	14:30	78	84			162	
02:45	2	11	0	2	2	14:45	108	346	111	325	219	671
03:00	3	1			4	15:00	153	109			262	
03:15	3	1			4	15:15	188	161			349	
03:30	3	1			4	15:30	170	216			386	
03:45	5	14	2	5	7	15:45	143	654	107	593	250	1247
04:00	4	3			7	16:00	106	102			208	
04:15	2	2			4	16:15	122	93			215	
04:30	7	1			8	16:30	115	105			220	
04:45	10	23	4	10	14	16:45	107	450	101	401	208	851
05:00	7	2			9	17:00	90	114			204	
05:15	22	3			25	17:15	101	118			219	
05:30	20	12			32	17:30	91	117			208	
05:45	25	74	12	29	37	17:45	111	393	91	440	202	833
06:00	28	17			45	18:00	69	114			183	
06:15	35	15			50	18:15	97	92			189	
06:30	46	38			84	18:30	77	93			170	
06:45	83	192	119	189	202	18:45	94	337	92	391	186	728
07:00	174	70			244	19:00	84	96			180	
07:15	173	62			235	19:15	81	91			172	
07:30	216	82			298	19:30	73	73			146	
07:45	267	830	134	348	401	19:45	68	306	77	337	145	643
08:00	217	169			386	20:00	67	85			152	
08:15	138	137			275	20:15	54	59			113	
08:30	173	128			301	20:30	37	52			89	
08:45	131	659	69	503	200	20:45	35	193	40	236	75	429
09:00	73	45			118	21:00	35	55			90	
09:15	58	49			107	21:15	28	46			74	
09:30	63	56			119	21:30	20	26			46	
09:45	56	250	40	190	96	21:45	29	112	24	151	53	263
10:00	45	48			93	22:00	17	23			40	
10:15	32	45			77	22:15	16	18			34	
10:30	37	53			90	22:30	25	18			43	
10:45	45	159	51	197	96	22:45	12	70	17	76	29	146
11:00	57	48			105	23:00	10	11			21	
11:15	56	58			114	23:15	10	12			22	
11:30	52	60			112	23:30	7	9			16	
11:45	77	242	60	226	137	23:45	4	31	9	41	13	72
TOTALS	2472	1725			4197	TOTALS	3322	3378			6700	
SPLIT %	58.9%	41.1%			38.5%	SPLIT %	49.6%	50.4%			61.5%	

DAILY TOTALS					NB	SB	EB	WB	Total
					5,794	5,103	0	0	10,897

AM Peak Hour	07:15	07:45			07:45	PM Peak Hour	15:00	14:45			15:00
AM Pk Volume	873	568			1363	PM Pk Volume	654	597			1247
Pk Hr Factor	0.817	0.840			0.850	Pk Hr Factor	0.870	0.691			0.808
7 - 9 Volume	1489	851	0	0	2340	4 - 6 Volume	843	841	0	0	1684
7 - 9 Peak Hour	07:15	07:45			07:45	4 - 6 Peak Hour	16:00	16:45			16:00
7 - 9 Pk Volume	873	568	0	0	1363	4 - 6 Pk Volume	450	450	0	0	851
Pk Hr Factor	0.817	0.840	0.000	0.000	0.850	Pk Hr Factor	0.922	0.953	0.000	0.000	0.967

VOLUME

Hunte Pkwy from Clubhouse Dr to Olympic Pkwy

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_030

DAILY TOTALS					NB	SB	EB	WB	Total		
					4,313	3,841	0	0	8,154		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	5	4			9	12:00	36	41			77
00:15	4	0			4	12:15	39	35			74
00:30	2	4			6	12:30	23	46			69
00:45	2	13	1	9	3	12:45	36	134	49	171	85
01:00	3	4			7	13:00	45	21			66
01:15	3	2			5	13:15	49	23			72
01:30	1	1			2	13:30	60	35			95
01:45	3	10	2	9	5	13:45	48	202	36	115	84
02:00	4	2			6	14:00	64	49			113
02:15	2	0			2	14:15	63	56			119
02:30	1	0			1	14:30	79	49			128
02:45	2	9	0	2	2	14:45	87	293	70	224	157
03:00	2	1			3	15:00	165	79			244
03:15	3	2			5	15:15	128	128			256
03:30	3	1			4	15:30	119	164			283
03:45	3	11	2	6	5	15:45	100	512	70	441	170
04:00	2	3			5	16:00	90	78			168
04:15	0	1			1	16:15	99	69			168
04:30	5	1			6	16:30	88	70			158
04:45	5	12	4	9	9	16:45	96	373	88	305	184
05:00	6	2			8	17:00	79	96			175
05:15	14	4			18	17:15	87	96			183
05:30	9	12			21	17:30	74	87			161
05:45	18	47	13	31	31	17:45	94	334	72	351	166
06:00	12	19			31	18:00	56	86			142
06:15	17	15			32	18:15	92	64			156
06:30	38	29			67	18:30	70	78			148
06:45	50	117	58	121	108	18:45	76	294	69	297	145
07:00	54	64			118	19:00	80	84			164
07:15	67	56			123	19:15	75	74			149
07:30	108	72			180	19:30	53	52			105
07:45	162	391	105	297	267	19:45	59	267	53	263	112
08:00	155	100			255	20:00	61	68			129
08:15	128	104			232	20:15	47	48			95
08:30	113	74			187	20:30	27	40			67
08:45	74	470	39	317	113	20:45	34	169	32	188	66
09:00	52	41			93	21:00	31	42			73
09:15	41	35			76	21:15	25	40			65
09:30	43	45			88	21:30	23	21			44
09:45	33	169	39	160	72	21:45	26	105	17	120	43
10:00	27	36			63	22:00	18	16			34
10:15	29	35			64	22:15	20	16			36
10:30	22	41			63	22:30	16	14			30
10:45	35	113	42	154	77	22:45	10	64	16	62	26
11:00	41	36			77	23:00	9	10			19
11:15	43	43			86	23:15	6	8			14
11:30	44	40			84	23:30	6	6			12
11:45	50	178	39	158	89	23:45	5	26	7	31	12
TOTALS	1540	1273			2813	TOTALS	2773	2568			5341
SPLIT %	54.7%	45.3%			34.5%	SPLIT %	51.9%	48.1%			65.5%

DAILY TOTALS					NB	SB	EB	WB	Total		
					4,313	3,841	0	0	8,154		
AM Peak Hour	07:45	07:45			07:45	PM Peak Hour	15:00	14:45	15:00		
AM Pk Volume	558	383			941	PM Pk Volume	512	441	953		
Pk Hr Factor	0.861	0.912			0.881	Pk Hr Factor	0.776	0.672	0.842		
7 - 9 Volume	861	614	0	0	1475	4 - 6 Volume	707	656	0	0	1363
7 - 9 Peak Hour	07:45	07:45			07:45	4 - 6 Peak Hour	16:00	16:45			16:45
7 - 9 Pk Volume	558	383	0	0	941	4 - 6 Pk Volume	373	367	0	0	703
Pk Hr Factor	0.861	0.912	0.000	0.000	0.881	Pk Hr Factor	0.942	0.956	0.000	0.000	0.955

VOLUME

Hunte Pkwy from Olympic Pkwy to Eastlake Pkwy

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_031

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,070	945	0	0	2,015		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	3			4	12:00	5	7			12
00:15	1	0			1	12:15	7	16			23
00:30	2	0			2	12:30	22	10			32
00:45	1	5	0	3	1	12:45	30	64	14	47	44
01:00	0	0			0	13:00	15	10			25
01:15	0	0			0	13:15	10	11			21
01:30	0	0			0	13:30	6	9			15
01:45	0	0			0	13:45	8	39	7	37	15
02:00	0	1			1	14:00	8	7			15
02:15	0	0			0	14:15	11	13			24
02:30	0	0			0	14:30	11	5			16
02:45	0	0	1		0	14:45	20	50	17	42	37
03:00	1	0			1	15:00	36	12			48
03:15	0	0			0	15:15	27	35			62
03:30	0	0			0	15:30	53	45			98
03:45	1	2	0		1	15:45	32	148	23	115	55
04:00	0	0			0	16:00	17	14			31
04:15	0	0			0	16:15	17	14			31
04:30	0	1			1	16:30	22	12			34
04:45	0	0	1		0	16:45	26	82	22	62	48
05:00	3	3			6	17:00	27	19			46
05:15	1	0			1	17:15	19	23			42
05:30	1	1			2	17:30	15	13			28
05:45	0	5	1	5	1	17:45	15	76	22	77	37
06:00	2	2			4	18:00	23	19			42
06:15	2	3			5	18:15	28	12			40
06:30	4	8			12	18:30	22	13			35
06:45	14	22	12	25	26	18:45	12	85	14	58	26
07:00	9	18			27	19:00	22	14			36
07:15	16	10			26	19:15	16	15			31
07:30	30	19			49	19:30	16	12			28
07:45	52	107	59	106	111	19:45	13	67	18	59	31
08:00	55	45			100	20:00	8	14			22
08:15	37	49			86	20:15	14	8			22
08:30	35	26			61	20:30	11	10			21
08:45	19	146	4	124	23	20:45	6	39	5	37	11
09:00	9	8			17	21:00	10	9			19
09:15	2	7			9	21:15	4	8			12
09:30	10	7			17	21:30	6	7			13
09:45	5	26	6	28	11	21:45	6	26	6	30	12
10:00	5	4			9	22:00	5	2			7
10:15	7	7			14	22:15	1	1			2
10:30	9	4			13	22:30	3	4			7
10:45	5	26	4	19	9	22:45	1	10	1	8	2
11:00	6	9			15	23:00	3	4			7
11:15	12	14			26	23:15	2	1			3
11:30	8	12			20	23:30	1	3			4
11:45	10	36	17	52	27	23:45	3	9	1	9	4
TOTALS	375	364			739	TOTALS	695	581			1276
SPLIT %	50.7%	49.3%			36.7%	SPLIT %	54.5%	45.5%			63.3%

DAILY TOTALS					NB	SB	EB	WB	Total
					1,070	945	0	0	2,015
AM Peak Hour	07:45	07:45			07:45	PM Peak Hour	15:00	15:15	15:00
AM Pk Volume	179	179			358	PM Pk Volume	148	117	263
Pk Hr Factor	0.814	0.758			0.806	Pk Hr Factor	0.698	0.650	0.671
7 - 9 Volume	253	230	0	0	483	4 - 6 Volume	158	139	297
7 - 9 Peak Hour	07:45	07:45			07:45	4 - 6 Peak Hour	16:30	16:45	16:30
7 - 9 Pk Volume	179	179	0	0	358	4 - 6 Pk Volume	94	77	170
Pk Hr Factor	0.814	0.758	0.000	0.000	0.806	Pk Hr Factor	0.870	0.837	0.885

VOLUME

Otay Lakes Rd from Wueste Rd to SR-94

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_032

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	1,426	1,501	2,927					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			1	1	2	12:00			39	25	64			
00:15			0	0	0	12:15			19	26	45			
00:30			3	1	4	12:30			21	24	45			
00:45			1	5	1	3	12:45		20	99	24	99	44	198
01:00			3	5	8	13:00			35	37	72			
01:15			4	0	4	13:15			25	33	58			
01:30			3	1	4	13:30			20	28	48			
01:45			0	10	1	7	13:45		25	105	31	129	56	234
02:00			3	2	5	14:00			19	29	48			
02:15			0	0	0	14:15			24	32	56			
02:30			0	4	4	14:30			19	32	51			
02:45			1	4	5	11	14:45		27	89	24	117	51	206
03:00			3	2	5	15:00			20	38	58			
03:15			3	0	3	15:15			25	18	43			
03:30			0	4	4	15:30			22	21	43			
03:45			0	6	2	8	15:45		33	100	30	107	63	207
04:00			2	3	5	16:00			25	17	42			
04:15			4	5	9	16:15			31	13	44			
04:30			3	5	8	16:30			27	23	50			
04:45			2	11	5	18	16:45		26	109	19	72	45	181
05:00			3	5	8	17:00			38	21	59			
05:15			4	7	11	17:15			42	25	67			
05:30			10	7	17	17:30			32	18	50			
05:45			7	24	10	29	17:45		11	123	8	72	19	195
06:00			9	17	26	18:00			24	20	44			
06:15			4	16	20	18:15			19	12	31			
06:30			18	26	44	18:30			31	20	51			
06:45			25	56	27	86	18:45		24	98	10	62	34	160
07:00			18	33	51	19:00			23	20	43			
07:15			20	31	51	19:15			18	17	35			
07:30			13	45	58	19:30			21	8	29			
07:45			12	63	23	132	19:45		10	72	11	56	21	128
08:00			24	29	53	20:00			17	7	24			
08:15			23	21	44	20:15			7	10	17			
08:30			21	27	48	20:30			14	7	21			
08:45			13	81	27	104	20:45		6	44	10	34	16	78
09:00			10	38	48	21:00			8	3	11			
09:15			25	14	39	21:15			11	8	19			
09:30			24	16	40	21:30			9	3	12			
09:45			24	83	17	85	21:45		6	34	3	17	9	51
10:00			22	31	53	22:00			5	3	8			
10:15			17	41	58	22:15			10	5	15			
10:30			27	14	41	22:30			5	6	11			
10:45			29	95	14	100	22:45		5	25	3	17	8	42
11:00			21	19	40	23:00			2	7	9			
11:15			19	37	56	23:15			4	3	7			
11:30			14	39	53	23:30			3	3	6			
11:45			20	74	27	122	23:45		7	16	1	14	8	30
TOTALS			512	705	1217	TOTALS			914	796	1710			
SPLIT %			42.1%	57.9%	41.6%	SPLIT %			53.5%	46.5%	58.4%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	1,426	1,501	2,927

AM Peak Hour	11:45	06:45	11:15	PM Peak Hour	16:45	13:00	13:00				
AM Pk Volume	99	136	220	PM Pk Volume	138	129	234				
Pk Hr Factor	0.635	0.756	0.859	Pk Hr Factor	0.821	0.872	0.813				
7 - 9 Volume	0	0	144	236	380	4 - 6 Volume	0	0	232	144	376
7 - 9 Peak Hour	08:00	07:00	07:15	4 - 6 Peak Hour	16:45	16:30	16:30				
7 - 9 Pk Volume	0	0	81	132	197	4 - 6 Pk Volume	0	0	138	88	221
Pk Hr Factor	0.000	0.000	0.844	0.733	0.849	Pk Hr Factor	0.000	0.000	0.821	0.880	0.825

VOLUME

SR-94 from Lyons Valley Rd to Jefferson Rd

Day: Wednesday
Date: 4/30/2014

City: Jamul
Project #: CA14_4115_033

DAILY TOTALS					NB	SB	EB	WB	Total		
					5,488	5,288	0	0	10,776		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	5	8			13	12:00	73	49			122
00:15	5	13			18	12:15	73	70			143
00:30	3	7			10	12:30	95	77			172
00:45	5	18	5	33	10	12:45	66	307	70	266	136
					51						573
01:00	3	5			8	13:00	67	63			130
01:15	6	5			11	13:15	63	79			142
01:30	2	7			9	13:30	87	72			159
01:45	0	11	5	22	5	13:45	76	293	71	285	147
					33						578
02:00	1	2			3	14:00	68	67			135
02:15	1	3			4	14:15	96	60			156
02:30	3	1			4	14:30	74	69			143
02:45	2	7	4	10	6	14:45	89	327	114	310	203
					17						637
03:00	7	3			10	15:00	69	102			171
03:15	3	4			7	15:15	65	97			162
03:30	8	5			13	15:30	72	135			207
03:45	9	27	0	12	9	15:45	81	287	149	483	230
					39						770
04:00	9	4			13	16:00	64	139			203
04:15	14	5			19	16:15	65	140			205
04:30	15	7			22	16:30	60	163			223
04:45	29	67	4	20	33	16:45	66	255	140	582	206
					87						837
05:00	44	22			66	17:00	57	153			210
05:15	51	13			64	17:15	63	119			182
05:30	89	22			111	17:30	62	150			212
05:45	145	329	19	76	164	17:45	67	249	131	553	198
					405						802
06:00	152	29			181	18:00	49	144			193
06:15	150	27			177	18:15	51	138			189
06:30	162	19			181	18:30	38	128			166
06:45	209	673	38	113	247	18:45	52	190	111	521	163
					786						711
07:00	157	34			191	19:00	33	89			122
07:15	143	47			190	19:15	28	95			123
07:30	146	55			201	19:30	29	65			94
07:45	124	570	44	180	168	19:45	35	125	81	330	116
					750						455
08:00	121	52			173	20:00	30	67			97
08:15	117	49			166	20:15	25	73			98
08:30	107	51			158	20:30	30	74			104
08:45	122	467	51	203	173	20:45	30	115	62	276	92
					670						391
09:00	96	49			145	21:00	28	61			89
09:15	84	39			123	21:15	27	49			76
09:30	99	56			155	21:30	28	48			76
09:45	104	383	41	185	145	21:45	29	112	29	187	58
					568						299
10:00	70	55			125	22:00	12	34			46
10:15	79	65			144	22:15	14	27			41
10:30	95	53			148	22:30	13	27			40
10:45	80	324	52	225	132	22:45	15	54	25	113	40
					549						167
11:00	82	64			146	23:00	11	18			29
11:15	73	60			133	23:15	7	21			28
11:30	64	60			124	23:30	2	12			14
11:45	59	278	57	241	116	23:45	0	20	11	62	11
					519						82
TOTALS	3154	1320			4474	TOTALS	2334	3968			6302
SPLIT %	70.5%	29.5%			41.5%	SPLIT %	37.0%	63.0%			58.5%

DAILY TOTALS					NB	SB	EB	WB	Total
					5,488	5,288	0	0	10,776

AM Peak Hour	06:15	11:45			06:45	PM Peak Hour	14:15	16:15			15:45
AM Pk Volume	678	253			829	PM Pk Volume	328	596			861
Pk Hr Factor	0.811	0.821			0.839	Pk Hr Factor	0.854	0.914			0.936
7 - 9 Volume	1037	383	0	0	1420	4 - 6 Volume	504	1135	0	0	1639
7 - 9 Peak Hour	07:00	08:00			07:00	4 - 6 Peak Hour	16:00	16:15			16:15
7 - 9 Pk Volume	570	203	0	0	750	4 - 6 Pk Volume	255	596	0	0	844
Pk Hr Factor	0.908	0.976	0.000	0.000	0.933	Pk Hr Factor	0.966	0.914	0.000	0.000	0.946

VOLUME

SR-94 from Jefferson Rd to Maxfield Rd

Day: Wednesday
Date: 4/30/2014

City: Jamul
Project #: CA14_4115_034

DAILY TOTALS					NB	SB	EB	WB	Total		
					4,597	4,452	0	0	9,049		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	2	5			7	12:00	69	46			115
00:15	5	6			11	12:15	72	57			129
00:30	1	8			9	12:30	74	69			143
00:45	4	12	2	21	6	12:45	64	279	52	224	116
					33						503
01:00	2	1			3	13:00	51	44			95
01:15	6	6			12	13:15	61	64			125
01:30	2	7			9	13:30	67	58			125
01:45	0	10	4	18	4	13:45	66	245	55	221	121
					28						466
02:00	1	3			4	14:00	63	65			128
02:15	0	2			2	14:15	75	61			136
02:30	2	1			3	14:30	76	59			135
02:45	3	6	4	10	7	14:45	78	292	103	288	181
					16						580
03:00	6	3			9	15:00	49	93			142
03:15	3	4			7	15:15	57	72			129
03:30	6	3			9	15:30	69	114			183
03:45	6	21	0	10	6	15:45	72	247	131	410	203
					31						657
04:00	7	3			10	16:00	56	133			189
04:15	10	4			14	16:15	48	131			179
04:30	13	4			17	16:30	55	127			182
04:45	23	53	6	17	29	16:45	53	212	118	509	171
					70						721
05:00	32	18			50	17:00	50	132			182
05:15	40	13			53	17:15	50	107			157
05:30	77	24			101	17:30	55	119			174
05:45	126	275	17	72	143	17:45	56	211	108	466	164
					347						677
06:00	135	27			162	18:00	38	118			156
06:15	125	24			149	18:15	43	110			153
06:30	138	27			165	18:30	33	105			138
06:45	166	564	41	119	207	18:45	34	148	95	428	129
					683						576
07:00	117	33			150	19:00	22	73			95
07:15	115	27			142	19:15	28	69			97
07:30	132	47			179	19:30	20	53			73
07:45	106	470	28	135	134	19:45	29	99	55	250	84
					605						349
08:00	102	55			157	20:00	24	58			82
08:15	110	34			144	20:15	19	53			72
08:30	77	50			127	20:30	27	58			85
08:45	96	385	48	187	144	20:45	27	97	57	226	84
					572						323
09:00	77	56			133	21:00	24	49			73
09:15	70	35			105	21:15	23	42			65
09:30	87	40			127	21:30	26	33			59
09:45	76	310	40	171	116	21:45	21	94	23	147	44
					481						241
10:00	54	34			88	22:00	13	23			36
10:15	73	61			134	22:15	11	19			30
10:30	77	44			121	22:30	12	19			31
10:45	70	274	48	187	118	22:45	14	50	20	81	34
					461						131
11:00	66	53			119	23:00	8	17			25
11:15	57	41			98	23:15	5	22			27
11:30	52	60			112	23:30	2	9			11
11:45	53	228	46	200	99	23:45	0	15	7	55	7
					428						70
TOTALS	2608	1147			3755	TOTALS	1989	3305			5294
SPLIT %	69.5%	30.5%			41.5%	SPLIT %	37.6%	62.4%			58.5%

DAILY TOTALS					NB	SB	EB	WB	Total
					4,597	4,452	0	0	9,049

AM Peak Hour	06:00	11:45			06:00	PM Peak Hour	14:00	15:45			15:30
AM Pk Volume	564	218			683	PM Pk Volume	292	522			754
Pk Hr Factor	0.849	0.790			0.825	Pk Hr Factor	0.936	0.981			0.929
7 - 9 Volume	855	322	0	0	1177	4 - 6 Volume	423	975	0	0	1398
7 - 9 Peak Hour	07:00	08:00			07:30	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	470	187	0	0	614	4 - 6 Pk Volume	212	509	0	0	721
Pk Hr Factor	0.890	0.850	0.000	0.000	0.858	Pk Hr Factor	0.946	0.957	0.000	0.000	0.954

VOLUME

SR-94 from Maxfield Rd to Melody Rd

Day: Wednesday
Date: 4/30/2014

City: Jamul
Project #: CA14_4115_035

DAILY TOTALS					NB	SB	EB	WB	Total		
					4,072	3,952	0	0	8,024		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	3	6			9	12:00	50	35			85
00:15	3	6			9	12:15	68	37			105
00:30	1	5			6	12:30	59	48			107
00:45	3	10	1	18	4	12:45	51	228	49	169	100
01:00	2	1			3	13:00	46	42			88
01:15	5	6			11	13:15	53	57			110
01:30	2	4			6	13:30	51	52			103
01:45	0	9	5	16	5	13:45	54	204	43	194	97
02:00	1	3			4	14:00	53	59			112
02:15	1	1			2	14:15	65	48			113
02:30	2	1			3	14:30	68	53			121
02:45	3	7	3	8	6	14:45	62	248	96	256	158
03:00	6	2			8	15:00	41	81			122
03:15	3	5			8	15:15	53	64			117
03:30	6	4			10	15:30	68	93			161
03:45	7	22	0	11	7	15:45	57	219	116	354	173
04:00	7	4			11	16:00	47	119			166
04:15	11	4			15	16:15	49	113			162
04:30	13	3			16	16:30	46	113			159
04:45	22	53	6	17	28	16:45	41	183	122	467	163
05:00	30	17			47	17:00	43	116			159
05:15	38	12			50	17:15	46	102			148
05:30	75	24			99	17:30	46	105			151
05:45	127	270	15	68	142	17:45	39	174	102	425	141
06:00	121	27			148	18:00	30	109			139
06:15	118	23			141	18:15	36	101			137
06:30	135	24			159	18:30	25	98			123
06:45	152	526	37	111	189	18:45	25	116	89	397	114
07:00	111	33			144	19:00	21	67			88
07:15	119	32			151	19:15	20	61			81
07:30	111	45			156	19:30	18	47			65
07:45	98	439	33	143	131	19:45	27	86	52	227	79
08:00	89	43			132	20:00	24	52			76
08:15	92	42			134	20:15	14	44			58
08:30	80	37			117	20:30	23	55			78
08:45	73	334	43	165	116	20:45	24	85	53	204	77
09:00	81	45			126	21:00	21	46			67
09:15	57	32			89	21:15	25	38			63
09:30	75	31			106	21:30	25	29			54
09:45	72	285	27	135	99	21:45	21	92	22	135	43
10:00	46	28			74	22:00	14	21			35
10:15	67	47			114	22:15	11	19			30
10:30	54	32			86	22:30	12	22			34
10:45	59	226	42	149	101	22:45	11	48	19	81	30
11:00	56	44			100	23:00	8	15			23
11:15	50	27			77	23:15	5	20			25
11:30	42	48			90	23:30	1	9			10
11:45	46	194	33	152	79	23:45	0	14	6	50	6
TOTALS	2375	993			3368	TOTALS	1697	2959			4656
SPLIT %	70.5%	29.5%			42.0%	SPLIT %	36.4%	63.6%			58.0%

DAILY TOTALS					NB	SB	EB	WB	Total
					4,072	3,952	0	0	8,024

AM Peak Hour	06:00	08:15			06:30	PM Peak Hour	14:00	16:00			15:30
AM Pk Volume	526	167			643	PM Pk Volume	248	467			662
Pk Hr Factor	0.865	0.928			0.851	Pk Hr Factor	0.912	0.957			0.957
7 - 9 Volume	773	308	0	0	1081	4 - 6 Volume	357	892	0	0	1249
7 - 9 Peak Hour	07:00	08:00			07:00	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	439	165	0	0	582	4 - 6 Pk Volume	183	467	0	0	650
Pk Hr Factor	0.922	0.959	0.000	0.000	0.933	Pk Hr Factor	0.934	0.957	0.000	0.000	0.979

VOLUME

SR-94 from Melody Rd to Otay Lakes Rd

Day: Wednesday
Date: 4/30/2014City: Jamul
Project #: CA14_4115_036

DAILY TOTALS					NB	SB	EB	WB	Total		
					3,562	3,383	0	0	6,945		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	3	8			11	12:00	48	34			82
00:15	4	2			6	12:15	52	53			105
00:30	1	4			5	12:30	52	32			84
00:45	2	10	4	18	6	12:45	45	197	44	163	89
01:00	4	3			7	13:00	42	46			88
01:15	2	3			5	13:15	56	41			97
01:30	2	1			3	13:30	43	49			92
01:45	1	9	3	10	4	13:45	58	199	35	171	93
02:00	2	1			3	14:00	39	35			74
02:15	3	2			5	14:15	71	64			135
02:30	1	4			5	14:30	72	48			120
02:45	4	10	0	7	4	14:45	47	229	38	185	85
03:00	2	5			7	15:00	45	62			107
03:15	4	1			5	15:15	41	69			110
03:30	3	5			8	15:30	42	105			147
03:45	6	15	1	12	7	15:45	34	162	89	325	123
04:00	10	2			12	16:00	30	114			144
04:15	16	1			17	16:15	41	101			142
04:30	19	3			22	16:30	35	100			135
04:45	30	75	4	10	34	16:45	29	135	96	411	125
05:00	24	9			33	17:00	30	99			129
05:15	52	6			58	17:15	37	93			130
05:30	97	9			106	17:30	43	90			133
05:45	118	291	11	35	129	17:45	23	133	96	378	119
06:00	107	22			129	18:00	44	93			137
06:15	107	19			126	18:15	21	92			113
06:30	113	26			139	18:30	22	76			98
06:45	99	426	26	93	125	18:45	29	116	62	323	91
07:00	99	35			134	19:00	29	56			85
07:15	95	34			129	19:15	29	51			80
07:30	75	33			108	19:30	19	39			58
07:45	75	344	25	127	100	19:45	16	93	45	191	61
08:00	67	35			102	20:00	15	52			67
08:15	94	17			111	20:15	24	32			56
08:30	71	46			117	20:30	12	43			55
08:45	53	285	29	127	82	20:45	16	67	28	155	44
09:00	56	33			89	21:00	17	27			44
09:15	54	43			97	21:15	24	38			62
09:30	64	24			88	21:30	18	29			47
09:45	49	223	41	141	90	21:45	21	80	32	126	53
10:00	57	27			84	22:00	13	24			37
10:15	41	22			63	22:15	8	15			23
10:30	50	36			86	22:30	13	4			17
10:45	46	194	37	122	83	22:45	13	47	7	50	20
11:00	41	32			73	23:00	12	8			20
11:15	45	41			86	23:15	8	11			19
11:30	43	44			87	23:30	5	10			15
11:45	59	188	45	162	104	23:45	9	34	12	41	21
TOTALS	2070	864			2934	TOTALS	1492	2519			4011
SPLIT %	70.6%	29.4%			42.2%	SPLIT %	37.2%	62.8%			57.8%

DAILY TOTALS					NB	SB	EB	WB	Total
					3,562	3,383	0	0	6,945
AM Peak Hour	05:45	11:30			06:30	PM Peak Hour	13:45	16:00	15:30
AM Pk Volume	445	176			527	PM Pk Volume	240	411	556
Pk Hr Factor	0.943	0.830			0.948	Pk Hr Factor	0.833	0.901	0.946
7 - 9 Volume	629	254	0	0	883	4 - 6 Volume	268	789	1057
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:45	16:00	16:00
7 - 9 Pk Volume	344	127	0	0	471	4 - 6 Pk Volume	139	411	546
Pk Hr Factor	0.869	0.907	0.000	0.000	0.879	Pk Hr Factor	0.808	0.901	0.948

VOLUME

SR-94 S/o Otay Lakes Rd

Day: Wednesday
Date: 4/30/2014

City: Jamul
Project #: CA14_4115_037

DAILY TOTALS					NB	SB	EB	WB	Total
					3,596	3,368	0	0	6,964

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	1	8			9	12:00	41	41			82	
00:15	3	4			7	12:15	55	41			96	
00:30	4	5			9	12:30	46	29			75	
00:45	3	11	3	20	6	12:45	44	186	33	144	77	330
01:00	4	4			8	13:00	33	35			68	
01:15	3	5			8	13:15	51	44			95	
01:30	4	4			8	13:30	44	30			74	
01:45	5	16	4	17	9	13:45	56	184	39	148	95	332
02:00	1	4			5	14:00	33	33			66	
02:15	5	2			7	14:15	67	58			125	
02:30	2	5			7	14:30	64	41			105	
02:45	4	12	1	12	5	14:45	39	203	21	153	60	356
03:00	4	4			8	15:00	49	68			117	
03:15	4	5			9	15:15	49	66			115	
03:30	7	6			13	15:30	40	95			135	
03:45	9	24	3	18	12	15:45	34	172	101	330	135	502
04:00	8	3			11	16:00	34	125			159	
04:15	15	5			20	16:15	39	110			149	
04:30	14	3			17	16:30	31	106			137	
04:45	32	69	4	15	36	16:45	32	136	112	453	144	589
05:00	27	9			36	17:00	23	91			114	
05:15	61	6			67	17:15	33	113			146	
05:30	112	13			125	17:30	36	105			141	
05:45	132	332	13	41	145	17:45	26	118	95	404	121	522
06:00	127	26			153	18:00	35	95			130	
06:15	117	19			136	18:15	18	94			112	
06:30	143	25			168	18:30	22	85			107	
06:45	97	484	23	93	120	18:45	27	102	64	338	91	440
07:00	106	34			140	19:00	27	64			91	
07:15	105	20			125	19:15	24	47			71	
07:30	96	19			115	19:30	16	48			64	
07:45	99	406	33	106	132	19:45	22	89	44	203	66	292
08:00	63	36			99	20:00	13	45			58	
08:15	71	21			92	20:15	16	35			51	
08:30	61	31			92	20:30	8	36			44	
08:45	43	238	36	124	79	20:45	19	56	30	146	49	202
09:00	59	37			96	21:00	17	27			44	
09:15	63	39			102	21:15	23	38			61	
09:30	51	28			79	21:30	22	29			51	
09:45	45	218	33	137	78	21:45	26	88	30	124	56	212
10:00	61	27			88	22:00	15	22			37	
10:15	36	21			57	22:15	10	18			28	
10:30	38	31			69	22:30	15	6			21	
10:45	46	181	36	115	82	22:45	15	55	7	53	22	108
11:00	49	25			74	23:00	12	6			18	
11:15	48	34			82	23:15	10	10			20	
11:30	31	41			72	23:30	7	8			15	
11:45	51	179	37	137	88	23:45	8	37	13	37	21	74
TOTALS	2170	835			3005	TOTALS	1426	2533			3959	
SPLIT %	72.2%	27.8%			43.2%	SPLIT %	36.0%	64.0%			56.8%	

DAILY TOTALS					NB	SB	EB	WB	Total
					3,596	3,368	0	0	6,964

AM Peak Hour	05:45	11:30			05:45	PM Peak Hour	13:45	16:00			16:00
AM Pk Volume	519	160			602	PM Pk Volume	220	453			589
Pk Hr Factor	0.907	0.976			0.896	Pk Hr Factor	0.821	0.906			0.926
7 - 9 Volume	644	230	0	0	874	4 - 6 Volume	254	857	0	0	1111
7 - 9 Peak Hour	07:00	08:00			07:00	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	406	124	0	0	512	4 - 6 Pk Volume	136	453	0	0	589
Pk Hr Factor	0.958	0.861	0.000	0.000	0.914	Pk Hr Factor	0.872	0.906	0.000	0.000	0.926

VOLUME

Proctor Valley Rd from Lane Ave to Hunte Pkwy

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_001

DAILY TOTALS					NB	SB						Total			
					0	0						14,155			
							7,331			6,824					
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			12	5	17		12:00			77	66	143			
00:15			4	2	6		12:15			67	67	134			
00:30			6	4	10		12:30			71	68	139			
00:45			6	28	3	14	12:45			73	288	56	257	129	545
01:00			7	1	8		13:00			65	65	130			
01:15			8	3	11		13:15			62	84	146			
01:30			2	1	3		13:30			79	76	155			
01:45			1	18	0	5	13:45			81	287	82	307	163	594
02:00			4	1	5		14:00			89	80	169			
02:15			4	0	4		14:15			122	98	220			
02:30			5	0	5		14:30			105	98	203			
02:45			3	16	3	4	14:45			136	452	116	392	252	844
03:00			1	6	7		15:00			164	83	247			
03:15			2	2	4		15:15			214	184	398			
03:30			3	4	7		15:30			183	235	418			
03:45			1	7	6	18	15:45			155	716	137	639	292	1355
04:00			4	8	12		16:00			148	110	258			
04:15			2	12	14		16:15			149	111	260			
04:30			1	10	11		16:30			167	83	250			
04:45			5	12	20	50	16:45			152	616	109	413	261	1029
05:00			4	30	34		17:00			155	102	257			
05:15			2	46	48		17:15			151	101	252			
05:30			6	44	50		17:30			179	99	278			
05:45			12	24	65	185	17:45			142	627	101	403	243	1030
06:00			17	79	96		18:00			162	110	272			
06:15			23	88	111		18:15			148	91	239			
06:30			40	128	168		18:30			123	100	223			
06:45			61	141	147	442	18:45			129	562	96	397	225	959
07:00			78	159	237		19:00			131	66	197			
07:15			76	176	252		19:15			131	78	209			
07:30			149	223	372		19:30			102	57	159			
07:45			212	515	252	810	19:45			95	459	60	261	155	720
08:00			272	310	582		20:00			108	59	167			
08:15			145	208	353		20:15			87	47	134			
08:30			151	156	307		20:30			80	46	126			
08:45			172	740	120	794	20:45			90	365	38	190	128	555
09:00			125	124	249		21:00			75	43	118			
09:15			115	80	195		21:15			78	33	111			
09:30			109	108	217		21:30			70	34	104			
09:45			102	451	91	403	21:45			48	271	25	135	73	406
10:00			75	86	161		22:00			52	23	75			
10:15			65	72	137		22:15			43	20	63			
10:30			64	63	127		22:30			36	23	59			
10:45			64	268	72	293	22:45			23	154	12	78	35	232
11:00			56	59	115		23:00			16	12	28			
11:15			58	82	140		23:15			23	8	31			
11:30			62	76	138		23:30			16	5	21			
11:45			68	244	86	303	23:45			15	70	6	31	21	101
TOTALS				2464		3321	TOTALS				4867		3503		8370
SPLIT %				42.6%		57.4%	SPLIT %				58.1%		41.9%		59.1%

DAILY TOTALS					NB	SB						Total
					0	0						14,155
							7,331			6,824		
AM Peak Hour			07:45	07:30	07:30		PM Peak Hour			15:00	15:15	15:15
AM Pk Volume			780	993	1771		PM Pk Volume			716	666	1366
Pk Hr Factor			0.717	0.801	0.761		Pk Hr Factor			0.836	0.709	0.817
7 - 9 Volume	0	0	1255	1604	2859		4 - 6 Volume	0	0	1243	816	2059
7 - 9 Peak Hour			07:45	07:30	07:30		4 - 6 Peak Hour			16:45	16:00	16:45
7 - 9 Pk Volume	0	0	780	993	1771		4 - 6 Pk Volume	0	0	637	413	1048
Pk Hr Factor	0.000	0.000	0.717	0.801	0.761		Pk Hr Factor	0.000	0.000	0.890	0.930	0.942

VOLUME

Telegraph Canyon Rd from I-805 SB Ramps to I-805 NB Ramps

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_002

DAILY TOTALS					NB	SB						Total		
					0	0						55,247		
					36,872					18,375				
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			116	35	151		12:00			446	254	700		
00:15			86	42	128		12:15			461	246	707		
00:30			66	32	98		12:30			479	261	740		
00:45			79	347	30	139	12:45			484	1870	239	1000	723 2870
01:00			56	20	76		13:00			493	245	738		
01:15			56	24	80		13:15			465	265	730		
01:30			38	19	57		13:30			541	292	833		
01:45			37	187	16	79	13:45			531	2030	272	1074	803 3104
02:00			29	19	48		14:00			525	287	812		
02:15			37	20	57		14:15			625	288	913		
02:30			48	8	56		14:30			649	363	1012		
02:45			27	141	8	55	14:45			625	2424	388	1326	1013 3750
03:00			34	15	49		15:00			668	343	1011		
03:15			40	17	57		15:15			691	375	1066		
03:30			45	9	54		15:30			666	334	1000		
03:45			33	152	7	48	15:45			662	2687	330	1382	992 4069
04:00			61	9	70		16:00			691	347	1038		
04:15			73	17	90		16:15			722	310	1032		
04:30			104	21	125		16:30			735	316	1051		
04:45			107	345	23	70	16:45			729	2877	304	1277	1033 4154
05:00			143	26	169		17:00			745	353	1098		
05:15			220	52	272		17:15			708	367	1075		
05:30			243	94	337		17:30			767	335	1102		
05:45			262	868	89	261	17:45			696	2916	341	1396	1037 4312
06:00			293	107	400		18:00			644	269	913		
06:15			364	129	493		18:15			648	279	927		
06:30			461	169	630		18:30			643	255	898		
06:45			504	1622	233	638	18:45			635	2570	243	1046	878 3616
07:00			480	293	773		19:00			505	248	753		
07:15			496	327	823		19:15			495	223	718		
07:30			560	456	1016		19:30			489	216	705		
07:45			564	2100	472	1548	19:45			443	1932	211	898	654 2830
08:00			608	344	952		20:00			482	216	698		
08:15			557	266	823		20:15			398	212	610		
08:30			538	283	821		20:30			387	176	563		
08:45			528	2231	290	1183	20:45			385	1652	240	844	625 2496
09:00			472	251	723		21:00			394	193	587		
09:15			406	268	674		21:15			355	152	507		
09:30			431	219	650		21:30			306	143	449		
09:45			411	1720	225	963	21:45			288	1343	119	607	407 1950
10:00			412	202	614		22:00			261	131	392		
10:15			389	203	592		22:15			243	111	354		
10:30			410	244	654		22:30			220	91	311		
10:45			397	1608	256	905	22:45			210	934	79	412	289 1346
11:00			402	260	662		23:00			173	69	242		
11:15			431	264	695		23:15			152	58	210		
11:30			480	246	726		23:30			150	58	208		
11:45			425	1738	221	991	23:45			103	578	48	233	151 811
TOTALS			13059	6880	19939		TOTALS			23813	11495	35308		
SPLIT %			65.5%	34.5%	36.1%		SPLIT %			67.4%	32.6%	63.9%		

DAILY TOTALS					NB	SB						Total		
					0	0						55,247		
					36,872					18,375				

AM Peak Hour			07:30	07:15	07:15		PM Peak Hour			16:45	14:30	17:00	
AM Pk Volume			2289	1599	3827		PM Pk Volume			2949	1469	4312	
Pk Hr Factor			0.941	0.847	0.924		Pk Hr Factor			0.961	0.947	0.978	
7 - 9 Volume	0	0	4331	2731	7062		4 - 6 Volume	0	0	5793	2673	8466	
7 - 9 Peak Hour			07:30	07:15	07:15		4 - 6 Peak Hour			16:45	17:00	17:00	
7 - 9 Pk Volume	0	0	2289	1599	3827		4 - 6 Pk Volume	0	0	2949	1396	4312	
Pk Hr Factor	0.000	0.000	0.941	0.847	0.924		Pk Hr Factor	0.000	0.000	0.961	0.951	0.978	

VOLUME

Telegraph Canyon Rd from I-805 NB Ramps to Oleander Ave

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_003

DAILY TOTALS					NB	SB	EB		WB	Total				
					0	0	29,116	30,499	59,615					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			66	41	107	12:00			358	395	753			
00:15			61	46	107	12:15			385	406	791			
00:30			56	46	102	12:30			359	430	789			
00:45			44	227	33	166	12:45		381	1483	350	1581	731	3064
01:00			40	32	72	13:00			402	411	813			
01:15			43	33	76	13:15			355	428	783			
01:30			31	31	62	13:30			459	437	896			
01:45			35	149	25	121	13:45		450	1666	391	1667	841	3333
02:00			20	21	41	14:00			446	409	855			
02:15			28	27	55	14:15			507	445	952			
02:30			38	17	55	14:30			549	503	1052			
02:45			19	105	21	86	14:45		507	2009	453	1810	960	3819
03:00			32	37	69	15:00			523	509	1032			
03:15			18	44	62	15:15			552	495	1047			
03:30			32	53	85	15:30			561	506	1067			
03:45			20	102	52	186	15:45		545	2181	463	1973	1008	4154
04:00			33	69	102	16:00			558	446	1004			
04:15			38	90	128	16:15			622	479	1101			
04:30			36	120	156	16:30			617	515	1132			
04:45			46	153	140	419	16:45		584	2381	450	1890	1034	4271
05:00			52	235	287	17:00			607	519	1126			
05:15			86	306	392	17:15			633	536	1169			
05:30			103	393	496	17:30			663	505	1168			
05:45			115	356	467	1401	17:45		667	2570	477	2037	1144	4607
06:00			157	451	608	18:00			503	417	920			
06:15			235	335	570	18:15			480	383	863			
06:30			367	446	813	18:30			516	385	901			
06:45			360	1119	479	1711	18:45		486	1985	324	1509	810	3494
07:00			372	585	957	19:00			400	361	761			
07:15			471	587	1058	19:15			384	315	699			
07:30			507	635	1142	19:30			371	357	728			
07:45			531	1881	740	2547	19:45		363	1518	294	1327	657	2845
08:00			448	528	976	20:00			342	309	651			
08:15			515	546	1061	20:15			306	275	581			
08:30			449	634	1083	20:30			293	272	565			
08:45			427	1839	511	2219	20:45		288	1229	301	1157	589	2386
09:00			377	454	831	21:00			295	258	553			
09:15			334	485	819	21:15			263	221	484			
09:30			341	405	746	21:30			234	171	405			
09:45			337	1389	392	1736	21:45		238	1030	166	816	404	1846
10:00			324	398	722	22:00			165	170	335			
10:15			282	387	669	22:15			200	154	354			
10:30			330	375	705	22:30			174	144	318			
10:45			308	1244	430	1590	22:45		175	714	113	581	288	1295
11:00			332	442	774	23:00			115	113	228			
11:15			327	389	716	23:15			105	89	194			
11:30			394	402	796	23:30			99	92	191			
11:45			327	1380	387	1620	23:45		87	406	55	349	142	755
TOTALS			9944	13802	23746	TOTALS			19172	16697	35869			
SPLIT %			41.9%	58.1%	39.8%	SPLIT %			53.5%	46.5%	60.2%			

DAILY TOTALS					NB	SB	EB		WB	Total	
					0	0	29,116	30,499	59,615		
AM Peak Hour			07:30	07:00	07:30	PM Peak Hour			17:00	17:00	17:00
AM Pk Volume			2001	2547	4450	PM Pk Volume			2570	2037	4607
Pk Hr Factor			0.942	0.860	0.875	Pk Hr Factor			0.963	0.950	0.985
7 - 9 Volume	0	0	3720	4766	8486	4 - 6 Volume	0	0	4951	3927	8878
7 - 9 Peak Hour			07:30	07:00	07:30	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	2001	2547	4450	4 - 6 Pk Volume	0	0	2570	2037	4607
Pk Hr Factor	0.000	0.000	0.942	0.860	0.875	Pk Hr Factor	0.000	0.000	0.963	0.950	0.985

VOLUME

Telegraph Canyon Rd from Oleander Ave to Medical Center Dr

Day: Wednesday
Date: 4/30/2014City: Chula Vista
Project #: CA14_4115_004

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	27,999	27,777	55,776			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			33	35	68	12:00			342	371	713	
00:15			28	43	71	12:15			346	358	704	
00:30			14	33	47	12:30			337	368	705	
00:45			33	108	26	12:45			355	1380	312	1409
01:00			47	20	67	13:00			391	353	744	
01:15			36	28	64	13:15			318	359	677	
01:30			32	26	58	13:30			414	405	819	
01:45			30	145	18	13:45			413	1536	350	1467
02:00			20	15	35	14:00			436	391	827	
02:15			24	21	45	14:15			490	418	908	
02:30			32	16	48	14:30			507	442	949	
02:45			13	89	15	14:45			490	1923	428	1679
03:00			26	33	59	15:00			485	466	951	
03:15			19	44	63	15:15			568	466	1034	
03:30			26	43	69	15:30			550	451	1001	
03:45			21	92	47	15:45			537	2140	424	1807
04:00			32	56	88	16:00			566	425	991	
04:15			33	80	113	16:15			617	435	1052	
04:30			31	103	134	16:30			579	486	1065	
04:45			35	131	124	16:45			608	2370	470	1816
05:00			50	201	251	17:00			615	471	1086	
05:15			67	245	312	17:15			623	480	1103	
05:30			98	347	445	17:30			609	426	1035	
05:45			114	329	411	17:45			667	2514	429	1806
06:00			141	382	523	18:00			493	417	910	
06:15			209	320	529	18:15			501	372	873	
06:30			378	389	767	18:30			517	344	861	
06:45			347	1075	392	18:45			504	2015	292	1425
07:00			367	497	864	19:00			425	335	760	
07:15			427	540	967	19:15			374	323	697	
07:30			486	669	1155	19:30			386	304	690	
07:45			522	1802	673	19:45			376	1561	275	1237
08:00			425	528	953	20:00			355	335	690	
08:15			494	536	1030	20:15			316	253	569	
08:30			453	549	1002	20:30			326	245	571	
08:45			425	1797	535	20:45			264	1261	278	1111
09:00			339	393	732	21:00			290	227	517	
09:15			315	445	760	21:15			278	197	475	
09:30			349	378	727	21:30			232	138	370	
09:45			295	1298	345	21:45			217	1017	148	710
10:00			293	330	623	22:00			175	162	337	
10:15			272	350	622	22:15			175	124	299	
10:30			336	362	698	22:30			169	135	304	
10:45			307	1208	398	22:45			159	678	92	513
11:00			282	384	666	23:00			106	100	206	
11:15			302	335	637	23:15			41	78	119	
11:30			365	356	721	23:30			42	82	124	
11:45			342	1291	378	23:45			50	239	43	303
TOTALS			9365	12494	21859	TOTALS			18634	15283	33917	
SPLIT %			42.8%	57.2%	39.2%	SPLIT %			54.9%	45.1%	60.8%	

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	27,999	27,777	55,776		
AM Peak Hour			07:30	07:15	07:30	PM Peak Hour			17:00	16:30	16:30
AM Pk Volume			1927	2410	4333	PM Pk Volume			2514	1907	4332
Pk Hr Factor			0.923	0.895	0.906	Pk Hr Factor			0.942	0.981	0.982
7 - 9 Volume	0	0	3599	4527	8126	4 - 6 Volume	0	0	4884	3622	8506
7 - 9 Peak Hour			07:30	07:15	07:30	4 - 6 Peak Hour			17:00	16:30	16:30
7 - 9 Pk Volume	0	0	1927	2410	4333	4 - 6 Pk Volume	0	0	2514	1907	4332
Pk Hr Factor	0.000	0.000	0.923	0.895	0.906	Pk Hr Factor	0.000	0.000	0.942	0.981	0.982

VOLUME

Telegraph Canyon Rd from Medical Center Dr to Paseo Ladera

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_005

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	24,730	22,756	47,486			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			70	22	92	12:00			299	310	609	
00:15			62	23	85	12:15			284	315	599	
00:30			47	14	61	12:30			277	308	585	
00:45			45	224	15	74	12:45		327	1187	279	1212
01:00			38	12	50	13:00			320	312	632	
01:15			29	11	40	13:15			283	290	573	
01:30			34	14	48	13:30			344	329	673	
01:45			28	129	10	47	13:45		366	1313	311	1242
02:00			17	6	23	14:00			374	329	703	
02:15			19	11	30	14:15			408	367	775	
02:30			28	2	30	14:30			423	401	824	
02:45			13	77	6	25	14:45		452	1657	425	1522
03:00			19	18	37	15:00			462	417	879	
03:15			16	17	33	15:15			475	402	877	
03:30			24	14	38	15:30			476	374	850	
03:45			19	78	22	71	15:45		501	1914	387	1580
04:00			25	21	46	16:00			542	360	902	
04:15			34	37	71	16:15			573	368	941	
04:30			27	42	69	16:30			561	353	914	
04:45			32	118	58	158	16:45		568	2244	423	1504
05:00			35	103	138	17:00			580	421	1001	
05:15			52	133	185	17:15			545	406	951	
05:30			68	179	247	17:30			562	380	942	
05:45			84	239	237	652	17:45		581	2268	327	1534
06:00			102	238	340	18:00			442	347	789	
06:15			152	188	340	18:15			419	317	736	
06:30			303	275	578	18:30			475	285	760	
06:45			314	871	350	1051	18:45		442	1778	279	1228
07:00			414	460	874	19:00			358	291	649	
07:15			391	503	894	19:15			336	288	624	
07:30			474	638	1112	19:30			325	248	573	
07:45			432	1711	605	2206	19:45		319	1338	216	1043
08:00			375	507	882	20:00			291	266	557	
08:15			414	516	930	20:15			273	190	463	
08:30			367	504	871	20:30			273	176	449	
08:45			392	1548	418	1945	20:45		224	1061	205	837
09:00			294	344	638	21:00			254	142	396	
09:15			260	406	666	21:15			237	167	404	
09:30			295	313	608	21:30			189	97	286	
09:45			252	1101	314	1377	21:45		192	872	93	499
10:00			227	278	505	22:00			155	102	257	
10:15			246	311	557	22:15			146	69	215	
10:30			281	321	602	22:30			123	84	207	
10:45			239	993	359	1269	22:45		120	544	57	312
11:00			248	330	578	23:00			106	49	155	
11:15			242	291	533	23:15			105	30	135	
11:30			313	286	599	23:30			87	36	123	
11:45			280	1083	325	1232	23:45		84	382	21	136
TOTALS			8172	10107	18279	TOTALS			16558	12649	29207	
SPLIT %			44.7%	55.3%	38.5%	SPLIT %			56.7%	43.3%	61.5%	

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	24,730	22,756	47,486		
AM Peak Hour			07:00	07:30	07:30	PM Peak Hour			16:15	14:30	16:45
AM Pk Volume			1711	2266	3961	PM Pk Volume			2282	1645	3885
Pk Hr Factor			0.902	0.888	0.891	Pk Hr Factor			0.984	0.968	0.970
7 - 9 Volume	0	0	3259	4151	7410	4 - 6 Volume	0	0	4512	3038	7550
7 - 9 Peak Hour			07:00	07:30	07:30	4 - 6 Peak Hour			16:15	16:45	16:45
7 - 9 Pk Volume	0	0	1711	2266	3961	4 - 6 Pk Volume	0	0	2282	1630	3885
Pk Hr Factor	0.000	0.000	0.902	0.888	0.891	Pk Hr Factor	0.000	0.000	0.984	0.963	0.970

VOLUME

Telegraph Canyon Rd from Paseo Ladera to Paseo Ranchero/Heritage Rd

Day: Wednesday
Date: 4/30/2014City: Chula Vista
Project #: CA14_4115_006

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	22,387	22,017	44,404					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			63	31	94	12:00			266	293	559			
00:15			50	34	84	12:15			263	289	552			
00:30			41	25	66	12:30			253	268	521			
00:45			40	194	14	104	12:45		286	1068	272	1122	558	2190
01:00			29	18	47	13:00			293	284	577			
01:15			21	23	44	13:15			268	287	555			
01:30			23	17	40	13:30			308	292	600			
01:45			24	97	15	73	13:45		347	1216	276	1139	623	2355
02:00			12	12	24	14:00			330	302	632			
02:15			14	17	31	14:15			391	354	745			
02:30			21	9	30	14:30			427	359	786			
02:45			12	59	12	50	14:45		386	1534	418	1433	804	2967
03:00			8	26	34	15:00			412	369	781			
03:15			17	28	45	15:15			431	360	791			
03:30			21	29	50	15:30			457	393	850			
03:45			17	63	37	120	15:45		424	1724	335	1457	759	3181
04:00			17	43	60	16:00			457	329	786			
04:15			32	69	101	16:15			492	345	837			
04:30			23	84	107	16:30			491	331	822			
04:45			29	101	96	292	16:45		483	1923	401	1406	884	3329
05:00			29	156	185	17:00			515	397	912			
05:15			44	188	232	17:15			471	374	845			
05:30			56	243	299	17:30			488	360	848			
05:45			79	208	288	875	17:45		554	2028	314	1445	868	3473
06:00			75	263	338	18:00			373	312	685			
06:15			138	262	400	18:15			383	299	682			
06:30			293	300	593	18:30			411	283	694			
06:45			316	822	339	1164	18:45		385	1552	250	1144	635	2696
07:00			380	379	759	19:00			341	260	601			
07:15			398	451	849	19:15			308	258	566			
07:30			436	555	991	19:30			291	244	535			
07:45			463	1677	524	1909	19:45		282	1222	238	1000	520	2222
08:00			345	415	760	20:00			242	257	499			
08:15			365	429	794	20:15			246	210	456			
08:30			375	392	767	20:30			245	217	462			
08:45			372	1457	365	1601	20:45		183	916	235	919	418	1835
09:00			293	309	602	21:00			200	199	399			
09:15			251	361	612	21:15			207	171	378			
09:30			279	274	553	21:30			169	130	299			
09:45			222	1045	270	1214	21:45		147	723	132	632	279	1355
10:00			232	243	475	22:00			124	134	258			
10:15			215	290	505	22:15			123	97	220			
10:30			269	296	565	22:30			108	105	213			
10:45			225	941	336	1165	22:45		104	459	76	412	180	871
11:00			242	298	540	23:00			95	68	163			
11:15			230	265	495	23:15			84	45	129			
11:30			294	299	593	23:30			79	48	127			
11:45			263	1029	290	1152	23:45		71	329	28	189	99	518
TOTALS			7693	9719	17412	TOTALS			14694	12298	26992			
SPLIT %			44.2%	55.8%	39.2%	SPLIT %			54.4%	45.6%	60.8%			

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	22,387	22,017	44,404		
AM Peak Hour			07:00	07:15	07:15	PM Peak Hour			17:00	14:45	16:45
AM Pk Volume			1677	1945	3587	PM Pk Volume			2028	1540	3489
Pk Hr Factor			0.906	0.876	0.905	Pk Hr Factor			0.915	0.921	0.956
7 - 9 Volume	0	0	3134	3510	6644	4 - 6 Volume	0	0	3951	2851	6802
7 - 9 Peak Hour			07:00	07:15	07:15	4 - 6 Peak Hour			17:00	16:45	16:45
7 - 9 Pk Volume	0	0	1677	1945	3587	4 - 6 Pk Volume	0	0	2028	1532	3489
Pk Hr Factor	0.000	0.000	0.906	0.876	0.905	Pk Hr Factor	0.000	0.000	0.915	0.955	0.956

VOLUME

Telegraph Canyon Rd from Paseo Ranchero/Heritage Rd to La Media Rd

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_007

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	18,641	16,854	35,495			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			47	12	59	12:00			228	249	477	
00:15			41	9	50	12:15			214	251	465	
00:30			40	23	63	12:30			209	236	445	
00:45			28	156	8	12:45			270	921	229	965
01:00			21	15	36	13:00			224	261	485	
01:15			19	24	43	13:15			226	285	511	
01:30			18	13	31	13:30			256	278	534	
01:45			17	75	12	13:45			280	986	292	1116
02:00			14	8	22	14:00			276	274	550	
02:15			8	12	20	14:15			304	292	596	
02:30			17	9	26	14:30			346	355	701	
02:45			10	49	9	14:45			313	1239	355	1276
03:00			11	21	32	15:00			349	308	657	
03:15			13	20	33	15:15			371	295	666	
03:30			17	13	30	15:30			366	333	699	
03:45			21	62	16	15:45			322	1408	301	1237
04:00			19	27	46	16:00			376	312	688	
04:15			35	38	73	16:15			381	266	647	
04:30			27	52	79	16:30			401	336	737	
04:45			25	106	66	16:45			379	1537	323	1237
05:00			37	99	136	17:00			385	354	739	
05:15			46	118	164	17:15			373	356	729	
05:30			60	135	195	17:30			402	353	755	
05:45			70	213	149	17:45			403	1563	263	1326
06:00			75	167	242	18:00			328	245	573	
06:15			115	173	288	18:15			301	208	509	
06:30			248	197	445	18:30			323	201	524	
06:45			284	722	245	18:45			300	1252	165	819
07:00			313	350	663	19:00			278	188	466	
07:15			385	356	741	19:15			237	160	397	
07:30			407	421	828	19:30			249	142	391	
07:45			467	1572	326	19:45			229	993	142	632
08:00			301	324	625	20:00			205	146	351	
08:15			309	297	606	20:15			178	102	280	
08:30			351	261	612	20:30			193	98	291	
08:45			306	1267	316	20:45			153	729	119	465
09:00			260	269	529	21:00			156	99	255	
09:15			229	275	504	21:15			155	69	224	
09:30			240	198	438	21:30			123	62	185	
09:45			229	958	228	21:45			106	540	57	287
10:00			186	195	381	22:00			98	43	141	
10:15			199	243	442	22:15			96	30	126	
10:30			210	264	474	22:30			73	41	114	
10:45			237	832	311	22:45			65	332	25	139
11:00			184	235	419	23:00			66	25	91	
11:15			220	225	445	23:15			57	12	69	
11:30			250	249	499	23:30			58	17	75	
11:45			247	901	257	23:45			47	228	11	65
TOTALS			6913	7290	14203	TOTALS			11728	9564	21292	
SPLIT %			48.7%	51.3%	40.0%	SPLIT %			55.1%	44.9%	60.0%	

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	18,641	16,854	35,495		
AM Peak Hour			07:00	07:00	07:00	PM Peak Hour			17:00	16:45	16:45
AM Pk Volume			1572	1453	3025	PM Pk Volume			1563	1386	2925
Pk Hr Factor			0.842	0.863	0.913	Pk Hr Factor			0.970	0.973	0.969
7 - 9 Volume	0	0	2839	2651	5490	4 - 6 Volume	0	0	3100	2563	5663
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			17:00	16:45	16:45
7 - 9 Pk Volume	0	0	1572	1453	3025	4 - 6 Pk Volume	0	0	1563	1386	2925
Pk Hr Factor	0.000	0.000	0.842	0.863	0.913	Pk Hr Factor	0.000	0.000	0.970	0.973	0.969

VOLUME

Otay Lakes Rd from EastHSt to Telegraph Canyon Rd/Otay Lakes Rd

Day: Wednesday
Date: 4/30/2014City: Chula Vista
Project #: CA14_4115_008

DAILY TOTALS					NB	SB	EB	WB	Total		
					14,140	14,772	0	0	28,912		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	23	33			56	12:00	171	229			400
00:15	16	27			43	12:15	172	194			366
00:30	16	18			34	12:30	167	217			384
00:45	12	67	12	90	24	12:45	192	702	208	848	400
					157						1550
01:00	7	16			23	13:00	218	251			469
01:15	10	8			18	13:15	198	345			543
01:30	5	10			15	13:30	207	249			456
01:45	3	25	10	44	13	13:45	207	830	263	1108	470
					69						1938
02:00	10	11			21	14:00	194	281			475
02:15	3	13			16	14:15	177	294			471
02:30	6	4			10	14:30	242	283			525
02:45	2	21	0	28	2	14:45	263	876	331	1189	594
					49						2065
03:00	7	4			11	15:00	264	251			515
03:15	6	2			8	15:15	238	321			559
03:30	12	5			17	15:30	231	266			497
03:45	7	32	5	16	12	15:45	261	994	307	1145	568
					48						2139
04:00	9	6			15	16:00	274	258			532
04:15	17	5			22	16:15	287	275			562
04:30	25	9			34	16:30	272	294			566
04:45	18	69	20	40	38	16:45	268	1101	303	1130	571
					109						2231
05:00	41	11			52	17:00	240	316			556
05:15	54	22			76	17:15	252	295			547
05:30	49	27			76	17:30	242	268			510
05:45	87	231	28	88	115	17:45	231	965	285	1164	516
					319						2129
06:00	121	46			167	18:00	208	316			524
06:15	140	62			202	18:15	197	302			499
06:30	202	93			295	18:30	218	240			458
06:45	277	740	140	341	417	18:45	216	839	238	1096	454
					1081						1935
07:00	258	153			411	19:00	197	247			444
07:15	311	151			462	19:15	158	261			419
07:30	416	154			570	19:30	178	249			427
07:45	323	1308	183	641	506	19:45	165	698	227	984	392
					1949						1682
08:00	245	149			394	20:00	148	275			423
08:15	247	134			381	20:15	134	193			327
08:30	276	149			425	20:30	129	202			331
08:45	259	1027	180	612	439	20:45	110	521	218	888	328
					1639						1409
09:00	263	181			444	21:00	114	180			294
09:15	257	200			457	21:15	85	140			225
09:30	200	129			329	21:30	68	108			176
09:45	219	939	195	705	414	21:45	68	335	101	529	169
					1644						864
10:00	141	134			275	22:00	52	91			143
10:15	132	178			310	22:15	60	66			126
10:30	181	242			423	22:30	43	56			99
10:45	181	635	330	884	511	22:45	40	195	50	263	90
					1519						458
11:00	180	211			391	23:00	31	32			63
11:15	175	184			359	23:15	31	41			72
11:30	261	179			440	23:30	31	33			64
11:45	261	877	239	813	500	23:45	20	113	20	126	40
					1690						239
TOTALS	5971	4302			10273	TOTALS	8169	10470			18639
SPLIT %	58.1%	41.9%			35.5%	SPLIT %	43.8%	56.2%			64.5%

DAILY TOTALS					NB	SB	EB	WB	Total		
					14,140	14,772	0	0	28,912		
AM Peak Hour	07:00	10:30			07:00	PM Peak Hour	16:00	16:30	16:15		
AM Pk Volume	1308	967			1949	PM Pk Volume	1101	1208	2255		
Pk Hr Factor	0.786	0.733			0.855	Pk Hr Factor	0.959	0.956	0.987		
7 - 9 Volume	2335	1253	0	0	3588	4 - 6 Volume	2066	2294	0	0	4360
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:00	16:30			16:15
7 - 9 Pk Volume	1308	641	0	0	1949	4 - 6 Pk Volume	1101	1208	0	0	2255
Pk Hr Factor	0.786	0.876	0.000	0.000	0.855	Pk Hr Factor	0.959	0.956	0.000	0.000	0.987

VOLUME

Otay Lakes Rd from La Media Rd to Rutgers Ave

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_009

DAILY TOTALS						NB	SB	EB	WB	Total				
						0	0	21,141	21,001	42,142				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			41	51	92	12:00			265	282	547			
00:15			45	18	63	12:15			268	291	559			
00:30			40	29	69	12:30			272	282	554			
00:45			26	152	10	108	12:45		274	1079	260	1115	534	2194
01:00			22	22	44	13:00			287	329	616			
01:15			13	22	35	13:15			300	268	568			
01:30			12	10	22	13:30			292	331	623			
01:45			23	70	13	67	13:45		318	1197	320	1248	638	2445
02:00			12	5	17	14:00			303	290	593			
02:15			10	8	18	14:15			396	348	744			
02:30			13	14	27	14:30			398	385	783			
02:45			11	46	13	40	14:45		410	1507	349	1372	759	2879
03:00			14	17	31	15:00			371	337	708			
03:15			14	17	31	15:15			419	349	768			
03:30			22	17	39	15:30			422	370	792			
03:45			27	77	14	65	15:45		426	1638	354	1410	780	3048
04:00			24	24	48	16:00			423	373	796			
04:15			42	33	75	16:15			427	351	778			
04:30			41	60	101	16:30			463	397	860			
04:45			40	147	56	173	16:45		473	1786	387	1508	860	3294
05:00			48	86	134	17:00			435	398	833			
05:15			59	112	171	17:15			433	429	862			
05:30			80	129	209	17:30			397	461	858			
05:45			92	279	159	486	17:45		490	1755	355	1643	845	3398
06:00			80	173	253	18:00			408	367	775			
06:15			137	215	352	18:15			365	311	676			
06:30			255	220	475	18:30			369	334	703			
06:45			263	735	246	854	18:45		366	1508	299	1311	665	2819
07:00			238	337	575	19:00			300	348	648			
07:15			317	327	644	19:15			310	286	596			
07:30			378	347	725	19:30			282	269	551			
07:45			461	1394	356	1367	19:45		267	1159	305	1208	572	2367
08:00			311	316	627	20:00			270	315	585			
08:15			340	322	662	20:15			218	252	470			
08:30			337	291	628	20:30			212	250	462			
08:45			342	1330	296	1225	20:45		184	884	222	1039	406	1923
09:00			279	324	603	21:00			173	228	401			
09:15			242	280	522	21:15			194	166	360			
09:30			273	266	539	21:30			137	162	299			
09:45			249	1043	284	1154	21:45		110	614	147	703	257	1317
10:00			244	255	499	22:00			100	131	231			
10:15			252	256	508	22:15			104	121	225			
10:30			272	277	549	22:30			81	114	195			
10:45			303	1071	286	1074	22:45		67	352	86	452	153	804
11:00			261	286	547	23:00			56	75	131			
11:15			272	253	525	23:15			57	47	104			
11:30			270	326	596	23:30			64	57	121			
11:45			294	1097	299	1164	23:45		44	221	36	215	80	436
TOTALS			7441	7777	15218	TOTALS			13700	13224	26924			
SPLIT %			48.9%	51.1%	36.1%	SPLIT %			50.9%	49.1%	63.9%			

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	21,141	21,001	42,142	
AM Peak Hour			07:30	07:00	07:30	PM Peak Hour			16:30	16:45	16:30
AM Pk Volume			1490	1367	2831	PM Pk Volume			1804	1675	3415
Pk Hr Factor			0.808	0.960	0.866	Pk Hr Factor			0.953	0.908	0.990
7 - 9 Volume	0	0	2724	2592	5316	4 - 6 Volume	0	0	3541	3151	6692
7 - 9 Peak Hour			07:30	07:00	07:30	4 - 6 Peak Hour			16:30	16:45	16:30
7 - 9 Pk Volume	0	0	1490	1367	2831	4 - 6 Pk Volume	0	0	1804	1675	3415
Pk Hr Factor	0.000	0.000	0.808	0.960	0.866	Pk Hr Factor	0.000	0.000	0.953	0.908	0.990

VOLUME

Otay Lakes Rd from Rutgers Ave to SR-125 SB Ramps

Day: Wednesday
Date: 4/30/2014City: Chula Vista
Project #: CA14_4115_010

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	20,707	21,224	41,931					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			41	47	88	12:00			274	298	572			
00:15			43	13	56	12:15			264	309	573			
00:30			36	25	61	12:30			281	275	556			
00:45			22	142	11	96	12:45		275	1094	290	1172	565	2266
01:00			17	20	37	13:00			294	337	631			
01:15			13	22	35	13:15			311	286	597			
01:30			9	9	18	13:30			281	336	617			
01:45			21	60	12	63	13:45		317	1203	328	1287	645	2490
02:00			13	5	18	14:00			299	322	621			
02:15			9	9	18	14:15			378	331	709			
02:30			15	14	29	14:30			368	402	770			
02:45			15	52	11	39	14:45		390	1435	385	1440	775	2875
03:00			12	17	29	15:00			370	349	719			
03:15			14	14	28	15:15			396	355	751			
03:30			24	16	40	15:30			400	398	798			
03:45			26	76	12	59	15:45		415	1581	373	1475	788	3056
04:00			25	22	47	16:00			394	386	780			
04:15			40	29	69	16:15			395	379	774			
04:30			44	51	95	16:30			405	387	792			
04:45			38	147	53	155	16:45		500	1694	382	1534	882	3228
05:00			44	79	123	17:00			428	436	864			
05:15			60	105	165	17:15			444	348	792			
05:30			81	110	191	17:30			416	402	818			
05:45			77	262	143	437	17:45		421	1709	388	1574	809	3283
06:00			88	159	247	18:00			395	361	756			
06:15			142	183	325	18:15			361	334	695			
06:30			251	208	459	18:30			367	360	727			
06:45			258	739	246	796	18:45		383	1506	310	1365	693	2871
07:00			223	341	564	19:00			325	323	648			
07:15			295	274	569	19:15			326	300	626			
07:30			328	314	642	19:30			303	297	600			
07:45			345	1191	319	1248	19:45		270	1224	345	1265	615	2489
08:00			298	310	608	20:00			290	301	591			
08:15			326	328	654	20:15			229	273	502			
08:30			318	293	611	20:30			212	264	476			
08:45			339	1281	314	1245	20:45		187	918	230	1068	417	1986
09:00			280	346	626	21:00			178	234	412			
09:15			255	293	548	21:15			197	172	369			
09:30			252	266	518	21:30			134	170	304			
09:45			246	1033	279	1184	21:45		111	620	139	715	250	1335
10:00			237	281	518	22:00			110	137	247			
10:15			244	262	506	22:15			99	118	217			
10:30			281	295	576	22:30			79	111	190			
10:45			306	1068	300	1138	22:45		69	357	87	453	156	810
11:00			262	274	536	23:00			57	76	133			
11:15			262	281	543	23:15			58	50	108			
11:30			263	328	591	23:30			58	52	110			
11:45			312	1099	318	1201	23:45		43	216	37	215	80	431
TOTALS			7150	7661	14811	TOTALS			13557	13563	27120			
SPLIT %			48.3%	51.7%	35.3%	SPLIT %			50.0%	50.0%	64.7%			

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	20,707	21,224	41,931		
AM Peak Hour			07:30	08:15	07:30	PM Peak Hour			16:45	16:15	16:45
AM Pk Volume			1297	1281	2568	PM Pk Volume			1788	1584	3356
Pk Hr Factor			0.940	0.926	0.967	Pk Hr Factor			0.894	0.908	0.951
7 - 9 Volume	0	0	2472	2493	4965	4 - 6 Volume	0	0	3403	3108	6511
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			16:45	16:15	16:45
7 - 9 Pk Volume	0	0	1297	1271	2568	4 - 6 Pk Volume	0	0	1788	1584	3356
Pk Hr Factor	0.000	0.000	0.940	0.969	0.967	Pk Hr Factor	0.000	0.000	0.894	0.908	0.951

VOLUME

Otay Lakes Rd from SR-125 SB Ramps to SR-125 NB Ramps

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_011

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	25,171	21,235	46,406					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			38	31	69	12:00			334	303	637			
00:15			67	39	106	12:15			330	300	630			
00:30			25	17	42	12:30			350	307	657			
00:45			33	163	21	108	12:45		298	1312	316	1226	614	2538
01:00			36	25	61	13:00			344	324	668			
01:15			24	14	38	13:15			342	315	657			
01:30			25	12	37	13:30			322	341	663			
01:45			21	106	11	62	13:45		418	1426	341	1321	759	2747
02:00			16	17	33	14:00			372	322	694			
02:15			10	13	23	14:15			423	325	748			
02:30			25	10	35	14:30			470	379	849			
02:45			18	69	10	50	14:45		431	1696	354	1380	785	3076
03:00			16	10	26	15:00			451	365	816			
03:15			17	11	28	15:15			479	371	850			
03:30			19	13	32	15:30			491	379	870			
03:45			30	82	17	51	15:45		478	1899	364	1479	842	3378
04:00			15	26	41	16:00			490	373	863			
04:15			19	24	43	16:15			540	368	908			
04:30			40	56	96	16:30			520	405	925			
04:45			42	116	60	166	16:45		562	2112	379	1525	941	3637
05:00			42	66	108	17:00			558	400	958			
05:15			72	99	171	17:15			523	427	950			
05:30			71	99	170	17:30			504	432	936			
05:45			116	301	119	383	17:45		552	2137	333	1592	885	3729
06:00			91	161	252	18:00			497	360	857			
06:15			154	145	299	18:15			433	349	782			
06:30			233	176	409	18:30			434	368	802			
06:45			307	785	222	704	18:45		476	1840	317	1394	793	3234
07:00			314	277	591	19:00			402	345	747			
07:15			305	279	584	19:15			394	311	705			
07:30			385	362	747	19:30			388	316	704			
07:45			475	1479	289	1207	19:45		326	1510	295	1267	621	2777
08:00			380	324	704	20:00			322	311	633			
08:15			432	310	742	20:15			316	300	616			
08:30			410	285	695	20:30			247	266	513			
08:45			427	1649	328	1247	20:45		227	1112	255	1132	482	2244
09:00			349	353	702	21:00			212	238	450			
09:15			328	314	642	21:15			214	183	397			
09:30			317	264	581	21:30			181	158	339			
09:45			344	1338	290	1221	21:45		155	762	156	735	311	1497
10:00			295	274	569	22:00			143	155	298			
10:15			295	255	550	22:15			119	100	219			
10:30			310	287	597	22:30			97	103	200			
10:45			375	1275	291	1107	22:45		93	452	68	426	161	878
11:00			306	284	590	23:00			87	71	158			
11:15			301	293	594	23:15			72	56	128			
11:30			355	328	683	23:30			71	48	119			
11:45			306	1268	339	1244	23:45		52	282	33	208	85	490
TOTALS			8631	7550	16181	TOTALS			16540	13685	30225			
SPLIT %			53.3%	46.7%	34.9%	SPLIT %			54.7%	45.3%	65.1%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	25,171	21,235	46,406

AM Peak Hour			07:45	07:30	07:30	PM Peak Hour			16:15	16:45	16:45
AM Pk Volume			1697	1285	2957	PM Pk Volume			2180	1638	3785
Pk Hr Factor			0.893	0.887	0.968	Pk Hr Factor			0.970	0.948	0.988
7 - 9 Volume	0	0	3128	2454	5582	4 - 6 Volume	0	0	4249	3117	7366
7 - 9 Peak Hour			07:45	07:30	07:30	4 - 6 Peak Hour			16:15	16:45	16:45
7 - 9 Pk Volume	0	0	1697	1285	2957	4 - 6 Pk Volume	0	0	2180	1638	3785
Pk Hr Factor	0.000	0.000	0.893	0.887	0.968	Pk Hr Factor	0.000	0.000	0.970	0.948	0.988

VOLUME

Otay Lakes Rd from SR-125 NB Ramps to Eastlake Pkwy

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_012

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	18,217	22,074	40,291			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			33	28	61	12:00			236	333	569	
00:15			43	34	77	12:15			221	274	495	
00:30			15	16	31	12:30			217	310	527	
00:45			23	114	19	12:45			203	877	321	1238
01:00			21	25	46	13:00			247	326	573	
01:15			19	15	34	13:15			204	311	515	
01:30			17	12	29	13:30			236	327	563	
01:45			13	70	15	13:45			239	926	326	1290
02:00			13	16	29	14:00			228	313	541	
02:15			7	12	19	14:15			250	323	573	
02:30			21	10	31	14:30			324	386	710	
02:45			13	54	11	14:45			322	1124	389	1411
03:00			13	7	20	15:00			294	377	671	
03:15			13	16	29	15:15			305	366	671	
03:30			18	23	41	15:30			292	427	719	
03:45			17	61	23	15:45			336	1227	370	1540
04:00			21	30	51	16:00			471	374	845	
04:15			20	28	48	16:15			451	294	745	
04:30			40	56	96	16:30			468	376	844	
04:45			32	113	72	16:45			449	1839	339	1383
05:00			32	85	117	17:00			500	373	873	
05:15			32	142	174	17:15			452	332	784	
05:30			55	146	201	17:30			481	389	870	
05:45			79	198	176	17:45			484	1917	320	1414
06:00			57	259	316	18:00			312	371	683	
06:15			71	245	316	18:15			301	350	651	
06:30			126	285	411	18:30			319	330	649	
06:45			210	464	309	18:45			292	1224	305	1356
07:00			284	384	668	19:00			249	357	606	
07:15			219	409	628	19:15			251	292	543	
07:30			295	389	684	19:30			239	296	535	
07:45			359	1157	416	19:45			241	980	291	1236
08:00			371	375	746	20:00			201	282	483	
08:15			355	386	741	20:15			200	242	442	
08:30			323	374	697	20:30			189	220	409	
08:45			355	1404	375	20:45			168	758	225	969
09:00			221	392	613	21:00			142	224	366	
09:15			220	368	588	21:15			143	157	300	
09:30			195	316	511	21:30			115	158	273	
09:45			231	867	312	21:45			117	517	124	663
10:00			209	294	503	22:00			101	111	212	
10:15			217	274	491	22:15			82	87	169	
10:30			227	294	521	22:30			71	92	163	
10:45			258	911	316	22:45			58	312	56	346
11:00			197	270	467	23:00			57	57	114	
11:15			237	294	531	23:15			57	56	113	
11:30			234	351	585	23:30			53	36	89	
11:45			228	896	348	23:45			40	207	27	176
TOTALS			6309	9052	15361	TOTALS			11908	13022	24930	
SPLIT %			41.1%	58.9%	38.1%	SPLIT %			47.8%	52.2%	61.9%	

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	18,217	22,074	40,291		
AM Peak Hour			07:45	07:00	07:45	PM Peak Hour			17:00	14:45	17:00
AM Pk Volume			1408	1598	2959	PM Pk Volume			1917	1559	3331
Pk Hr Factor			0.949	0.960	0.955	Pk Hr Factor			0.959	0.913	0.954
7 - 9 Volume	0	0	2561	3108	5669	4 - 6 Volume	0	0	3756	2797	6553
7 - 9 Peak Hour			07:45	07:00	07:45	4 - 6 Peak Hour			17:00	16:45	17:00
7 - 9 Pk Volume	0	0	1408	1598	2959	4 - 6 Pk Volume	0	0	1917	1433	3331
Pk Hr Factor	0.000	0.000	0.949	0.960	0.955	Pk Hr Factor	0.000	0.000	0.959	0.921	0.954

VOLUME

Otay Lakes Rd from Eastlake Pkwy to Lane Ave

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_013

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	13,657	12,397	26,054					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			19	15	34	12:00			161	200	361			
00:15			22	11	33	12:15			173	165	338			
00:30			14	7	21	12:30			166	178	344			
00:45			19	74	5	38	12:45		171	671	187	730	358	1401
01:00			18	14	32	13:00			192	189	381			
01:15			18	5	23	13:15			155	169	324			
01:30			16	4	20	13:30			170	177	347			
01:45			11	63	4	27	13:45		203	720	177	712	380	1432
02:00			13	8	21	14:00			173	152	325			
02:15			4	10	14	14:15			195	167	362			
02:30			9	7	16	14:30			315	169	484			
02:45			7	33	6	31	14:45		304	987	143	631	447	1618
03:00			10	3	13	15:00			277	155	432			
03:15			8	7	15	15:15			262	187	449			
03:30			7	10	17	15:30			247	225	472			
03:45			7	32	5	25	15:45		254	1040	164	731	418	1771
04:00			13	6	19	16:00			261	250	511			
04:15			9	15	24	16:15			238	243	481			
04:30			7	22	29	16:30			274	277	551			
04:45			7	36	28	71	16:45		294	1067	263	1033	557	2100
05:00			13	31	44	17:00			294	297	591			
05:15			19	53	72	17:15			274	269	543			
05:30			35	77	112	17:30			282	300	582			
05:45			46	113	82	243	17:45		300	1150	269	1135	569	2285
06:00			42	116	158	18:00			281	193	474			
06:15			51	137	188	18:15			297	178	475			
06:30			91	214	305	18:30			253	151	404			
06:45			175	359	250	717	18:45		252	1083	144	666	396	1749
07:00			250	226	476	19:00			235	172	407			
07:15			202	201	403	19:15			228	127	355			
07:30			190	285	475	19:30			206	149	355			
07:45			322	964	248	960	19:45		201	870	104	552	305	1422
08:00			237	298	535	20:00			189	108	297			
08:15			235	240	475	20:15			174	103	277			
08:30			233	242	475	20:30			173	82	255			
08:45			235	940	261	1041	20:45		144	680	92	385	236	1065
09:00			159	196	355	21:00			142	87	229			
09:15			182	187	369	21:15			111	63	174			
09:30			140	194	334	21:30			102	69	171			
09:45			157	638	198	775	21:45		91	446	49	268	140	714
10:00			142	181	323	22:00			79	37	116			
10:15			146	166	312	22:15			67	22	89			
10:30			153	169	322	22:30			65	31	96			
10:45			183	624	167	683	22:45		44	255	18	108	62	363
11:00			131	181	312	23:00			51	18	69			
11:15			162	166	328	23:15			47	22	69			
11:30			177	199	376	23:30			45	12	57			
11:45			174	644	223	769	23:45		25	168	14	66	39	234
TOTALS				4520	5380	9900	TOTALS			9137	7017	16154		
SPLIT %				45.7%	54.3%	38.0%	SPLIT %			56.6%	43.4%	62.0%		

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	13,657	12,397	26,054

AM Peak Hour			07:45	07:30	07:30	PM Peak Hour			17:30	17:00	17:00
AM Pk Volume			1027	1071	2055	PM Pk Volume			1160	1135	2285
Pk Hr Factor			0.797	0.898	0.901	Pk Hr Factor			0.967	0.946	0.967
7 - 9 Volume	0	0	1904	2001	3905	4 - 6 Volume	0	0	2217	2168	4385
7 - 9 Peak Hour			07:45	07:30	07:30	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	1027	1071	2055	4 - 6 Pk Volume	0	0	1150	1135	2285
Pk Hr Factor	0.000	0.000	0.797	0.898	0.901	Pk Hr Factor	0.000	0.000	0.958	0.946	0.967

VOLUME

Otay Lakes Rd from Lane Ave to Fenton St

Day: Wednesday
Date: 4/30/2014City: Chula Vista
Project #: CA14_4115_014

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	9,356	9,476	18,832			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			15	10	25	12:00			109	109	218	
00:15			14	14	28	12:15			122	119	241	
00:30			12	5	17	12:30			85	103	188	
00:45			11	52	6	35	12:45		107	423	133	464
01:00			10	9	19	13:00			119	119	238	
01:15			13	5	18	13:15			108	113	221	
01:30			10	5	15	13:30			124	105	229	
01:45			4	37	3	22	13:45		122	473	125	462
02:00			12	8	20	14:00			129	124	253	
02:15			4	7	11	14:15			124	119	243	
02:30			6	6	12	14:30			180	140	320	
02:45			4	26	4	25	14:45		210	643	144	527
03:00			8	3	11	15:00			206	134	340	
03:15			4	3	7	15:15			206	179	385	
03:30			3	10	13	15:30			192	223	415	
03:45			1	16	4	20	15:45		166	770	177	713
04:00			9	9	18	16:00			184	161	345	
04:15			5	13	18	16:15			213	182	395	
04:30			4	17	21	16:30			191	161	352	
04:45			9	27	20	59	16:45		230	818	170	674
05:00			6	34	40	17:00			238	178	416	
05:15			10	51	61	17:15			215	155	370	
05:30			23	67	90	17:30			208	142	350	
05:45			29	68	72	224	17:45		223	884	164	639
06:00			26	96	122	18:00			227	137	364	
06:15			21	123	144	18:15			227	158	385	
06:30			45	146	191	18:30			201	136	337	
06:45			80	172	153	518	18:45		177	832	113	544
07:00			119	178	297	19:00			172	158	330	
07:15			88	165	253	19:15			178	117	295	
07:30			126	226	352	19:30			156	125	281	
07:45			169	502	253	822	19:45		146	652	119	519
08:00			135	250	385	20:00			151	107	258	
08:15			145	214	359	20:15			130	80	210	
08:30			134	214	348	20:30			130	88	218	
08:45			148	562	212	890	20:45		106	517	77	352
09:00			88	150	238	21:00			116	74	190	
09:15			108	142	250	21:15			90	61	151	
09:30			92	158	250	21:30			84	57	141	
09:45			92	380	137	587	21:45		59	349	41	233
10:00			93	136	229	22:00			65	39	104	
10:15			95	121	216	22:15			49	23	72	
10:30			113	116	229	22:30			51	29	80	
10:45			128	429	117	490	22:45		34	199	18	109
11:00			91	115	206	23:00			34	15	49	
11:15			106	110	216	23:15			36	26	62	
11:30			105	115	220	23:30			35	11	46	
11:45			97	399	143	483	23:45		21	126	13	65
TOTALS			2670	4175	6845	TOTALS			6686	5301	11987	
SPLIT %			39.0%	61.0%	36.3%	SPLIT %			55.8%	44.2%	63.7%	

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	9,356	9,476	18,832		
AM Peak Hour			07:45	07:30	07:30	PM Peak Hour			16:45	15:30	16:15
AM Pk Volume			583	943	1518	PM Pk Volume			891	743	1563
Pk Hr Factor			0.862	0.932	0.899	Pk Hr Factor			0.936	0.833	0.939
7 - 9 Volume	0	0	1064	1712	2776	4 - 6 Volume	0	0	1702	1313	3015
7 - 9 Peak Hour			07:45	07:30	07:30	4 - 6 Peak Hour			16:45	16:15	16:15
7 - 9 Pk Volume	0	0	583	943	1518	4 - 6 Pk Volume	0	0	891	691	1563
Pk Hr Factor	0.000	0.000	0.862	0.932	0.899	Pk Hr Factor	0.000	0.000	0.936	0.949	0.939

VOLUME

Otay Lakes Rd from Fenton St to Hunte Pkwy

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_015

DAILY TOTALS						NB	SB	EB	WB	Total		
						0	0	8,987	9,640	18,627		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			13	8	21	12:00			118	108	226	
00:15			13	6	19	12:15			111	109	220	
00:30			13	2	15	12:30			86	105	191	
00:45			11	50	5	12:45			101	416	137	459
01:00			13	8	21	13:00			107	117	224	
01:15			12	6	18	13:15			113	111	224	
01:30			10	5	15	13:30			109	108	217	
01:45			4	39	1	13:45			112	441	137	473
02:00			13	7	20	14:00			110	129	239	
02:15			3	8	11	14:15			105	111	216	
02:30			7	6	13	14:30			169	134	303	
02:45			4	27	4	14:45			191	575	164	538
03:00			5	3	8	15:00			184	138	322	
03:15			8	3	11	15:15			202	185	387	
03:30			2	11	13	15:30			176	232	408	
03:45			0	15	8	15:45			143	705	200	755
04:00			8	8	16	16:00			194	154	348	
04:15			7	13	20	16:15			200	150	350	
04:30			2	18	20	16:30			213	151	364	
04:45			3	20	22	16:45			225	832	190	645
05:00			4	33	37	17:00			262	156	418	
05:15			9	58	67	17:15			228	157	385	
05:30			18	75	93	17:30			256	164	420	
05:45			29	60	88	17:45			240	986	188	665
06:00			26	101	127	18:00			231	132	363	
06:15			19	135	154	18:15			188	156	344	
06:30			46	143	189	18:30			197	140	337	
06:45			80	171	161	18:45			170	786	139	567
07:00			118	189	307	19:00			169	152	321	
07:15			83	171	254	19:15			160	109	269	
07:30			105	246	351	19:30			160	106	266	
07:45			148	454	281	19:45			148	637	115	482
08:00			143	272	415	20:00			146	96	242	
08:15			127	266	393	20:15			142	71	213	
08:30			122	278	400	20:30			126	73	199	
08:45			128	520	257	20:45			113	527	58	298
09:00			73	157	230	21:00			117	63	180	
09:15			75	150	225	21:15			93	54	147	
09:30			90	149	239	21:30			85	45	130	
09:45			74	312	141	21:45			61	356	36	198
10:00			89	123	212	22:00			65	27	92	
10:15			76	110	186	22:15			45	19	64	
10:30			105	112	217	22:30			43	25	68	
10:45			103	373	113	22:45			35	188	13	84
11:00			77	100	177	23:00			34	14	48	
11:15			112	110	222	23:15			34	15	49	
11:30			92	111	203	23:30			28	8	36	
11:45			98	379	147	23:45			22	118	10	47
TOTALS			2420	4429	6849	TOTALS			6567	5211	11778	
SPLIT %			35.3%	64.7%	36.8%	SPLIT %			55.8%	44.2%	63.2%	

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	8,987	9,640	18,627	
AM Peak Hour			07:45	07:45	07:45	PM Peak Hour			17:00	15:15	17:00
AM Pk Volume			540	1097	1637	PM Pk Volume			986	771	1651
Pk Hr Factor			0.912	0.976	0.954	Pk Hr Factor			0.941	0.831	0.964
7 - 9 Volume	0	0	974	1960	2934	4 - 6 Volume	0	0	1818	1310	3128
7 - 9 Peak Hour			07:45	07:45	07:45	4 - 6 Peak Hour			17:00	16:45	17:00
7 - 9 Pk Volume	0	0	540	1097	1637	4 - 6 Pk Volume	0	0	986	667	1651
Pk Hr Factor	0.000	0.000	0.912	0.976	0.954	Pk Hr Factor	0.000	0.000	0.941	0.878	0.964

VOLUME

Otay Lakes Rd from Hunte Pkwy to Woods Dr

Day: Wednesday
Date: 4/30/2014City: Chula Vista
Project #: CA14_4115_016

DAILY TOTALS						NB	SB	EB	WB	Total				
						0	0	4,586	5,086	9,672				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			11	6	17	12:00			64	65	129			
00:15			5	6	11	12:15			67	65	132			
00:30			5	2	7	12:30			59	64	123			
00:45			3	24	3	12:45			52	242	76	270	128	512
01:00			8	3	11	13:00			62	62	124			
01:15			5	3	8	13:15			59	64	123			
01:30			5	4	9	13:30			50	60	110			
01:45			4	22	1	13:45			57	228	77	263	134	491
02:00			7	5	12	14:00			54	84	138			
02:15			1	5	6	14:15			52	86	138			
02:30			1	2	3	14:30			101	89	190			
02:45			1	10	2	14:45			82	289	120	379	202	668
03:00			2	2	4	15:00			86	95	181			
03:15			6	3	9	15:15			100	143	243			
03:30			3	3	6	15:30			111	156	267			
03:45			0	11	4	15:45			73	370	96	490	169	860
04:00			3	3	6	16:00			103	83	186			
04:15			5	6	11	16:15			90	75	165			
04:30			0	8	8	16:30			85	80	165			
04:45			1	9	9	16:45			102	380	82	320	184	700
05:00			7	13	20	17:00			117	82	199			
05:15			7	12	19	17:15			110	73	183			
05:30			9	20	29	17:30			113	71	184			
05:45			17	40	22	17:45			107	447	92	318	199	765
06:00			12	48	60	18:00			91	47	138			
06:15			12	53	65	18:15			92	69	161			
06:30			30	72	102	18:30			115	72	187			
06:45			55	109	112	18:45			118	416	60	248	178	664
07:00			61	81	142	19:00			86	73	159			
07:15			31	69	100	19:15			92	68	160			
07:30			48	106	154	19:30			81	49	130			
07:45			79	219	191	19:45			82	341	49	239	131	580
08:00			58	220	278	20:00			74	57	131			
08:15			60	142	202	20:15			61	34	95			
08:30			56	104	160	20:30			57	30	87			
08:45			74	248	107	20:45			55	247	35	156	90	403
09:00			47	92	139	21:00			52	25	77			
09:15			48	72	120	21:15			41	21	62			
09:30			41	69	110	21:30			38	15	53			
09:45			47	183	61	21:45			31	162	11	72	42	234
10:00			40	57	97	22:00			25	22	47			
10:15			39	62	101	22:15			27	11	38			
10:30			62	50	112	22:30			20	16	36			
10:45			62	203	66	22:45			12	84	6	55	18	139
11:00			49	54	103	23:00			16	8	24			
11:15			60	74	134	23:15			17	9	26			
11:30			70	56	126	23:30			13	10	23			
11:45			63	242	78	23:45			14	60	6	33	20	93
TOTALS				1320	2243	3563	TOTALS			3266	2843	6109		
SPLIT %				37.0%	63.0%	36.8%	SPLIT %			53.5%	46.5%	63.2%		

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	4,586	5,086	9,672	
AM Peak Hour			11:30	07:30	07:45	PM Peak Hour			17:00	14:45	14:45
AM Pk Volume			264	659	910	PM Pk Volume			447	514	893
Pk Hr Factor			0.943	0.749	0.818	Pk Hr Factor			0.955	0.824	0.836
7 - 9 Volume	0	0	467	1020	1487	4 - 6 Volume	0	0	827	638	1465
7 - 9 Peak Hour			07:45	07:30	07:45	4 - 6 Peak Hour			17:00	16:00	17:00
7 - 9 Pk Volume	0	0	253	659	910	4 - 6 Pk Volume	0	0	447	320	765
Pk Hr Factor	0.000	0.000	0.801	0.749	0.818	Pk Hr Factor	0.000	0.000	0.955	0.964	0.961

VOLUME

Otay Lakes Rd from Woods Dr to Lake Crest Dr

Day: Wednesday
Date: 4/30/2014City: Chula Vista
Project #: CA14_4115_017

DAILY TOTALS						NB	SB	EB	WB	Total		
						0	0	3,735	3,811	7,546		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			7	5	12	12:00			51	52	103	
00:15			5	4	9	12:15			47	42	89	
00:30			5	2	7	12:30			43	54	97	
00:45			4	21	1	12:45			41	182	45	193
01:00			7	2	9	13:00			49	52	101	
01:15			5	2	7	13:15			50	49	99	
01:30			4	3	7	13:30			50	51	101	
01:45			3	19	0	13:45			39	188	70	222
02:00			4	4	8	14:00			42	66	108	
02:15			5	3	8	14:15			47	89	136	
02:30			1	2	3	14:30			85	87	172	
02:45			1	11	2	14:45			87	261	76	318
03:00			2	3	5	15:00			85	66	151	
03:15			4	2	6	15:15			89	66	155	
03:30			3	3	6	15:30			103	53	156	
03:45			0	9	5	15:45			69	346	69	254
04:00			4	4	8	16:00			84	52	136	
04:15			5	5	10	16:15			73	65	138	
04:30			0	11	11	16:30			85	70	155	
04:45			1	10	7	16:45			76	318	59	246
05:00			2	11	13	17:00			81	49	130	
05:15			6	11	17	17:15			101	46	147	
05:30			6	14	20	17:30			91	60	151	
05:45			12	26	26	17:45			71	344	50	205
06:00			9	40	49	18:00			74	38	112	
06:15			10	53	63	18:15			66	47	113	
06:30			25	67	92	18:30			81	50	131	
06:45			41	85	90	18:45			73	294	52	187
07:00			43	69	112	19:00			71	34	105	
07:15			25	83	108	19:15			73	49	122	
07:30			39	95	134	19:30			58	27	85	
07:45			42	149	150	19:45			65	267	32	142
08:00			56	159	215	20:00			56	29	85	
08:15			73	71	144	20:15			58	26	84	
08:30			48	79	127	20:30			54	27	81	
08:45			48	225	75	20:45			48	216	27	109
09:00			42	68	110	21:00			52	21	73	
09:15			36	57	93	21:15			39	15	54	
09:30			31	52	83	21:30			40	8	48	
09:45			33	142	60	21:45			35	166	10	54
10:00			33	57	90	22:00			15	21	36	
10:15			30	56	86	22:15			21	6	27	
10:30			50	43	93	22:30			16	9	25	
10:45			50	163	53	22:45			14	66	6	42
11:00			31	38	69	23:00			15	5	20	
11:15			51	60	111	23:15			14	7	21	
11:30			50	54	104	23:30			9	7	16	
11:45			46	178	53	23:45			11	49	6	25
TOTALS				1038	1814	TOTALS			2697	1997	4694	
SPLIT %				36.4%	63.6%	SPLIT %			57.5%	42.5%	62.2%	

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	3,735	3,811	7,546	
AM Peak Hour			08:00	07:15	07:30	PM Peak Hour			14:45	14:00	14:30
AM Pk Volume			225	487	685	PM Pk Volume			364	318	641
Pk Hr Factor			0.771	0.766	0.797	Pk Hr Factor			0.883	0.893	0.932
7 - 9 Volume	0	0	374	781	1155	4 - 6 Volume	0	0	662	451	1113
7 - 9 Peak Hour			08:00	07:15	07:30	4 - 6 Peak Hour			16:45	16:00	16:30
7 - 9 Pk Volume	0	0	225	487	685	4 - 6 Pk Volume	0	0	349	246	567
Pk Hr Factor	0.000	0.000	0.771	0.766	0.797	Pk Hr Factor	0.000	0.000	0.864	0.879	0.915

VOLUME

Otay Lakes Rd from Lake Crest Dr to Wueste Rd

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_018

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	1,248	1,406	2,654		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			0	1	1	12:00			26	22	48
00:15			2	2	4	12:15			16	30	46
00:30			1	2	3	12:30			17	31	48
00:45			2	5	7	12:45			16	75	91
01:00			5	1	6	13:00			23	26	49
01:15			1	1	2	13:15			24	25	49
01:30			1	3	4	13:30			22	26	48
01:45			2	9	11	13:45			13	82	95
02:00			2	3	5	14:00			13	24	37
02:15			2	2	4	14:15			25	34	59
02:30			1	2	3	14:30			21	25	46
02:45			0	5	5	14:45			26	85	111
03:00			0	1	1	15:00			19	21	40
03:15			5	1	6	15:15			20	19	39
03:30			2	2	4	15:30			27	24	51
03:45			0	7	7	15:45			18	84	102
04:00			3	2	5	16:00			26	21	47
04:15			4	1	5	16:15			20	21	41
04:30			0	2	2	16:30			29	25	54
04:45			1	8	9	16:45			22	97	119
05:00			2	3	5	17:00			25	16	41
05:15			5	3	8	17:15			23	16	39
05:30			5	3	8	17:30			22	20	42
05:45			3	15	18	17:45			19	89	108
06:00			7	7	14	18:00			21	19	40
06:15			6	15	21	18:15			22	19	41
06:30			15	13	28	18:30			26	14	40
06:45			21	49	70	18:45			19	88	107
07:00			19	29	48	19:00			20	11	31
07:15			11	29	40	19:15			23	13	36
07:30			19	49	68	19:30			14	9	23
07:45			17	66	83	19:45			14	71	85
08:00			21	28	49	20:00			20	14	34
08:15			17	20	37	20:15			11	9	20
08:30			20	23	43	20:30			9	11	20
08:45			14	72	86	20:45			12	52	64
09:00			11	33	44	21:00			7	7	14
09:15			23	21	44	21:15			13	4	17
09:30			23	27	50	21:30			7	3	10
09:45			16	73	89	21:45			8	35	43
10:00			17	32	49	22:00			5	6	11
10:15			14	43	57	22:15			5	4	9
10:30			22	15	37	22:30			5	2	7
10:45			27	80	107	22:45			6	21	27
11:00			12	18	30	23:00			7	4	11
11:15			21	39	60	23:15			1	1	2
11:30			20	29	49	23:30			2	5	7
11:45			15	68	83	23:45			2	12	14
TOTALS			457	657	1114	TOTALS			791	749	1540
SPLIT %			41.0%	59.0%	42.0%	SPLIT %			51.4%	48.6%	58.0%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	1,248	1,406	2,654		
AM Peak Hour			10:30	09:30	09:30	PM Peak Hour			16:30	13:30	14:15
AM Pk Volume			82	136	206	PM Pk Volume			99	120	202
Pk Hr Factor			0.759	0.791	0.904	Pk Hr Factor			0.853	0.833	0.856
7 - 9 Volume	0	0	138	217	355	4 - 6 Volume	0	0	186	145	331
7 - 9 Peak Hour			07:45	07:00	07:15	4 - 6 Peak Hour			16:30	16:00	16:00
7 - 9 Pk Volume	0	0	75	127	194	4 - 6 Pk Volume	0	0	99	77	174
Pk Hr Factor	0.000	0.000	0.893	0.648	0.713	Pk Hr Factor	0.000	0.000	0.853	0.770	0.806

VOLUME

Olympic Pkwy from Heritage Rd to La Media Rd

Day: Wednesday
Date: 4/30/2014City: Chula Vista
Project #: CA14_4115_019

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	23,404	23,263	46,667			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			63	46	109	12:00			253	263	516	
00:15			47	39	86	12:15			264	257	521	
00:30			48	43	91	12:30			256	229	485	
00:45			36	194	36	12:45			243	1016	231	980
01:00			28		38	13:00			267	258	525	
01:15			27		43	13:15			248	260	508	
01:30			27		22	13:30			292	317	609	
01:45			18	100	26	13:45			303	1110	315	1150
02:00			23		23	14:00			343	313	656	
02:15			18		22	14:15			440	340	780	
02:30			20		24	14:30			512	360	872	
02:45			17	78	18	14:45			570	1865	499	1512
03:00			20		18	15:00			447	496	943	
03:15			17		24	15:15			426	389	815	
03:30			20		33	15:30			431	414	845	
03:45			14	71	29	15:45			454	1758	383	1682
04:00			19		34	16:00			492	324	816	
04:15			25		51	16:15			520	313	833	
04:30			36		76	16:30			535	358	893	
04:45			25	105	113	16:45			562	2109	377	1372
05:00			27		175	17:00			560	353	913	
05:15			42		206	17:15			541	376	917	
05:30			69		258	17:30			495	417	912	
05:45			102	240	301	17:45			482	2078	382	1528
06:00			118		379	18:00			481	338	819	
06:15			191		337	18:15			449	294	743	
06:30			351		378	18:30			430	334	764	
06:45			526	1186	431	18:45			388	1748	269	1235
07:00			619		489	19:00			344	328	672	
07:15			449		506	19:15			320	295	615	
07:30			421		543	19:30			314	304	618	
07:45			355	1844	439	19:45			298	1276	238	1165
08:00			352		404	20:00			310	271	581	
08:15			266		430	20:15			252	241	493	
08:30			268		367	20:30			261	220	481	
08:45			218	1104	379	20:45			243	1066	244	976
09:00			197		268	21:00			239	241	480	
09:15			233		288	21:15			223	218	441	
09:30			214		299	21:30			199	187	386	
09:45			213	857	268	21:45			177	838	177	823
10:00			200		225	22:00			175	152	327	
10:15			183		245	22:15			153	140	293	
10:30			245		239	22:30			136	132	268	
10:45			216	844	266	22:45			107	571	103	527
11:00			227		278	23:00			103	96	199	
11:15			229		294	23:15			75	84	159	
11:30			287		265	23:30			85	83	168	
11:45			274	1017	272	23:45			66	329	63	326
TOTALS			7640		9987	TOTALS			15764	13276	29040	
SPLIT %			43.3%		56.7%	SPLIT %			54.3%	45.7%	62.2%	

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	23,404	23,263	46,667		
AM Peak Hour			06:45	07:00	06:45	PM Peak Hour			16:30	14:45	14:30
AM Pk Volume			2015	1977	3984	PM Pk Volume			2198	1798	3699
Pk Hr Factor			0.814	0.910	0.899	Pk Hr Factor			0.978	0.901	0.865
7 - 9 Volume	0	0	2948	3557	6505	4 - 6 Volume	0	0	4187	2900	7087
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:30	17:00	16:45
7 - 9 Pk Volume	0	0	1844	1977	3821	4 - 6 Pk Volume	0	0	2198	1528	3681
Pk Hr Factor	0.000	0.000	0.745	0.910	0.862	Pk Hr Factor	0.000	0.000	0.978	0.916	0.980

VOLUME

Olympic Pkwy from La Media Rd to E Palomar St

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_020

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	17,021	16,391	33,412			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			64	39	103	12:00			235	181	416	
00:15			59	38	97	12:15			203	168	371	
00:30			40	32	72	12:30			198	189	387	
00:45			35	198	31	12:45			198	834	172	710
01:00			29	36	65	13:00			196	205	401	
01:15			23	38	61	13:15			194	181	375	
01:30			29	21	50	13:30			204	202	406	
01:45			27	108	19	13:45			243	837	219	807
02:00			29	23	52	14:00			264	223	487	
02:15			25	18	43	14:15			282	225	507	
02:30			12	16	28	14:30			253	297	550	
02:45			12	78	13	14:45			314	1113	254	999
03:00			15	13	28	15:00			377	257	634	
03:15			17	17	34	15:15			312	231	543	
03:30			18	26	44	15:30			319	261	580	
03:45			20	70	18	15:45			331	1339	272	1021
04:00			9	24	33	16:00			408	259	667	
04:15			22	31	53	16:15			370	245	615	
04:30			21	56	77	16:30			374	268	642	
04:45			29	81	85	16:45			412	1564	268	1040
05:00			26	119	145	17:00			401	272	673	
05:15			31	155	186	17:15			426	274	700	
05:30			40	173	213	17:30			382	306	688	
05:45			73	170	194	17:45			388	1597	277	1129
06:00			71	266	337	18:00			384	226	610	
06:15			115	240	355	18:15			303	217	520	
06:30			150	241	391	18:30			329	268	597	
06:45			185	521	308	18:45			308	1324	181	892
07:00			159	372	531	19:00			298	222	520	
07:15			183	325	508	19:15			265	190	455	
07:30			260	338	598	19:30			251	199	450	
07:45			258	860	252	19:45			266	1080	185	796
08:00			240	284	524	20:00			248	200	448	
08:15			169	329	498	20:15			219	183	402	
08:30			191	249	440	20:30			221	165	386	
08:45			193	793	259	20:45			205	893	161	709
09:00			167	201	368	21:00			177	164	341	
09:15			158	207	365	21:15			200	170	370	
09:30			167	228	395	21:30			158	140	298	
09:45			164	656	187	21:45			181	716	140	614
10:00			180	152	332	22:00			129	127	256	
10:15			176	169	345	22:15			116	111	227	
10:30			158	179	337	22:30			105	96	201	
10:45			180	694	172	22:45			101	451	93	427
11:00			179	205	384	23:00			77	69	146	
11:15			187	191	378	23:15			62	61	123	
11:30			185	204	389	23:30			96	66	162	
11:45			196	747	204	23:45			62	297	54	250
TOTALS			4976	6997	11973	TOTALS			12045	9394	21439	
SPLIT %			41.6%	58.4%	35.8%	SPLIT %			56.2%	43.8%	64.2%	

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	17,021	16,391	33,412		
AM Peak Hour			07:15	06:45	07:00	PM Peak Hour			16:45	17:00	16:45
AM Pk Volume			941	1343	2147	PM Pk Volume			1621	1129	2741
Pk Hr Factor			0.905	0.903	0.898	Pk Hr Factor			0.951	0.922	0.979
7 - 9 Volume	0	0	1653	2408	4061	4 - 6 Volume	0	0	3161	2169	5330
7 - 9 Peak Hour			07:15	07:00	07:00	4 - 6 Peak Hour			16:45	17:00	16:45
7 - 9 Pk Volume	0	0	941	1287	2147	4 - 6 Pk Volume	0	0	1621	1129	2741
Pk Hr Factor	0.000	0.000	0.905	0.865	0.898	Pk Hr Factor	0.000	0.000	0.951	0.922	0.979

VOLUME

Olympic Pkwy from E Palomar St to SR-125 SB Ramps

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_021

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	18,921	16,218	35,139			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			57	27	84	12:00			243	205	448	
00:15			41	30	71	12:15			207	222	429	
00:30			33	19	52	12:30			232	191	423	
00:45			32	163	25	12:45			239	921	198	816
01:00			22	27	49	13:00			197	233	430	
01:15			17	29	46	13:15			223	213	436	
01:30			22	13	35	13:30			240	248	488	
01:45			24	85	19	13:45			251	911	243	937
02:00			21	17	38	14:00			264	279	543	
02:15			20	15	35	14:15			323	250	573	
02:30			12	8	20	14:30			283	353	636	
02:45			15	68	8	14:45			306	1176	309	1191
03:00			12	9	21	15:00			417	291	708	
03:15			17	5	22	15:15			380	289	669	
03:30			23	19	42	15:30			333	352	685	
03:45			19	71	13	15:45			348	1478	261	1193
04:00			11	9	20	16:00			407	400	807	
04:15			26	29	55	16:15			355	334	689	
04:30			23	32	55	16:30			390	366	756	
04:45			33	93	56	16:45			409	1561	309	1409
05:00			39	84	123	17:00			421	391	812	
05:15			47	106	153	17:15			435	346	781	
05:30			66	113	179	17:30			415	408	823	
05:45			96	248	119	17:45			392	1663	342	1487
06:00			107	138	245	18:00			367	204	571	
06:15			152	169	321	18:15			319	198	517	
06:30			194	168	362	18:30			372	211	583	
06:45			253	706	233	18:45			319	1377	150	763
07:00			231	324	555	19:00			333	184	517	
07:15			299	273	572	19:15			315	160	475	
07:30			336	346	682	19:30			276	164	440	
07:45			395	1261	204	19:45			287	1211	146	654
08:00			290	284	574	20:00			279	182	461	
08:15			239	287	526	20:15			237	167	404	
08:30			262	226	488	20:30			211	153	364	
08:45			237	1028	223	20:45			230	957	136	638
09:00			196	194	390	21:00			166	142	308	
09:15			217	206	423	21:15			196	156	352	
09:30			200	207	407	21:30			163	110	273	
09:45			186	799	170	21:45			165	690	121	529
10:00			186	170	356	22:00			121	101	222	
10:15			203	177	380	22:15			110	94	204	
10:30			211	198	409	22:30			117	82	199	
10:45			197	797	179	22:45			88	436	70	347
11:00			237	200	437	23:00			82	63	145	
11:15			208	201	409	23:15			61	39	100	
11:30			241	223	464	23:30			85	50	135	
11:45			246	932	227	23:45			61	289	44	196
TOTALS			6251	6058	12309	TOTALS			12670	10160	22830	
SPLIT %			50.8%	49.2%	35.0%	SPLIT %			55.5%	44.5%	65.0%	

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	18,921	16,218	35,139		
AM Peak Hour			07:15	06:45	07:15	PM Peak Hour			16:45	17:00	17:00
AM Pk Volume			1320	1176	2427	PM Pk Volume			1680	1487	3150
Pk Hr Factor			0.835	0.850	0.890	Pk Hr Factor			0.966	0.911	0.957
7 - 9 Volume	0	0	2289	2167	4456	4 - 6 Volume	0	0	3224	2896	6120
7 - 9 Peak Hour			07:15	07:00	07:15	4 - 6 Peak Hour			16:45	17:00	17:00
7 - 9 Pk Volume	0	0	1320	1147	2427	4 - 6 Pk Volume	0	0	1680	1487	3150
Pk Hr Factor	0.000	0.000	0.835	0.829	0.890	Pk Hr Factor	0.000	0.000	0.966	0.911	0.957

VOLUME

Olympic Pkwy from SR-125 SB Ramps to SR-125 NB Ramps

Day: Wednesday
Date: 4/30/2014City: Chula Vista
Project #: CA14_4115_022

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	20,274	17,880	38,154			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			60	48	108	12:00			264	212	476	
00:15			48	43	91	12:15			220	215	435	
00:30			35	36	71	12:30			244	187	431	
00:45			35	178	42	12:45			243	971	215	829
01:00			29	45	74	13:00			225	227	452	
01:15			20	38	58	13:15			242	218	460	
01:30			23	18	41	13:30			255	248	503	
01:45			28	100	24	13:45			254	976	245	938
02:00			18	29	47	14:00			291	268	559	
02:15			20	22	42	14:15			331	253	584	
02:30			15	9	24	14:30			314	328	642	
02:45			14	67	10	14:45			325	1261	302	1151
03:00			17	15	32	15:00			430	296	726	
03:15			15	13	28	15:15			395	263	658	
03:30			25	22	47	15:30			391	335	726	
03:45			22	79	16	15:45			350	1566	311	1205
04:00			11	18	29	16:00			455	352	807	
04:15			28	28	56	16:15			440	296	736	
04:30			20	37	57	16:30			454	329	783	
04:45			29	88	58	16:45			485	1834	284	1261
05:00			39	82	121	17:00			501	338	839	
05:15			41	119	160	17:15			496	323	819	
05:30			56	118	174	17:30			461	367	828	
05:45			92	228	129	17:45			482	1940	305	1333
06:00			93	161	254	18:00			404	303	707	
06:15			142	177	319	18:15			360	268	628	
06:30			163	190	353	18:30			395	289	684	
06:45			210	608	248	18:45			361	1520	255	1115
07:00			244	308	552	19:00			342	277	619	
07:15			292	275	567	19:15			347	252	599	
07:30			328	343	671	19:30			288	264	552	
07:45			407	1271	238	19:45			298	1275	249	1042
08:00			307	284	591	20:00			308	252	560	
08:15			261	306	567	20:15			273	266	539	
08:30			286	255	541	20:30			242	218	460	
08:45			240	1094	225	20:45			247	1070	218	954
09:00			193	207	400	21:00			177	215	392	
09:15			212	202	414	21:15			217	220	437	
09:30			211	197	408	21:30			169	177	346	
09:45			192	808	185	21:45			181	744	183	795
10:00			204	178	382	22:00			130	149	279	
10:15			227	188	415	22:15			126	145	271	
10:30			199	199	398	22:30			129	114	243	
10:45			218	848	178	22:45			87	472	113	521
11:00			248	205	453	23:00			86	101	187	
11:15			210	199	409	23:15			66	66	132	
11:30			258	228	486	23:30			98	76	174	
11:45			240	956	240	23:45			70	320	58	301
TOTALS			6325	6435	12760	TOTALS			13949	11445	25394	
SPLIT %			49.6%	50.4%	33.4%	SPLIT %			54.9%	45.1%	66.6%	

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	20,274	17,880	38,154		
AM Peak Hour			07:15	06:45	07:15	PM Peak Hour			16:45	17:00	17:00
AM Pk Volume			1334	1174	2474	PM Pk Volume			1943	1333	3273
Pk Hr Factor			0.819	0.856	0.922	Pk Hr Factor			0.970	0.908	0.975
7 - 9 Volume	0	0	2365	2234	4599	4 - 6 Volume	0	0	3774	2594	6368
7 - 9 Peak Hour			07:15	07:30	07:15	4 - 6 Peak Hour			16:45	17:00	17:00
7 - 9 Pk Volume	0	0	1334	1171	2474	4 - 6 Pk Volume	0	0	1943	1333	3273
Pk Hr Factor	0.000	0.000	0.819	0.853	0.922	Pk Hr Factor	0.000	0.000	0.970	0.908	0.975

VOLUME

Olympic Pkwy from SR-125 NB Ramps to Eastlake Pkwy

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_023

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	21,365	22,141	43,506			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			62	52	114	12:00			295	255	550	
00:15			53	48	101	12:15			256	265	521	
00:30			46	44	90	12:30			273	235	508	
00:45			37	198	57	12:45			290	1114	269	1024
01:00			32	42	74	13:00			244	285	529	
01:15			21	46	67	13:15			274	260	534	
01:30			21	20	41	13:30			281	322	603	
01:45			26	100	30	13:45			273	1072	284	1151
02:00			31	30	61	14:00			324	319	643	
02:15			29	19	48	14:15			378	314	692	
02:30			15	13	28	14:30			360	386	746	
02:45			15	90	13	14:45			354	1416	365	1384
03:00			22	18	40	15:00			498	354	852	
03:15			18	21	39	15:15			434	326	760	
03:30			28	28	56	15:30			436	398	834	
03:45			24	92	17	15:45			405	1773	375	1453
04:00			11	23	34	16:00			450	366	816	
04:15			27	41	68	16:15			459	358	817	
04:30			23	53	76	16:30			460	345	805	
04:45			29	90	80	16:45			490	1859	340	1409
05:00			36	104	140	17:00			504	360	864	
05:15			35	171	206	17:15			495	388	883	
05:30			51	182	233	17:30			452	394	846	
05:45			87	209	200	17:45			495	1946	348	1490
06:00			92	274	366	18:00			444	357	801	
06:15			138	288	426	18:15			417	327	744	
06:30			158	330	488	18:30			445	342	787	
06:45			223	611	406	18:45			390	1696	312	1338
07:00			170	509	679	19:00			353	327	680	
07:15			229	420	649	19:15			394	300	694	
07:30			254	441	695	19:30			325	306	631	
07:45			351	1004	335	19:45			307	1379	277	1210
08:00			265	361	626	20:00			346	296	642	
08:15			239	378	617	20:15			283	297	580	
08:30			230	353	583	20:30			281	251	532	
08:45			251	985	272	20:45			270	1180	259	1103
09:00			211	277	488	21:00			191	242	433	
09:15			219	245	464	21:15			240	255	495	
09:30			226	259	485	21:30			173	203	376	
09:45			203	859	233	21:45			186	790	217	917
10:00			231	221	452	22:00			170	165	335	
10:15			256	236	492	22:15			138	168	306	
10:30			224	258	482	22:30			139	132	271	
10:45			237	948	222	22:45			97	544	122	587
11:00			266	236	502	23:00			91	118	209	
11:15			247	257	504	23:15			71	79	150	
11:30			289	276	565	23:30			101	78	179	
11:45			266	1068	295	23:45			79	342	66	341
TOTALS				6254	8734	TOTALS			15111	13407	28518	
SPLIT %				41.7%	58.3%	SPLIT %			53.0%	47.0%	65.5%	

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	21,365	22,141	43,506		
AM Peak Hour			07:30	06:45	07:00	PM Peak Hour			16:30	15:30	17:00
AM Pk Volume			1109	1776	2709	PM Pk Volume			1949	1497	3436
Pk Hr Factor			0.790	0.872	0.974	Pk Hr Factor			0.967	0.940	0.973
7 - 9 Volume	0	0	1989	3069	5058	4 - 6 Volume	0	0	3805	2899	6704
7 - 9 Peak Hour			07:30	07:00	07:00	4 - 6 Peak Hour			16:30	17:00	17:00
7 - 9 Pk Volume	0	0	1109	1705	2709	4 - 6 Pk Volume	0	0	1949	1490	3436
Pk Hr Factor	0.000	0.000	0.790	0.837	0.974	Pk Hr Factor	0.000	0.000	0.967	0.945	0.973

VOLUME

Olympic Pkwy from Hunte Pkwy to Olympic Vista Rd

Day: Wednesday
Date: 4/30/2014City: Chula Vista
Project #: CA14_4115_025

DAILY TOTALS						NB	SB	EB	WB	Total		
						0	0	4,878	5,058	9,936		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			7	2	9	12:00			57	57	114	
00:15			11	3	14	12:15			59	66	125	
00:30			14	5	19	12:30			57	49	106	
00:45			9	41	4	12:45			71	244	45	217
01:00			9	3	12	13:00			57	70	127	
01:15			5	2	7	13:15			60	74	134	
01:30			3	2	5	13:30			66	65	131	
01:45			5	22	3	13:45			62	245	41	250
02:00			2	3	5	14:00			54	60	114	
02:15			4	3	7	14:15			70	65	135	
02:30			6	0	6	14:30			61	84	145	
02:45			4	16	4	14:45			84	269	78	287
03:00			2	6	8	15:00			77	91	168	
03:15			1	5	6	15:15			85	73	158	
03:30			0	6	6	15:30			108	88	196	
03:45			5	8	5	15:45			103	373	76	328
04:00			0	4	4	16:00			99	89	188	
04:15			0	16	16	16:15			112	68	180	
04:30			3	20	23	16:30			114	98	212	
04:45			1	4	26	16:45			93	418	79	334
05:00			3	29	32	17:00			140	89	229	
05:15			7	57	64	17:15			142	75	217	
05:30			9	57	66	17:30			116	75	191	
05:45			17	36	54	17:45			100	498	78	317
06:00			22	62	84	18:00			123	92	215	
06:15			39	111	150	18:15			106	81	187	
06:30			57	121	178	18:30			124	77	201	
06:45			50	168	155	18:45			121	474	104	354
07:00			63	90	153	19:00			118	88	206	
07:15			35	113	148	19:15			93	93	186	
07:30			48	110	158	19:30			90	39	129	
07:45			58	204	127	19:45			91	392	52	272
08:00			53	94	147	20:00			78	81	159	
08:15			50	93	143	20:15			80	48	128	
08:30			66	82	148	20:30			74	41	115	
08:45			69	238	79	20:45			76	308	52	222
09:00			55	96	151	21:00			56	25	81	
09:15			44	71	115	21:15			62	29	91	
09:30			39	70	109	21:30			52	22	74	
09:45			36	174	56	21:45			38	208	16	92
10:00			34	63	97	22:00			35	13	48	
10:15			39	61	100	22:15			39	16	55	
10:30			29	59	88	22:30			30	18	48	
10:45			32	134	53	22:45			35	139	13	60
11:00			33	46	79	23:00			18	6	24	
11:15			54	43	97	23:15			25	9	34	
11:30			44	71	115	23:30			12	10	22	
11:45			66	197	52	23:45			13	68	3	28
TOTALS				1242	2297	3539	TOTALS			3636	2761	6397
SPLIT %				35.1%	64.9%	35.6%	SPLIT %			56.8%	43.2%	64.4%

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	4,878	5,058	9,936	
AM Peak Hour			08:15	06:30	06:15	PM Peak Hour			17:00	18:30	16:30
AM Pk Volume			240	479	686	PM Pk Volume			498	362	830
Pk Hr Factor			0.870	0.773	0.837	Pk Hr Factor			0.877	0.870	0.906
7 - 9 Volume	0	0	442	788	1230	4 - 6 Volume	0	0	916	651	1567
7 - 9 Peak Hour			08:00	07:15	07:00	4 - 6 Peak Hour			17:00	16:30	16:30
7 - 9 Pk Volume	0	0	238	444	644	4 - 6 Pk Volume	0	0	498	341	830
Pk Hr Factor	0.000	0.000	0.862	0.874	0.870	Pk Hr Factor	0.000	0.000	0.877	0.870	0.906

VOLUME

Olympic Pkwy E/o Olympic Vista Rd

Day: Wednesday
Date: 4/30/2014City: Chula Vista
Project #: CA14_4115_026

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	2,118	1,957	4,075					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			1	0	1	12:00			29	30	59			
00:15			5	1	6	12:15			27	31	58			
00:30			8	2	10	12:30			25	22	47			
00:45			3	17	4	12:45			24	105	19	102	43	207
01:00			4	3	7	13:00			29	21	50			
01:15			3	2	5	13:15			24	31	55			
01:30			2	2	4	13:30			31	20	51			
01:45			0	9	1	13:45			29	113	17	89	46	202
02:00			1	2	3	14:00			24	22	46			
02:15			1	3	4	14:15			34	27	61			
02:30			4	0	4	14:30			34	38	72			
02:45			4	10	4	14:45			37	129	37	124	74	253
03:00			0	4	4	15:00			33	55	88			
03:15			0	2	2	15:15			36	37	73			
03:30			0	1	1	15:30			47	48	95			
03:45			2	2	4	15:45			49	165	34	174	83	339
04:00			0	2	2	16:00			41	28	69			
04:15			1	3	4	16:15			49	33	82			
04:30			1	6	7	16:30			48	37	85			
04:45			0	2	7	16:45			36	174	26	124	62	298
05:00			1	12	13	17:00			60	35	95			
05:15			7	15	22	17:15			69	33	102			
05:30			10	20	30	17:30			54	27	81			
05:45			12	30	22	17:45			33	216	36	131	69	347
06:00			11	27	38	18:00			52	36	88			
06:15			30	25	55	18:15			38	37	75			
06:30			50	40	90	18:30			46	40	86			
06:45			31	122	43	18:45			47	183	38	151	85	334
07:00			44	31	75	19:00			35	47	82			
07:15			15	33	48	19:15			30	50	80			
07:30			25	34	59	19:30			26	14	40			
07:45			34	118	35	19:45			41	132	22	133	63	265
08:00			35	32	67	20:00			38	26	64			
08:15			20	25	45	20:15			26	17	43			
08:30			27	23	50	20:30			16	15	31			
08:45			30	112	24	20:45			26	106	24	82	50	188
09:00			24	24	48	21:00			23	11	34			
09:15			26	31	57	21:15			23	8	31			
09:30			21	28	49	21:30			16	13	29			
09:45			13	84	29	21:45			11	73	6	38	17	111
10:00			10	14	24	22:00			10	4	14			
10:15			10	23	33	22:15			14	8	22			
10:30			17	22	39	22:30			9	10	19			
10:45			17	54	23	22:45			13	46	6	28	19	74
11:00			13	21	34	23:00			11	1	12			
11:15			25	17	42	23:15			9	6	15			
11:30			27	28	55	23:30			5	5	10			
11:45			21	86	16	23:45			5	30	2	14	7	44
TOTALS			646	767	1413	TOTALS			1472	1190	2662			
SPLIT %			45.7%	54.3%	34.7%	SPLIT %			55.3%	44.7%	65.3%			

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	2,118	1,957	4,075		
AM Peak Hour			06:15	06:30	06:15	PM Peak Hour			16:45	14:45	17:00
AM Pk Volume			155	147	294	PM Pk Volume			219	177	347
Pk Hr Factor			0.775	0.855	0.817	Pk Hr Factor			0.793	0.805	0.850
7 - 9 Volume	0	0	230	237	467	4 - 6 Volume	0	0	390	255	645
7 - 9 Peak Hour			07:00	07:15	07:00	4 - 6 Peak Hour			16:45	16:15	17:00
7 - 9 Pk Volume	0	0	118	134	251	4 - 6 Pk Volume	0	0	219	131	347
Pk Hr Factor	0.000	0.000	0.670	0.957	0.837	Pk Hr Factor	0.000	0.000	0.793	0.885	0.850

VOLUME

Lane Ave from Proctor Valley Rd to Otay Lakes Rd

Day: Wednesday
Date: 4/30/2014City: Chula Vista
Project #: CA14_4115_027

DAILY TOTALS						NB	SB	EB	WB	Total	
						5,440	5,364	0	0	10,804	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	6	8			14	12:00	109	89			198
00:15	7	5			12	12:15	62	64			126
00:30	5	8			13	12:30	77	82			159
00:45	1	19	3	24	4	12:45	82	330	62	297	144
					43						627
01:00	1	6			7	13:00	72	60			132
01:15	3	2			5	13:15	74	40			114
01:30	2	1			3	13:30	93	76			169
01:45	1	7	3	12	4	13:45	71	310	78	254	149
					19						564
02:00	6	4			10	14:00	75	82			157
02:15	1	0			1	14:15	68	82			150
02:30	3	1			4	14:30	61	97			158
02:45	3	13	1	6	4	14:45	78	282	83	344	161
					19						626
03:00	1	0			1	15:00	100	79			179
03:15	0	5			5	15:15	86	106			192
03:30	4	0			4	15:30	115	128			243
03:45	4	9	3	8	7	15:45	138	439	98	411	236
					17						850
04:00	4	3			7	16:00	92	116			208
04:15	5	1			6	16:15	94	100			194
04:30	6	6			12	16:30	115	122			237
04:45	9	24	11	21	20	16:45	113	414	131	469	244
					45						883
05:00	10	2			12	17:00	116	172			288
05:15	14	3			17	17:15	119	112			231
05:30	12	13			25	17:30	93	144			237
05:45	29	65	15	33	44	17:45	102	430	113	541	215
					98						971
06:00	23	22			45	18:00	87	117			204
06:15	28	29			57	18:15	101	115			216
06:30	54	75			129	18:30	83	122			205
06:45	113	218	122	248	235	18:45	94	365	99	453	193
					466						818
07:00	132	62			194	19:00	75	94			169
07:15	72	64			136	19:15	74	75			149
07:30	84	66			150	19:30	78	76			154
07:45	135	423	70	262	205	19:45	60	287	53	298	113
					685						585
08:00	104	82			186	20:00	62	84			146
08:15	107	62			169	20:15	67	64			131
08:30	102	97			199	20:30	71	53			124
08:45	110	423	98	339	208	20:45	47	247	42	243	89
					762						490
09:00	86	66			152	21:00	42	48			90
09:15	56	72			128	21:15	38	27			65
09:30	69	71			140	21:30	32	39			71
09:45	83	294	63	272	146	21:45	25	137	26	140	51
					566						277
10:00	63	52			115	22:00	28	21			49
10:15	61	66			127	22:15	18	16			34
10:30	65	79			144	22:30	18	28			46
10:45	61	250	61	258	122	22:45	10	74	5	70	15
					508						144
11:00	77	77			154	23:00	7	6			13
11:15	65	73			138	23:15	12	6			18
11:30	85	100			185	23:30	8	7			15
11:45	121	348	85	335	206	23:45	5	32	7	26	12
					683						58
TOTALS	2093	1818			3911	TOTALS	3347	3546			6893
SPLIT %	53.5%	46.5%			36.2%	SPLIT %	48.6%	51.4%			63.8%

DAILY TOTALS						NB	SB	EB	WB	Total	
						5,440	5,364	0	0	10,804	
AM Peak Hour	07:45	11:15			08:00	PM Peak Hour	16:30	16:45		16:30	
AM Pk Volume	448	347			762	PM Pk Volume	463	559		1000	
Pk Hr Factor	0.830	0.868			0.916	Pk Hr Factor	0.973	0.813		0.868	
7 - 9 Volume	846	601	0	0	1447	4 - 6 Volume	844	1010	0	0	1854
7 - 9 Peak Hour	07:45	08:00			08:00	4 - 6 Peak Hour	16:30	16:45			16:30
7 - 9 Pk Volume	448	339	0	0	762	4 - 6 Pk Volume	463	559	0	0	1000
Pk Hr Factor	0.830	0.865	0.000	0.000	0.916	Pk Hr Factor	0.973	0.813	0.000	0.000	0.868

VOLUME

Hunte Pkwy from Proctor Valley Rd to Otay Lakes Rd

Day: Wednesday
Date: 4/30/2014City: Chula Vista
Project #: CA14_4115_028

DAILY TOTALS						NB	SB	EB	WB	Total	
						3,225	3,044	0	0	6,269	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	7	5			12	12:00	27	21			48
00:15	7	3			10	12:15	25	28			53
00:30	3	4			7	12:30	27	33			60
00:45	1	18	0	12	1	12:45	30	109	25	107	55
01:00	1	2			3	13:00	33	29			62
01:15	2	2			4	13:15	34	26			60
01:30	1	2			3	13:30	45	28			73
01:45	0	4	1	7	1	13:45	33	145	44	127	77
02:00	2	0			2	14:00	40	39			79
02:15	0	0			0	14:15	37	59			96
02:30	1	0			1	14:30	50	58			108
02:45	4	7	2	2	6	14:45	85	212	78	234	163
03:00	4	0			4	15:00	83	67			150
03:15	2	1			3	15:15	98	95			193
03:30	1	1			2	15:30	102	97			199
03:45	3	10	1	3	4	15:45	62	345	62	321	124
04:00	2	3			5	16:00	67	67			134
04:15	4	2			6	16:15	55	65			120
04:30	4	1			5	16:30	63	67			130
04:45	5	15	3	9	8	16:45	46	231	77	276	123
05:00	11	1			12	17:00	60	80			140
05:15	13	4			17	17:15	56	73			129
05:30	12	5			17	17:30	39	71			110
05:45	26	62	5	15	31	17:45	56	211	64	288	120
06:00	28	2			30	18:00	65	72			137
06:15	30	10			40	18:15	39	66			105
06:30	59	37			96	18:30	48	43			91
06:45	68	185	68	117	136	18:45	44	196	63	244	107
07:00	86	28			114	19:00	37	42			79
07:15	51	34			85	19:15	46	60			106
07:30	81	56			137	19:30	31	37			68
07:45	115	333	110	228	225	19:45	23	137	35	174	58
08:00	151	110			261	20:00	41	34			75
08:15	99	56			155	20:15	42	30			72
08:30	52	40			92	20:30	23	30			53
08:45	57	359	42	248	99	20:45	20	126	32	126	52
09:00	45	25			70	21:00	23	24			47
09:15	19	19			38	21:15	15	24			39
09:30	43	17			60	21:30	15	21			36
09:45	28	135	24	85	52	21:45	17	70	24	93	41
10:00	31	27			58	22:00	14	24			38
10:15	28	26			54	22:15	11	13			24
10:30	23	35			58	22:30	14	12			26
10:45	22	104	21	109	43	22:45	8	47	7	56	15
11:00	24	27			51	23:00	9	10			19
11:15	36	28			64	23:15	6	8			14
11:30	35	35			70	23:30	6	8			14
11:45	44	139	37	127	81	23:45	4	25	10	36	14
TOTALS	1371	962			2333	TOTALS	1854	2082			3936
SPLIT %	58.8%	41.2%			37.2%	SPLIT %	47.1%	52.9%			62.8%

DAILY TOTALS						NB	SB	EB	WB	Total	
						3,225	3,044	0	0	6,269	
AM Peak Hour	07:30	07:30			07:30	PM Peak Hour	14:45	14:45		14:45	
AM Pk Volume	446	332			778	PM Pk Volume	368	337		705	
Pk Hr Factor	0.738	0.755			0.745	Pk Hr Factor	0.902	0.869		0.886	
7 - 9 Volume	692	476	0	0	1168	4 - 6 Volume	442	564	0	0	1006
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:00	16:45			16:30
7 - 9 Pk Volume	446	332	0	0	778	4 - 6 Pk Volume	231	301	0	0	522
Pk Hr Factor	0.738	0.755	0.000	0.000	0.745	Pk Hr Factor	0.862	0.941	0.000	0.000	0.932

VOLUME

Hunte Pkwy from Otay Lakes Rd to Clubhouse Dr

Day: Wednesday
Date: 4/30/2014City: Chula Vista
Project #: CA14_4115_029

DAILY TOTALS						NB	SB	EB	WB	Total	
						5,794	5,103	0	0	10,897	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	5	4			9	12:00	55	53			108
00:15	5	1			6	12:15	38	49			87
00:30	2	6			8	12:30	50	47			97
00:45	2	14	1	12	3	12:45	49	192	56	205	105
01:00	2	6			8	13:00	50	44			94
01:15	1	2			3	13:15	58	44			102
01:30	1	3			4	13:30	73	41			114
01:45	0	4	3	14	3	13:45	57	238	53	182	110
02:00	5	1			6	14:00	81	64			145
02:15	2	0			2	14:15	79	66			145
02:30	2	1			3	14:30	78	84			162
02:45	2	11	0	2	2	14:45	108	346	111	325	219
03:00	3	1			4	15:00	153	109			262
03:15	3	1			4	15:15	188	161			349
03:30	3	1			4	15:30	170	216			386
03:45	5	14	2	5	7	15:45	143	654	107	593	250
04:00	4	3			7	16:00	106	102			208
04:15	2	2			4	16:15	122	93			215
04:30	7	1			8	16:30	115	105			220
04:45	10	23	4	10	14	16:45	107	450	101	401	208
05:00	7	2			9	17:00	90	114			204
05:15	22	3			25	17:15	101	118			219
05:30	20	12			32	17:30	91	117			208
05:45	25	74	12	29	37	17:45	111	393	91	440	202
06:00	28	17			45	18:00	69	114			183
06:15	35	15			50	18:15	97	92			189
06:30	46	38			84	18:30	77	93			170
06:45	83	192	119	189	202	18:45	94	337	92	391	186
07:00	174	70			244	19:00	84	96			180
07:15	173	62			235	19:15	81	91			172
07:30	216	82			298	19:30	73	73			146
07:45	267	830	134	348	401	19:45	68	306	77	337	145
08:00	217	169			386	20:00	67	85			152
08:15	138	137			275	20:15	54	59			113
08:30	173	128			301	20:30	37	52			89
08:45	131	659	69	503	200	20:45	35	193	40	236	75
09:00	73	45			118	21:00	35	55			90
09:15	58	49			107	21:15	28	46			74
09:30	63	56			119	21:30	20	26			46
09:45	56	250	40	190	96	21:45	29	112	24	151	53
10:00	45	48			93	22:00	17	23			40
10:15	32	45			77	22:15	16	18			34
10:30	37	53			90	22:30	25	18			43
10:45	45	159	51	197	96	22:45	12	70	17	76	29
11:00	57	48			105	23:00	10	11			21
11:15	56	58			114	23:15	10	12			22
11:30	52	60			112	23:30	7	9			16
11:45	77	242	60	226	137	23:45	4	31	9	41	13
TOTALS	2472	1725			4197	TOTALS	3322	3378			6700
SPLIT %	58.9%	41.1%			38.5%	SPLIT %	49.6%	50.4%			61.5%

DAILY TOTALS						NB	SB	EB	WB	Total	
						5,794	5,103	0	0	10,897	
AM Peak Hour	07:15	07:45			07:45	PM Peak Hour	15:00	14:45		15:00	
AM Pk Volume	873	568			1363	PM Pk Volume	654	597		1247	
Pk Hr Factor	0.817	0.840			0.850	Pk Hr Factor	0.870	0.691		0.808	
7 - 9 Volume	1489	851	0	0	2340	4 - 6 Volume	843	841	0	0	1684
7 - 9 Peak Hour	07:15	07:45			07:45	4 - 6 Peak Hour	16:00	16:45			16:00
7 - 9 Pk Volume	873	568	0	0	1363	4 - 6 Pk Volume	450	450	0	0	851
Pk Hr Factor	0.817	0.840	0.000	0.000	0.850	Pk Hr Factor	0.922	0.953	0.000	0.000	0.967

VOLUME

Hunte Pkwy from Clubhouse Dr to Olympic Pkwy

Day: Wednesday
Date: 4/30/2014City: Chula Vista
Project #: CA14_4115_030

DAILY TOTALS						NB	SB	EB	WB	Total	
						4,313	3,841	0	0	8,154	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	5	4			9	12:00	36	41			77
00:15	4	0			4	12:15	39	35			74
00:30	2	4			6	12:30	23	46			69
00:45	2	13	1	9	3	12:45	36	134	49	171	85
01:00	3	4			7	13:00	45	21			66
01:15	3	2			5	13:15	49	23			72
01:30	1	1			2	13:30	60	35			95
01:45	3	10	2	9	5	13:45	48	202	36	115	84
02:00	4	2			6	14:00	64	49			113
02:15	2	0			2	14:15	63	56			119
02:30	1	0			1	14:30	79	49			128
02:45	2	9	0	2	2	14:45	87	293	70	224	157
03:00	2	1			3	15:00	165	79			244
03:15	3	2			5	15:15	128	128			256
03:30	3	1			4	15:30	119	164			283
03:45	3	11	2	6	5	15:45	100	512	70	441	170
04:00	2	3			5	16:00	90	78			168
04:15	0	1			1	16:15	99	69			168
04:30	5	1			6	16:30	88	70			158
04:45	5	12	4	9	9	16:45	96	373	88	305	184
05:00	6	2			8	17:00	79	96			175
05:15	14	4			18	17:15	87	96			183
05:30	9	12			21	17:30	74	87			161
05:45	18	47	13	31	31	17:45	94	334	72	351	166
06:00	12	19			31	18:00	56	86			142
06:15	17	15			32	18:15	92	64			156
06:30	38	29			67	18:30	70	78			148
06:45	50	117	58	121	108	18:45	76	294	69	297	145
07:00	54	64			118	19:00	80	84			164
07:15	67	56			123	19:15	75	74			149
07:30	108	72			180	19:30	53	52			105
07:45	162	391	105	297	267	19:45	59	267	53	263	112
08:00	155	100			255	20:00	61	68			129
08:15	128	104			232	20:15	47	48			95
08:30	113	74			187	20:30	27	40			67
08:45	74	470	39	317	113	20:45	34	169	32	188	66
09:00	52	41			93	21:00	31	42			73
09:15	41	35			76	21:15	25	40			65
09:30	43	45			88	21:30	23	21			44
09:45	33	169	39	160	72	21:45	26	105	17	120	43
10:00	27	36			63	22:00	18	16			34
10:15	29	35			64	22:15	20	16			36
10:30	22	41			63	22:30	16	14			30
10:45	35	113	42	154	77	22:45	10	64	16	62	26
11:00	41	36			77	23:00	9	10			19
11:15	43	43			86	23:15	6	8			14
11:30	44	40			84	23:30	6	6			12
11:45	50	178	39	158	89	23:45	5	26	7	31	12
TOTALS	1540	1273			2813	TOTALS	2773	2568			5341
SPLIT %	54.7%	45.3%			34.5%	SPLIT %	51.9%	48.1%			65.5%

DAILY TOTALS						NB	SB	EB	WB	Total	
						4,313	3,841	0	0	8,154	
AM Peak Hour	07:45	07:45			07:45	PM Peak Hour	15:00	14:45		15:00	
AM Pk Volume	558	383			941	PM Pk Volume	512	441		953	
Pk Hr Factor	0.861	0.912			0.881	Pk Hr Factor	0.776	0.672		0.842	
7 - 9 Volume	861	614	0	0	1475	4 - 6 Volume	707	656	0	0	1363
7 - 9 Peak Hour	07:45	07:45			07:45	4 - 6 Peak Hour	16:00	16:45			16:45
7 - 9 Pk Volume	558	383	0	0	941	4 - 6 Pk Volume	373	367	0	0	703
Pk Hr Factor	0.861	0.912	0.000	0.000	0.881	Pk Hr Factor	0.942	0.956	0.000	0.000	0.955

VOLUME

Hunte Pkwy from Olympic Pkwy to Eastlake Pkwy

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_031

DAILY TOTALS						NB	SB	EB	WB	Total	
						1,070	945	0	0	2,015	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	3			4	12:00	5	7			12
00:15	1	0			1	12:15	7	16			23
00:30	2	0			2	12:30	22	10			32
00:45	1	5	0	3	1	12:45	30	64	14	47	44
01:00	0	0			0	13:00	15	10			25
01:15	0	0			0	13:15	10	11			21
01:30	0	0			0	13:30	6	9			15
01:45	0	0			0	13:45	8	39	7	37	15
02:00	0	1			1	14:00	8	7			15
02:15	0	0			0	14:15	11	13			24
02:30	0	0			0	14:30	11	5			16
02:45	0	0	1		0	14:45	20	50	17	42	37
03:00	1	0			1	15:00	36	12			48
03:15	0	0			0	15:15	27	35			62
03:30	0	0			0	15:30	53	45			98
03:45	1	2	0		1	15:45	32	148	23	115	55
04:00	0	0			0	16:00	17	14			31
04:15	0	0			0	16:15	17	14			31
04:30	0	1			1	16:30	22	12			34
04:45	0	0	1		0	16:45	26	82	22	62	48
05:00	3	3			6	17:00	27	19			46
05:15	1	0			1	17:15	19	23			42
05:30	1	1			2	17:30	15	13			28
05:45	0	5	1	5	1	17:45	15	76	22	77	37
06:00	2	2			4	18:00	23	19			42
06:15	2	3			5	18:15	28	12			40
06:30	4	8			12	18:30	22	13			35
06:45	14	22	12	25	26	18:45	12	85	14	58	26
07:00	9	18			27	19:00	22	14			36
07:15	16	10			26	19:15	16	15			31
07:30	30	19			49	19:30	16	12			28
07:45	52	107	59	106	111	19:45	13	67	18	59	31
08:00	55	45			100	20:00	8	14			22
08:15	37	49			86	20:15	14	8			22
08:30	35	26			61	20:30	11	10			21
08:45	19	146	4	124	23	20:45	6	39	5	37	11
09:00	9	8			17	21:00	10	9			19
09:15	2	7			9	21:15	4	8			12
09:30	10	7			17	21:30	6	7			13
09:45	5	26	6	28	11	21:45	6	26	6	30	12
10:00	5	4			9	22:00	5	2			7
10:15	7	7			14	22:15	1	1			2
10:30	9	4			13	22:30	3	4			7
10:45	5	26	4	19	9	22:45	1	10	1	8	2
11:00	6	9			15	23:00	3	4			7
11:15	12	14			26	23:15	2	1			3
11:30	8	12			20	23:30	1	3			4
11:45	10	36	17	52	27	23:45	3	9	1	9	4
TOTALS	375	364			739	TOTALS	695	581			1276
SPLIT %	50.7%	49.3%			36.7%	SPLIT %	54.5%	45.5%			63.3%

DAILY TOTALS						NB	SB	EB	WB	Total
						1,070	945	0	0	2,015
AM Peak Hour	07:45	07:45			07:45	PM Peak Hour	15:00	15:15		15:00
AM Pk Volume	179	179			358	PM Pk Volume	148	117		263
Pk Hr Factor	0.814	0.758			0.806	Pk Hr Factor	0.698	0.650		0.671
7 - 9 Volume	253	230	0	0	483	4 - 6 Volume	158	139	0	297
7 - 9 Peak Hour	07:45	07:45			07:45	4 - 6 Peak Hour	16:30	16:45		16:30
7 - 9 Pk Volume	179	179	0	0	358	4 - 6 Pk Volume	94	77	0	170
Pk Hr Factor	0.814	0.758	0.000	0.000	0.806	Pk Hr Factor	0.870	0.837	0.000	0.885

VOLUME

Otay Lakes Rd from Wueste Rd to SR-94

Day: Wednesday
Date: 4/30/2014

City: Chula Vista
Project #: CA14_4115_032

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	1,426	1,501	2,927		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			1	1	2	12:00			39	25	64
00:15			0	0	0	12:15			19	26	45
00:30			3	1	4	12:30			21	24	45
00:45			1	5	3	12:45			20	99	24
01:00			3	5	8	13:00			35	37	72
01:15			4	0	4	13:15			25	33	58
01:30			3	1	4	13:30			20	28	48
01:45			0	10	1	13:45			25	105	31
02:00			3	2	5	14:00			19	29	48
02:15			0	0	0	14:15			24	32	56
02:30			0	4	4	14:30			19	32	51
02:45			1	4	5	14:45			27	89	24
03:00			3	2	5	15:00			20	38	58
03:15			3	0	3	15:15			25	18	43
03:30			0	4	4	15:30			22	21	43
03:45			0	6	2	15:45			33	100	30
04:00			2	3	5	16:00			25	17	42
04:15			4	5	9	16:15			31	13	44
04:30			3	5	8	16:30			27	23	50
04:45			2	11	5	16:45			26	109	19
05:00			3	5	8	17:00			38	21	59
05:15			4	7	11	17:15			42	25	67
05:30			10	7	17	17:30			32	18	50
05:45			7	24	10	17:45			11	123	8
06:00			9	17	26	18:00			24	20	44
06:15			4	16	20	18:15			19	12	31
06:30			18	26	44	18:30			31	20	51
06:45			25	56	27	18:45			24	98	10
07:00			18	33	51	19:00			23	20	43
07:15			20	31	51	19:15			18	17	35
07:30			13	45	58	19:30			21	8	29
07:45			12	63	23	19:45			10	72	11
08:00			24	29	53	20:00			17	7	24
08:15			23	21	44	20:15			7	10	17
08:30			21	27	48	20:30			14	7	21
08:45			13	81	27	20:45			6	44	10
09:00			10	38	48	21:00			8	3	11
09:15			25	14	39	21:15			11	8	19
09:30			24	16	40	21:30			9	3	12
09:45			24	83	17	21:45			6	34	3
10:00			22	31	53	22:00			5	3	8
10:15			17	41	58	22:15			10	5	15
10:30			27	14	41	22:30			5	6	11
10:45			29	95	14	22:45			5	25	3
11:00			21	19	40	23:00			2	7	9
11:15			19	37	56	23:15			4	3	7
11:30			14	39	53	23:30			3	3	6
11:45			20	74	27	23:45			7	16	1
TOTALS				512	705	1217	TOTALS		914	796	1710
SPLIT %			42.1%	57.9%	41.6%	SPLIT %		53.5%	46.5%	58.4%	

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	1,426	1,501	2,927		
AM Peak Hour			11:45	06:45	11:15	PM Peak Hour			16:45	13:00	13:00
AM Pk Volume			99	136	220	PM Pk Volume			138	129	234
Pk Hr Factor			0.635	0.756	0.859	Pk Hr Factor			0.821	0.872	0.813
7 - 9 Volume	0	0	144	236	380	4 - 6 Volume	0	0	232	144	376
7 - 9 Peak Hour			08:00	07:00	07:15	4 - 6 Peak Hour			16:45	16:30	16:30
7 - 9 Pk Volume	0	0	81	132	197	4 - 6 Pk Volume	0	0	138	88	221
Pk Hr Factor	0.000	0.000	0.844	0.733	0.849	Pk Hr Factor	0.000	0.000	0.821	0.880	0.825

VOLUME

SR-94 from Lyons Valley Rd to Jefferson Rd

Day: Wednesday
Date: 4/30/2014City: Jamul
Project #: CA14_4115_033

DAILY TOTALS						NB	SB	EB	WB	Total	
						5,488	5,288	0	0	10,776	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	5	8			13	12:00	73	49			122
00:15	5	13			18	12:15	73	70			143
00:30	3	7			10	12:30	95	77			172
00:45	5	18	5	33	10	12:45	66	307	70	266	136
01:00	3	5			8	13:00	67	63			130
01:15	6	5			11	13:15	63	79			142
01:30	2	7			9	13:30	87	72			159
01:45	0	11	5	22	5	13:45	76	293	71	285	147
02:00	1	2			3	14:00	68	67			135
02:15	1	3			4	14:15	96	60			156
02:30	3	1			4	14:30	74	69			143
02:45	2	7	4	10	6	14:45	89	327	114	310	203
03:00	7	3			10	15:00	69	102			171
03:15	3	4			7	15:15	65	97			162
03:30	8	5			13	15:30	72	135			207
03:45	9	27	0	12	9	15:45	81	287	149	483	230
04:00	9	4			13	16:00	64	139			203
04:15	14	5			19	16:15	65	140			205
04:30	15	7			22	16:30	60	163			223
04:45	29	67	4	20	33	16:45	66	255	140	582	206
05:00	44	22			66	17:00	57	153			210
05:15	51	13			64	17:15	63	119			182
05:30	89	22			111	17:30	62	150			212
05:45	145	329	19	76	164	17:45	67	249	131	553	198
06:00	152	29			181	18:00	49	144			193
06:15	150	27			177	18:15	51	138			189
06:30	162	19			181	18:30	38	128			166
06:45	209	673	38	113	247	18:45	52	190	111	521	163
07:00	157	34			191	19:00	33	89			122
07:15	143	47			190	19:15	28	95			123
07:30	146	55			201	19:30	29	65			94
07:45	124	570	44	180	168	19:45	35	125	81	330	116
08:00	121	52			173	20:00	30	67			97
08:15	117	49			166	20:15	25	73			98
08:30	107	51			158	20:30	30	74			104
08:45	122	467	51	203	173	20:45	30	115	62	276	92
09:00	96	49			145	21:00	28	61			89
09:15	84	39			123	21:15	27	49			76
09:30	99	56			155	21:30	28	48			76
09:45	104	383	41	185	145	21:45	29	112	29	187	58
10:00	70	55			125	22:00	12	34			46
10:15	79	65			144	22:15	14	27			41
10:30	95	53			148	22:30	13	27			40
10:45	80	324	52	225	132	22:45	15	54	25	113	40
11:00	82	64			146	23:00	11	18			29
11:15	73	60			133	23:15	7	21			28
11:30	64	60			124	23:30	2	12			14
11:45	59	278	57	241	116	23:45	0	20	11	62	11
TOTALS	3154	1320			4474	TOTALS	2334	3968			6302
SPLIT %	70.5%	29.5%			41.5%	SPLIT %	37.0%	63.0%			58.5%

DAILY TOTALS						NB	SB	EB	WB	Total	
						5,488	5,288	0	0	10,776	
AM Peak Hour	06:15	11:45			06:45	PM Peak Hour	14:15	16:15		15:45	
AM Pk Volume	678	253			829	PM Pk Volume	328	596		861	
Pk Hr Factor	0.811	0.821			0.839	Pk Hr Factor	0.854	0.914		0.936	
7 - 9 Volume	1037	383	0	0	1420	4 - 6 Volume	504	1135	0	0	1639
7 - 9 Peak Hour	07:00	08:00			07:00	4 - 6 Peak Hour	16:00	16:15			16:15
7 - 9 Pk Volume	570	203	0	0	750	4 - 6 Pk Volume	255	596	0	0	844
Pk Hr Factor	0.908	0.976	0.000	0.000	0.933	Pk Hr Factor	0.966	0.914	0.000	0.000	0.946

VOLUME

SR-94 from Jefferson Rd to Maxfield Rd

Day: Wednesday
Date: 4/30/2014City: Jamul
Project #: CA14_4115_034

DAILY TOTALS						NB	SB	EB	WB	Total	
						4,597	4,452	0	0	9,049	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	2	5			7	12:00	69	46			115
00:15	5	6			11	12:15	72	57			129
00:30	1	8			9	12:30	74	69			143
00:45	4	12	2	21	6	12:45	64	279	52	224	116
					33						503
01:00	2	1			3	13:00	51	44			95
01:15	6	6			12	13:15	61	64			125
01:30	2	7			9	13:30	67	58			125
01:45	0	10	4	18	4	13:45	66	245	55	221	121
					28						466
02:00	1	3			4	14:00	63	65			128
02:15	0	2			2	14:15	75	61			136
02:30	2	1			3	14:30	76	59			135
02:45	3	6	4	10	7	14:45	78	292	103	288	181
					16						580
03:00	6	3			9	15:00	49	93			142
03:15	3	4			7	15:15	57	72			129
03:30	6	3			9	15:30	69	114			183
03:45	6	21	0	10	6	15:45	72	247	131	410	203
					31						657
04:00	7	3			10	16:00	56	133			189
04:15	10	4			14	16:15	48	131			179
04:30	13	4			17	16:30	55	127			182
04:45	23	53	6	17	29	16:45	53	212	118	509	171
					70						721
05:00	32	18			50	17:00	50	132			182
05:15	40	13			53	17:15	50	107			157
05:30	77	24			101	17:30	55	119			174
05:45	126	275	17	72	143	17:45	56	211	108	466	164
					347						677
06:00	135	27			162	18:00	38	118			156
06:15	125	24			149	18:15	43	110			153
06:30	138	27			165	18:30	33	105			138
06:45	166	564	41	119	207	18:45	34	148	95	428	129
					683						576
07:00	117	33			150	19:00	22	73			95
07:15	115	27			142	19:15	28	69			97
07:30	132	47			179	19:30	20	53			73
07:45	106	470	28	135	134	19:45	29	99	55	250	84
					605						349
08:00	102	55			157	20:00	24	58			82
08:15	110	34			144	20:15	19	53			72
08:30	77	50			127	20:30	27	58			85
08:45	96	385	48	187	144	20:45	27	97	57	226	84
					572						323
09:00	77	56			133	21:00	24	49			73
09:15	70	35			105	21:15	23	42			65
09:30	87	40			127	21:30	26	33			59
09:45	76	310	40	171	116	21:45	21	94	23	147	44
					481						241
10:00	54	34			88	22:00	13	23			36
10:15	73	61			134	22:15	11	19			30
10:30	77	44			121	22:30	12	19			31
10:45	70	274	48	187	118	22:45	14	50	20	81	34
					461						131
11:00	66	53			119	23:00	8	17			25
11:15	57	41			98	23:15	5	22			27
11:30	52	60			112	23:30	2	9			11
11:45	53	228	46	200	99	23:45	0	15	7	55	7
					428						70
TOTALS	2608	1147			3755	TOTALS	1989	3305			5294
SPLIT %	69.5%	30.5%			41.5%	SPLIT %	37.6%	62.4%			58.5%

DAILY TOTALS						NB	SB	EB	WB	Total	
						4,597	4,452	0	0	9,049	
AM Peak Hour	06:00	11:45			06:00	PM Peak Hour	14:00	15:45		15:30	
AM Pk Volume	564	218			683	PM Pk Volume	292	522		754	
Pk Hr Factor	0.849	0.790			0.825	Pk Hr Factor	0.936	0.981		0.929	
7 - 9 Volume	855	322	0	0	1177	4 - 6 Volume	423	975	0	0	1398
7 - 9 Peak Hour	07:00	08:00			07:30	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	470	187	0	0	614	4 - 6 Pk Volume	212	509	0	0	721
Pk Hr Factor	0.890	0.850	0.000	0.000	0.858	Pk Hr Factor	0.946	0.957	0.000	0.000	0.954

VOLUME

SR-94 from Maxfield Rd to Melody Rd

Day: Wednesday
Date: 4/30/2014City: Jamul
Project #: CA14_4115_035

DAILY TOTALS						NB	SB	EB	WB	Total	
						4,072	3,952	0	0	8,024	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	3	6			9	12:00	50	35			85
00:15	3	6			9	12:15	68	37			105
00:30	1	5			6	12:30	59	48			107
00:45	3	10	1	18	4	12:45	51	228	49	169	100
					28						397
01:00	2	1			3	13:00	46	42			88
01:15	5	6			11	13:15	53	57			110
01:30	2	4			6	13:30	51	52			103
01:45	0	9	5	16	5	13:45	54	204	43	194	97
					25						398
02:00	1	3			4	14:00	53	59			112
02:15	1	1			2	14:15	65	48			113
02:30	2	1			3	14:30	68	53			121
02:45	3	7	3	8	6	14:45	62	248	96	256	158
					15						504
03:00	6	2			8	15:00	41	81			122
03:15	3	5			8	15:15	53	64			117
03:30	6	4			10	15:30	68	93			161
03:45	7	22	0	11	7	15:45	57	219	116	354	173
					33						573
04:00	7	4			11	16:00	47	119			166
04:15	11	4			15	16:15	49	113			162
04:30	13	3			16	16:30	46	113			159
04:45	22	53	6	17	28	16:45	41	183	122	467	163
					70						650
05:00	30	17			47	17:00	43	116			159
05:15	38	12			50	17:15	46	102			148
05:30	75	24			99	17:30	46	105			151
05:45	127	270	15	68	142	17:45	39	174	102	425	141
					338						599
06:00	121	27			148	18:00	30	109			139
06:15	118	23			141	18:15	36	101			137
06:30	135	24			159	18:30	25	98			123
06:45	152	526	37	111	189	18:45	25	116	89	397	114
					637						513
07:00	111	33			144	19:00	21	67			88
07:15	119	32			151	19:15	20	61			81
07:30	111	45			156	19:30	18	47			65
07:45	98	439	33	143	131	19:45	27	86	52	227	79
					582						313
08:00	89	43			132	20:00	24	52			76
08:15	92	42			134	20:15	14	44			58
08:30	80	37			117	20:30	23	55			78
08:45	73	334	43	165	116	20:45	24	85	53	204	77
					499						289
09:00	81	45			126	21:00	21	46			67
09:15	57	32			89	21:15	25	38			63
09:30	75	31			106	21:30	25	29			54
09:45	72	285	27	135	99	21:45	21	92	22	135	43
					420						227
10:00	46	28			74	22:00	14	21			35
10:15	67	47			114	22:15	11	19			30
10:30	54	32			86	22:30	12	22			34
10:45	59	226	42	149	101	22:45	11	48	19	81	30
					375						129
11:00	56	44			100	23:00	8	15			23
11:15	50	27			77	23:15	5	20			25
11:30	42	48			90	23:30	1	9			10
11:45	46	194	33	152	79	23:45	0	14	6	50	6
					346						64
TOTALS	2375	993			3368	TOTALS	1697	2959			4656
SPLIT %	70.5%	29.5%			42.0%	SPLIT %	36.4%	63.6%			58.0%

DAILY TOTALS						NB	SB	EB	WB	Total	
						4,072	3,952	0	0	8,024	
AM Peak Hour	06:00	08:15			06:30	PM Peak Hour	14:00	16:00		15:30	
AM Pk Volume	526	167			643	PM Pk Volume	248	467		662	
Pk Hr Factor	0.865	0.928			0.851	Pk Hr Factor	0.912	0.957		0.957	
7 - 9 Volume	773	308	0	0	1081	4 - 6 Volume	357	892	0	0	1249
7 - 9 Peak Hour	07:00	08:00			07:00	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	439	165	0	0	582	4 - 6 Pk Volume	183	467	0	0	650
Pk Hr Factor	0.922	0.959	0.000	0.000	0.933	Pk Hr Factor	0.934	0.957	0.000	0.000	0.979

VOLUME

SR-94 from Melody Rd to Otay Lakes Rd

Day: Wednesday
Date: 4/30/2014City: Jamul
Project #: CA14_4115_036

DAILY TOTALS						NB	SB	EB	WB	Total	
						3,562	3,383	0	0	6,945	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	3	8			11	12:00	48	34			82
00:15	4	2			6	12:15	52	53			105
00:30	1	4			5	12:30	52	32			84
00:45	2	10	4	18	6	12:45	45	197	44	163	89
01:00	4	3			7	13:00	42	46			88
01:15	2	3			5	13:15	56	41			97
01:30	2	1			3	13:30	43	49			92
01:45	1	9	3	10	4	13:45	58	199	35	171	93
02:00	2	1			3	14:00	39	35			74
02:15	3	2			5	14:15	71	64			135
02:30	1	4			5	14:30	72	48			120
02:45	4	10	0	7	4	14:45	47	229	38	185	85
03:00	2	5			7	15:00	45	62			107
03:15	4	1			5	15:15	41	69			110
03:30	3	5			8	15:30	42	105			147
03:45	6	15	1	12	7	15:45	34	162	89	325	123
04:00	10	2			12	16:00	30	114			144
04:15	16	1			17	16:15	41	101			142
04:30	19	3			22	16:30	35	100			135
04:45	30	75	4	10	34	16:45	29	135	96	411	125
05:00	24	9			33	17:00	30	99			129
05:15	52	6			58	17:15	37	93			130
05:30	97	9			106	17:30	43	90			133
05:45	118	291	11	35	129	17:45	23	133	96	378	119
06:00	107	22			129	18:00	44	93			137
06:15	107	19			126	18:15	21	92			113
06:30	113	26			139	18:30	22	76			98
06:45	99	426	26	93	125	18:45	29	116	62	323	91
07:00	99	35			134	19:00	29	56			85
07:15	95	34			129	19:15	29	51			80
07:30	75	33			108	19:30	19	39			58
07:45	75	344	25	127	100	19:45	16	93	45	191	61
08:00	67	35			102	20:00	15	52			67
08:15	94	17			111	20:15	24	32			56
08:30	71	46			117	20:30	12	43			55
08:45	53	285	29	127	82	20:45	16	67	28	155	44
09:00	56	33			89	21:00	17	27			44
09:15	54	43			97	21:15	24	38			62
09:30	64	24			88	21:30	18	29			47
09:45	49	223	41	141	90	21:45	21	80	32	126	53
10:00	57	27			84	22:00	13	24			37
10:15	41	22			63	22:15	8	15			23
10:30	50	36			86	22:30	13	4			17
10:45	46	194	37	122	83	22:45	13	47	7	50	20
11:00	41	32			73	23:00	12	8			20
11:15	45	41			86	23:15	8	11			19
11:30	43	44			87	23:30	5	10			15
11:45	59	188	45	162	104	23:45	9	34	12	41	21
TOTALS	2070	864			2934	TOTALS	1492	2519			4011
SPLIT %	70.6%	29.4%			42.2%	SPLIT %	37.2%	62.8%			57.8%

DAILY TOTALS						NB	SB	EB	WB	Total
						3,562	3,383	0	0	6,945
AM Peak Hour	05:45	11:30			06:30	PM Peak Hour	13:45	16:00		15:30
AM Pk Volume	445	176			527	PM Pk Volume	240	411		556
Pk Hr Factor	0.943	0.830			0.948	Pk Hr Factor	0.833	0.901		0.946
7 - 9 Volume	629	254	0	0	883	4 - 6 Volume	268	789	0	1057
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:45	16:00		16:00
7 - 9 Pk Volume	344	127	0	0	471	4 - 6 Pk Volume	139	411	0	546
Pk Hr Factor	0.869	0.907	0.000	0.000	0.879	Pk Hr Factor	0.808	0.901	0.000	0.948

VOLUME

SR-94 S/o Otay Lakes Rd

Day: Wednesday
Date: 4/30/2014City: Jamul
Project #: CA14_4115_037

DAILY TOTALS						NB	SB	EB	WB	Total	
						3,596	3,368	0	0	6,964	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	8			9	12:00	41	41			82
00:15	3	4			7	12:15	55	41			96
00:30	4	5			9	12:30	46	29			75
00:45	3	11	3	20	6	12:45	44	186	33	144	77
01:00	4	4			8	13:00	33	35			68
01:15	3	5			8	13:15	51	44			95
01:30	4	4			8	13:30	44	30			74
01:45	5	16	4	17	9	13:45	56	184	39	148	95
02:00	1	4			5	14:00	33	33			66
02:15	5	2			7	14:15	67	58			125
02:30	2	5			7	14:30	64	41			105
02:45	4	12	1	12	5	14:45	39	203	21	153	60
03:00	4	4			8	15:00	49	68			117
03:15	4	5			9	15:15	49	66			115
03:30	7	6			13	15:30	40	95			135
03:45	9	24	3	18	12	15:45	34	172	101	330	135
04:00	8	3			11	16:00	34	125			159
04:15	15	5			20	16:15	39	110			149
04:30	14	3			17	16:30	31	106			137
04:45	32	69	4	15	36	16:45	32	136	112	453	144
05:00	27	9			36	17:00	23	91			114
05:15	61	6			67	17:15	33	113			146
05:30	112	13			125	17:30	36	105			141
05:45	132	332	13	41	145	17:45	26	118	95	404	121
06:00	127	26			153	18:00	35	95			130
06:15	117	19			136	18:15	18	94			112
06:30	143	25			168	18:30	22	85			107
06:45	97	484	23	93	120	18:45	27	102	64	338	91
07:00	106	34			140	19:00	27	64			91
07:15	105	20			125	19:15	24	47			71
07:30	96	19			115	19:30	16	48			64
07:45	99	406	33	106	132	19:45	22	89	44	203	66
08:00	63	36			99	20:00	13	45			58
08:15	71	21			92	20:15	16	35			51
08:30	61	31			92	20:30	8	36			44
08:45	43	238	36	124	79	20:45	19	56	30	146	49
09:00	59	37			96	21:00	17	27			44
09:15	63	39			102	21:15	23	38			61
09:30	51	28			79	21:30	22	29			51
09:45	45	218	33	137	78	21:45	26	88	30	124	56
10:00	61	27			88	22:00	15	22			37
10:15	36	21			57	22:15	10	18			28
10:30	38	31			69	22:30	15	6			21
10:45	46	181	36	115	82	22:45	15	55	7	53	22
11:00	49	25			74	23:00	12	6			18
11:15	48	34			82	23:15	10	10			20
11:30	31	41			72	23:30	7	8			15
11:45	51	179	37	137	88	23:45	8	37	13	37	21
TOTALS	2170	835			3005	TOTALS	1426	2533			3959
SPLIT %	72.2%	27.8%			43.2%	SPLIT %	36.0%	64.0%			56.8%

DAILY TOTALS						NB	SB	EB	WB	Total	
						3,596	3,368	0	0	6,964	
AM Peak Hour	05:45	11:30			05:45	PM Peak Hour	13:45	16:00		16:00	
AM Pk Volume	519	160			602	PM Pk Volume	220	453		589	
Pk Hr Factor	0.907	0.976			0.896	Pk Hr Factor	0.821	0.906		0.926	
7 - 9 Volume	644	230	0	0	874	4 - 6 Volume	254	857	0	0	1111
7 - 9 Peak Hour	07:00	08:00			07:00	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	406	124	0	0	512	4 - 6 Pk Volume	136	453	0	0	589
Pk Hr Factor	0.958	0.861	0.000	0.000	0.914	Pk Hr Factor	0.872	0.906	0.000	0.000	0.926

Appendix C
Peak Hour Intersection Capacity Worksheets –
Existing Conditions

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Scenario Report

Scenario: Existing - AM
Command: Existing - AM
Volume: Existing - AM
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: NoBuild
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

 Otay Ranch Village 13
 Existing Conditions
 AM Peak Hour

 Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	313	657	43	275	587	238	253	467	342	128	805	215
2 Hunte Pkwy /	351	15	100	6	10	73	37	456	281	145	577	4
3 I-805 SB Ramp	0	0	1021	0	0	0	0	1220	322	521	1106	0
4 I-805 NB Ramp	262	0	554	0	0	0	643	1653	0	0	1286	1569
5 Oleander Ave	150	50	77	63	55	31	57	1832	120	47	2345	43
6 Paseo Del Rey	0	0	1	94	0	96	142	1785	1	2	2394	111
7 Medical Cente	350	0	202	0	0	0	0	1501	462	219	2060	0
8 Paseo Ladera	257	132	105	63	74	179	101	1554	74	64	1805	63
9 Paseo Rancher	491	759	167	204	577	220	196	1241	249	64	1212	236
10 Oaty Lakes Rd	447	785	375	131	375	111	367	888	333	199	900	250
11 Rutgers Ave /	0	0	0	134	0	209	174	1308	0	11	1162	195
12 SR-125 SB Ram	0	0	0	232	0	42	0	1447	42	0	1178	112
13 SR-125 NB Ram	11	0	78	0	0	0	0	1497	188	0	1279	456
14 Eastlake Pkwy	535	331	191	48	239	191	331	800	281	184	794	70
15 Lane Ave / Ot	0	0	0	38	0	178	486	526	0	0	859	93
16 Fenton St / O	0	0	0	71	0	23	131	463	0	0	911	211
17 Hunte Pkwy /	365	471	77	37	333	270	224	114	180	137	441	86
18 Woods Dr / Ot	3	2	0	113	3	343	117	119	15	3	320	162
19 Lake Crest Dr	400	0	1	0	0	0	0	73	151	1	87	0
20 Wueste Rd / O	5	0	14	0	0	0	0	61	7	33	115	0
21 Campo Rd/SR-9	78	338	0	0	67	57	26	0	42	0	0	0
24 East Palomar	239	223	295	292	174	156	84	704	69	103	869	181
25 SR-125 SB Ram	0	0	0	109	0	84	0	1233	75	0	1048	104
26 SR-125 NB Ram	12	0	19	0	0	0	0	1000	285	0	1150	614
27 Eastlake Pkwy	275	229	39	60	168	168	202	426	226	83	917	76
28 Hunte Pkwy /	40	172	29	37	172	395	272	144	20	26	310	83
29 Olympic Vista	101	2	0	5	5	237	79	111	23	0	143	1
30 Olympic Pkwy	0	43	30	9	54	0	0	0	0	2	0	3
31 Lake Crest Dr	0	25	17	2	21	0	0	0	0	40	0	0
38 La Media Rd /	36	122	549	20	73	24	30	196	70	302	188	23
39 SR-125 / Otay	0	0	0	444	0	344	0	656	0	0	155	0
40 SR-125 NB / O	0	0	0	0	0	0	132	975	0	0	156	74
42 Campo Rd/SR-9	1	471	0	6	109	9	16	0	6	1	0	6
43 Campo Rd/SR-9	5	526	0	0	130	0	9	0	3	0	0	0
44 Proctor Valle	98	38	2	26	28	39	13	113	29	4	461	59
46 Project Drwy	0	148	0	0	78	0	0	0	0	0	0	0

 Otay Ranch Village 13
 Existing Conditions
 AM Peak Hour

 Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	313	657	43	275	587	238	253	467	342	128	805	215
2 Hunte Pkwy /	351	15	100	6	10	73	37	456	281	145	577	4
3 I-805 SB Ramp	0	0	1021	0	0	0	0	1220	322	521	1106	0
4 I-805 NB Ramp	262	0	554	0	0	0	643	1653	0	0	1286	1569
5 Oleander Ave	150	50	77	63	55	31	57	1832	120	47	2345	43
6 Paseo Del Rey	0	0	1	94	0	96	142	1785	1	2	2394	111
7 Medical Cente	350	0	202	0	0	0	0	1501	462	219	2060	0
8 Paseo Ladera	257	132	105	63	74	179	101	1554	74	64	1805	63
9 Paseo Rancher	491	759	167	204	577	220	196	1241	249	64	1212	236
10 Oaty Lakes Rd	447	785	375	131	375	111	367	888	333	199	900	250
11 Rutgers Ave /	0	0	0	134	0	209	174	1308	0	11	1162	195
12 SR-125 SB Ram	0	0	0	232	0	42	0	1447	42	0	1178	112
13 SR-125 NB Ram	11	0	78	0	0	0	0	1497	188	0	1279	456
14 Eastlake Pkwy	535	331	191	48	239	191	331	800	281	184	794	70
15 Lane Ave / Ot	0	0	0	38	0	178	486	526	0	0	859	93
16 Fenton St / O	0	0	0	71	0	23	131	463	0	0	911	211
17 Hunte Pkwy /	365	471	77	37	333	270	224	114	180	137	441	86
18 Woods Dr / Ot	3	2	0	113	3	343	117	119	15	3	320	162
19 Lake Crest Dr	400	0	1	0	0	0	0	73	151	1	87	0
20 Wueste Rd / O	5	0	14	0	0	0	0	61	7	33	115	0
21 Campo Rd/SR-9	78	338	0	0	67	57	26	0	42	0	0	0
24 East Palomar	239	223	295	292	174	156	84	704	69	103	869	181
25 SR-125 SB Ram	0	0	0	109	0	84	0	1233	75	0	1048	104
26 SR-125 NB Ram	12	0	19	0	0	0	0	1000	285	0	1150	614
27 Eastlake Pkwy	275	229	39	60	168	168	202	426	226	83	917	76
28 Hunte Pkwy /	40	172	29	37	172	395	272	144	20	26	310	83
29 Olympic Vista	101	2	0	5	5	237	79	111	23	0	143	1
30 Olympic Pkwy	0	43	30	9	54	0	0	0	0	2	0	3
31 Lake Crest Dr	0	25	17	2	21	0	0	0	0	40	0	0
38 La Media Rd /	36	122	549	20	73	24	30	196	70	302	188	23
39 SR-125 / Otay	0	0	0	444	0	344	0	656	0	0	155	0
40 SR-125 NB / O	0	0	0	0	0	0	132	975	0	0	156	74
42 Campo Rd/SR-9	1	471	0	6	109	9	16	0	6	1	0	6
43 Campo Rd/SR-9	5	526	0	0	130	0	9	0	3	0	0	0
44 Proctor Valle	98	38	2	26	28	39	13	113	29	4	461	59
46 Project Drwy	0	148	0	0	78	0	0	0	0	0	0	0

 Otay Ranch Village 13
 Existing Conditions
 AM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection		Base		Future		Change in
		Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1	Otay Lakes Rd / East H St	D	36.4 0.810	D	36.4 0.810	+ 0.000 D/V
# 2	Hunte Pkwy / Proctor Valley Rd	B	13.5 0.488	B	13.5 0.488	+ 0.000 D/V
# 3	I-805 SB Ramps / Telegraph Can	B	19.6 0.758	B	19.6 0.758	+ 0.000 D/V
# 4	I-805 NB Ramps / Telegraph Can	C	29.2 0.998	C	29.2 0.998	+ 0.000 D/V
# 5	Oleander Ave / Telegraph Canyo	B	15.8 0.661	B	15.8 0.661	+ 0.000 D/V
# 6	Paseo Del Rey / Telegraph Cany	B	14.5 0.713	B	14.5 0.713	+ 0.000 D/V
# 7	Medical Center Dr / Telegraph	B	11.8 0.663	B	11.8 0.663	+ 0.000 D/V
# 8	Paseo Ladera / Telegraph Canyo	C	33.7 0.728	C	33.7 0.728	+ 0.000 D/V
# 9	Paseo Ranchero/Heritage Rd / T	C	32.2 0.892	C	32.2 0.892	+ 0.000 D/V
# 10	Oaty Lakes Rd/La Media Rd / Te	C	27.1 0.664	C	27.1 0.664	+ 0.000 D/V
# 11	Rutgers Ave / Telegraph Canyon	B	11.8 0.629	B	11.8 0.629	+ 0.000 D/V
# 12	SR-125 SB Ramps / Otay Lakes R	A	5.9 0.449	A	5.9 0.449	+ 0.000 D/V
# 13	SR-125 NB Ramps / Otay Lakes R	A	2.9 0.402	A	2.9 0.402	+ 0.000 D/V
# 14	Eastlake Pkwy / Otay Lakes Rd	C	27.0 0.592	C	27.0 0.592	+ 0.000 D/V
# 15	Lane Ave / Otay Lakes Rd	B	12.4 0.499	B	12.4 0.499	+ 0.000 D/V
# 16	Fenton St / Otay Lakes Rd	A	8.3 0.392	A	8.3 0.392	+ 0.000 D/V
# 17	Hunte Pkwy / Otay Lakes Rd	C	23.7 0.492	C	23.7 0.492	+ 0.000 D/V
# 18	Woods Dr / Otay Lakes Rd	B	14.3 0.836	B	14.3 0.836	+ 0.000 D/V
# 19	Lake Crest Dr / Otay Lakes Rd	B	13.4 0.381	B	13.4 0.381	+ 0.000 D/V
# 20	Wueste Rd / Otay Lakes Rd	A	9.2 0.028	A	9.2 0.028	+ 0.000 D/V
# 21	Campo Rd/SR-94 / Otay Lakes Ro	B	10.8 0.063	B	10.8 0.063	+ 0.000 D/V
# 24	East Palomar St / Olympic Pkwy	C	27.2 0.558	C	27.2 0.558	+ 0.000 D/V
# 25	SR-125 SB Ramps / Olympic Pkwy	A	4.6 0.365	A	4.6 0.365	+ 0.000 D/V

 Otay Ranch Village 13
 Existing Conditions
 AM Peak Hour

Intersection		Base		Future			Change in
		LOS	Veh C	LOS	Veh	C	
# 26 SR-125 NB Ramps / Olympic Pkwy	A	1.8	0.288	A	1.8	0.288	+ 0.000 D/V
# 27 Eastlake Pkwy / Olympic Pkwy	C	22.0	0.442	C	22.0	0.442	+ 0.000 D/V
# 28 Hunte Pkwy / Olympic Pkwy	C	20.2	0.295	C	20.2	0.295	+ 0.000 D/V
# 29 Olympic Vista Rd / Olympic Pkw	B	18.7	0.157	B	18.7	0.157	+ 0.000 D/V
# 30 Olympic Pkwy / Wueste Rd	A	4.8	0.050	A	4.8	0.050	+ 0.000 D/V
# 31 Lake Crest Dr / Wueste Rd	B	19.2	0.048	B	19.2	0.048	+ 0.000 D/V
# 38 La Media Rd / Otay Mesa Rd	D	45.0	0.798	D	45.0	0.798	+ 0.000 D/V
# 39 SR-125 / Otay Mesa Road	A	9.7	0.418	A	9.7	0.418	+ 0.000 D/V
# 40 SR-125 NB / Otay Mesa Road	A	2.3	0.340	A	2.3	0.340	+ 0.000 D/V
# 42 Campo Rd/SR-94 / Melody Rd	B	13.3	0.046	B	13.3	0.046	+ 0.000 D/V
# 43 Campo Rd/SR-94 / Maxfield Rd	B	12.9	0.024	B	12.9	0.024	+ 0.000 D/V
# 44 Proctor Valley Rd/Jefferson Rd	B	12.9	0.514	B	12.9	0.514	+ 0.000 D/V
# 46 Project Drwy #2 @ Otay Lakes R	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Otay Lakes Rd / East H St

Cycle (sec): 75 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 12 Average Delay (sec/veh): 36.4
Optimal Cycle: 71 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	5	18	0	5	18	0	5	24	0	5	24	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

Volume Module:

Base Vol:	313	657	43	275	587	238	253	467	342	128	805	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	657	43	275	587	238	253	467	342	128	805	215
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.00	0.85	0.85	0.00	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	369	775	0	324	692	0	298	551	403	151	949	254
Reduct Vol:	0	0	0	0	0	0	0	0	75	0	0	60
Reduced Vol:	369	775	0	324	692	0	298	551	328	151	949	194
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	369	775	0	324	692	0	298	551	328	151	949	194

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	1.00	0.90	0.89	1.00	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	5083	1900	3432	5083	1900	1769	3538	1583	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.11	0.15	0.00	0.09	0.14	0.00	0.17	0.16	0.21	0.09	0.27	0.12
Crit Moves:	****			****			****				****	
Green/Cycle:	0.11	0.25	0.00	0.10	0.24	0.00	0.17	0.39	0.39	0.10	0.32	0.32
Volume/Cap:	0.99	0.61	0.00	0.96	0.57	0.00	0.99	0.40	0.54	0.83	0.84	0.38
Delay/Veh:	76.1	25.7	0.0	71.5	25.7	0.0	78.9	16.8	18.7	58.3	29.4	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.1	25.7	0.0	71.5	25.7	0.0	78.9	16.8	18.7	58.3	29.4	20.2
LOS by Move:	E	C	A	E	C	A	E	B	B	E	C	C
DesignQueue:	7	9	0	6	8	0	11	8	9	6	15	6

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Hunte Pkwy / Proctor Valley Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 0 Average Delay (sec/veh): 13.5
Optimal Cycle: 44 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 22 Sep 2005 <<

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 I-805 SB Ramps / Telegraph Canyon Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 9 Average Delay (sec/veh): 19.6
Optimal Cycle: 60 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table with 12 columns for saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for capacity analysis. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 I-805 NB Ramps / Telegraph Canyon Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.998

Loss Time (sec): 9 Average Delay (sec/veh): 29.2

Optimal Cycle: 122 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 29 Sep 2005 <<

Table with 12 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oleander Ave / Telegraph Canyon Rd

Cycle (sec): 95 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 9 Average Delay (sec/veh): 15.8
Optimal Cycle: 60 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, Y+R, Lanes.

Volume Module: >> Count Date: 27 Sep 2005 <<

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Paseo Del Rey / Telegraph Canyon Rd

Cycle (sec): 150 Critical Vol./Cap.(X): 0.713

Loss Time (sec): 12 Average Delay (sec/veh): 14.5

Optimal Cycle: 66 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 27 Sep 2005 <<

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Medical Center Dr / Telegraph Canyon Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 9 Average Delay (sec/veh): 11.8
Optimal Cycle: 60 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 4 Oct 2005 <<

Table with 12 columns representing different traffic movements and 10 rows of volume and adjustment factors.

Saturation Flow Module:

Table with 12 columns and 4 rows showing saturation flow and adjustment factors.

Capacity Analysis Module:

Table with 12 columns and 10 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Paseo Ladera / Telegraph Canyon Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 12 Average Delay (sec/veh): 33.7
Optimal Cycle: 65 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	1	0	2	1	0	2

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	257	132	105	63	74	179	101	1554	74	64	1805	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	132	105	63	74	179	101	1554	74	64	1805	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	283	145	116	69	81	197	111	1710	81	70	1986	69
Reduct Vol:	0	0	20	0	0	40	0	0	0	0	0	0
Reduced Vol:	283	145	96	69	81	157	111	1710	81	70	1986	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	145	96	69	81	157	111	1710	81	70	1986	69

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.94	0.97	0.93	0.94	0.98
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.87	0.13	1.00	2.90	0.10
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	5118	244	1769	5191	181

Capacity Analysis Module:

Vol/Sat:	0.16	0.08	0.06	0.04	0.04	0.10	0.06	0.33	0.33	0.04	0.38	0.38
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.30	0.30	0.07	0.19	0.19	0.07	0.45	0.45	0.06	0.44	0.44
Volume/Cap:	0.86	0.26	0.20	0.54	0.23	0.52	0.86	0.74	0.74	0.65	0.86	0.86
Delay/Veh:	64.1	29.2	28.6	54.0	38.0	41.6	92.1	25.9	25.9	63.0	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	29.2	28.6	54.0	38.0	41.6	92.1	25.9	25.9	63.0	31.3	31.3
LOS by Move:	E	C	C	D	D	D	F	C	C	E	C	C
DesignQueue:	15	6	4	4	4	8	6	23	23	4	27	27

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Paseo Ranchero/Heritage Rd / Telegraph Canyon Rd

Cycle (sec): 75 Critical Vol./Cap.(X): 0.892

Loss Time (sec): 12 Average Delay (sec/veh): 32.2

Optimal Cycle: 91 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 4 Oct 2005 <<

Table with 12 columns representing traffic volumes and adjustment factors for various conditions.

Saturation Flow Module:

Table with 12 columns representing saturation flow rates and adjustment factors.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Oaty Lakes Rd/La Media Rd / Telegraph Canyon Rd

Cycle (sec): 75 Critical Vol./Cap.(X): 0.664

Loss Time (sec): 12 Average Delay (sec/veh): 27.1

Optimal Cycle: 60 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 4 Oct 2005 <<

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Rutgers Ave / Telegraph Canyon Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 9 Average Delay (sec/veh): 11.8
Optimal Cycle: 60 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 4 Oct 2005 <<

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 SR-125 SB Ramps / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 9 Average Delay (sec/veh): 5.9
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	232	0	42	0	1447	42	0	1178	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	232	0	42	0	1447	42	0	1178	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	0	0	0	251	0	46	0	1568	46	0	1276	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	251	0	46	0	1568	46	0	1276	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	251	0	46	0	1568	46	0	1276	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	1583	0	5083	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.03	0.00	0.31	0.03	0.00	0.25	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.16	0.00	0.16	0.00	0.69	0.69	0.00	0.69	0.00
Volume/Cap:	0.00	0.00	0.00	0.45	0.00	0.18	0.00	0.45	0.04	0.00	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	23.2	0.0	22.0	0.0	4.3	3.0	0.0	4.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.2	0.0	22.0	0.0	4.3	3.0	0.0	4.0	0.0
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
DesignQueue:	0	0	0	4	0	1	0	7	0	0	5	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 SR-125 NB Ramps / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 9 Average Delay (sec/veh): 2.9
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	3	0	1	1

Volume Module:

Base Vol:	11	0	78	0	0	0	0	1497	188	0	1279	456
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	0	78	0	0	0	0	1497	188	0	1279	456
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.94
PHF Volume:	12	0	83	0	0	0	0	1586	0	0	1355	483
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	80
Reduced Vol:	12	0	83	0	0	0	0	1586	0	0	1355	403
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	12	0	83	0	0	0	0	1586	0	0	1355	403

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	0.83
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1769	0	2786	0	0	0	0	5083	1900	0	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.03	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.27	0.25
Crit Moves:			****					****			****	
Green/Cycle:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.78	0.00	0.00	0.78	0.78
Volume/Cap:	0.09	0.00	0.40	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.34	0.33
Delay/Veh:	26.2	0.0	27.8	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.1	2.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	0.0	27.8	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.1	2.2
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
DesignQueue:	0	0	1	0	0	0	0	5	0	0	4	3

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Eastlake Pkwy / Otay Lakes Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 12 Average Delay (sec/veh): 27.0
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	3	0	2	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	535	331	191	48	239	191	331	800	281	184	794	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	535	331	191	48	239	191	331	800	281	184	794	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	559	346	200	50	250	200	346	836	294	192	830	73
Reduct Vol:	0	0	30	0	0	25	0	0	45	0	0	0
Reduced Vol:	559	346	170	50	250	175	346	836	249	192	830	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	559	346	170	50	250	175	346	836	249	192	830	73

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.73	0.90	0.93	0.97
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	2.00	2.00	2.77	0.23
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	2786	3432	4902	432

Capacity Analysis Module:

Vol/Sat:	0.16	0.10	0.11	0.01	0.07	0.11	0.10	0.16	0.09	0.06	0.17	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.39	0.47	0.09	0.26	0.40	0.14	0.29	0.51	0.08	0.23	0.23
Volume/Cap:	0.74	0.25	0.23	0.16	0.27	0.28	0.74	0.57	0.18	0.70	0.74	0.74
Delay/Veh:	32.8	16.6	12.7	33.6	23.6	16.5	39.2	24.9	10.7	43.9	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	16.6	12.7	33.6	23.6	16.5	39.2	24.9	10.7	43.9	31.0	31.0
LOS by Move:	C	B	B	C	C	B	D	C	B	D	C	C
DesignQueue:	10	5	4	1	4	5	7	10	3	4	11	11

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Lane Ave / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 9 Average Delay (sec/veh): 12.4
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	2	0	3	0	0	2

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	0	0	0	38	0	178	486	526	0	0	859	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	38	0	178	486	526	0	0	859	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	44	0	204	557	603	0	0	985	107
Reduct Vol:	0	0	0	0	0	40	0	0	0	0	0	0
Reduced Vol:	0	0	0	44	0	164	557	603	0	0	985	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	44	0	164	557	603	0	0	985	107

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	1.00	0.86	0.90	0.89	1.00	1.00	0.93	0.97
Lanes:	0.00	0.00	0.00	1.21	0.00	1.79	2.00	3.00	0.00	0.00	2.72	0.28
Final Sat.:	0	0	0	1967	0	2911	3432	5083	0	0	4799	520

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.06	0.16	0.12	0.00	0.00	0.21	0.21
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.11	0.33	0.74	0.00	0.00	0.41	0.41
Volume/Cap:	0.00	0.00	0.00	0.20	0.00	0.50	0.50	0.16	0.00	0.00	0.50	0.50
Delay/Veh:	0.0	0.0	0.0	24.2	0.0	26.0	16.6	2.4	0.0	0.0	13.3	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.2	0.0	26.0	16.6	2.4	0.0	0.0	13.3	13.3
LOS by Move:	A	A	A	C	A	C	B	A	A	A	B	B
DesignQueue:	0	0	0	1	0	3	7	2	0	0	8	8

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Fenton St / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 9 Average Delay (sec/veh): 8.3
Optimal Cycle: 60 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 22 Sep 2005 <<

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Hunte Pkwy / Otay Lakes Rd

Cycle (sec): 70 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 12 Average Delay (sec/veh): 23.7
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	2	1	0

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	365	471	77	37	333	270	224	114	180	137	441	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	471	77	37	333	270	224	114	180	137	441	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	422	545	89	43	385	313	259	132	208	159	510	100
Reduct Vol:	0	0	0	0	0	50	0	0	0	0	0	10
Reduced Vol:	422	545	89	43	385	263	259	132	208	159	510	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	422	545	89	43	385	263	259	132	208	159	510	90

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.85	0.89	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	3212	1691	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.12	0.15	0.06	0.01	0.11	0.17	0.08	0.04	0.12	0.05	0.10	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.38	0.38	0.09	0.30	0.30	0.10	0.28	0.28	0.08	0.26	0.26
Volume/Cap:	0.73	0.41	0.15	0.14	0.36	0.55	0.73	0.15	0.44	0.59	0.39	0.22
Delay/Veh:	32.4	16.2	14.5	29.6	19.5	22.0	38.1	18.8	21.0	34.6	21.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	16.2	14.5	29.6	19.5	22.0	38.1	18.8	21.0	34.6	21.7	20.7
LOS by Move:	C	B	B	C	B	C	D	B	C	C	C	C
DesignQueue:	7	7	2	1	6	7	5	2	6	3	6	3

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Woods Dr / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 0 Average Delay (sec/veh): 14.3
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	5	18	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	1	0	2	1	0	2

Volume Module:

Base Vol:	3	2	0	113	3	343	117	119	15	3	320	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	2	0	113	3	343	117	119	15	3	320	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	3	2	0	131	3	397	135	138	17	3	370	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	2	0	131	3	397	135	138	17	3	370	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	2	0	131	3	397	135	138	17	3	370	188

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.93	0.83	0.83	0.93	0.93	0.96	0.93	0.88	0.93
Lanes:	0.60	0.40	0.00	1.00	0.01	0.99	1.00	2.68	0.32	1.00	2.03	0.97
Final Sat.:	1085	723	0	1769	14	1571	1769	4713	594	1769	3404	1723

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.25	0.25	0.08	0.03	0.03	0.00	0.11	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.31	0.30	0.00	0.50	0.49	0.49	0.21	0.35	0.35	0.15	0.29	0.29
Volume/Cap:	0.01	0.01	0.00	0.17	0.51	0.51	0.37	0.08	0.08	0.01	0.37	0.37
Delay/Veh:	21.4	14.8	0.0	8.2	10.8	10.8	21.1	12.9	12.9	21.9	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	14.8	0.0	8.2	10.8	10.8	21.1	12.9	12.9	21.9	16.9	16.9
LOS by Move:	C	B	A	A	B	B	C	B	B	C	B	B
DesignQueue:	0	0	0	2	7	7	4	1	1	0	5	5

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Lake Crest Dr / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.381
Loss Time (sec): 9 Average Delay (sec/veh): 13.4
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	0	0	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	1	0	1	1	0	3

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Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	400	0	1	0	0	0	0	73	151	1	87	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	0	1	0	0	0	0	73	151	1	87	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	487	0	1	0	0	0	0	89	184	1	106	0
Reduct Vol:	0	0	0	0	0	0	0	0	15	0	0	0
Reduced Vol:	487	0	1	0	0	0	0	89	169	1	106	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	487	0	1	0	0	0	0	89	169	1	106	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.98	0.83	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	1900	1862	1583	1769	5083	0

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Capacity Analysis Module:

Vol/Sat:	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.11	0.00	0.02	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.20	0.20	0.08	0.28	0.00
Volume/Cap:	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.53	0.01	0.07	0.00
Delay/Veh:	8.1	0.0	5.6	0.0	0.0	0.0	0.0	20.5	23.3	25.2	15.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	0.0	5.6	0.0	0.0	0.0	0.0	20.5	23.3	25.2	15.8	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	C	B	A
DesignQueue:	8	0	0	0	0	0	0	2	5	0	1	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 Wueste Rd / Otay Lakes Rd

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: A[9.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	5	0	14	0	0	0	0	61	7	33	115	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	14	0	0	0	0	61	7	33	115	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	6	0	18	0	0	0	0	77	9	42	145	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	18	0	0	0	0	77	9	42	145	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	309	309	81	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	86	xxxx	xxxxx
Potent Cap.:	683	605	979	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1511	xxxx	xxxxx
Move Cap.:	668	588	979	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1511	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	872	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	9.2			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	A			*			*			*			*		

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 Campo Rd/SR-94 / Otay Lakes Road/Honey Springs Rd

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[10.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	78	338	0	0	67	57	26	0	42	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	338	0	0	67	57	26	0	42	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	356	0	0	71	60	27	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	82	356	0	0	71	60	27	0	44	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	131	xxxx	xxxxx	xxxx	xxxx	xxxxx	621	xxxx	101	xxxx	xxxx	xxxxx
Potent Cap.:	1455	xxxx	xxxxx	xxxx	xxxx	xxxxx	451	xxxx	955	xxxx	xxxx	xxxxx
Move Cap.:	1455	xxxx	xxxxx	xxxx	xxxx	xxxxx	432	xxxx	955	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.05	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.9	xxxx	9.0	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.8			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 East Palomar St / Olympic Pkwy

Cycle (sec): 80 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 12 Average Delay (sec/veh): 27.2
Optimal Cycle: 60 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 22 Sep 2005 << AM Peak

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 SR-125 SB Ramps / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.365
Loss Time (sec): 9 Average Delay (sec/veh): 4.6
Optimal Cycle: 60 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes.

-----|-----|-----|-----|

Volume Module: Table with 12 columns for volume and adjustment factors across four directions.

-----|-----|-----|-----|

Saturation Flow Module: Table with 12 columns for saturation flow and adjustment factors.

-----|-----|-----|-----|

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 SR-125 NB Ramps / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.288
Loss Time (sec): 9 Average Delay (sec/veh): 1.8
Optimal Cycle: 60 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes.

-----|-----|-----|-----|

Volume Module: Table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

-----|-----|-----|-----|

Saturation Flow Module: Table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

-----|-----|-----|-----|

Capacity Analysis Module: Table with 12 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Eastlake Pkwy / Olympic Pkwy

Cycle (sec): 70 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 12 Average Delay (sec/veh): 22.0
Optimal Cycle: 64 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 27 Sep 2005 << AM Peak

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns and 4 rows of data for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns and 10 rows of data for Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Hunte Pkwy / Olympic Pkwy

Cycle (sec): 75 Critical Vol./Cap.(X): 0.295

Loss Time (sec): 12 Average Delay (sec/veh): 20.2

Optimal Cycle: 64 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 22 Sep 2005 << AM Peak

Table with 12 columns representing different traffic movements and 10 rows of volume and adjustment factors.

Saturation Flow Module:

Table with 12 columns and 4 rows showing saturation flow and adjustment factors.

Capacity Analysis Module:

Table with 12 columns and 10 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Olympic Vista Rd / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.157
Loss Time (sec): 12 Average Delay (sec/veh): 18.7
Optimal Cycle: 60 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Olympic Pkwy / Wueste Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.050
Loss Time (sec): 9 Average Delay (sec/veh): 4.8
Optimal Cycle: 60 Level Of Service: A

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for each movement.

Saturation Flow Module: Table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for each movement.

Capacity Analysis Module: Table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue for each movement.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Lake Crest Dr / Wueste Rd

Cycle (sec): 105 Critical Vol./Cap.(X): 0.048
Loss Time (sec): 9 Average Delay (sec/veh): 19.2
Optimal Cycle: 60 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 La Media Rd / Otay Mesa Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 12 Average Delay (sec/veh): 45.0
Optimal Cycle: 79 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected			Protected			Protected			Protected								
Rights:	Include			Include			Include			Include								
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0						
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0						
Lanes:	1	0	1	0	1	0	1	0	1	0	3	0	1	1	0	2	1	0

Volume Module:

Base Vol:	36	122	549	20	73	24	30	196	70	302	188	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	122	549	20	73	24	30	196	70	302	188	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	41	137	618	23	82	27	34	221	79	340	212	26
Reduct Vol:	0	0	0	0	0	0	0	0	50	0	0	0
Reduced Vol:	41	137	618	23	82	27	34	221	29	340	212	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	137	618	23	82	27	34	221	29	340	212	26

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.86	0.86	0.93	0.94	0.94	0.93	0.89	0.83	0.93	0.93	0.96
Lanes:	1.00	0.18	0.82	1.00	0.75	0.25	1.00	3.00	1.00	1.00	2.68	0.32
Final Sat.:	1769	297	1336	1769	1349	444	1769	5083	1583	1769	4734	579

Capacity Analysis Module:

Vol/Sat:	0.02	0.46	0.46	0.01	0.06	0.06	0.02	0.04	0.02	0.19	0.04	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.50	0.50	0.05	0.44	0.44	0.09	0.14	0.14	0.21	0.26	0.26
Volume/Cap:	0.22	0.92	0.92	0.28	0.14	0.14	0.22	0.32	0.13	0.92	0.17	0.17
Delay/Veh:	45.7	41.5	41.5	52.7	18.4	18.4	47.6	43.2	42.1	71.1	31.7	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	41.5	41.5	52.7	18.4	18.4	47.6	43.2	42.1	71.1	31.7	31.7
LOS by Move:	D	D	D	D	B	B	D	D	D	E	C	C
DesignQueue:	2	26	26	1	4	4	2	4	2	17	4	4

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 SR-125 / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 0 Average Delay (sec/veh): 9.7
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	0	3	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	444	0	344	0	656	0	0	155	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	444	0	344	0	656	0	0	155	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	0	0	536	0	415	0	791	0	0	187	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	536	0	415	0	791	0	0	187	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	536	0	415	0	791	0	0	187	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	1.00	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	0	0	5083	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.26	0.00	0.16	0.00	0.00	0.04	0.00
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.63	0.00	0.63	0.00	0.37	0.00	0.00	0.37	0.00
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.42	0.00	0.42	0.00	0.00	0.10	0.00
Delay/Veh:	0.0	0.0	0.0	5.0	0.0	5.9	0.0	14.1	0.0	0.0	12.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	5.0	0.0	5.9	0.0	14.1	0.0	0.0	12.3	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	A
DesignQueue:	0	0	0	4	0	5	0	6	0	0	1	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 SR-125 NB / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 0 Average Delay (sec/veh): 2.3
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	2	0	2	0	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	0	0	0	132	975	0	0	156	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	132	975	0	0	156	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	0	0	0	163	1202	0	0	192	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	163	1202	0	0	192	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	163	1202	0	0	192	91

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.93	1.00	1.00	0.89	0.93
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.76	1.24
Final Sat.:	0	0	0	0	0	0	3432	3538	0	0	4646	2204

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.34	0.00	0.00	0.04	0.04
Crit Moves:							****			****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.53	1.00	0.00	0.00	0.47	0.47
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.34	0.00	0.00	0.09	0.09
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.1	0.0	0.0	8.9	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.1	0.0	0.0	8.9	8.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
DesignQueue:	0	0	0	0	0	0	1	0	0	0	1	1

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #42 Campo Rd/SR-94 / Melody Rd

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[13.3]

Table with columns: Approach: North Bound, South Bound, East Bound, West Bound; Movement: L - T - R; Control: Uncontrolled, Stop Sign; Rights: Include; Lanes: 0 1 0 0 0

Table with columns: Volume Module; Base Vol; Growth Adj; Initial Bse; User Adj; PHF Adj; PHF Volume; Reduct Vol; Final Volume

Table with columns: Critical Gap Module; Critical Gp; FollowUpTim

Table with columns: Capacity Module; Cnflct Vol; Potent Cap.; Move Cap.; Volume/Cap.

Table with columns: Level Of Service Module; 2Way95thQ; Control Del; LOS by Move; Movement; Shared Cap.; SharedQueue; Shrd ConDel; Shared LOS; ApproachDel; ApproachLOS

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #43 Campo Rd/SR-94 / Maxfield Rd

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.9]

Table with columns: Approach: North Bound, South Bound, East Bound, West Bound; Movement: L - T - R; Control: Uncontrolled, Stop Sign; Rights: Include; Lanes: 1 0 0 1 0

Volume Module: Base Vol: 5 526 0 0 130 0 9 0 3 0 0 0; Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00; Initial Bse: 5 526 0 0 130 0 9 0 3 0 0 0; User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00; PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95; PHF Volume: 5 557 0 0 138 0 10 0 3 0 0 0; Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0; FinalVolume: 5 557 0 0 138 0 10 0 3 0 0 0

Critical Gap Module: Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2 7.1 6.5 6.2; FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module: Cnflct Vol: 138 xxxx xxxxx xxxx xxxx xxxxx 705 705 138 706 705 557; Potent Cap.: 1446 xxxx xxxxx xxxx xxxx xxxxx 403 361 911 350 361 530; Move Cap.: 1446 xxxx xxxxx xxxx xxxx xxxxx 402 360 911 348 360 530; Volume/Cap: 0.00 xxxx xxxx xxxx xxxx xxxxx 0.02 0.00 0.00 0.00 0.00 0.00

Level Of Service Module: 2Way95thQ: 0.0 xxxx xxxxx xxxx xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxx xxxxx; Control Del: 7.5 xxxx xxxxx xxxxx xxxx xxxxx 14.2 xxxx xxxxx xxxxx xxxx xxxxx; LOS by Move: A * * * * * B * * * * *; Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT; Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx 911 xxxx 0 xxxxx; SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 0.0 xxxxx xxxx xxxxx; Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 9.0 xxxxx xxxx xxxxx; Shared LOS: * * * * * A * * * * *; ApproachDel: xxxxxx xxxxxx 12.9 xxxxxx; ApproachLOS: * * B *

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Proctor Valley Rd/Jefferson Rd / Campo Rd/SR-94

Cycle (sec): 60 Critical Vol./Cap.(X): 0.514

Loss Time (sec): 9 Average Delay (sec/veh): 12.9

Optimal Cycle: 60 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustments for each lane.

Saturation Flow Module: Table with 12 columns representing saturation flow rates and adjustments.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #46 Project Drwy #2 @ Otay Lakes Rd

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns for gap metrics. Rows include Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table with 12 columns for LOS metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Scenario Report

Scenario: Existing - PM

Command: Existing - PM

Volume: Existing - PM

Geometry: Existing

Impact Fee: Default Impact Fee

Trip Generation: NoBuild

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: Default Configuration

 Otay Ranch Village 13
 Existing Conditions
 PM Peak Hour

 Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	362	557	81	450	774	170	162	732	398	107	581	197
2 Hunte Pkwy /	120	25	61	2	42	44	60	342	212	45	233	3
3 I-805 SB Ramp	0	0	1654	0	0	0	0	1265	217	443	901	0
4 I-805 NB Ramp	246	4	567	0	0	0	512	2435	0	0	1088	1306
5 Oleander Ave	160	58	51	154	71	59	99	2336	152	63	1798	56
6 Paseo Del Rey	3	5	1	149	3	149	167	2378	5	0	1759	99
7 Medical Cente	477	0	249	0	0	0	0	2047	418	173	1426	0
8 Paseo Ladera	123	37	93	27	46	75	107	1860	294	91	1392	32
9 Paseo Rancher	265	307	131	117	377	55	137	1368	455	126	1218	121
10 Oaty Lakes Rd	143	459	303	380	584	204	270	1082	228	348	994	319
11 Rutgers Ave /	0	0	0	201	0	114	143	1597	0	7	1564	135
12 SR-125 SB Ram	0	0	0	446	0	96	0	1708	23	0	1593	59
13 SR-125 NB Ram	23	0	116	0	0	0	0	2092	55	0	1621	288
14 Eastlake Pkwy	482	439	200	130	545	200	369	821	702	359	707	71
15 Lane Ave / Ot	0	0	0	128	0	472	376	755	0	0	610	57
16 Fenton St / O	0	0	0	197	0	149	142	737	0	8	520	133
17 Hunte Pkwy /	258	190	45	49	238	153	185	353	461	45	249	27
18 Woods Dr / Ot	33	1	4	25	2	71	85	318	44	3	212	14
19 Lake Crest Dr	164	0	1	0	0	0	0	92	246	3	68	0
20 Wueste Rd / O	4	0	45	0	0	0	0	92	8	8	63	0
21 Campo Rd/SR-9	37	94	0	0	379	30	43	0	67	0	0	0
22 East Palomar	111	118	180	214	115	66	170	1242	204	241	972	274
23 SR-125 SB Ram	0	0	0	284	0	189	0	1649	7	0	1292	31
24 SR-125 NB Ram	42	0	73	0	0	0	0	1887	65	0	1289	211
25 Eastlake Pkwy	262	365	110	172	487	209	275	794	272	132	506	116
26 Hunte Pkwy /	14	107	34	70	105	271	347	362	40	17	275	53
27 Olympic Vista	63	8	4	1	4	151	216	206	86	2	132	2
28 Olympic Pkwy	0	82	17	1	45	0	0	0	0	39	0	13
29 Lake Crest Dr	1	48	45	3	32	0	0	0	0	14	0	4
35 La Media Rd /	50	82	289	31	139	27	20	123	115	459	239	46
36 SR-125 / Otay	0	0	0	75	0	154	0	423	0	0	484	0
37 SR-125 NB / O	0	0	0	0	0	0	285	218	0	0	484	338
39 Campo Rd/SR-9	5	154	1	1	484	14	12	0	1	0	0	4
40 Campo Rd/SR-9	14	187	0	1	505	0	27	0	28	1	0	0
41 Proctor Valle	50	50	24	54	35	20	18	417	89	5	184	33
43 Project Drwy	0	71	0	0	137	0	0	0	0	0	0	0

 Otay Ranch Village 13
 Existing Conditions
 PM Peak Hour

 Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	362	557	81	450	774	170	162	732	398	107	581	197
2 Hunte Pkwy /	120	25	61	2	42	44	60	342	212	45	233	3
3 I-805 SB Ramp	0	0	1654	0	0	0	0	1265	217	443	901	0
4 I-805 NB Ramp	246	4	567	0	0	0	512	2435	0	0	1088	1306
5 Oleander Ave	160	58	51	154	71	59	99	2336	152	63	1798	56
6 Paseo Del Rey	3	5	1	149	3	149	167	2378	5	0	1759	99
7 Medical Cente	477	0	249	0	0	0	0	2047	418	173	1426	0
8 Paseo Ladera	123	37	93	27	46	75	107	1860	294	91	1392	32
9 Paseo Rancher	265	307	131	117	377	55	137	1368	455	126	1218	121
10 Oaty Lakes Rd	143	459	303	380	584	204	270	1082	228	348	994	319
11 Rutgers Ave /	0	0	0	201	0	114	143	1597	0	7	1564	135
12 SR-125 SB Ram	0	0	0	446	0	96	0	1708	23	0	1593	59
13 SR-125 NB Ram	23	0	116	0	0	0	0	2092	55	0	1621	288
14 Eastlake Pkwy	482	439	200	130	545	200	369	821	702	359	707	71
15 Lane Ave / Ot	0	0	0	128	0	472	376	755	0	0	610	57
16 Fenton St / O	0	0	0	197	0	149	142	737	0	8	520	133
17 Hunte Pkwy /	258	190	45	49	238	153	185	353	461	45	249	27
18 Woods Dr / Ot	33	1	4	25	2	71	85	318	44	3	212	14
19 Lake Crest Dr	164	0	1	0	0	0	0	92	246	3	68	0
20 Wueste Rd / O	4	0	45	0	0	0	0	92	8	8	63	0
21 Campo Rd/SR-9	37	94	0	0	379	30	43	0	67	0	0	0
22 East Palomar	111	118	180	214	115	66	170	1242	204	241	972	274
23 SR-125 SB Ram	0	0	0	284	0	189	0	1649	7	0	1292	31
24 SR-125 NB Ram	42	0	73	0	0	0	0	1887	65	0	1289	211
25 Eastlake Pkwy	262	365	110	172	487	209	275	794	272	132	506	116
26 Hunte Pkwy /	14	107	34	70	105	271	347	362	40	17	275	53
27 Olympic Vista	63	8	4	1	4	151	216	206	86	2	132	2
28 Olympic Pkwy	0	82	17	1	45	0	0	0	0	39	0	13
29 Lake Crest Dr	1	48	45	3	32	0	0	0	0	14	0	4
35 La Media Rd /	50	82	289	31	139	27	20	123	115	459	239	46
36 SR-125 / Otay	0	0	0	75	0	154	0	423	0	0	484	0
37 SR-125 NB / O	0	0	0	0	0	0	285	218	0	0	484	338
39 Campo Rd/SR-9	5	154	1	1	484	14	12	0	1	0	0	4
40 Campo Rd/SR-9	14	187	0	1	505	0	27	0	28	1	0	0
41 Proctor Valle	50	50	24	54	35	20	18	417	89	5	184	33
43 Project Drwy	0	71	0	0	137	0	0	0	0	0	0	0

 Otay Ranch Village 13
 Existing Conditions
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection		Base		Future		Change in
		Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1	Otay Lakes Rd / East H St	C	28.5 0.606	C	28.5 0.606	+ 0.000 D/V
# 2	Hunte Pkwy / Proctor Valley Rd	B	12.0 0.242	B	12.0 0.242	+ 0.000 D/V
# 3	I-805 SB Ramps / Telegraph Can	D	40.9 0.987	D	40.9 0.987	+ 0.000 D/V
# 4	I-805 NB Ramps / Telegraph Can	B	16.7 0.847	B	16.7 0.847	+ 0.000 D/V
# 5	Oleander Ave / Telegraph Canyo	B	16.9 0.649	B	16.9 0.649	+ 0.000 D/V
# 6	Paseo Del Rey / Telegraph Cany	C	27.4 0.544	C	27.4 0.544	+ 0.000 D/V
# 7	Medical Center Dr / Telegraph	B	13.1 0.761	B	13.1 0.761	+ 0.000 D/V
# 8	Paseo Ladera / Telegraph Canyo	C	25.4 0.645	C	25.4 0.645	+ 0.000 D/V
# 9	Paseo Ranchero/Heritage Rd / T	C	23.7 0.621	C	23.7 0.621	+ 0.000 D/V
# 10	Oaty Lakes Rd/La Media Rd / Te	C	26.5 0.677	C	26.5 0.677	+ 0.000 D/V
# 11	Rutgers Ave / Telegraph Canyon	B	10.2 0.618	B	10.2 0.618	+ 0.000 D/V
# 12	SR-125 SB Ramps / Otay Lakes R	A	8.8 0.552	A	8.8 0.552	+ 0.000 D/V
# 13	SR-125 NB Ramps / Otay Lakes R	A	3.5 0.540	A	3.5 0.540	+ 0.000 D/V
# 14	Eastlake Pkwy / Otay Lakes Rd	C	28.0 0.677	C	28.0 0.677	+ 0.000 D/V
# 15	Lane Ave / Otay Lakes Rd	B	14.6 0.479	B	14.6 0.479	+ 0.000 D/V
# 16	Fenton St / Otay Lakes Rd	B	15.7 0.474	B	15.7 0.474	+ 0.000 D/V
# 17	Hunte Pkwy / Otay Lakes Rd	C	23.4 0.532	C	23.4 0.532	+ 0.000 D/V
# 18	Woods Dr / Otay Lakes Rd	B	13.4 0.636	B	13.4 0.636	+ 0.000 D/V
# 19	Lake Crest Dr / Otay Lakes Rd	B	15.4 0.178	B	15.4 0.178	+ 0.000 D/V
# 20	Wueste Rd / Otay Lakes Rd	A	9.1 0.053	A	9.1 0.053	+ 0.000 D/V
# 21	Campo Rd/SR-94 / Otay Lakes Ro	B	12.7 0.121	B	12.7 0.121	+ 0.000 D/V
# 22	East Palomar St / Olympic Pkwy	C	28.3 0.618	C	28.3 0.618	+ 0.000 D/V
# 23	SR-125 SB Ramps / Olympic Pkwy	A	7.7 0.513	A	7.7 0.513	+ 0.000 D/V

 Otay Ranch Village 13
 Existing Conditions
 PM Peak Hour

Intersection		Base		Future			Change in
		LOS	Veh C	LOS	Veh	C	
# 24 SR-125 NB Ramps / Olympic Pkwy	A	3.6	0.513	A	3.6	0.513	+ 0.000 D/V
# 25 Eastlake Pkwy / Olympic Pkwy	C	22.1	0.439	C	22.1	0.439	+ 0.000 D/V
# 26 Hunte Pkwy / Olympic Pkwy	C	20.0	0.279	C	20.0	0.279	+ 0.000 D/V
# 27 Olympic Vista Rd / Olympic Pkw	B	19.0	0.181	B	19.0	0.181	+ 0.000 D/V
# 28 Olympic Pkwy / Wueste Rd	A	9.6	0.097	A	9.6	0.097	+ 0.000 D/V
# 29 Lake Crest Dr / Wueste Rd	B	11.4	0.043	B	11.4	0.043	+ 0.000 D/V
# 35 La Media Rd / Otay Mesa Rd	D	38.3	0.724	D	38.3	0.724	+ 0.000 D/V
# 36 SR-125 / Otay Mesa Road	A	8.5	0.221	A	8.5	0.221	+ 0.000 D/V
# 37 SR-125 NB / Otay Mesa Road	A	6.3	0.274	A	6.3	0.274	+ 0.000 D/V
# 39 Campo Rd/SR-94 / Melody Rd	C	17.7	0.052	C	17.7	0.052	+ 0.000 D/V
# 40 Campo Rd/SR-94 / Maxfield Rd	C	20.4	0.128	C	20.4	0.128	+ 0.000 D/V
# 41 Proctor Valley Rd/Jefferson Rd	B	12.2	0.437	B	12.2	0.437	+ 0.000 D/V
# 43 Project Drwy #2 @ Otay Lakes R	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Otay Lakes Rd / East H St

Cycle (sec): 75 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 12 Average Delay (sec/veh): 28.5
Optimal Cycle: 64 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	5	18	0	5	18	0	5	24	0	5	24	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	1	2	0	1	2

Volume Module: >> Count Date: 20 Oct 2005 <<

Base Vol:	362	557	81	450	774	170	162	732	398	107	581	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	557	81	450	774	170	162	732	398	107	581	197
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.00	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	371	571	0	461	793	0	166	750	408	110	595	202
Reduct Vol:	0	0	0	0	0	0	0	0	95	0	0	35
Reduced Vol:	371	571	0	461	793	0	166	750	313	110	595	167
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	371	571	0	461	793	0	166	750	313	110	595	167

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	1.00	0.90	0.89	1.00	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	5083	1900	3432	5083	1900	1769	3538	1583	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.00	0.13	0.16	0.00	0.09	0.21	0.20	0.06	0.17	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.24	0.00	0.16	0.28	0.00	0.12	0.36	0.36	0.08	0.32	0.32
Volume/Cap:	0.86	0.47	0.00	0.81	0.56	0.00	0.81	0.59	0.55	0.83	0.53	0.33
Delay/Veh:	48.0	24.7	0.0	39.1	23.6	0.0	54.1	20.2	20.3	67.0	21.3	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	24.7	0.0	39.1	23.6	0.0	54.1	20.2	20.3	67.0	21.3	19.8
LOS by Move:	D	C	A	D	C	A	D	C	C	E	C	B
DesignQueue:	7	7	0	9	9	0	6	11	9	4	9	5

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Hunte Pkwy / Proctor Valley Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.242
Loss Time (sec): 0 Average Delay (sec/veh): 12.0
Optimal Cycle: 30 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 22 Sep 2005 <<

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 I-805 SB Ramps / Telegraph Canyon Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.987

Loss Time (sec): 9 Average Delay (sec/veh): 40.9

Optimal Cycle: 166 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: >> Count Date: 13 Oct 2005 <<

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 I-805 NB Ramps / Telegraph Canyon Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 9 Average Delay (sec/veh): 16.7
Optimal Cycle: 66 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 29 Sep 2005 <<. Table with 12 columns and 14 rows of volume and adjustment data.

Saturation Flow Module: Table with 12 columns and 4 rows of saturation flow data.

Capacity Analysis Module: Table with 12 columns and 11 rows of capacity analysis data.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oleander Ave / Telegraph Canyon Rd

Cycle (sec): 95 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 9 Average Delay (sec/veh): 16.9
Optimal Cycle: 60 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 27 Sep 2005 <<

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Paseo Del Rey / Telegraph Canyon Rd

Cycle (sec): 150 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 12 Average Delay (sec/veh): 27.4
Optimal Cycle: 74 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows for various adjustment factors like Growth Adj, User Adj, PHF Adj, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Medical Center Dr / Telegraph Canyon Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 9 Average Delay (sec/veh): 13.1
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	0	0	0	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	0	0	0	0	3	0	1	0

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	477	0	249	0	0	0	0	2047	418	173	1426	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	477	0	249	0	0	0	0	2047	418	173	1426	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	483	0	252	0	0	0	0	2072	423	175	1443	0
Reduct Vol:	0	0	50	0	0	0	0	0	105	0	0	0
Reduced Vol:	483	0	202	0	0	0	0	2072	318	175	1443	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	483	0	202	0	0	0	0	2072	318	175	1443	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.83	0.93	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3432	0	1583	0	0	0	0	5083	1583	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.00	0.13	0.00	0.00	0.00	0.00	0.41	0.20	0.10	0.28	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.54	0.54	0.13	0.67	0.00
Volume/Cap:	0.76	0.00	0.69	0.00	0.00	0.00	0.00	0.76	0.38	0.76	0.43	0.00
Delay/Veh:	28.6	0.0	29.7	0.0	0.0	0.0	0.0	12.2	8.4	39.1	4.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	0.0	29.7	0.0	0.0	0.0	0.0	12.2	8.4	39.1	4.8	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	D	A	A
DesignQueue:	7	0	6	0	0	0	0	13	5	5	6	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Paseo Ladera / Telegraph Canyon Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 12 Average Delay (sec/veh): 25.4
Optimal Cycle: 60 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns representing different traffic movements. Rows include Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table with 12 columns representing different traffic movements. Row: Sat/Lane.

Table with 12 columns representing different traffic movements. Row: Capacity Analysis Module.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Paseo Ranchero/Heritage Rd / Telegraph Canyon Rd

Cycle (sec): 75 Critical Vol./Cap.(X): 0.621

Loss Time (sec): 12 Average Delay (sec/veh): 23.7

Optimal Cycle: 60 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes. Includes data for Protected and Include rights.

Volume Module: >> Count Date: 4 Oct 2005 <<

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume. Shows 12 columns of data.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Shows 12 columns of data.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue. Shows 12 columns of data.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Oaty Lakes Rd/La Media Rd / Telegraph Canyon Rd

Cycle (sec): 75 Critical Vol./Cap.(X): 0.677

Loss Time (sec): 12 Average Delay (sec/veh): 26.5

Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	2	0	2	2	0	3	2	0	3

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	143	459	303	380	584	204	270	1082	228	348	994	319
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	459	303	380	584	204	270	1082	228	348	994	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	147	471	311	390	599	209	277	1110	234	357	1019	327
Reduct Vol:	0	0	55	0	0	40	0	0	40	0	0	70
Reduced Vol:	147	471	256	390	599	169	277	1110	194	357	1019	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	471	256	390	599	169	277	1110	194	357	1019	257

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.73	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	2.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	2786	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.04	0.13	0.09	0.11	0.17	0.11	0.08	0.22	0.12	0.10	0.20	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.28	0.41	0.15	0.34	0.46	0.12	0.28	0.28	0.13	0.30	0.30
Volume/Cap:	0.52	0.48	0.22	0.78	0.49	0.23	0.68	0.78	0.44	0.78	0.68	0.55
Delay/Veh:	34.8	22.8	14.3	38.5	19.7	12.3	36.3	27.6	22.8	39.7	24.6	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	22.8	14.3	38.5	19.7	12.3	36.3	27.6	22.8	39.7	24.6	23.6
LOS by Move:	C	C	B	D	B	B	D	C	C	D	C	C
DesignQueue:	3	8	4	7	9	4	5	13	6	7	12	8

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Rutgers Ave / Telegraph Canyon Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 9 Average Delay (sec/veh): 10.2
Optimal Cycle: 60 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 4 Oct 2005 <<

Table with 12 columns representing traffic metrics. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 SR-125 SB Ramps / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 9 Average Delay (sec/veh): 8.8
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	446	0	96	0	1708	23	0	1593	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	446	0	96	0	1708	23	0	1593	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.00
PHF Volume:	0	0	0	449	0	97	0	1718	23	0	1603	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	449	0	97	0	1718	23	0	1603	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	449	0	97	0	1718	23	0	1603	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	1583	0	5083	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.06	0.00	0.34	0.01	0.00	0.32	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.00	0.61	0.61	0.00	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.26	0.00	0.55	0.02	0.00	0.51	0.00
Delay/Veh:	0.0	0.0	0.0	20.9	0.0	19.0	0.0	7.0	4.6	0.0	6.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.9	0.0	19.0	0.0	7.0	4.6	0.0	6.7	0.0
LOS by Move:	A	A	A	C	A	B	A	A	A	A	A	A
DesignQueue:	0	0	0	6	0	2	0	9	0	0	8	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 SR-125 NB Ramps / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 9 Average Delay (sec/veh): 3.5
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	3	0	1	0

Volume Module:

Base Vol:	23	0	116	0	0	0	0	2092	55	0	1621	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	0	116	0	0	0	0	2092	55	0	1621	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.00	0.99	0.99	0.99
PHF Volume:	23	0	117	0	0	0	0	2117	0	0	1641	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	40
Reduced Vol:	23	0	117	0	0	0	0	2117	0	0	1641	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	23	0	117	0	0	0	0	2117	0	0	1641	251

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	0.83
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1769	0	2786	0	0	0	0	5083	1900	0	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.04	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.32	0.16
Crit Moves:			****					****			****	
Green/Cycle:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.77	0.00	0.00	0.77	0.77
Volume/Cap:	0.17	0.00	0.54	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.42	0.21
Delay/Veh:	26.4	0.0	29.3	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.4	1.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	0.0	29.3	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.4	1.9
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
DesignQueue:	1	0	2	0	0	0	0	7	0	0	5	2

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Eastlake Pkwy / Otay Lakes Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 12 Average Delay (sec/veh): 28.0
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	3	0	2	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	482	439	200	130	545	200	369	821	702	359	707	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	439	200	130	545	200	369	821	702	359	707	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	495	451	205	133	560	205	379	843	721	369	726	73
Reduct Vol:	0	0	30	0	0	70	0	0	145	0	0	0
Reduced Vol:	495	451	175	133	560	135	379	843	576	369	726	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	495	451	175	133	560	135	379	843	576	369	726	73

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.73	0.90	0.93	0.97
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	2.00	2.00	2.74	0.26
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	2786	3432	4838	486

Capacity Analysis Module:

Vol/Sat:	0.14	0.13	0.11	0.04	0.16	0.09	0.11	0.17	0.21	0.11	0.15	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.38	0.53	0.09	0.26	0.39	0.13	0.23	0.44	0.15	0.26	0.26
Volume/Cap:	0.71	0.34	0.21	0.43	0.60	0.22	0.87	0.71	0.47	0.71	0.58	0.58
Delay/Veh:	33.1	18.0	10.2	35.5	27.0	16.5	51.6	30.2	16.3	36.9	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	18.0	10.2	35.5	27.0	16.5	51.6	30.2	16.3	36.9	26.5	26.5
LOS by Move:	C	B	B	D	C	B	D	C	B	D	C	C
DesignQueue:	9	7	4	3	10	4	8	11	9	7	9	9

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Lane Ave / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 9 Average Delay (sec/veh): 14.6
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	2	0	3	0	0	2

Volume Module:

Base Vol:	0	0	0	128	0	472	376	755	0	0	610	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	128	0	472	376	755	0	0	610	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	139	0	514	410	822	0	0	664	62
Reduct Vol:	0	0	0	0	0	80	0	0	0	0	0	0
Reduced Vol:	0	0	0	139	0	434	410	822	0	0	664	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	139	0	434	410	822	0	0	664	62

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	1.00	0.86	0.90	0.89	1.00	1.00	0.93	0.97
Lanes:	0.00	0.00	0.00	1.24	0.00	1.76	2.00	3.00	0.00	0.00	2.75	0.25
Final Sat.:	0	0	0	2026	0	2864	3432	5083	0	0	4874	455

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.15	0.12	0.16	0.00	0.00	0.14	0.14
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.32	0.00	0.32	0.25	0.53	0.00	0.00	0.28	0.28
Volume/Cap:	0.00	0.00	0.00	0.22	0.00	0.48	0.48	0.30	0.00	0.00	0.48	0.48
Delay/Veh:	0.0	0.0	0.0	15.1	0.0	16.8	19.6	7.8	0.0	0.0	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.1	0.0	16.8	19.6	7.8	0.0	0.0	18.0	18.0
LOS by Move:	A	A	A	B	A	B	B	A	A	A	B	B
DesignQueue:	0	0	0	3	0	6	5	5	0	0	6	6

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Fenton St / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 9 Average Delay (sec/veh): 15.7
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	1	1

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	0	0	0	197	0	149	142	737	0	8	520	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	197	0	149	142	737	0	8	520	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	210	0	159	151	785	0	9	554	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	159	151	785	0	9	554	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	210	0	159	151	785	0	9	554	142

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	0.95	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.04	2.36	0.60
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	66	4258	1089

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.10	0.09	0.15	0.00	0.13	0.13	0.13
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.15	0.33	0.00	0.27	0.45	0.45
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.40	0.56	0.47	0.00	0.47	0.29	0.29
Delay/Veh:	0.0	0.0	0.0	19.9	0.0	19.4	26.2	16.4	0.0	18.4	10.6	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.9	0.0	19.4	26.2	16.4	0.0	18.4	10.6	10.6
LOS by Move:	A	A	A	B	A	B	C	B	A	B	B	B
DesignQueue:	0	0	0	5	0	4	4	7	0	6	4	4

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Hunte Pkwy / Otay Lakes Rd

Cycle (sec): 70 Critical Vol./Cap.(X): 0.532

Loss Time (sec): 12 Average Delay (sec/veh): 23.4

Optimal Cycle: 61 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 22 Sep 2005 <<

Table with 12 columns representing traffic volume and adjustment factors for each bound.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Woods Dr / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 0 Average Delay (sec/veh): 13.4
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	5	18	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	2	1	0	2

Volume Module:

Base Vol:	33	1	4	25	2	71	85	318	44	3	212	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1	4	25	2	71	85	318	44	3	212	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	38	1	5	29	2	82	98	365	51	3	243	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1	5	29	2	82	98	365	51	3	243	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	1	5	29	2	82	98	365	51	3	243	16

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.93	0.84	0.84	0.93	0.93	0.96	0.93	0.94	0.97
Lanes:	0.87	0.03	0.10	1.00	0.03	0.97	1.00	2.65	0.35	1.00	2.82	0.18
Final Sat.:	1527	46	185	1769	44	1547	1769	4657	644	1769	5019	331

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.02	0.05	0.05	0.06	0.08	0.08	0.00	0.05	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.33	0.30	0.30	0.39	0.36	0.36	0.32	0.43	0.43	0.18	0.28	0.28
Volume/Cap:	0.09	0.08	0.08	0.04	0.14	0.14	0.17	0.18	0.18	0.01	0.17	0.17
Delay/Veh:	18.5	15.1	15.1	16.1	12.9	12.9	14.7	10.7	10.7	20.3	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	15.1	15.1	16.1	12.9	12.9	14.7	10.7	10.7	20.3	16.3	16.3
LOS by Move:	B	B	B	B	B	B	B	B	B	C	B	B
DesignQueue:	1	1	1	1	2	2	2	3	3	0	2	2

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Lake Crest Dr / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.178
Loss Time (sec): 9 Average Delay (sec/veh): 15.4
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	0	0	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	1	0	1	1	0	3

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Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	164	0	1	0	0	0	0	92	246	3	68	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	0	1	0	0	0	0	92	246	3	68	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	173	0	1	0	0	0	0	97	259	3	72	0
Reduct Vol:	0	0	0	0	0	0	0	0	25	0	0	0
Reduced Vol:	173	0	1	0	0	0	0	97	234	3	72	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	0	1	0	0	0	0	97	234	3	72	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.98	0.83	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	1900	1862	1583	1769	5083	0

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Capacity Analysis Module:

Vol/Sat:	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.15	0.00	0.01	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.27	0.27	0.08	0.35	0.00
Volume/Cap:	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.55	0.02	0.04	0.00
Delay/Veh:	8.4	0.0	7.5	0.0	0.0	0.0	0.0	17.2	20.6	25.3	12.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	0.0	7.5	0.0	0.0	0.0	0.0	17.2	20.6	25.3	12.9	0.0
LOS by Move:	A	A	A	A	A	A	A	B	C	C	B	A
DesignQueue:	3	0	0	0	0	0	0	2	6	0	1	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 Wueste Rd / Otay Lakes Rd

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: A[9.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 12 columns representing traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module:

Table with 12 columns. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 12 columns. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 Campo Rd/SR-94 / Otay Lakes Road/Honey Springs Rd

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[12.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	37	94	0	0	379	30	43	0	67	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	94	0	0	379	30	43	0	67	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	41	105	0	0	422	33	48	0	75	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	41	105	0	0	422	33	48	0	75	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	455	xxxx	xxxxx	xxxx	xxxx	xxxxx	626	xxxx	439	xxxx	xxxx	xxxxx
Potent Cap.:	1105	xxxx	xxxxx	xxxx	xxxx	xxxxx	448	xxxx	618	xxxx	xxxx	xxxxx
Move Cap.:	1105	xxxx	xxxxx	xxxx	xxxx	xxxxx	435	xxxx	618	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	0.12	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	0.4	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.3	xxxx	11.6	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.7			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 East Palomar St / Olympic Pkwy

Cycle (sec): 80 Critical Vol./Cap.(X): 0.618

Loss Time (sec): 12 Average Delay (sec/veh): 28.3

Optimal Cycle: 60 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 22 Sep 2005 <<

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 8 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 SR-125 SB Ramps / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 9 Average Delay (sec/veh): 7.7
Optimal Cycle: 60 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes, and Volume Module.

Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table with 12 columns representing different traffic movements. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns representing different traffic movements. Rows include Capacity Analysis Module metrics like Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 SR-125 NB Ramps / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 9 Average Delay (sec/veh): 3.6
Optimal Cycle: 60 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Eastlake Pkwy / Olympic Pkwy

Cycle (sec): 70 Critical Vol./Cap.(X): 0.439

Loss Time (sec): 12 Average Delay (sec/veh): 22.1

Optimal Cycle: 64 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 27 Sep 2005 <<

Table with 12 columns representing traffic volume and adjustment factors for each bound.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Hunte Pkwy / Olympic Pkwy

Cycle (sec): 75 Critical Vol./Cap.(X): 0.279

Loss Time (sec): 12 Average Delay (sec/veh): 20.0

Optimal Cycle: 64 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 22 Sep 2005 <<

Table with 12 columns representing traffic volume and adjustment factors for each approach.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Olympic Vista Rd / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.181
Loss Time (sec): 12 Average Delay (sec/veh): 19.0
Optimal Cycle: 60 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 22 Sep 2005 <<

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Olympic Pkwy / Wueste Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.097

Loss Time (sec): 9 Average Delay (sec/veh): 9.6

Optimal Cycle: 60 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustments for each lane.

Saturation Flow Module: Table with 12 columns representing saturation flow rates and adjustments.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Lake Crest Dr / Wueste Rd

Cycle (sec): 105 Critical Vol./Cap.(X): 0.043

Loss Time (sec): 9 Average Delay (sec/veh): 11.4

Optimal Cycle: 60 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors across four approaches.

Saturation Flow Module: Table with 12 columns for saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 La Media Rd / Otay Mesa Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 12 Average Delay (sec/veh): 38.3
Optimal Cycle: 64 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected			Protected			Protected			Protected								
Rights:	Include			Include			Include			Include								
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0						
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0						
Lanes:	1	0	1	0	1	0	1	0	1	0	3	0	1	1	0	2	1	0

Volume Module:

Base Vol:	50	82	289	31	139	27	20	123	115	459	239	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	82	289	31	139	27	20	123	115	459	239	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	61	100	354	38	170	33	24	151	141	562	293	56
Reduct Vol:	0	0	0	0	0	0	0	0	35	0	0	0
Reduced Vol:	61	100	354	38	170	33	24	151	106	562	293	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	100	354	38	170	33	24	151	106	562	293	56

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.87	0.87	0.93	0.96	0.96	0.93	0.89	0.83	0.93	0.92	0.96
Lanes:	1.00	0.22	0.78	1.00	0.84	0.16	1.00	3.00	1.00	1.00	2.53	0.47
Final Sat.:	1769	363	1281	1769	1522	296	1769	5083	1583	1769	4419	850

Capacity Analysis Module:

Vol/Sat:	0.03	0.28	0.28	0.02	0.11	0.11	0.01	0.03	0.07	0.32	0.07	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.33	0.33	0.05	0.30	0.30	0.13	0.14	0.14	0.38	0.39	0.39
Volume/Cap:	0.48	0.84	0.84	0.47	0.37	0.37	0.11	0.22	0.49	0.84	0.17	0.17
Delay/Veh:	51.9	45.1	45.1	55.5	30.5	30.5	42.5	42.4	45.7	40.1	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	45.1	45.1	55.5	30.5	30.5	42.5	42.4	45.7	40.1	22.2	22.2
LOS by Move:	D	D	D	E	C	C	D	D	D	D	C	C
DesignQueue:	3	20	20	2	9	9	1	3	6	23	5	5

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 SR-125 / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.221
Loss Time (sec): 0 Average Delay (sec/veh): 8.5
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	0	3	0

Volume Module:

Base Vol:	0	0	0	75	0	154	0	423	0	0	484	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	75	0	154	0	423	0	0	484	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	86	0	177	0	485	0	0	555	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	86	0	177	0	485	0	0	555	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	86	0	177	0	485	0	0	555	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	1.00	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	0	0	5083	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.11	0.00	0.10	0.00	0.00	0.11	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.51	0.00	0.51	0.00	0.49	0.00	0.00	0.49	0.00
Volume/Cap:	0.00	0.00	0.00	0.05	0.00	0.22	0.00	0.19	0.00	0.00	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	7.5	0.0	8.4	0.0	8.5	0.0	0.0	8.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.5	0.0	8.4	0.0	8.5	0.0	0.0	8.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
DesignQueue:	0	0	0	1	0	3	0	3	0	0	4	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 SR-125 NB / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.274

Loss Time (sec): 0 Average Delay (sec/veh): 6.3

Optimal Cycle: 31 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes.

-----|-----|-----|-----|

Volume Module:

Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

-----|-----|-----|-----|

Saturation Flow Module:

Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

-----|-----|-----|-----|

Capacity Analysis Module:

Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #39 Campo Rd/SR-94 / Melody Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C [17.7]

Table with columns: Approach, Movement, Control, Rights, Lanes. Rows for North, South, East, West bounds.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module table with columns: Critical Gp, FollowUpTim.

Capacity Module table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #40 Campo Rd/SR-94 / Maxfield Rd

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[20.4]

Table with columns: Approach: North Bound, South Bound, East Bound, West Bound; Movement: L - T - R; Control: Uncontrolled, Stop Sign; Rights: Include; Lanes: 1 0 0 1 0

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Proctor Valley Rd/Jefferson Rd / Campo Rd/SR-94

Cycle (sec): 60 Critical Vol./Cap.(X): 0.437

Loss Time (sec): 9 Average Delay (sec/veh): 12.2

Optimal Cycle: 60 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with 12 columns representing traffic volumes and adjustment factors for various metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustment factors for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #43 Project Drwy #2 @ Otay Lakes Rd

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns for gap metrics. Rows include Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table with 12 columns for LOS metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Appendix D
**Two-Lane Highway Analysis Worksheets – Existing
Conditions**

Phone: Fax:
E-Mail:

-----Two-Way Two-Lane Highway Segment Analysis-----

Analyst Phuong Nguyen
Agency/Co. CHENRYAN
Date Performed 05/05/2011
Analysis Time Period
Highway SR-94
From/To North of Otay Lakes Rd
Jurisdiction
Analysis Year Existing
Description Village 13

-----Input Data-----

Highway class	Class 1				
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.92	
Lane width	12.0	ft	% Trucks and buses	5	%
Segment length	4.9	mi	% Recreational vehicles	5	%
Terrain type	Level		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	2	/mi
Up/down		%			
Two-way hourly volume, V	646	veh/h			
Directional split	67 / 33	%			

-----Average Travel Speed-----

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.2	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.990	
Two-way flow rate, (note-1) vp	709	pc/h
Highest directional split proportion (note-2)	475	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	55.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	0.5	mi/h
Free-flow speed, FFS	54.5	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	49.0	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.995	
Two-way flow rate,(note-1) vp	706	pc/h
Highest directional split proportion (note-2)	473	
Base percent time-spent-following, BPTSF	46.2	%
Adj.for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	46.2	%

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.22	
Peak 15-min vehicle-miles of travel, VMT15	860	veh-mi
Peak-hour vehicle-miles of travel, VMT60	3165	veh-mi
Peak 15-min total travel time, TT15	17.6	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

Phone: Fax:
E-Mail:

-----Two-Way Two-Lane Highway Segment Analysis-----

Analyst Phuong Nguyen
Agency/Co. Fehr & Peers
Date Performed 05/07/2011
Analysis Time Period
Highway SR-94
From/To South of Otay Lakes Rd
Jurisdiction
Analysis Year Existing
Description Village 13

-----Input Data-----

Highway class	Class 1				
Shoulder width	6.0	ft	Peak-hour factor, PHF	0.96	
Lane width	12.0	ft	% Trucks and buses	5	%
Segment length	10.0	mi	% Recreational vehicles	5	%
Terrain type	Level		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	1	/mi
Up/down		%			
Two-way hourly volume, V	614	veh/h			
Directional split	67 / 33	%			

-----Average Travel Speed-----

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.2	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.990	
Two-way flow rate, (note-1) vp	646	pc/h
Highest directional split proportion (note-2)	433	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	55.0	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	0.3	mi/h
Free-flow speed, FFS	54.8	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	49.7	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.995	
Two-way flow rate,(note-1) vp	643	pc/h
Highest directional split proportion (note-2)	431	
Base percent time-spent-following, BPTSF	43.2	%
Adj.for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	43.2	%

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.20	
Peak 15-min vehicle-miles of travel, VMT15	1599	veh-mi
Peak-hour vehicle-miles of travel, VMT60	6140	veh-mi
Peak 15-min total travel time, TT15	32.1	veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

Appendix E
Ramp Intersection Capacity Analysis Worksheets –
Existing Conditions

**TABLE 8.11
RAMP INTERSECTION CAPACITY ANALYSIS
EXISTING**

Ramp Intersection	Peak Hour	ILV / Hour	Description
I-805 SB Ramps / Telegraph Canyon Road	AM	1,381	<i>1200-1500: (At Capacity)</i>
	PM	1,681	<i>>1500: (Over Capacity)</i>
I-805 NB Ramps / Telegraph Canyon Road	AM	1,383	<i>1200-1500: (At Capacity)</i>
	PM	1,193	<i><1200: (Under Capacity)</i>
SR-125 SB Ramps / Otay Lakes Road	AM	893	<i><1200: (Under Capacity)</i>
	PM	1,191	<i><1200: (Under Capacity)</i>
SR-125 NB Ramps / Otay Lakes Road	AM	842	<i><1200: (Under Capacity)</i>
	PM	1,121	<i><1200: (Under Capacity)</i>
SR-125 SB Ramps / Olympic Parkway	AM	728	<i><1200: (Under Capacity)</i>
	PM	1,015	<i><1200: (Under Capacity)</i>
SR-125 NB Ramps / Olympic Parkway	AM	652	<i><1200: (Under Capacity)</i>
	PM	974	<i><1200: (Under Capacity)</i>
SR-125 SB Ramps / Main Street	AM	0	<i><1200: (Under Capacity)</i>
	PM	0	<i><1200: (Under Capacity)</i>
SR-125 NB Ramps / Main Street	AM	0	<i><1200: (Under Capacity)</i>
	PM	0	<i><1200: (Under Capacity)</i>
SR-125 SB Ramps / Otay Valley Road	AM	0	<i><1200: (Under Capacity)</i>
	PM	0	<i><1200: (Under Capacity)</i>
SR-125 SB Ramps / Otay Valley Road	AM	0	<i><1200: (Under Capacity)</i>
	PM	0	<i><1200: (Under Capacity)</i>
SR-125 SB Ramps / Otay Mesa Road	AM	563	<i><1200: (Under Capacity)</i>
	PM	315	<i><1200: (Under Capacity)</i>
SR-125 SB Ramps / Otay Mesa Road	AM	325	<i><1200: (Under Capacity)</i>
	PM	623	<i><1200: (Under Capacity)</i>

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

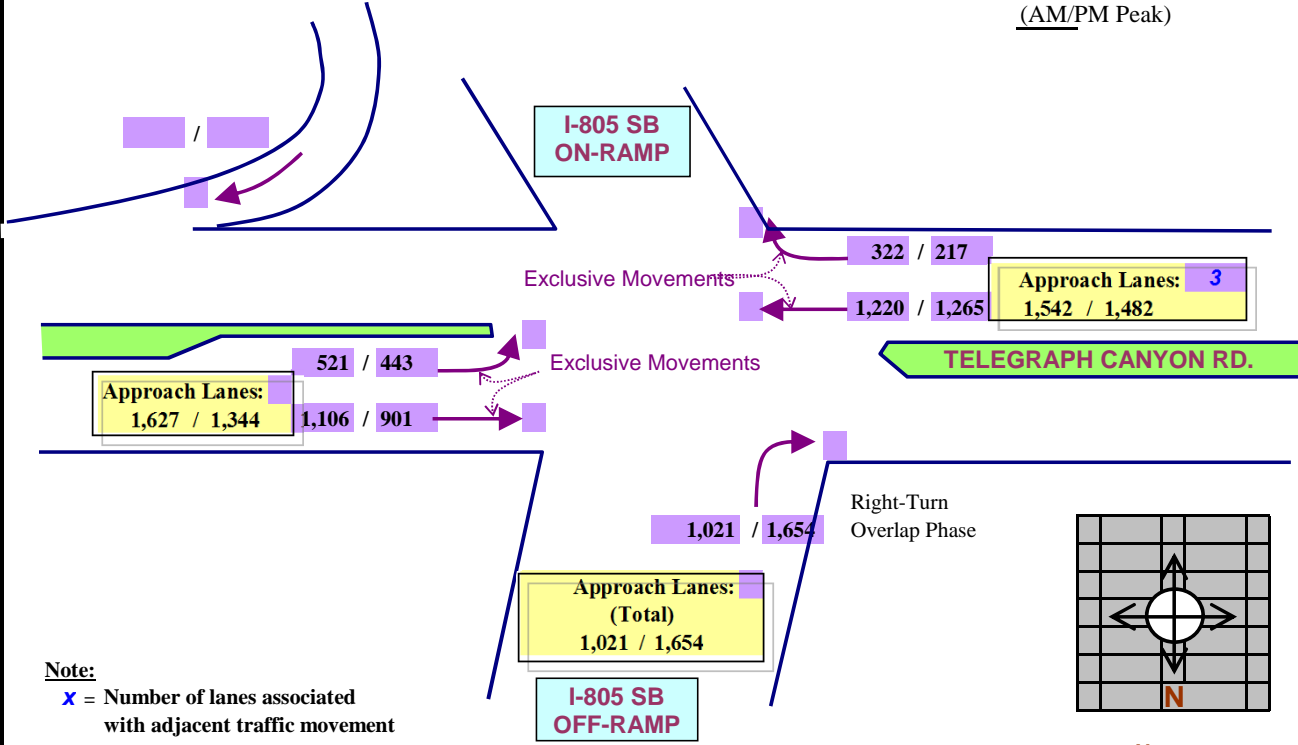
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OTAY RANCH VILLAGE 13

LOCATION: I-805 SB / TELEGRAPH CANYON RD.

Scenario: Existing

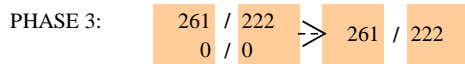
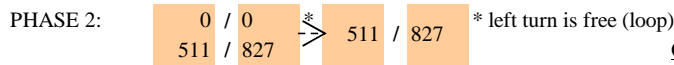
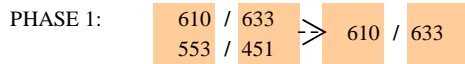
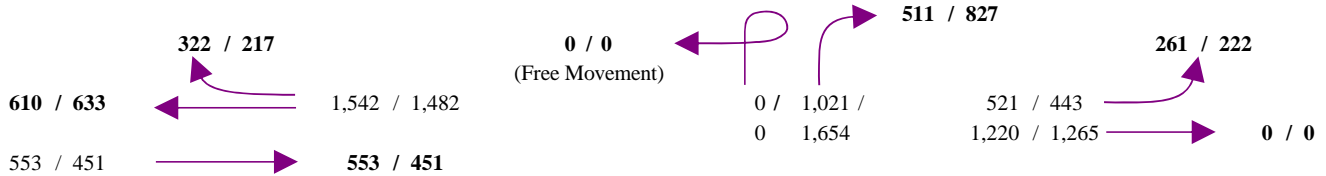
(AM/PM Peak)



Note:

x = Number of lanes associated with adjacent traffic movement

ILV per Lane:



OPERATING LEVEL:

ILV/HR. = **1,381** in AM ==> ILV: BETWEEN 1,200 & 1,500
and **1,681** in PM ==> ILV >1,500

TOTAL = 1,381 / 1,681 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : AT CAPACITY (in AM)
& OVER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

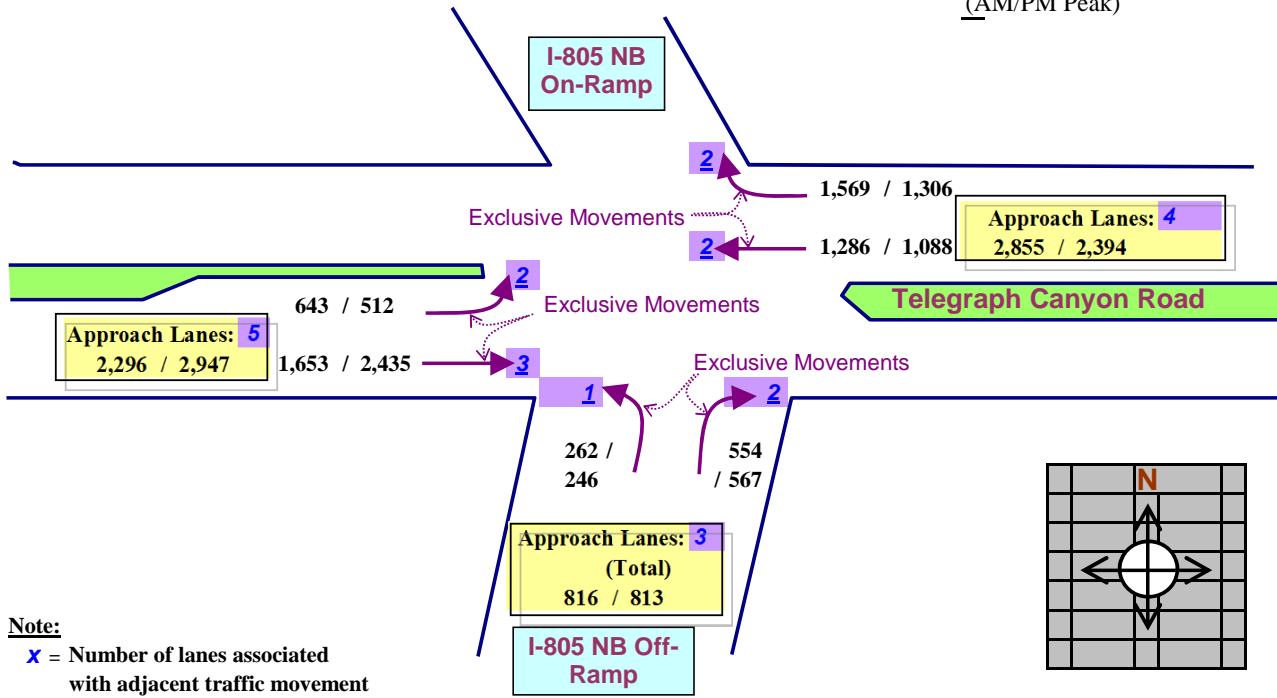
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

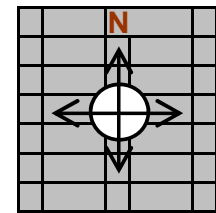
PROJECT: OTAY RANCH VILLAGE 13

LOCATION: I-805 NB / TELEGRAPH CANYON RD. **Scenario:** Existing

(AM/PM Peak)

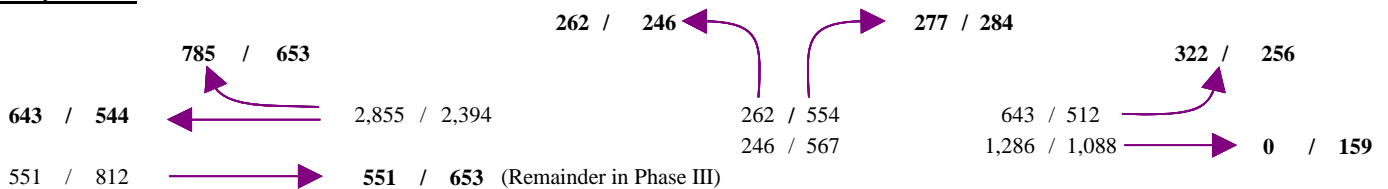


Note:
x = Number of lanes associated with adjacent traffic movement



(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:

785	/	653
551	/	653

 ⇒

785	/	653
-----	---	-----

PHASE 2:

262	/	246
277	/	284

 ⇒

277	/	284
-----	---	-----

PHASE 3:

322	/	256
0	/	159

 ⇒

322	/	256
-----	---	-----

OPERATING LEVEL:

ILV/HR. = **1,383** in AM ⇒ ILV: BETWEEN 1,200 & 1,500
 and **1,193** in PM ⇒ ILV < 1,200

TOTAL = 1,383 / 1,193 ILV/HR. in the AM / PM peak hours

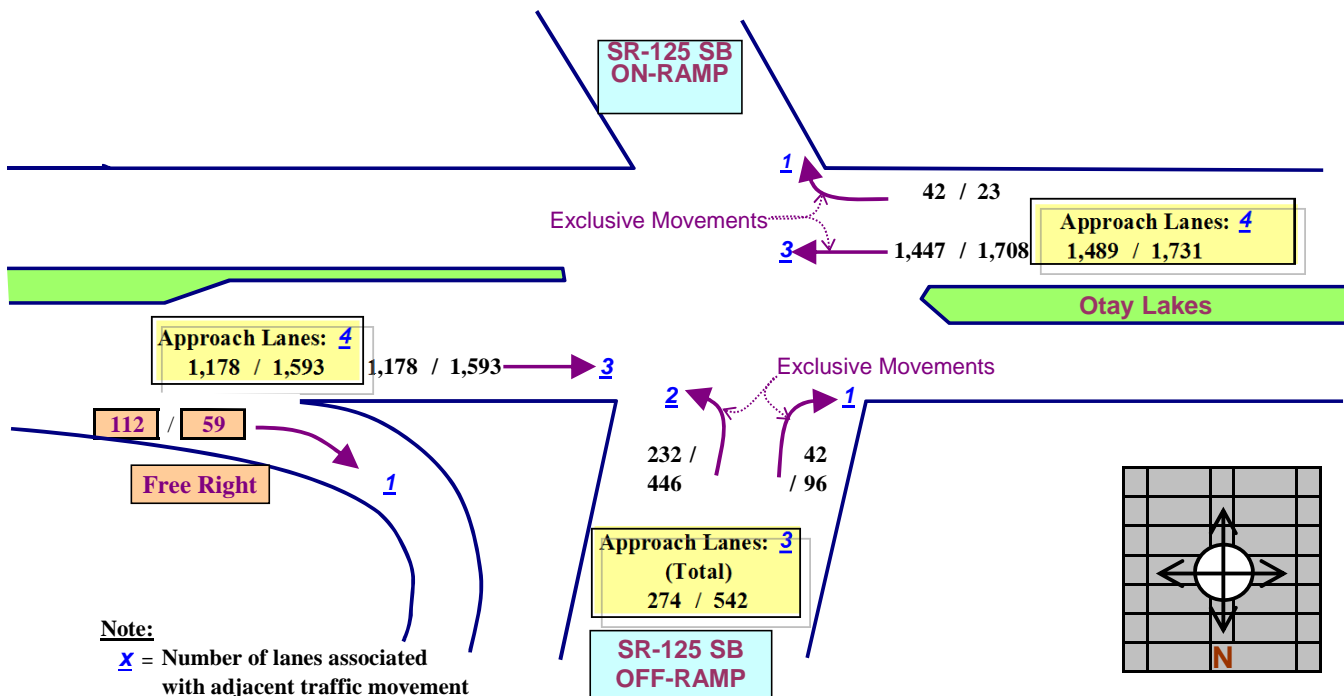
THEREFORE, INTERSECTION OPERATES : AT CAPACITY (in AM)
 & UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

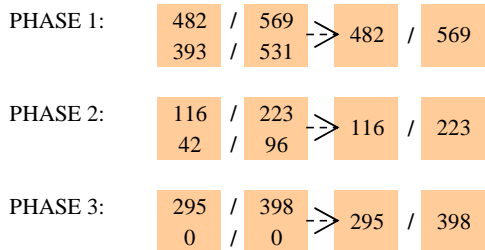
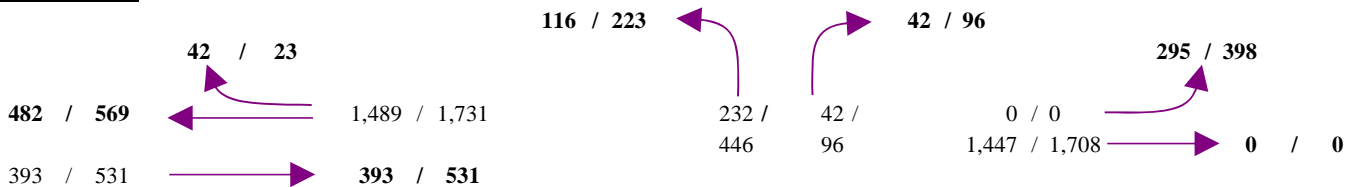
PROJECT: Otay Ranch Village 13 **Scenario:** Existing
 (AM/PM Peak) _____
LOCATION: SR-125 SB / Otay Lakes



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



OPERATING LEVEL:
 ILV/HR. = **893** in AM ==> ILV: <1,200M
 and **1,191** in PM ==> ILV <1,200

TOTAL = 893 / 1,191 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

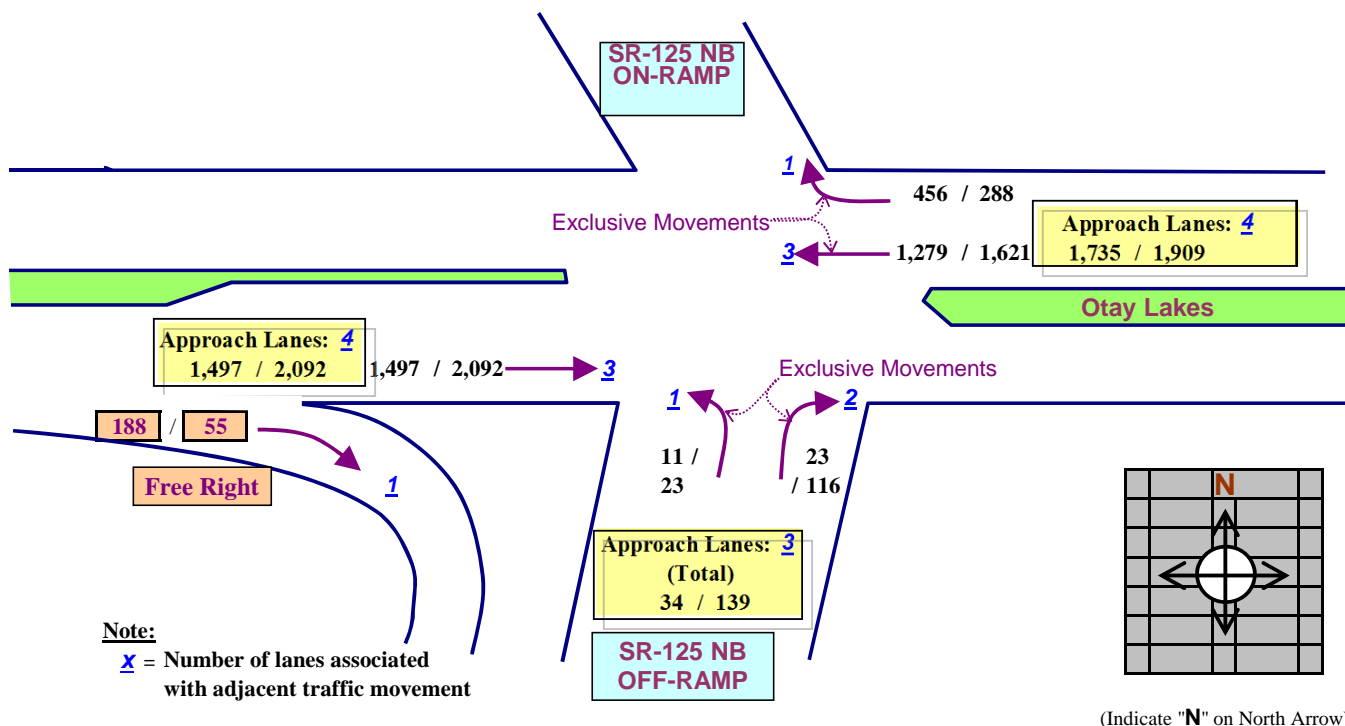
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

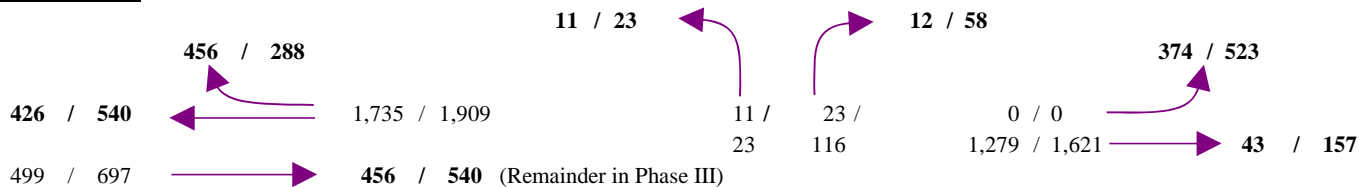
PROJECT: Otay Ranch Village 13 Scenario: Existing _____

(AM/PM Peak) _____

LOCATION: SR-125 NB / Otay Lakes _____



ILV per Lane:



PHASE 1:

456 / 540	>>	456 / 540
456 / 540		540 / 540

PHASE 2:

11 / 23	>>	12 / 58
12 / 58		58 / 58

PHASE 3:

374 / 523	>>	374 / 523
43 / 157		523 / 157

OPERATING LEVEL:

ILV/HR. = 842 in AM ==> ILV: <1,200M
 and 1,121 in PM ==> ILV <1,200

TOTAL = 842 / 1,121 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
 & UNDER CAPACITY (in PM)

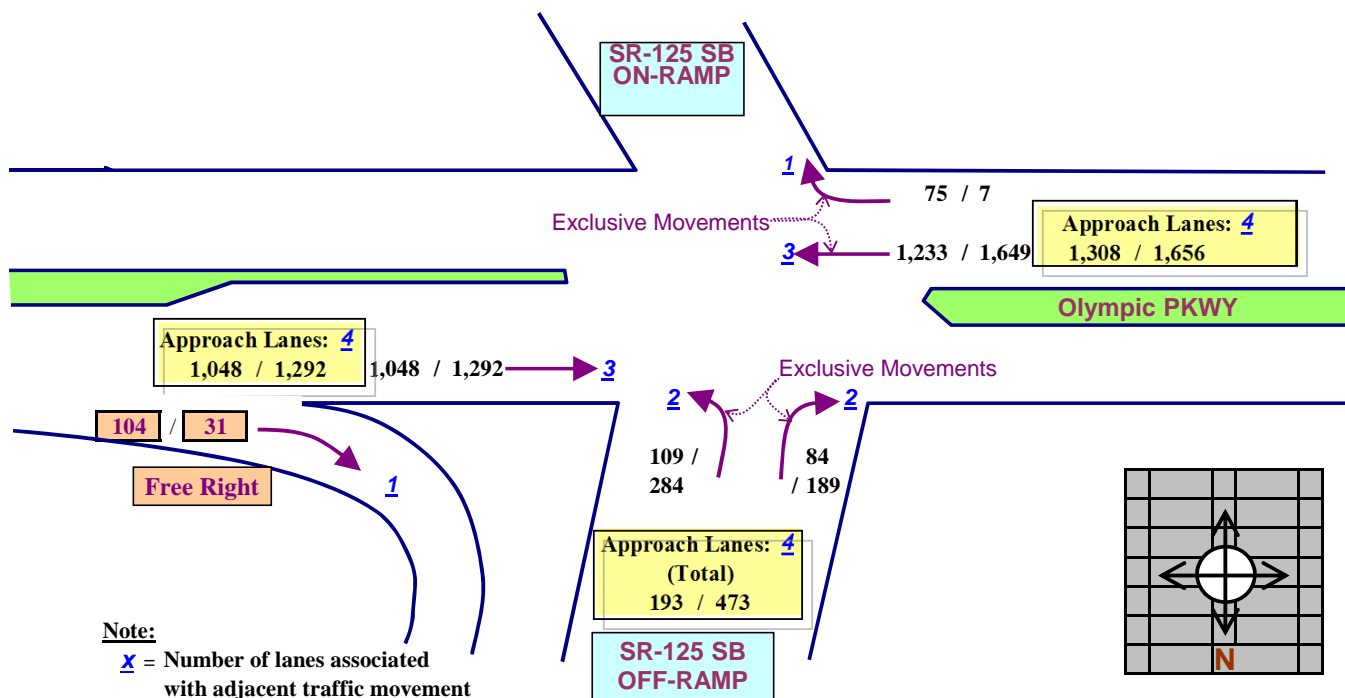
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing
 (AM/PM Peak)

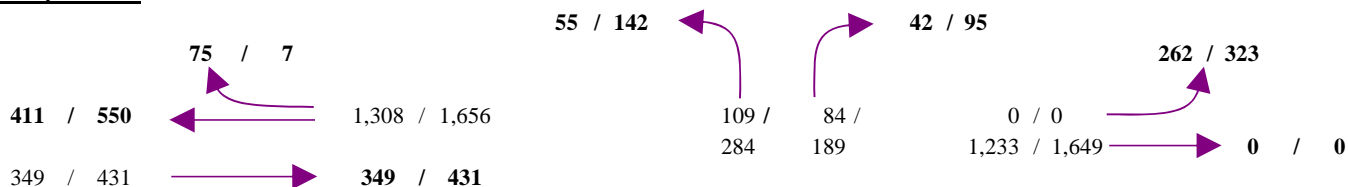
LOCATION: SR-125 SB / Olympic PKWY



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:	411 / 550 349 / 431	>>	411 / 550
PHASE 2:	55 / 142 42 / 95	>>	55 / 142
PHASE 3:	262 / 323 0 / 0	>>	262 / 323

OPERATING LEVEL:
 ILV/HR. = 728 in AM ==> ILV: <1,200M
 and 1,015 in PM ==> ILV <1,200

TOTAL = 728 / 1,015 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

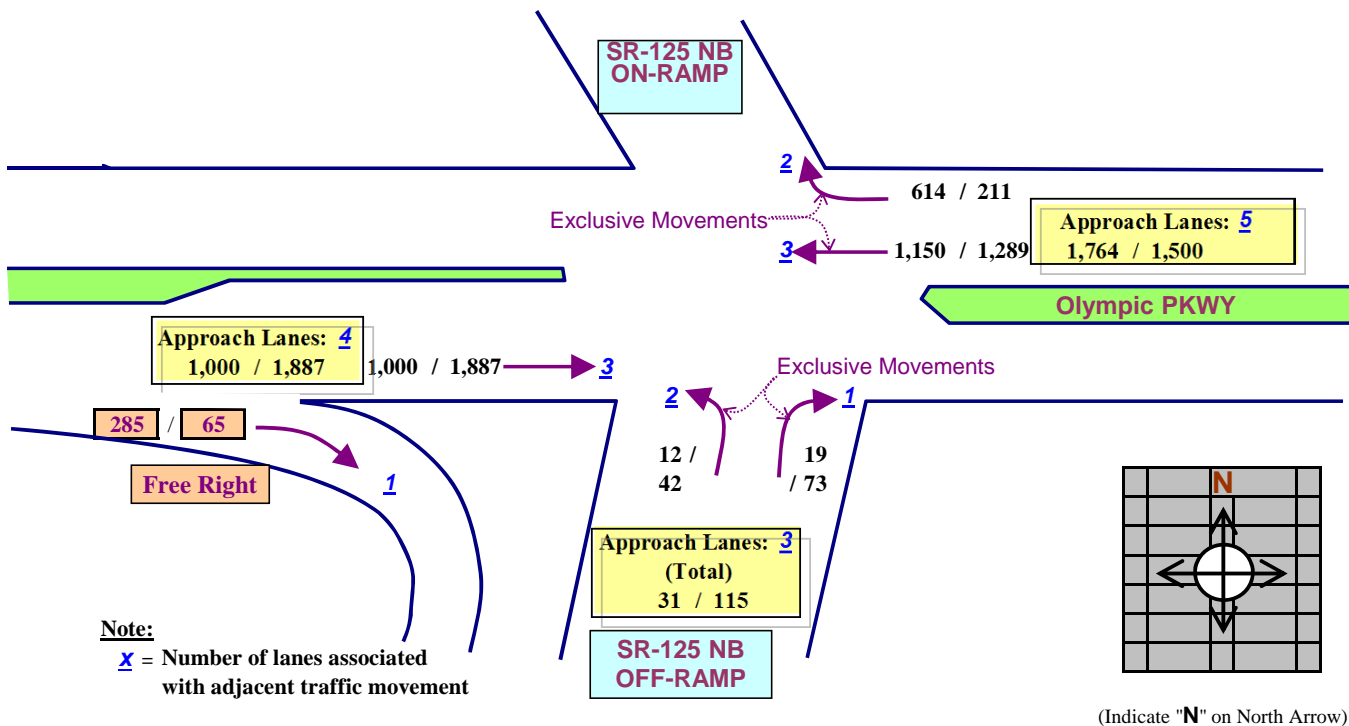
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

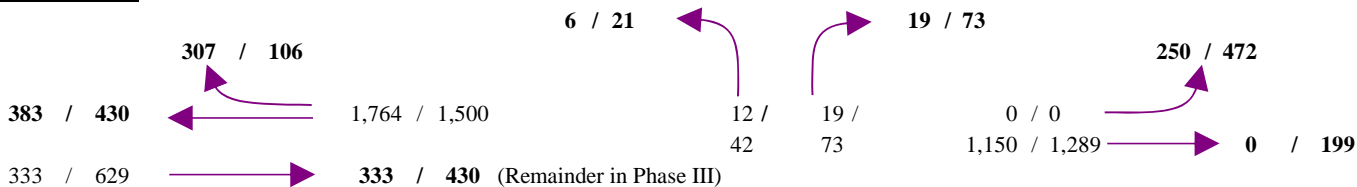
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 Scenario: Existing

LOCATION: SR-125 NB / Olympic PKWY (AM/PM Peak)



ILV per Lane:



PHASE 1:

383 / 430	>>	383 / 430
333 / 430	>>	

PHASE 2:

6 / 21	>>	19 / 73
19 / 73	>>	

PHASE 3:

250 / 472	>>	250 / 472
0 / 199	>>	

OPERATING LEVEL:

ILV/HR. = 652 in AM ==> ILV: <1,200M
and 974 in PM ==> ILV <1,200

TOTAL = 652 / 974 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

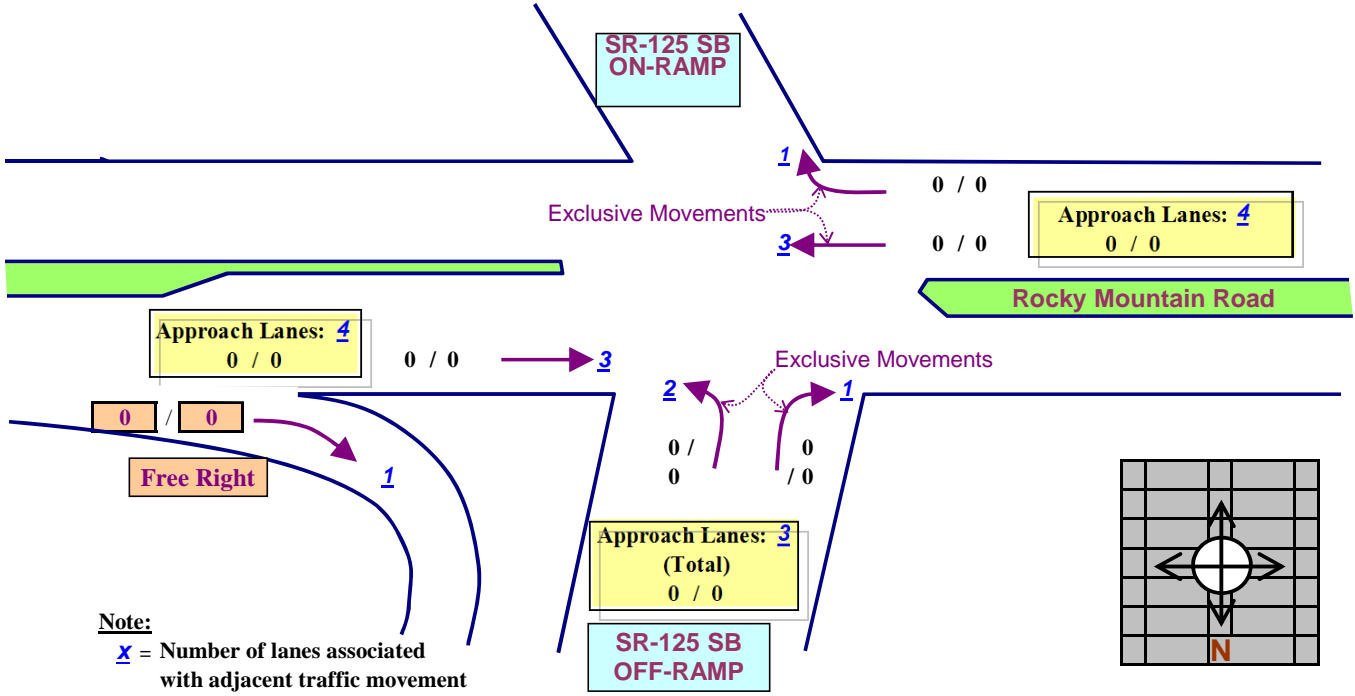
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

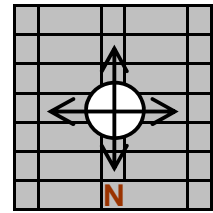
PROJECT: Otay Ranch Village 13

Scenario: Existing
(AM/PM Peak)

LOCATION: SR-125 SB / Rocky Mountain Road

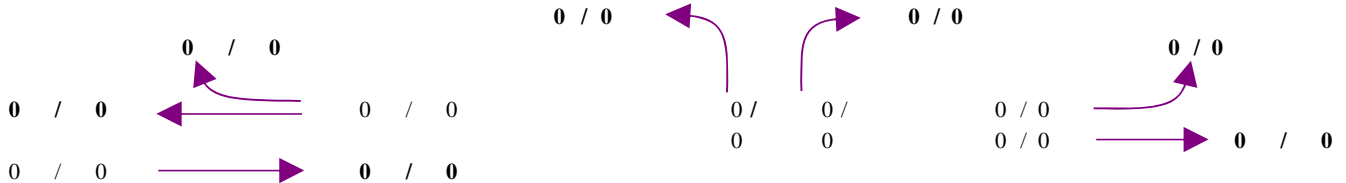


Note:
x = Number of lanes associated with adjacent traffic movement



(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:	0 / 0	0 / 0	>	0 / 0
PHASE 2:	0 / 0	0 / 0	>	0 / 0
PHASE 3:	0 / 0	0 / 0	>	0 / 0

OPERATING LEVEL:

ILV/HR. = 0 in AM ==> ILV: <1,200M
 and 0 in PM ==> ILV <1,200

TOTAL = 0 / 0 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
 & UNDER CAPACITY (in PM)

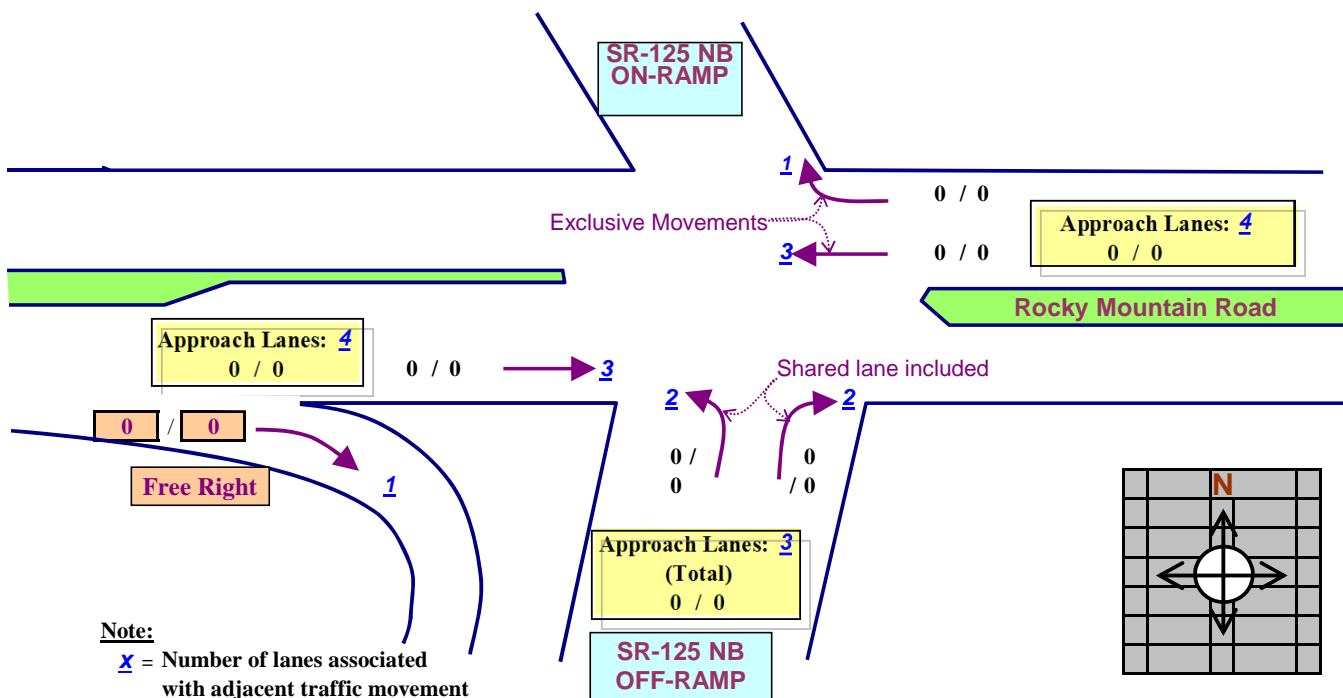
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 Scenario: Existing
(AM/PM Peak)

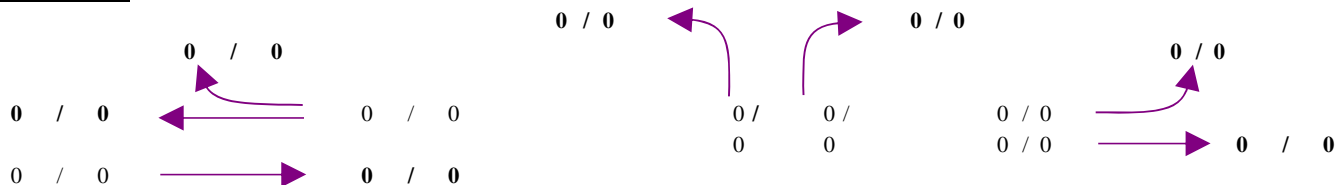
LOCATION: SR-125 NB / Main Street



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:	0 / 0	0 / 0	0 / 0	0 / 0
PHASE 2:	0 / 0	0 / 0	0 / 0	0 / 0
PHASE 3:	0 / 0	0 / 0	0 / 0	0 / 0

OPERATING LEVEL:
 ILV/HR. = 0 in AM ==> ILV: <1,200M
 and 0 in PM ==> ILV <1,200

TOTAL = 0 / 0 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
 & UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

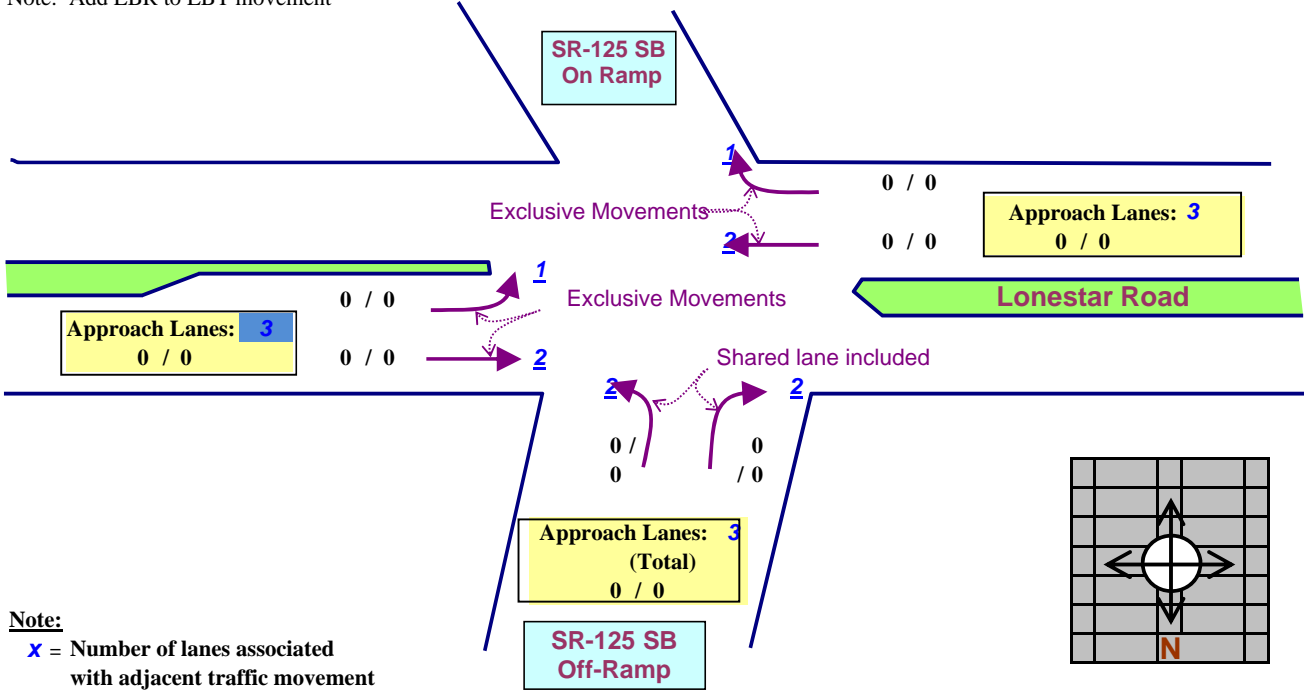
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: SR-125 SB Ramps / Otay Valley Road

Scenario: Existing
(AM/PM Peak)

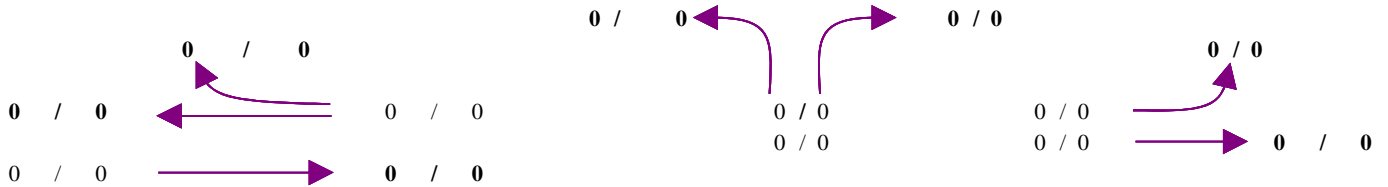
Note: Add EBR to EBT movement



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:	0 / 0	0 / 0	0 / 0
PHASE 2:	0 / 0	0 / 0	0 / 0
PHASE 3:	0 / 0	0 / 0	0 / 0

OPERATING LEVEL:

ILV/HR. = 0 in AM ==> ILV: <1,200M
and 0 in PM ==> ILV <1,200

TOTAL = 0 / 0 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

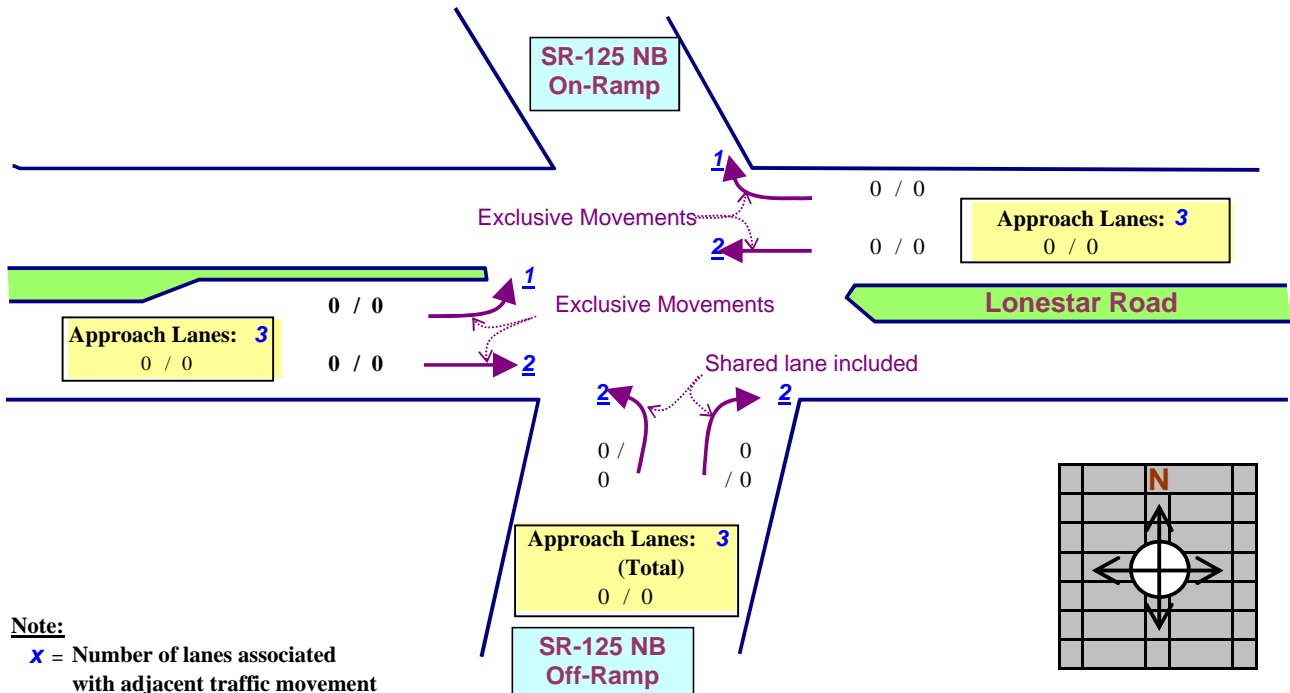
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

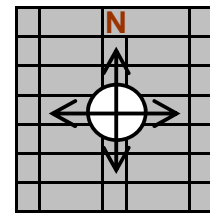
PROJECT: University Villages

LOCATION: SR-125 NB Ramps / Otoy Valley Road

Scenario: Existing
(AM/PM Peak)

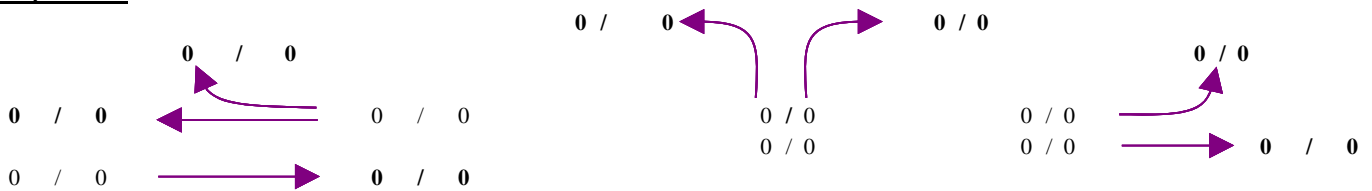


Note:
x = Number of lanes associated with adjacent traffic movement



(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:	0 / 0	0 / 0	0 / 0
PHASE 2:	0 / 0	0 / 0	0 / 0
PHASE 3:	0 / 0	0 / 0	0 / 0

OPERATING LEVEL:
 ILV/HR. = 0 in AM ==> ILV: <1,200M
 and 0 in PM ==> ILV <1,200

TOTAL = 0 / 0 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

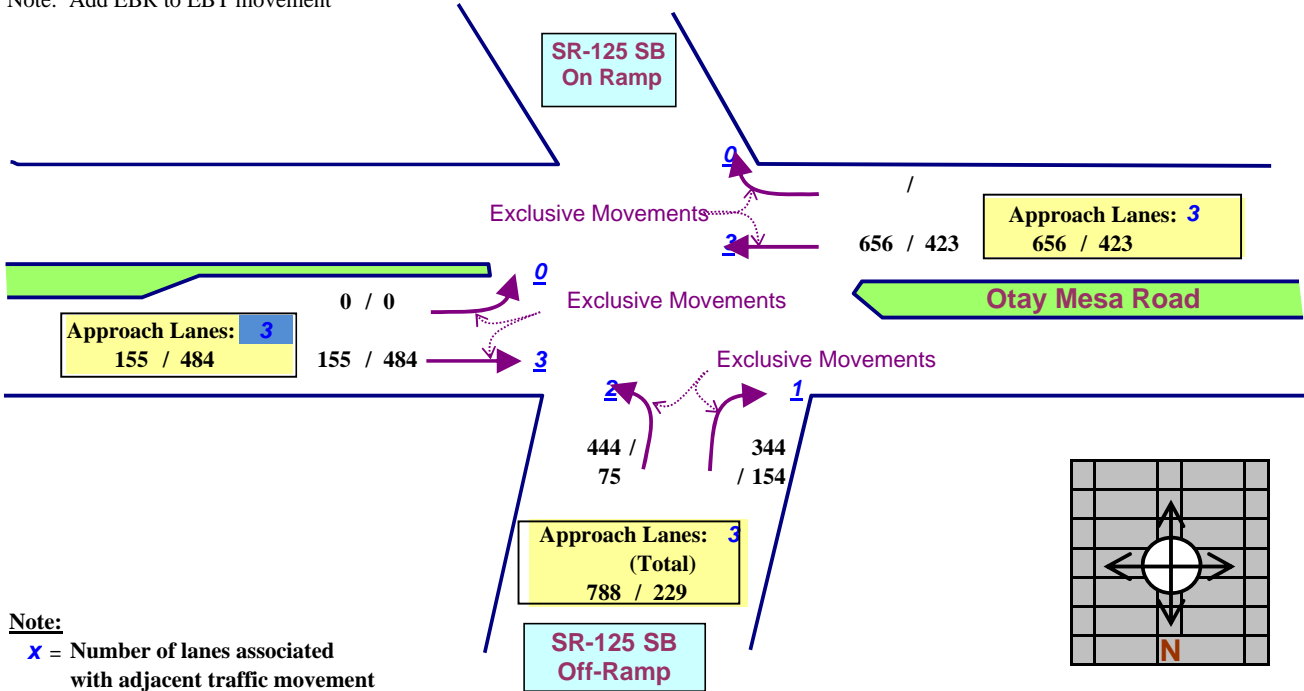
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: 58. SR-125 SB Ramps / Otay Mesa Road (City of SD)

Scenario: Existing
(AM/PM Peak)

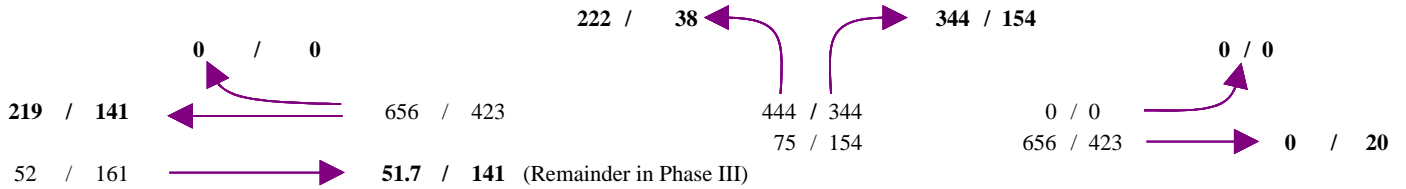
Note: Add EBR to EBT movement



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:	219 / 52	/	141 / 141	⇒	219 / 141
PHASE 2:	222 / 344	/	38 / 154	⇒	344 / 154
PHASE 3:	0 / 0	/	0 / 20	⇒	0 / 20

OPERATING LEVEL:

ILV/HR. = **563** in AM ==> ILV: <1,200M
and **315** in PM ==> ILV <1,200

TOTAL = 563 / 315 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

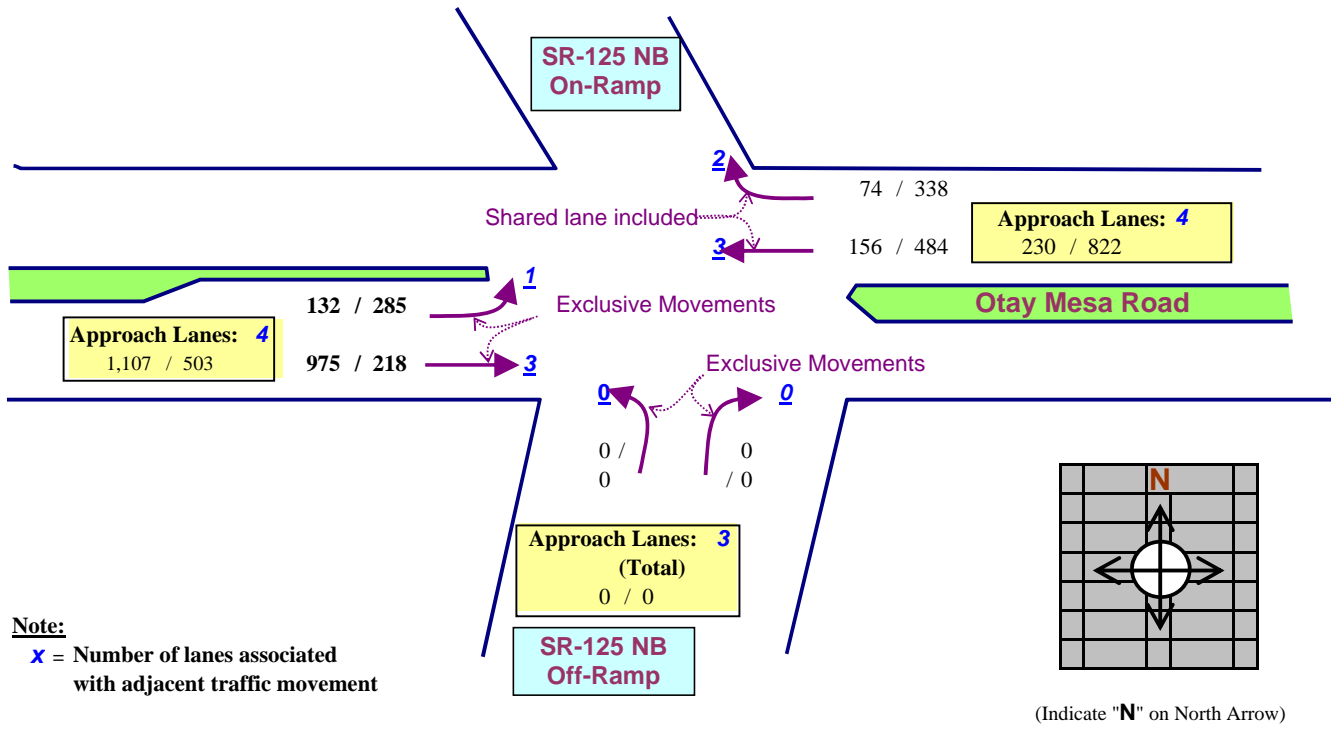
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

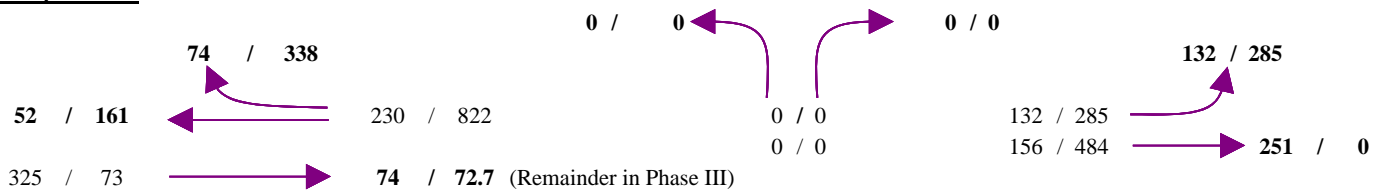
LOCATION: 59. SR-125 NB Ramps / Otay Mesa Road (City of SD)

Scenario: Existing
(AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

ILV per Lane:



PHASE 1:	74 / 338	74 / 73	74 / 338
PHASE 2:	0 / 0	0 / 0	0 / 0
PHASE 3:	132 / 285	251 / 0	251 / 285

OPERATING LEVEL:

ILV/HR. = 325 in AM ==> ILV: <1,200M
and 623 in PM ==> ILV <1,200

TOTAL = 325 / 623 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

Appendix F
SANDAG “Select Zone” Model Output










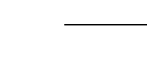
VILLAGE 13 SELECT ZONE

SANDAG
Series 11
South Bay Model

2030C
Select Zone Plot

TAZ 4186

Functional Classifications

-  Freeway
-  Prime
-  Major
-  Collector
-  Light Collector
-  Rural Collector
-  Local
-  Freeway Ramp
-  Local Ramp
-  Zone Connector

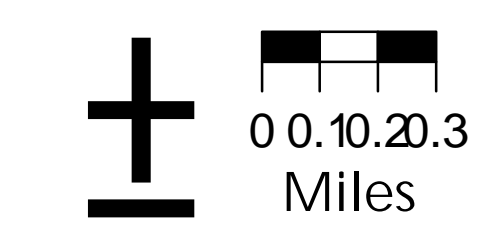
 Traffic Analysis Zones

 Selz Volumes & Percentage

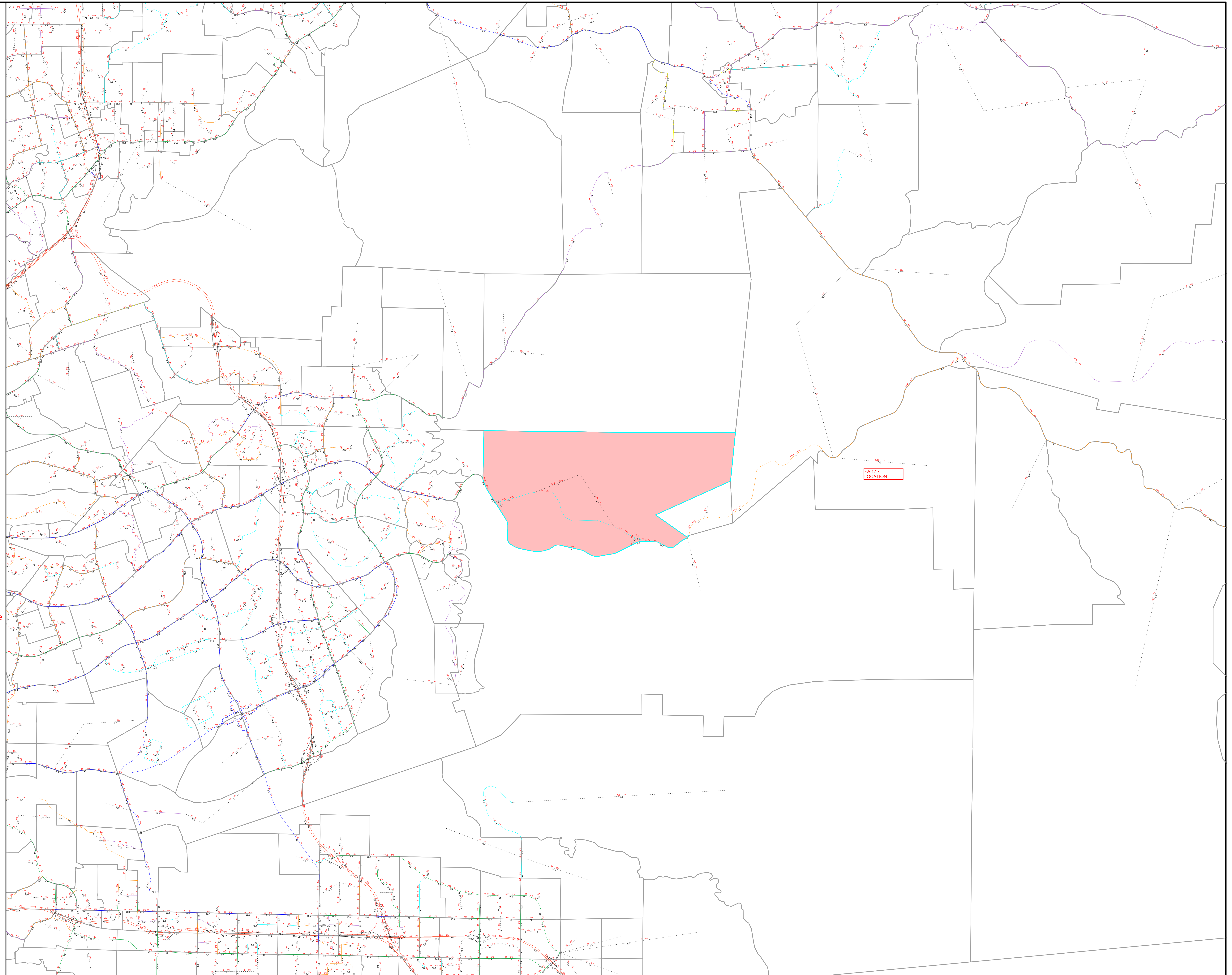
 Unadjusted ADT(x1000)

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SAN DIEGO ASSOCIATION OF GOVERNMENTS
401 B STREET, SUITE 800
SAN DIEGO, CALIFORNIA 92101 USA
(619) 699-1900
E-mail: sandag@sandag.org
Web site: www.sandag.org



August 17, 2009



PA-17 LOCATION AND MODEL ADJUSTMENT

Note that manual adjustments were made to project trip distribution patterns in order to reflect the land use changes in Otay Ranch Planning Area 17 (Traffic Analysis Zone 4135) along Otay Lakes Road, east of the project site and west of SR-94. The model forecast (SANDAG Series 11 Southbay2, dated 1/14/2014) assumed the buildout of Otay Ranch Planning Area 17 in Traffic Analysis Zone 4135, which is expected to generate approximately 6,227 daily trips. However, with the adoption of the County of San Diego General Plan Update, the Planning Area 17 land use have been designated as 296 Single Family Residential, with the remaining of the planning area designated as Open Space. As a result, approximately 1,000 project daily traffic (1% of the project) were going to/coming from TAZ 4135. Manual adjustments have to be made by redistributing these 1,000 ADT to adjacent roadway network. Of 1,000 ADT, 80% were assumed to travel west to Chula Vista and 20% travel east onto SR-94.

PA-17 LAND USE ARE PROVIDED BELOW

Otay Ranch GDP/SRP Land Use Plan

As Amended:
June 4, 1996,
November 10, 1998
and October 23, 2001

Legend

Residential

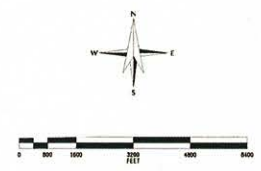
- Very Low Density Residential (VL)
Low Density Residential (L)
- Low-Medium Density Residential (LM)
- Low-Medium Village Density Residential (LMV)
- Medium Density Residential (M)
- Medium-High Density Residential (MH)

Commercial/Industrial/Mixed Use

- Freeway Commercial (FC)
- Eastern Urban Center (EUC)
- Mixed Use (MU)
- Industrial (I)

Open Space/Public/Other

- Public/Quasi-Public (PO)
- Resort (RES)
- University Land
- Special Conference Center (SCC)
- Open Space (OS)
- Community Parks (CP)
- Sensitive Resource Study Area (SRS)
- Limited Development Area
- Parks
- Park & Ride
- High School
- Junior High School
- Kindergarten and Elementary School
- Golf Course Boundaries
- Transit Corridor
- University Study Area
- VORTAC Site

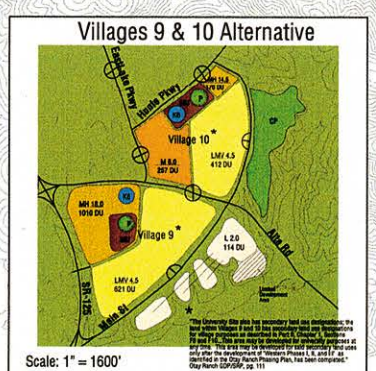
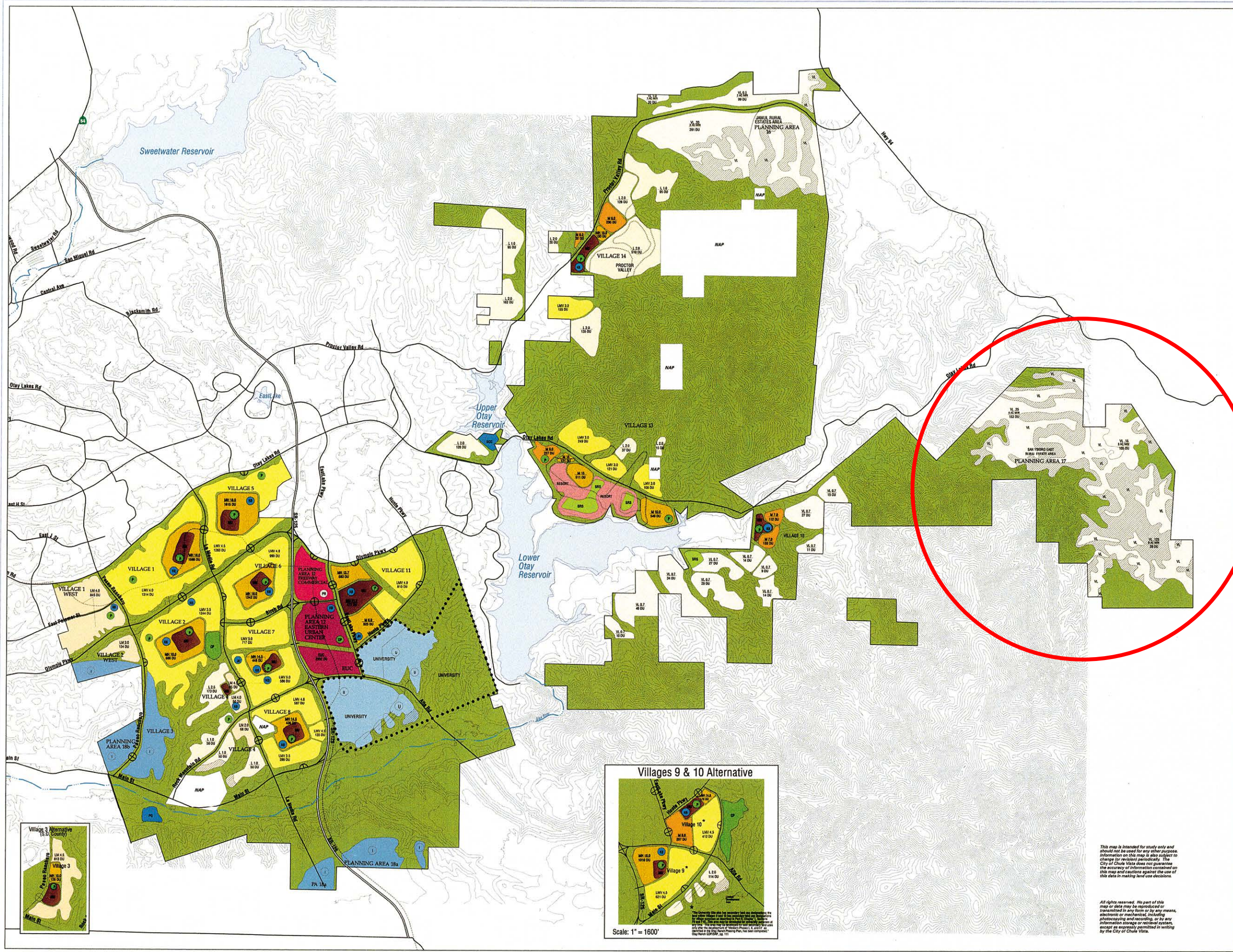


DRAFT
For Review Only



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YEAR 2025 – CUMULATIVE YEAR MODEL

SANDAG
Series 11
Southbay2

Village 2 B&S

Otay Ranch V-13
Nearterm Cumulative
Model with Updated
Otay Mesa Land Use

2025
ADT Plot

Functional Classifications

- Freeway
- Prime
- Major
- Collector
- Light Collector
- Rural Collector
- Local
- Freeway Ramp
- Local Ramp
- - - Zone Connector

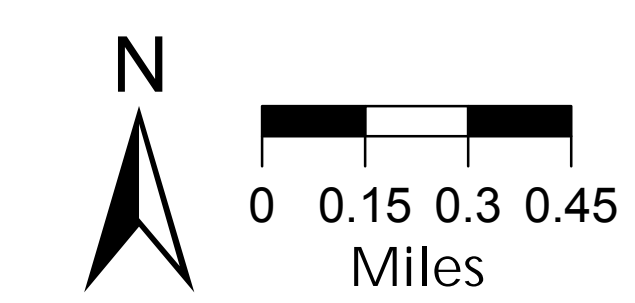
Traffic Analysis Zones

■ Unadjusted ADT(x1000)

■ Adjusted ADT(x1000)

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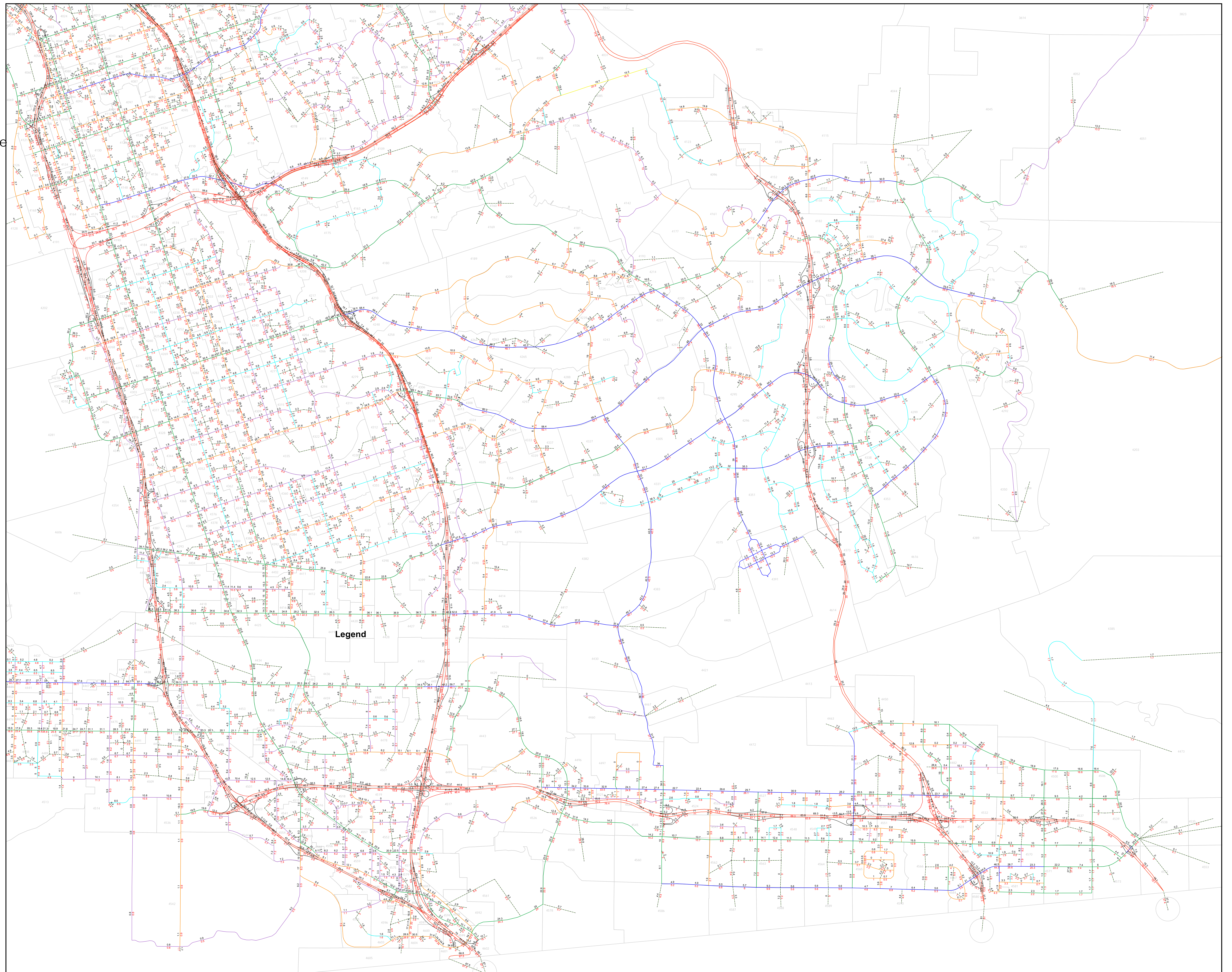
SAN DIEGO ASSOCIATION OF GOVERNMENTS
401 B STREET, SUITE 800
SAN DIEGO, CALIFORNIA 92101 USA
(619) 499-1100
E-mail: sandag@sandag.org
Web site: www.sandag.org



SANDAG

servicebureau

Date: May 16, 2014



YEAR 2030 MODEL

SANDAG
Series 11 2030re
SouthBay Model
ADT Volume Plot

West Area

2030C:
Chula Vista Adopted
2030 LU & CE + new changes
County Proposed Ref LU
& CE

Functional Classifications

- Freeway
- Prime
- Major
- Collector
- Light Collector
- Rural Collector
- Local
- Freeway Ramp
- Local Ramp
- - - Zone Connector

- Signal
- All Way Stop
- Two Way Stop
- Ramp Meter
- Ramp Meter HOV
- LRT Crossing

Traffic Analysis Zones

Unadjusted ADT(x1000)

Adjusted ADT(x1000)

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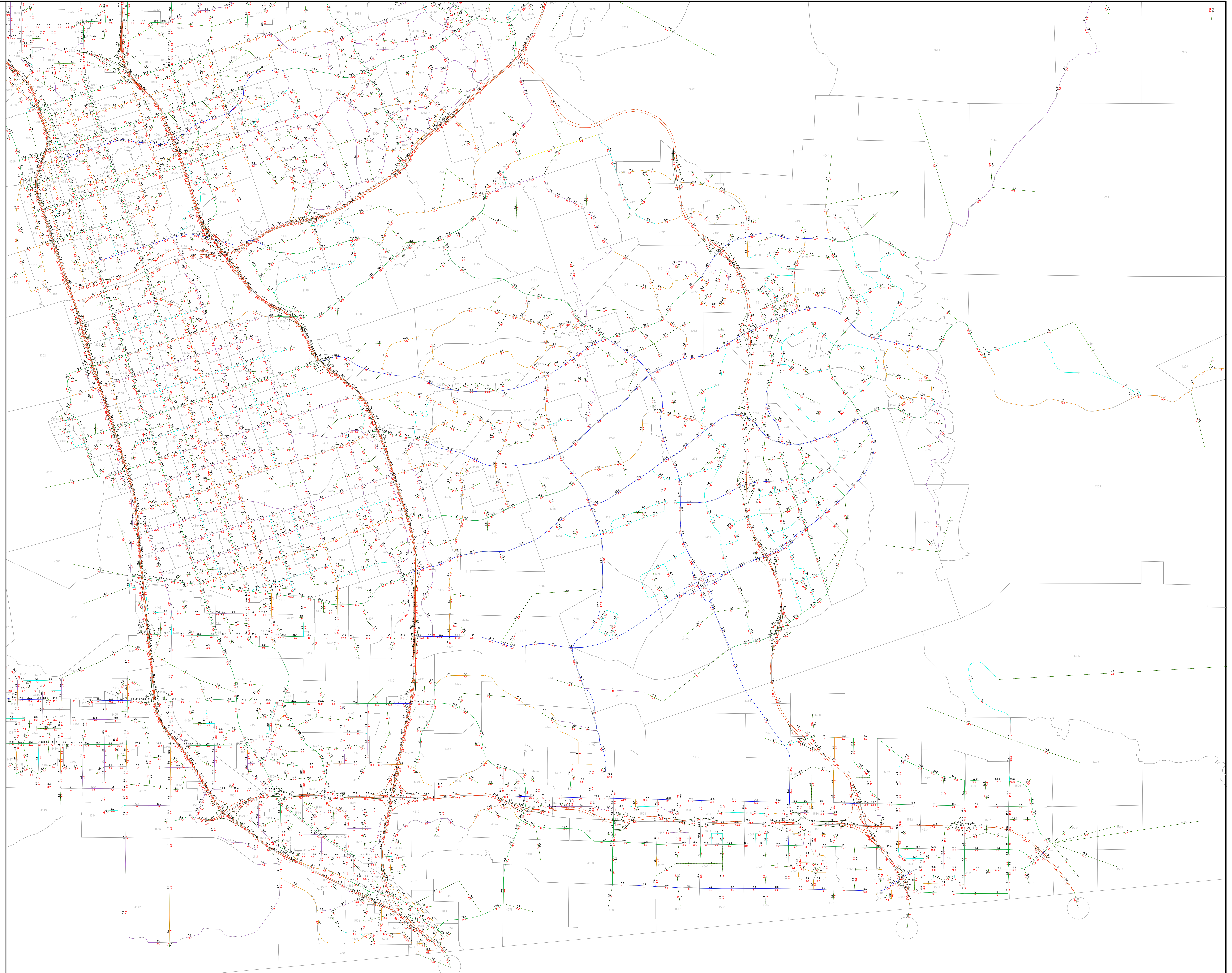
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401 B STREET, SUITE 800
SAN DIEGO, CALIFORNIA 92101 USA
(619) 499-1100
E-mail: sandag@sandag.org
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August 17, 2009
















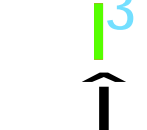


SANDAG
Series 11 2030re
SouthBay Model
ADT Volume Plot

East Area

2030C:
Chula Vista Adopted
2030 LU & CE + new changes
County Proposed Ref LU
& CE

Functional Classifications

-  Freeway
-  Prime
-  Major
-  Collector
-  Light Collector
-  Rural Collector
-  Local
-  Freeway Ramp
-  Local Ramp
-  Zone Connector

-  Signal
-  All Way Stop
-  Two Way Stop
-  Ramp Meter
-  Ramp Meter HOV
-  LRT Crossing

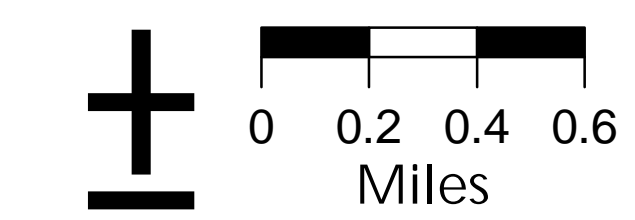
 **Traffic Analysis Zones**

Unadjusted ADT(x1000)

Adjusted ADT(x1000)

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SAN DIEGO ASSOCIATION OF GOVERNMENTS
401 B STREET, SUITE 800
SAN DIEGO, CALIFORNIA 92101 USA
(619) 499-1900
E-mail: sandag@sandag.org
Web site: www.sandag.org



SANDAG

 servicebureau

August 17, 2009



Appendix G

Peak Hour Intersection Capacity Worksheets – Existing Plus Project (Phase I) Conditions

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Scenario Report
Scenario: Existing plus Project P1 - AM
Command: Existing plus Project Buildout - AM
Volume: Existing - AM
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: Project AM
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 AM Peak Hour

Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	313	657	43	275	587	238	253	467	342	128	805	215
2 Hunte Pkwy /	351	15	100	6	10	73	37	456	281	145	577	4
3 I-805 SB Ramp	0	0	1021	0	0	0	0	1220	322	521	1106	0
4 I-805 NB Ramp	262	0	554	0	0	0	643	1653	0	0	1286	1569
5 Oleander Ave	150	50	77	63	55	31	57	1832	120	47	2345	43
6 Paseo Del Rey	0	0	1	94	0	96	142	1785	1	2	2394	111
7 Medical Cente	350	0	202	0	0	0	0	1501	462	219	2060	0
8 Paseo Ladera	257	132	105	63	74	179	101	1554	74	64	1805	63
9 Paseo Rancher	491	759	167	204	577	220	196	1241	249	64	1212	236
10 Oaty Lakes Rd	447	785	375	131	375	111	367	888	333	199	900	250
11 Rutgers Ave /	0	0	0	134	0	209	174	1308	0	11	1162	195
12 SR-125 SB Ram	0	0	0	232	0	42	0	1447	42	0	1178	112
13 SR-125 NB Ram	11	0	78	0	0	0	0	1497	188	0	1279	456
14 Eastlake Pkwy	535	331	191	48	239	191	331	800	281	184	794	70
15 Lane Ave / Ot	0	0	0	38	0	178	486	526	0	0	859	93
16 Fenton St / O	0	0	0	71	0	23	131	463	0	0	911	211
17 Hunte Pkwy /	365	471	77	37	333	270	224	114	180	137	441	86
18 Woods Dr / Ot	3	2	0	113	3	343	117	119	15	3	320	162
19 Lake Crest Dr	400	0	1	0	0	0	0	73	151	1	87	0
20 Wueste Rd / O	5	0	14	0	0	0	0	61	7	33	115	0
21 Campo Rd/SR-9	78	338	0	0	67	57	26	0	42	0	0	0
22 East Palomar	239	223	295	292	174	156	84	704	69	103	869	181
23 SR-125 SB Ram	0	0	0	109	0	84	0	1233	75	0	1048	104
24 SR-125 NB Ram	12	0	19	0	0	0	0	1000	285	0	1150	614
25 Eastlake Pkwy	275	229	39	60	168	168	202	426	226	83	917	76
26 Hunte Pkwy /	40	172	29	37	172	395	272	144	20	26	310	83
27 Olympic Vista	101	2	0	5	5	237	79	111	23	0	143	1
28 Olympic Pkwy	0	43	30	9	54	0	0	0	0	2	0	3
29 Lake Crest Dr	0	25	17	2	21	0	0	0	0	40	0	0
35 La Media Rd /	36	122	549	20	73	24	30	196	70	302	188	23
36 SR-125 / Otay	0	0	0	444	0	344	0	656	0	0	155	0
37 SR-125 NB / O	0	0	0	0	0	0	132	975	0	0	156	74
39 Campo Rd/SR-9	1	471	0	6	109	9	16	0	6	1	0	6
40 Campo Rd/SR-9	5	526	0	0	130	0	9	0	3	0	0	0
41 Proctor Valle	98	38	2	26	28	39	13	113	29	4	461	59
43 Project Drwy	0	148	0	0	78	0	0	0	0	0	0	0

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 AM Peak Hour

 Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L --	T --	R	L --	T --	R	L --	T --	R	L --	T --	R
1 Otay Lakes Rd	323	667	43	275	591	238	253	467	346	128	805	215
2 Hunte Pkwy /	371	15	100	6	10	73	37	456	290	145	577	4
3 I-805 SB Ramp	0	0	1041	0	0	0	0	1222	322	521	1111	0
4 I-805 NB Ramp	262	0	554	0	0	0	643	1675	0	0	1291	1616
5 Oleander Ave	150	50	77	63	55	31	57	1854	120	47	2397	43
6 Paseo Del Rey	0	0	1	94	0	96	142	1807	1	2	2446	111
7 Medical Cente	350	0	204	0	0	0	0	1523	462	224	2112	0
8 Paseo Ladera	257	132	107	63	74	179	101	1578	74	69	1862	63
9 Paseo Rancher	491	759	167	206	577	220	196	1268	249	64	1274	241
10 Oaty Lakes Rd	447	785	377	142	375	111	367	917	333	204	967	276
11 Rutgers Ave /	0	0	0	134	0	209	174	1350	0	11	1260	195
12 SR-125 SB Ram	0	0	0	246	0	42	0	1489	42	0	1276	126
13 SR-125 NB Ram	11	0	84	0	0	0	0	1553	188	0	1392	488
14 Eastlake Pkwy	535	331	195	52	239	191	331	866	281	194	949	80
15 Lane Ave / Ot	0	0	0	47	0	178	486	601	0	0	1034	114
16 Fenton St / O	0	0	0	71	0	23	131	547	0	0	1107	211
17 Hunte Pkwy /	365	471	118	48	333	270	224	198	180	232	637	111
18 Woods Dr / Ot	3	2	0	124	3	343	117	254	15	3	636	188
19 Lake Crest Dr	400	0	10	0	0	0	0	220	151	22	429	0
20 Wueste Rd / O	5	0	54	0	0	0	0	216	7	126	478	0
21 Campo Rd/SR-9	87	338	0	0	67	70	57	5	63	0	2	0
22 East Palomar	239	223	297	294	174	156	84	715	69	108	895	186
23 SR-125 SB Ram	0	0	0	109	0	84	0	1249	75	0	1084	142
24 SR-125 NB Ram	12	0	35	0	0	0	0	1016	285	0	1224	614
25 Eastlake Pkwy	275	229	57	60	168	168	202	464	226	124	1007	76
26 Hunte Pkwy /	40	172	42	37	172	474	306	166	20	57	362	83
27 Olympic Vista	101	2	0	5	5	237	79	147	23	0	226	1
28 Olympic Pkwy	0	79	30	19	137	0	0	0	0	2	0	7
29 Lake Crest Dr	0	25	57	2	21	0	0	0	0	133	0	0
35 La Media Rd /	36	122	558	20	73	24	30	196	70	323	188	23
36 SR-125 / Otay	0	0	0	444	0	365	0	665	0	0	155	0
37 SR-125 NB / O	0	0	0	0	0	0	141	975	0	0	156	74
39 Campo Rd/SR-9	11	487	0	6	116	9	16	0	10	1	0	6
40 Campo Rd/SR-9	5	536	5	0	134	0	9	0	3	2	0	0
41 Proctor Valle	98	38	2	28	28	39	13	115	29	4	466	64
43 Project Drwy	0	148	27	195	78	0	0	0	0	62	0	456

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 AM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection		Base		Future		Change in
		Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1	Otay Lakes Rd / East H St	D	36.4 0.810	D	36.9 0.816	+ 0.490 D/V
# 2	Hunte Pkwy / Proctor Valley Rd	B	13.5 0.488	B	13.6 0.503	+ 0.079 D/V
# 3	I-805 SB Ramps / Telegraph Can	B	19.6 0.758	B	20.0 0.767	+ 0.382 D/V
# 4	I-805 NB Ramps / Telegraph Can	C	29.2 0.998	C	31.5 1.019	+ 2.349 D/V
# 5	Oleander Ave / Telegraph Canyo	B	15.8 0.661	B	16.0 0.673	+ 0.190 D/V
# 6	Paseo Del Rey / Telegraph Cany	B	14.5 0.713	B	14.6 0.724	+ 0.014 D/V
# 7	Medical Center Dr / Telegraph	B	11.8 0.663	B	11.9 0.673	+ 0.116 D/V
# 8	Paseo Ladera / Telegraph Canyo	C	33.7 0.728	C	34.3 0.741	+ 0.579 D/V
# 9	Paseo Ranchero/Heritage Rd / T	C	32.2 0.892	C	33.5 0.908	+ 1.255 D/V
# 10	Oaty Lakes Rd/La Media Rd / Te	C	27.1 0.664	C	27.6 0.681	+ 0.546 D/V
# 11	Rutgers Ave / Telegraph Canyon	B	11.8 0.629	B	11.7 0.653	-0.038 D/V
# 12	SR-125 SB Ramps / Otay Lakes R	A	5.9 0.449	A	6.1 0.465	+ 0.163 D/V
# 13	SR-125 NB Ramps / Otay Lakes R	A	2.9 0.402	A	3.0 0.418	+ 0.108 D/V
# 14	Eastlake Pkwy / Otay Lakes Rd	C	27.0 0.592	C	28.0 0.630	+ 1.009 D/V
# 15	Lane Ave / Otay Lakes Rd	B	12.4 0.499	B	12.2 0.550	-0.222 D/V
# 16	Fenton St / Otay Lakes Rd	A	8.3 0.392	A	7.7 0.436	-0.612 D/V
# 17	Hunte Pkwy / Otay Lakes Rd	C	23.7 0.492	C	26.5 0.546	+ 2.802 D/V
# 18	Woods Dr / Otay Lakes Rd	B	14.3 0.836	B	14.1 0.836	-0.245 D/V
# 19	Lake Crest Dr / Otay Lakes Rd	B	13.4 0.381	B	15.0 0.511	+ 1.595 D/V
# 20	Wueste Rd / Otay Lakes Rd	A	9.2 0.028	B	11.8 0.124	+ 2.573 D/V
# 21	Campo Rd/SR-94 / Otay Lakes Ro	B	10.8 0.063	C	15.4 0.165	+ 4.566 D/V
# 22	East Palomar St / Olympic Pkwy	C	27.2 0.558	C	28.2 0.566	+ 0.968 D/V
# 23	SR-125 SB Ramps / Olympic Pkwy	A	4.6 0.365	A	4.6 0.369	-0.033 D/V

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 AM Peak Hour

Intersection		Base		Future			Change in
		LOS	Veh C	LOS	Veh	C	
# 24 SR-125 NB Ramps / Olympic Pkwy	A	1.8	0.288	A	2.4	0.318	+ 0.589 D/V
# 25 Eastlake Pkwy / Olympic Pkwy	C	22.0	0.442	C	22.3	0.464	+ 0.299 D/V
# 26 Hunte Pkwy / Olympic Pkwy	C	20.2	0.295	C	20.7	0.326	+ 0.440 D/V
# 27 Olympic Vista Rd / Olympic Pkw	B	18.7	0.157	B	18.5	0.186	-0.150 D/V
# 28 Olympic Pkwy / Wueste Rd	A	4.8	0.050	A	4.9	0.096	+ 0.125 D/V
# 29 Lake Crest Dr / Wueste Rd	B	19.2	0.048	C	20.2	0.116	+ 1.032 D/V
# 35 La Media Rd / Otay Mesa Rd	D	45.0	0.798	D	48.7	0.820	+ 3.734 D/V
# 36 SR-125 / Otay Mesa Road	A	9.7	0.418	A	9.8	0.436	+ 0.116 D/V
# 37 SR-125 NB / Otay Mesa Road	A	2.3	0.340	A	2.3	0.340	+ 0.079 D/V
# 39 Campo Rd/SR-94 / Melody Rd	B	13.3	0.046	B	13.2	0.049	-0.139 D/V
# 40 Campo Rd/SR-94 / Maxfield Rd	B	12.9	0.024	C	15.7	0.028	+ 2.813 D/V
# 41 Proctor Valley Rd/Jefferson Rd	B	12.9	0.514	B	13.0	0.522	+ 0.075 D/V
# 43 Project Drwy #2 @ Otay Lakes R	A	0.0	0.000	B	14.9	0.571	+14.863 D/V

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Otay Lakes Rd / East H St

Cycle (sec): 75 Critical Vol./Cap.(X): 0.816

Loss Time (sec): 12 Average Delay (sec/veh): 36.9

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	5	18	0	5	18	0	5	24	0	5	24	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0

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Volume Module:

Base Vol:	313	657	43	275	587	238	253	467	342	128	805	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	657	43	275	587	238	253	467	342	128	805	215
Added Vol:	10	10	0	0	4	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	323	667	43	275	591	238	253	467	346	128	805	215
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.00	0.85	0.85	0.00	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	381	787	0	324	697	0	298	551	408	151	949	254
Reduct Vol:	0	0	0	0	0	0	0	0	75	0	0	60
Reduced Vol:	381	787	0	324	697	0	298	551	333	151	949	194
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	381	787	0	324	697	0	298	551	333	151	949	194

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	1.00	0.90	0.89	1.00	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	5083	1900	3432	5083	1900	1769	3538	1583	1769	3538	1583

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Capacity Analysis Module:

Vol/Sat:	0.11	0.15	0.00	0.09	0.14	0.00	0.17	0.16	0.21	0.09	0.27	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.25	0.00	0.10	0.24	0.00	0.17	0.39	0.39	0.10	0.32	0.32
Volume/Cap:	1.00	0.61	0.00	0.95	0.57	0.00	1.00	0.40	0.55	0.83	0.84	0.38
Delay/Veh:	79.1	25.7	0.0	69.9	25.8	0.0	82.9	16.9	18.9	59.0	29.4	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.1	25.7	0.0	69.9	25.8	0.0	82.9	16.9	18.9	59.0	29.4	20.2
LOS by Move:	E	C	A	E	C	A	F	B	B	E	C	C
DesignQueue:	7	9	0	6	8	0	11	8	9	6	15	6

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Hunte Pkwy / Proctor Valley Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.503
 Loss Time (sec): 0 Average Delay (sec/veh): 13.6
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	0	1	0	3	0	2	1

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	351	15	100	6	10	73	37	456	281	145	577	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	15	100	6	10	73	37	456	281	145	577	4
Added Vol:	20	0	0	0	0	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	371	15	100	6	10	73	37	456	290	145	577	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	484	20	131	8	13	95	48	595	379	189	753	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	484	20	131	8	13	95	48	595	379	189	753	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	484	20	131	8	13	95	48	595	379	189	753	5

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.83	0.93	0.85	0.85	0.93	0.89	0.83	0.90	0.95	0.98
Lanes:	2.00	1.00	1.00	1.00	0.12	0.88	1.00	3.00	1.00	2.00	2.98	0.02
Final Sat.:	3432	1862	1583	1769	195	1421	1769	5083	1583	3432	5357	37

Capacity Analysis Module:

Vol/Sat:	0.14	0.01	0.08	0.00	0.07	0.07	0.03	0.12	0.24	0.06	0.14	0.14
Crit Moves:	****			****					****	****		
Green/Cycle:	0.28	0.39	0.39	0.02	0.13	0.13	0.10	0.48	0.48	0.11	0.49	0.49
Volume/Cap:	0.50	0.03	0.21	0.21	0.50	0.50	0.29	0.25	0.50	0.50	0.29	0.29
Delay/Veh:	18.5	11.2	12.2	31.7	26.0	26.0	26.2	9.4	11.4	26.2	9.1	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	11.2	12.2	31.7	26.0	26.0	26.2	9.4	11.4	26.2	9.1	9.1
LOS by Move:	B	B	B	C	C	C	C	A	B	C	A	A
DesignQueue:	6	0	3	0	3	3	1	4	7	3	5	5

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 I-805 SB Ramps / Telegraph Canyon Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 9 Average Delay (sec/veh): 20.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	2	0	1	0

Volume Module: >> Count Date: 13 Oct 2005 <<

Base Vol:	0	0	1021	0	0	0	0	1220	322	521	1106	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1021	0	0	0	0	1220	322	521	1106	0
Added Vol:	0	0	20	0	0	0	0	2	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1041	0	0	0	0	1222	322	521	1111	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	1109	0	0	0	0	1301	343	555	1183	0
Reduct Vol:	0	0	210	0	0	110	0	0	60	0	0	0
Reduced Vol:	0	0	899	0	0	0	0	1301	283	555	1183	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	899	0	0	0	0	1301	283	555	1183	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.73	1.00	1.00	1.00	1.00	0.93	0.83	0.90	0.93	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	2786	0	0	0	0	3538	1583	3432	3538	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.37	0.18	0.16	0.33	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.48	0.48	0.21	0.69	0.00
Volume/Cap:	0.00	0.00	0.77	0.00	0.00	0.00	0.00	0.77	0.37	0.77	0.48	0.00
Delay/Veh:	0.0	0.0	25.4	0.0	0.0	0.0	0.0	21.5	15.2	38.4	6.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	25.4	0.0	0.0	0.0	0.0	21.5	15.2	38.4	6.6	0.0
LOS by Move:	A	A	C	A	A	A	A	C	B	D	A	A
DesignQueue:	0	0	16	0	0	0	0	20	8	12	11	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 I-805 NB Ramps / Telegraph Canyon Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 1.019
Loss Time (sec): 9 Average Delay (sec/veh): 31.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	10	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	2	2	0	3	0	0	2

Volume Module: >> Count Date: 29 Sep 2005 <<

Base Vol:	262	0	554	0	0	0	643	1653	0	0	1286	1569
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	0	554	0	0	0	643	1653	0	0	1286	1569
Added Vol:	0	0	0	0	0	0	0	22	0	0	5	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	0	554	0	0	0	643	1675	0	0	1291	1616
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	286	0	605	0	0	0	702	1829	0	0	1409	1764
Reduct Vol:	0	0	115	0	0	0	0	0	0	0	0	410
Reduced Vol:	286	0	490	0	0	0	702	1829	0	0	1409	1354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	286	0	490	0	0	0	702	1829	0	0	1409	1354

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	0.90	0.89	1.00	1.00	0.93	0.73
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	2.00	2.00
Final Sat.:	1773	0	2786	0	0	0	3432	5083	0	0	3538	2786

Capacity Analysis Module:

Vol/Sat:	0.16	0.00	0.18	0.00	0.00	0.00	0.20	0.36	0.00	0.00	0.40	0.49
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.20	0.68	0.00	0.00	0.48	0.48
Volume/Cap:	0.94	0.00	1.02	0.00	0.00	0.00	1.02	0.53	0.00	0.00	0.84	1.02
Delay/Veh:	59.3	0.0	70.9	0.0	0.0	0.0	63.3	5.0	0.0	0.0	17.4	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.3	0.0	70.9	0.0	0.0	0.0	63.3	5.0	0.0	0.0	17.4	45.4
LOS by Move:	E	A	E	A	A	A	E	A	A	A	B	D
DesignQueue:	8	0	8	0	0	0	10	8	0	0	14	15

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Oleander Ave / Telegraph Canyon Rd

Cycle (sec): 95 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 9 Average Delay (sec/veh): 16.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	1	0	2

Volume Module: >> Count Date: 27 Sep 2005 <<

Base Vol:	150	50	77	63	55	31	57	1832	120	47	2345	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	50	77	63	55	31	57	1832	120	47	2345	43
Added Vol:	0	0	0	0	0	0	0	22	0	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	50	77	63	55	31	57	1854	120	47	2397	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	163	54	84	68	60	34	62	2015	130	51	2605	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	54	84	68	60	34	62	2015	130	51	2605	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	163	54	84	68	60	34	62	2015	130	51	2605	47

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.89	0.89	0.55	0.93	0.93	0.93	0.94	0.97	0.93	0.94	0.98
Lanes:	1.00	0.39	0.61	1.00	0.64	0.36	1.00	2.82	0.18	1.00	2.95	0.05
Final Sat.:	1231	666	1026	1050	1127	635	1769	5026	325	1769	5289	95

Capacity Analysis Module:

Vol/Sat:	0.13	0.08	0.08	0.07	0.05	0.05	0.04	0.40	0.40	0.03	0.49	0.49
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.05	0.60	0.60	0.08	0.63	0.63
Volume/Cap:	0.60	0.37	0.37	0.29	0.24	0.24	0.67	0.66	0.66	0.36	0.78	0.78
Delay/Veh:	36.9	32.0	32.0	31.5	30.8	30.8	61.0	12.9	12.9	43.1	13.9	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	32.0	32.0	31.5	30.8	30.8	61.0	12.9	12.9	43.1	13.9	13.9
LOS by Move:	D	C	C	C	C	C	E	B	B	D	B	B
DesignQueue:	7	6	6	3	4	4	3	17	17	2	20	20

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Paseo Del Rey / Telegraph Canyon Rd

Cycle (sec): 150 Critical Vol./Cap.(X): 0.724

Loss Time (sec): 12 Average Delay (sec/veh): 14.6

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	1	0	1	0	2	1	0	2

Volume Module: >> Count Date: 27 Sep 2005 <<

Base Vol:	0	0	1	94	0	96	142	1785	1	2	2394	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1	94	0	96	142	1785	1	2	2394	111
Added Vol:	0	0	0	0	0	0	0	22	0	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1	94	0	96	142	1807	1	2	2446	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	1	103	0	105	156	1984	1	2	2685	122
Reduct Vol:	0	0	0	0	0	20	0	0	0	0	0	0
Reduced Vol:	0	0	1	103	0	85	156	1984	1	2	2685	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	103	0	85	156	1984	1	2	2685	122

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.93	1.00	0.83	0.93	0.95	0.98	0.93	0.94	0.97
Lanes:	0.00	0.00	1.00	2.00	0.00	1.00	1.00	2.99	0.01	1.00	2.87	0.13
Final Sat.:	0	0	1611	3545	0	1583	1769	5397	3	1769	5134	233

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.09	0.37	0.37	0.00	0.52	0.52
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.07	0.00	0.07	0.12	0.77	0.77	0.07	0.72	0.72
Volume/Cap:	0.00	0.00	0.72	0.39	0.00	0.72	0.72	0.47	0.47	0.02	0.72	0.72
Delay/Veh:	0.0	0.0	487.3	67.1	0.0	87.6	74.9	6.1	6.1	65.0	12.8	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	487.3	67.1	0.0	87.6	74.9	6.1	6.1	65.0	12.8	12.8
LOS by Move:	A	A	F	E	A	F	E	A	A	E	B	B
DesignQueue:	0	0	0	4	0	7	12	14	14	0	26	26

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Medical Center Dr / Telegraph Canyon Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.673

Loss Time (sec): 9 Average Delay (sec/veh): 11.9

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	0	0	0	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	0	0	0	0	3	0	1	0

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	350	0	202	0	0	0	0	1501	462	219	2060	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	0	202	0	0	0	0	1501	462	219	2060	0
Added Vol:	0	0	2	0	0	0	0	22	0	5	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	0	204	0	0	0	0	1523	462	224	2112	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	379	0	221	0	0	0	0	1648	500	242	2286	0
Reduct Vol:	0	0	45	0	0	0	0	0	90	0	0	0
Reduced Vol:	379	0	176	0	0	0	0	1648	410	242	2286	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	379	0	176	0	0	0	0	1648	410	242	2286	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.83	0.93	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3432	0	1583	0	0	0	0	5083	1583	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.32	0.26	0.14	0.45	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.48	0.48	0.20	0.69	0.00
Volume/Cap:	0.67	0.00	0.67	0.00	0.00	0.00	0.00	0.67	0.54	0.67	0.66	0.00
Delay/Veh:	26.6	0.0	30.3	0.0	0.0	0.0	0.0	12.7	11.7	27.0	5.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.6	0.0	30.3	0.0	0.0	0.0	0.0	12.7	11.7	27.0	5.9	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	C	A	A
DesignQueue:	6	0	5	0	0	0	0	11	8	7	10	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Paseo Ladera / Telegraph Canyon Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.741

Loss Time (sec): 12 Average Delay (sec/veh): 34.3

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	1	0	2

Volume Module:	>>	Count	Date:	4 Oct 2005	<<							
Base Vol:	257	132	105	63	74	179	101	1554	74	64	1805	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	132	105	63	74	179	101	1554	74	64	1805	63
Added Vol:	0	0	2	0	0	0	0	24	0	5	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	132	107	63	74	179	101	1578	74	69	1862	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	283	145	118	69	81	197	111	1736	81	76	2048	69
Reduct Vol:	0	0	20	0	0	40	0	0	0	0	0	0
Reduced Vol:	283	145	98	69	81	157	111	1736	81	76	2048	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	283	145	98	69	81	157	111	1736	81	76	2048	69

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.94	0.97	0.93	0.94	0.98	
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.87	0.13	1.00	2.91	0.09	
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	5122	240	1769	5197	176	

Capacity Analysis Module:	Vol/Sat:	0.16	0.08	0.06	0.04	0.04	0.10	0.06	0.34	0.34	0.04	0.39	0.39
Crit Moves:	****				****			****			****		
Green/Cycle:	0.18	0.30	0.30	0.07	0.19	0.19	0.07	0.46	0.46	0.06	0.45	0.45	
Volume/Cap:	0.88	0.26	0.21	0.55	0.23	0.52	0.88	0.74	0.74	0.70	0.88	0.88	
Delay/Veh:	67.3	29.4	28.9	54.3	38.0	41.6	96.7	25.7	25.7	69.0	31.9	31.9	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	67.3	29.4	28.9	54.3	38.0	41.6	96.7	25.7	25.7	69.0	31.9	31.9	
LOS by Move:	E	C	C	D	D	D	F	C	C	E	C	C	
DesignQueue:	15	6	4	4	4	8	6	23	23	4	27	27	

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Paseo Ranchero/Heritage Rd / Telegraph Canyon Rd

Cycle (sec): 75 Critical Vol./Cap.(X): 0.908

Loss Time (sec): 12 Average Delay (sec/veh): 33.5

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	2	0	3	0	2	1

Volume Module:	>>	Count	Date:	4 Oct 2005	<<							
Base Vol:	491	759	167	204	577	220	196	1241	249	64	1212	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	491	759	167	204	577	220	196	1241	249	64	1212	236
Added Vol:	0	0	0	2	0	0	0	27	0	0	62	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	491	759	167	206	577	220	196	1268	249	64	1274	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	527	814	179	221	619	236	210	1361	267	69	1367	259
Reduct Vol:	0	0	20	0	0	0	0	0	35	0	0	0
Reduced Vol:	527	814	159	221	619	236	210	1361	232	69	1367	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	527	814	159	221	619	236	210	1361	232	69	1367	259

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.94	0.94	0.90	0.89	0.83	0.90	0.92	0.96
Lanes:	2.00	2.00	1.00	2.00	1.45	0.55	2.00	3.00	1.00	2.00	2.54	0.46
Final Sat.:	3432	3538	1583	3432	2586	986	3432	5083	1583	3432	4431	838

Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.10	0.06	0.24	0.24	0.06	0.27	0.15	0.02	0.31	0.31
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.36	0.36	0.09	0.28	0.28	0.07	0.32	0.32	0.08	0.33	0.33
Volume/Cap:	0.94	0.64	0.28	0.75	0.86	0.86	0.92	0.84	0.46	0.25	0.94	0.94
Delay/Veh:	54.3	21.2	17.4	44.1	32.9	32.9	72.9	28.2	21.2	33.0	34.5	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	21.2	17.4	44.1	32.9	32.9	72.9	28.2	21.2	33.0	34.5	34.5
LOS by Move:	D	C	B	D	C	C	E	C	C	C	C	C
DesignQueue:	10	12	4	4	14	14	4	15	7	1	17	17

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Oaty Lakes Rd/La Media Rd / Telegraph Canyon Rd

Cycle (sec): 75 Critical Vol./Cap.(X): 0.681

Loss Time (sec): 12 Average Delay (sec/veh): 27.6

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	2	0	2	2	0	3	2	0	3

Volume Module:	>>	Count	Date:	4 Oct 2005	<<							
Base Vol:	447	785	375	131	375	111	367	888	333	199	900	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	447	785	375	131	375	111	367	888	333	199	900	250
Added Vol:	0	0	2	11	0	0	0	29	0	5	67	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	447	785	377	142	375	111	367	917	333	204	967	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	479	841	404	152	402	119	393	983	357	219	1036	296
Reduct Vol:	0	0	55	0	0	35	0	0	40	0	0	80
Reduced Vol:	479	841	349	152	402	84	393	983	317	219	1036	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	479	841	349	152	402	84	393	983	317	219	1036	216

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.73	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	2.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	2786	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.13	0.04	0.11	0.05	0.11	0.19	0.20	0.06	0.20	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.36	0.46	0.09	0.28	0.42	0.14	0.29	0.29	0.10	0.25	0.25
Volume/Cap:	0.82	0.65	0.27	0.51	0.41	0.13	0.82	0.66	0.69	0.66	0.82	0.55
Delay/Veh:	38.8	21.1	12.6	34.2	22.2	13.4	41.9	24.4	27.8	37.3	30.9	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	21.1	12.6	34.2	22.2	13.4	41.9	24.4	27.8	37.3	30.9	26.1
LOS by Move:	D	C	B	C	C	B	D	C	C	D	C	C
DesignQueue:	9	13	5	3	7	2	7	11	10	4	13	7

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Rutgers Ave / Telegraph Canyon Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.653

Loss Time (sec): 9 Average Delay (sec/veh): 11.7

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	2	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	0	0	0	134	0	209	174	1308	0	11	1162	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	134	0	209	174	1308	0	11	1162	195
Added Vol:	0	0	0	0	0	0	0	42	0	0	98	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	134	0	209	174	1350	0	11	1260	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	154	0	240	200	1550	0	13	1447	224
Reduct Vol:	0	0	0	0	0	40	0	0	0	0	0	0
Reduced Vol:	0	0	0	154	0	200	200	1550	0	13	1447	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	154	0	200	200	1550	0	13	1447	224

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	0.93	0.92	0.96
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	2.61	0.39
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	1769	4582	709

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.13	0.11	0.30	0.00	0.01	0.32	0.32
Crit Moves:						****	****			****		
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.17	0.64	0.00	0.02	0.48	0.48
Volume/Cap:	0.00	0.00	0.00	0.45	0.00	0.65	0.65	0.48	0.00	0.48	0.65	0.65
Delay/Veh:	0.0	0.0	0.0	22.3	0.0	27.3	28.1	5.7	0.0	42.1	12.3	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.3	0.0	27.3	28.1	5.7	0.0	42.1	12.3	12.3
LOS by Move:	A	A	A	C	A	C	C	A	A	D	B	B
DesignQueue:	0	0	0	4	0	6	6	7	0	0	11	11

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 SR-125 SB Ramps / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 9 Average Delay (sec/veh): 6.1
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	232	0	42	0	1447	42	0	1178	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	232	0	42	0	1447	42	0	1178	112
Added Vol:	0	0	0	14	0	0	0	42	0	0	98	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	246	0	42	0	1489	42	0	1276	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	0	0	0	267	0	46	0	1613	46	0	1382	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	267	0	46	0	1613	46	0	1382	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	267	0	46	0	1613	46	0	1382	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	1583	0	5083	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.03	0.00	0.32	0.03	0.00	0.27	0.00
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.68	0.68	0.00	0.68	0.00
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.17	0.00	0.46	0.04	0.00	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	23.2	0.0	21.7	0.0	4.5	3.1	0.0	4.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.2	0.0	21.7	0.0	4.5	3.1	0.0	4.2	0.0
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
DesignQueue:	0	0	0	4	0	1	0	7	0	0	6	0

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 SR-125 NB Ramps / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.418
 Loss Time (sec): 9 Average Delay (sec/veh): 3.0
 Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	3	0	0	1

Volume Module:

Base Vol:	11	0	78	0	0	0	0	1497	188	0	1279	456
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	0	78	0	0	0	0	1497	188	0	1279	456
Added Vol:	0	0	6	0	0	0	0	56	0	0	113	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	0	84	0	0	0	0	1553	188	0	1392	488
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.94
PHF Volume:	12	0	89	0	0	0	0	1645	0	0	1475	517
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	80
Reduced Vol:	12	0	89	0	0	0	0	1645	0	0	1475	437
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	12	0	89	0	0	0	0	1645	0	0	1475	437

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	0.83
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1769	0	2786	0	0	0	0	5083	1900	0	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.03	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.29	0.28
Crit Moves:	****						****			****		
Green/Cycle:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.77	0.00	0.00	0.77	0.77
Volume/Cap:	0.09	0.00	0.42	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.37	0.36
Delay/Veh:	26.0	0.0	27.8	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.2	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	0.0	27.8	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.2	2.3
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
DesignQueue:	0	0	2	0	0	0	0	5	0	0	4	4

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Eastlake Pkwy / Otay Lakes Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.630
 Loss Time (sec): 12 Average Delay (sec/veh): 28.0
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	535	331	191	48	239	191	331	800	281	184	794	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	535	331	191	48	239	191	331	800	281	184	794	70
Added Vol:	0	0	4	4	0	0	0	66	0	10	155	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	535	331	195	52	239	191	331	866	281	194	949	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	559	346	204	54	250	200	346	905	294	203	992	84
Reduct Vol:	0	0	30	0	0	25	0	0	45	0	0	0
Reduced Vol:	559	346	174	54	250	175	346	905	249	203	992	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	559	346	174	54	250	175	346	905	249	203	992	84

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.73	0.90	0.93	0.97
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	2.00	2.00	2.77	0.23
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	2786	3432	4920	415

Capacity Analysis Module:

Vol/Sat:	0.16	0.10	0.11	0.02	0.07	0.11	0.10	0.18	0.09	0.06	0.20	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.21	0.38	0.46	0.09	0.26	0.39	0.13	0.30	0.50	0.08	0.25	0.25
Volume/Cap:	0.79	0.26	0.24	0.18	0.27	0.28	0.79	0.60	0.18	0.71	0.79	0.79
Delay/Veh:	36.2	17.2	13.2	33.9	23.6	17.0	43.4	24.6	10.8	43.9	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	17.2	13.2	33.9	23.6	17.0	43.4	24.6	10.8	43.9	31.1	31.1
LOS by Move:	D	B	B	C	C	B	D	C	B	D	C	C
DesignQueue:	11	5	4	1	4	5	7	11	3	4	13	13

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Lane Ave / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.550
Loss Time (sec): 9 Average Delay (sec/veh): 12.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	2	0	3	0	0	2

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	0	0	0	38	0	178	486	526	0	0	859	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	38	0	178	486	526	0	0	859	93
Added Vol:	0	0	0	9	0	0	0	75	0	0	175	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	47	0	178	486	601	0	0	1034	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	54	0	204	557	689	0	0	1186	131
Reduct Vol:	0	0	0	0	0	40	0	0	0	0	0	0
Reduced Vol:	0	0	0	54	0	164	557	689	0	0	1186	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	54	0	164	557	689	0	0	1186	131

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	1.00	0.86	0.90	0.89	1.00	1.00	0.93	0.97
Lanes:	0.00	0.00	0.00	1.25	0.00	1.75	2.00	3.00	0.00	0.00	2.71	0.29
Final Sat.:	0	0	0	2035	0	2860	3432	5083	0	0	4790	528

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.06	0.16	0.14	0.00	0.00	0.25	0.25
Crit Moves:						****	****			****		
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.30	0.75	0.00	0.00	0.45	0.45
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.55	0.55	0.18	0.00	0.00	0.55	0.55
Delay/Veh:	0.0	0.0	0.0	24.9	0.0	27.2	18.4	2.3	0.0	0.0	12.3	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.9	0.0	27.2	18.4	2.3	0.0	0.0	12.3	12.3
LOS by Move:	A	A	A	C	A	C	B	A	A	A	B	B
DesignQueue:	0	0	0	1	0	3	7	2	0	0	9	9

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Fenton St / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 9 Average Delay (sec/veh): 7.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	0	2

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	0	0	0	71	0	23	131	463	0	0	911	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	71	0	23	131	463	0	0	911	211
Added Vol:	0	0	0	0	0	0	0	84	0	0	196	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	71	0	23	131	547	0	0	1107	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	72	0	23	133	556	0	0	1125	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	72	0	23	133	556	0	0	1125	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	72	0	23	133	556	0	0	1125	214

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	1.00	0.92	0.96
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.54	0.46
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	0	4426	844

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.01	0.08	0.11	0.00	0.00	0.25	0.25
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.09	0.00	0.09	0.17	0.76	0.00	0.00	0.58	0.58
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.16	0.44	0.14	0.00	0.00	0.44	0.44
Delay/Veh:	0.0	0.0	0.0	27.5	0.0	25.5	23.2	2.0	0.0	0.0	7.1	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.5	0.0	25.5	23.2	2.0	0.0	0.0	7.1	7.1
LOS by Move:	A	A	A	C	A	C	C	A	A	A	A	A
DesignQueue:	0	0	0	2	0	1	4	2	0	0	7	7

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Hunte Pkwy / Otay Lakes Rd

Cycle (sec): 70 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 12 Average Delay (sec/veh): 26.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1

Volume Module:	>>	Count	Date:	22 Sep 2005	<<							
Base Vol:	365	471	77	37	333	270	224	114	180	137	441	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	471	77	37	333	270	224	114	180	137	441	86
Added Vol:	0	0	41	11	0	0	0	84	0	95	196	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	365	471	118	48	333	270	224	198	180	232	637	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	422	545	137	56	385	313	259	229	208	269	737	128
Reduct Vol:	0	0	15	0	0	50	0	0	0	0	0	10
Reduced Vol:	422	545	122	56	385	263	259	229	208	269	737	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	422	545	122	56	385	263	259	229	208	269	737	118

Saturation Flow Module:	
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.90 0.93 0.83 0.90 0.93 0.83 0.90 0.86 0.91 0.90 0.89 0.83
Lanes:	2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00 2.00 3.00 1.00
Final Sat.:	3432 3538 1583 3432 3538 1583 3432 3287 1730 3432 5083 1583

Capacity Analysis Module:	
Vol/Sat:	0.12 0.15 0.08 0.02 0.11 0.17 0.08 0.07 0.12 0.08 0.15 0.07
Crit Moves:	**** **** **** ****
Green/Cycle:	0.17 0.38 0.38 0.09 0.30 0.30 0.10 0.28 0.28 0.08 0.26 0.26
Volume/Cap:	0.73 0.41 0.20 0.18 0.36 0.55 0.73 0.25 0.44 0.93 0.56 0.29
Delay/Veh:	32.4 16.2 14.8 29.7 19.5 22.0 38.1 19.8 21.1 66.9 23.2 21.3
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	32.4 16.2 14.8 29.7 19.5 22.0 38.1 19.8 21.1 66.9 23.2 21.3
LOS by Move:	C B B C B C D B C E C C
DesignQueue:	7 7 3 1 6 7 5 3 6 5 8 3

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Woods Dr / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.836
 Loss Time (sec): 0 Average Delay (sec/veh): 14.1
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	5	18	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	3	2	0	113	3	343	117	119	15	3	320	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	2	0	113	3	343	117	119	15	3	320	162
Added Vol:	0	0	0	11	0	0	0	135	0	0	316	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	2	0	124	3	343	117	254	15	3	636	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	3	2	0	144	3	397	135	294	17	3	736	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	2	0	144	3	397	135	294	17	3	736	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	2	0	144	3	397	135	294	17	3	736	218

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.93	0.83	0.83	0.93	0.94	0.97	0.93	0.91	0.95
Lanes:	0.60	0.40	0.00	1.00	0.01	0.99	1.00	2.84	0.16	1.00	2.34	0.66
Final Sat.:	1085	723	0	1769	14	1571	1769	5058	299	1769	4025	1190

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.25	0.25	0.08	0.06	0.06	0.00	0.18	0.18
Crit Moves:	****			****			****			****		
Green/Cycle:	0.30	0.30	0.00	0.47	0.46	0.46	0.16	0.38	0.38	0.16	0.38	0.38
Volume/Cap:	0.01	0.01	0.00	0.20	0.55	0.55	0.49	0.15	0.15	0.01	0.49	0.49
Delay/Veh:	21.4	14.8	0.0	9.4	12.5	12.5	24.4	12.4	12.4	21.4	14.5	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	14.8	0.0	9.4	12.5	12.5	24.4	12.4	12.4	21.4	14.5	14.5
LOS by Move:	C	B	A	A	B	B	C	B	B	C	B	B
DesignQueue:	0	0	0	3	8	8	4	2	2	0	7	7

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Lake Crest Dr / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.511
 Loss Time (sec): 9 Average Delay (sec/veh): 15.0
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	0	0	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	1	0	1	1	0	3

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	400	0	1	0	0	0	0	73	151	1	87	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	0	1	0	0	0	0	73	151	1	87	0
Added Vol:	0	0	9	0	0	0	0	147	0	21	342	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	0	10	0	0	0	0	220	151	22	429	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	487	0	12	0	0	0	0	268	184	27	523	0
Reduct Vol:	0	0	0	0	0	0	0	0	15	0	0	0
Reduced Vol:	487	0	12	0	0	0	0	268	169	27	523	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	487	0	12	0	0	0	0	268	169	27	523	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.98	0.83	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	1900	1862	1583	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.28	0.00	0.01	0.00	0.00	0.00	0.00	0.14	0.11	0.02	0.10	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.26	0.26	0.08	0.35	0.00
Volume/Cap:	0.55	0.00	0.02	0.00	0.00	0.00	0.00	0.55	0.41	0.18	0.30	0.00
Delay/Veh:	10.9	0.0	7.5	0.0	0.0	0.0	0.0	20.3	18.9	26.2	14.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	0.0	7.5	0.0	0.0	0.0	0.0	20.3	18.9	26.2	14.4	0.0
LOS by Move:	B	A	A	A	A	A	A	C	B	C	B	A
DesignQueue:	9	0	0	0	0	0	0	7	4	1	4	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Wueste Rd / Otay Lakes Rd

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[11.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 12 columns representing traffic volumes and adjustment factors for various vehicle types and conditions.

Critical Gap Module:

Table with 12 columns showing critical gap values and follow-up times for different traffic movements.

Capacity Module:

Table with 12 columns showing conflict volumes, potential capacity, and volume-to-capacity ratios.

Level Of Service Module:

Table with 12 columns showing Level of Service (LOS) values, control delay, and approach delay for different traffic movements.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #21 Campo Rd/SR-94 / Otay Lakes Road/Honey Springs Rd

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: C [15.4]

Table with columns: Approach: North Bound, South Bound, East Bound, West Bound; Movement: L - T - R; Control: Uncontrolled, Stop Sign; Rights: Include; Lanes: 1 0 1 0 0

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 East Palomar St / Olympic Pkwy

Cycle (sec): 80 Critical Vol./Cap.(X): 0.566
 Loss Time (sec): 12 Average Delay (sec/veh): 28.2
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	2	0	3	0	1	1

Volume Module: >> Count Date: 22 Sep 2005 << AM Peak

Base Vol:	239	223	295	292	174	156	84	704	69	103	869	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	223	295	292	174	156	84	704	69	103	869	181
Added Vol:	0	0	2	2	0	0	0	11	0	5	26	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	223	297	294	174	156	84	715	69	108	895	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	266	248	331	327	194	174	94	796	77	120	997	207
Reduct Vol:	0	0	0	0	0	0	0	0	15	0	0	25
Reduced Vol:	266	248	331	327	194	174	94	796	62	120	997	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	248	331	327	194	174	94	796	62	120	997	182

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.90	0.91	0.91	0.90	0.89	0.83	0.93	0.89	0.83
Lanes:	1.00	1.00	1.00	2.00	1.05	0.95	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1769	1702	1702	3432	1824	1635	3432	5083	1583	1769	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.15	0.15	0.19	0.10	0.11	0.11	0.03	0.16	0.04	0.07	0.20	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.24	0.37	0.37	0.13	0.26	0.26	0.09	0.25	0.25	0.11	0.27	0.27
Volume/Cap:	0.64	0.40	0.53	0.72	0.40	0.40	0.32	0.64	0.16	0.64	0.73	0.43
Delay/Veh:	30.8	19.0	20.5	38.7	24.6	24.6	35.1	28.1	23.9	41.4	28.9	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	19.0	20.5	38.7	24.6	24.6	35.1	28.1	23.9	41.4	28.9	25.0
LOS by Move:	C	B	C	D	C	C	D	C	C	D	C	C
DesignQueue:	9	7	10	7	6	6	2	10	2	5	13	6

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 SR-125 SB Ramps / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.369
Loss Time (sec): 9 Average Delay (sec/veh): 4.6
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	0	0	109	0	84	0	1233	75	0	1048	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	109	0	84	0	1233	75	0	1048	104
Added Vol:	0	0	0	0	0	0	0	16	0	0	36	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	109	0	84	0	1249	75	0	1084	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	0	0	0	119	0	92	0	1365	82	0	1185	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	119	0	92	0	1365	82	0	1185	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	119	0	92	0	1365	82	0	1185	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.89	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	1.56	0.00	1.44	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2651	0	2431	0	5083	1583	0	5083	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.00	0.27	0.05	0.00	0.23	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.00	0.73	0.73	0.00	0.73	0.00
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.31	0.00	0.37	0.07	0.00	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	24.6	0.0	24.3	0.0	3.1	2.4	0.0	2.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.6	0.0	24.3	0.0	3.1	2.4	0.0	2.9	0.0
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
DesignQueue:	0	0	0	2	0	2	0	5	1	0	4	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 SR-125 NB Ramps / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.318

Loss Time (sec): 9 Average Delay (sec/veh): 2.4

Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	0	0	0	0	3	0	1	0

Volume Module:

Base Vol:	12	0	19	0	0	0	0	1000	285	0	1150	614
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	0	19	0	0	0	0	1000	285	0	1150	614
Added Vol:	0	0	16	0	0	0	0	16	0	0	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	0	35	0	0	0	0	1016	285	0	1224	614
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.97
PHF Volume:	12	0	36	0	0	0	0	1044	0	0	1258	631
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	55
Reduced Vol:	12	0	36	0	0	0	0	1044	0	0	1258	576
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	12	0	36	0	0	0	0	1044	0	0	1258	576

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	0.73
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3432	0	1583	0	0	0	0	5083	1900	0	5083	2786

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.25	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.78	0.00	0.00	0.78	0.78
Volume/Cap:	0.05	0.00	0.32	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.32	0.27
Delay/Veh:	26.0	0.0	28.1	0.0	0.0	0.0	0.0	1.9	0.0	0.0	2.0	1.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	0.0	28.1	0.0	0.0	0.0	0.0	1.9	0.0	0.0	2.0	1.9
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
DesignQueue:	0	0	1	0	0	0	0	3	0	0	4	3

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Eastlake Pkwy / Olympic Pkwy

Cycle (sec): 70 Critical Vol./Cap.(X): 0.464
 Loss Time (sec): 12 Average Delay (sec/veh): 22.3
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	21	0	5	21	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	2	0	3	0	1	2

Volume Module: >> Count Date: 27 Sep 2005 << AM Peak

Base Vol:	275	229	39	60	168	168	202	426	226	83	917	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	229	39	60	168	168	202	426	226	83	917	76
Added Vol:	0	0	18	0	0	0	0	38	0	41	90	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	229	57	60	168	168	202	464	226	124	1007	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	286	238	59	62	174	174	210	482	235	129	1046	79
Reduct Vol:	0	0	0	0	0	40	0	0	20	0	0	20
Reduced Vol:	286	238	59	62	174	134	210	482	215	129	1046	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	286	238	59	62	174	134	210	482	215	129	1046	59

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.89	0.73	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	5083	1583	3432	5083	2786	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.08	0.05	0.04	0.02	0.03	0.05	0.06	0.09	0.14	0.04	0.21	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.34	0.42	0.08	0.30	0.39	0.09	0.33	0.33	0.08	0.31	0.31
Volume/Cap:	0.66	0.14	0.09	0.22	0.11	0.12	0.66	0.29	0.42	0.48	0.66	0.12
Delay/Veh:	33.0	15.8	12.2	30.5	17.8	13.6	35.9	17.7	19.0	32.3	22.0	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	15.8	12.2	30.5	17.8	13.6	35.9	17.7	19.0	32.3	22.0	17.4
LOS by Move:	C	B	B	C	B	B	D	B	B	C	C	B
DesignQueue:	5	2	1	1	2	2	4	5	6	2	11	2

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Hunte Pkwy / Olympic Pkwy

Cycle (sec): 75 Critical Vol./Cap.(X): 0.326

Loss Time (sec): 12 Average Delay (sec/veh): 20.7

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	21	0	5	21	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	2	0	2	1	0	2

Volume Module: >> Count Date: 22 Sep 2005 << AM Peak

Base Vol:	40	172	29	37	172	395	272	144	20	26	310	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	172	29	37	172	395	272	144	20	26	310	83
Added Vol:	0	0	13	0	0	79	34	22	0	31	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	172	42	37	172	474	306	166	20	57	362	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	44	187	46	40	187	516	333	181	22	62	394	90
Reduct Vol:	0	0	0	0	0	75	0	0	0	0	0	0
Reduced Vol:	44	187	46	40	187	441	333	181	22	62	394	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	187	46	40	187	441	333	181	22	62	394	90

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.91	0.95	0.90	0.93	0.83	0.90	0.93	0.96	0.90	0.93	0.83
Lanes:	2.00	2.43	0.57	2.00	2.00	1.00	2.00	2.69	0.31	2.00	2.00	1.00
Final Sat.:	3432	4213	1029	3432	3538	1583	3432	4741	571	3432	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.04	0.04	0.01	0.05	0.28	0.10	0.04	0.04	0.02	0.11	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.28	0.28	0.07	0.28	0.49	0.21	0.40	0.40	0.09	0.28	0.28
Volume/Cap:	0.19	0.16	0.16	0.18	0.19	0.57	0.46	0.10	0.10	0.19	0.40	0.20
Delay/Veh:	33.5	20.4	20.4	33.4	20.6	14.3	26.2	14.1	14.1	31.6	22.1	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	20.4	20.4	33.4	20.6	14.3	26.2	14.1	14.1	31.6	22.1	20.8
LOS by Move:	C	C	C	C	C	B	C	B	B	C	C	C
DesignQueue:	1	2	2	1	3	10	6	2	2	1	6	3

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Olympic Vista Rd / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.186
Loss Time (sec): 12 Average Delay (sec/veh): 18.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	18	0	5	18	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	2	0	1	1	0	1

Volume Module:

Base Vol:	101	2	0	5	5	237	79	111	23	0	143	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	2	0	5	5	237	79	111	23	0	143	1
Added Vol:	0	0	0	0	0	0	0	36	0	0	83	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	2	0	5	5	237	79	147	23	0	226	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	105	2	0	5	5	245	82	152	24	0	234	1
Reduct Vol:	0	0	0	0	0	45	0	0	0	0	0	0
Reduced Vol:	105	2	0	5	5	200	82	152	24	0	234	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	2	0	5	5	200	82	152	24	0	234	1

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	1.00	0.93	0.98	0.83	0.90	0.96	0.96	1.00	0.98	0.98
Lanes:	1.00	1.00	0.00	1.00	1.00	1.00	2.00	1.73	0.27	1.00	1.99	0.01
Final Sat.:	1769	1862	0	1769	1862	1583	3432	3156	494	1900	3704	16

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.00	0.00	0.00	0.13	0.02	0.05	0.05	0.00	0.06	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.37	0.00	0.10	0.30	0.30	0.08	0.33	0.33	0.00	0.25	0.25
Volume/Cap:	0.35	0.00	0.00	0.03	0.01	0.42	0.29	0.14	0.14	0.00	0.25	0.25
Delay/Veh:	22.9	12.1	0.0	24.4	14.7	17.4	26.4	14.1	14.1	0.0	18.2	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.9	12.1	0.0	24.4	14.7	17.4	26.4	14.1	14.1	0.0	18.2	18.2
LOS by Move:	C	B	A	C	B	B	C	B	B	A	B	B
DesignQueue:	3	0	0	0	0	5	1	2	2	0	3	3

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Olympic Pkwy / Wueste Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.096

Loss Time (sec): 9 Average Delay (sec/veh): 4.9

Optimal Cycle: OPTIMIZED Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustments for various scenarios.

Saturation Flow Module: Table with 12 columns representing saturation flow rates and adjustments.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Lake Crest Dr / Wueste Rd

Cycle (sec): 105 Critical Vol./Cap.(X): 0.116

Loss Time (sec): 9 Average Delay (sec/veh): 20.2

Optimal Cycle: OPTIMIZED Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes, and Volume Module.

Table with 12 columns representing different volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table with 12 columns representing saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns representing capacity analysis. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 La Media Rd / Otay Mesa Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 12 Average Delay (sec/veh): 48.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected			Protected			Protected			Protected								
Rights:	Include			Include			Include			Include								
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0						
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0						
Lanes:	1	0	1	0	1	0	1	0	1	0	3	0	1	1	0	2	1	0

Volume Module:

Base Vol:	36	122	549	20	73	24	30	196	70	302	188	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	122	549	20	73	24	30	196	70	302	188	23
Added Vol:	0	0	9	0	0	0	0	0	0	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	122	558	20	73	24	30	196	70	323	188	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	41	137	628	23	82	27	34	221	79	364	212	26
Reduct Vol:	0	0	0	0	0	0	0	0	50	0	0	0
Reduced Vol:	41	137	628	23	82	27	34	221	29	364	212	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	137	628	23	82	27	34	221	29	364	212	26

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.86	0.86	0.93	0.94	0.94	0.93	0.89	0.83	0.93	0.93	0.96
Lanes:	1.00	0.18	0.82	1.00	0.75	0.25	1.00	3.00	1.00	1.00	2.68	0.32
Final Sat.:	1769	293	1340	1769	1349	444	1769	5083	1583	1769	4734	579

Capacity Analysis Module:

Vol/Sat:	0.02	0.47	0.47	0.01	0.06	0.06	0.02	0.04	0.02	0.21	0.04	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.49	0.49	0.05	0.43	0.43	0.09	0.14	0.14	0.22	0.26	0.26
Volume/Cap:	0.22	0.95	0.95	0.28	0.14	0.14	0.22	0.32	0.13	0.95	0.17	0.17
Delay/Veh:	45.9	47.3	47.3	52.7	18.8	18.8	47.3	43.2	42.1	76.1	31.2	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	47.3	47.3	52.7	18.8	18.8	47.3	43.2	42.1	76.1	31.2	31.2
LOS by Move:	D	D	D	D	B	B	D	D	D	E	C	C
DesignQueue:	2	27	27	1	4	4	2	4	2	18	4	4

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 SR-125 / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 0 Average Delay (sec/veh): 9.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	0	3	0

Volume Module:

Base Vol:	0	0	0	444	0	344	0	656	0	0	155	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	444	0	344	0	656	0	0	155	0
Added Vol:	0	0	0	0	0	21	0	9	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	444	0	365	0	665	0	0	155	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	0	0	536	0	440	0	802	0	0	187	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	536	0	440	0	802	0	0	187	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	536	0	440	0	802	0	0	187	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	1.00	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	0	0	5083	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.28	0.00	0.16	0.00	0.00	0.04	0.00
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.64	0.00	0.64	0.00	0.36	0.00	0.00	0.36	0.00
Volume/Cap:	0.00	0.00	0.00	0.24	0.00	0.44	0.00	0.44	0.00	0.00	0.10	0.00
Delay/Veh:	0.0	0.0	0.0	4.7	0.0	5.7	0.0	14.7	0.0	0.0	12.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	4.7	0.0	5.7	0.0	14.7	0.0	0.0	12.7	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	A
DesignQueue:	0	0	0	3	0	6	0	7	0	0	1	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 SR-125 NB / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 0 Average Delay (sec/veh): 2.3
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	2	0	2	0	2	1

Volume Module:

Base Vol:	0	0	0	0	0	0	132	975	0	0	156	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	132	975	0	0	156	74
Added Vol:	0	0	0	0	0	0	9	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	141	975	0	0	156	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	0	0	0	174	1202	0	0	192	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	174	1202	0	0	192	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	174	1202	0	0	192	91

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.93	1.00	1.00	0.89	0.93
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.76	1.24
Final Sat.:	0	0	0	0	0	0	3432	3538	0	0	4646	2204

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.34	0.00	0.00	0.04	0.04
Crit Moves:							****			****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.55	1.00	0.00	0.00	0.45	0.45
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.34	0.00	0.00	0.09	0.09
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	6.4	0.1	0.0	0.0	9.5	9.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	6.4	0.1	0.0	0.0	9.5	9.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
DesignQueue:	0	0	0	0	0	0	1	0	0	0	1	1

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #39 Campo Rd/SR-94 / Melody Rd

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[13.2]

Table with columns: Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume. Rows for North, South, East, West.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim. Rows for North, South, East, West.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Rows for North, South, East, West.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Rows for North, South, East, West.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #40 Campo Rd/SR-94 / Maxfield Rd

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C [15.7]

Table with columns: Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Proctor Valley Rd/Jefferson Rd / Campo Rd/SR-94

Cycle (sec): 60 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 9 Average Delay (sec/veh): 13.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	12	0	0	12	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	0	1	0	0

Volume Module:

Base Vol:	98	38	2	26	28	39	13	113	29	4	461	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	38	2	26	28	39	13	113	29	4	461	59
Added Vol:	0	0	0	2	0	0	0	2	0	0	5	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	38	2	28	28	39	13	115	29	4	466	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	109	42	2	31	31	44	15	128	32	4	520	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	42	2	31	31	44	15	128	32	4	520	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	42	2	31	31	44	15	128	32	4	520	71

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.72	0.72	0.84	0.84	0.84	0.93	0.95	0.95	0.93	0.96	0.96
Lanes:	0.71	0.28	0.01	0.29	0.29	0.42	1.00	0.80	0.20	1.00	0.88	0.12
Final Sat.:	978	379	20	471	471	656	1769	1442	364	1769	1608	221

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.11	0.07	0.07	0.07	0.01	0.09	0.09	0.00	0.32	0.32
Crit Moves:	****						****			****		
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.08	0.46	0.46	0.19	0.57	0.57
Volume/Cap:	0.56	0.56	0.56	0.33	0.33	0.33	0.10	0.19	0.19	0.01	0.57	0.57
Delay/Veh:	24.2	24.2	24.2	21.2	21.2	21.2	25.7	9.8	9.8	19.7	9.1	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	24.2	24.2	21.2	21.2	21.2	25.7	9.8	9.8	19.7	9.1	9.1
LOS by Move:	C	C	C	C	C	C	C	A	A	B	A	A
DesignQueue:	4	4	4	3	3	3	0	3	3	0	9	9

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #43 Project Drwy #2 @ Otay Lakes Rd

Average Delay (sec/veh): 9.6 Worst Case Level Of Service: B[14.9]

Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign							
Rights:	Include			Include			Include			Include							
Lanes:	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	0	148	0	0	78	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	148	0	0	78	0	0	0	0	0	0	0
Added Vol:	0	0	27	195	0	0	0	0	0	62	0	456
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	148	27	195	78	0	0	0	0	62	0	456
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	161	29	212	85	0	0	0	0	67	0	496
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	161	29	212	85	0	0	0	0	67	0	496

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	190	xxxx	xxxxx	xxxx	xxxx	xxxxx	684	xxxx	176
Potent Cap.:	xxxx	xxxx	xxxxx	1384	xxxx	xxxxx	xxxx	xxxx	xxxxx	414	xxxx	868
Move Cap.:	xxxx	xxxx	xxxxx	1384	xxxx	xxxxx	xxxx	xxxx	xxxxx	359	xxxx	868
Volume/Cap:	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	xxxx	0.57

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	3.7			
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.3	xxxx	14.5			
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	B			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			14.9					
ApproachLOS:	*			*			*			B					

Note: Queue reported is the number of cars per lane.

Scheme Summary

Control Data

Control Data and Model Parameters

Resort Village Driveway 2	2010 Synthetic Flow Profile (veh)
Resort Village Driveway 2	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Left Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	Yes
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle ?
1	Otay Lakes Road	0	0	10.99	1	23.98	1	54.99	129.92	13.50
2	Project Driveway 2	120	0	10.99	1	31.99	1	98.00	149.93	10.00
3	Otay Lakes Road	240	0	10.99	1	27.99	1	84.97	129.92	12.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1
2	Project Driveway 2	189.96	16.01	1	13.00	1	12.01	1
3	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Otay Lakes Road	0	1.000	0	1.000	12.00	1792	0	12.01	1794	0
2	Project Driveway 2	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0
3	Otay Lakes Road	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0

Bypass Geometry

Bypass Approach Geometry (ft)

Leg	Leg Names	Bypass Type	Bypass Flows	V	nv	Vb	nvb	Vt	nvt
1	Otay Lakes Road	Exclusive	78	10.99	1	12	1	12	1

Bypass Entry and Exit Geometry (ft)

Leg	Leg Names	Entry Geometry						Leg	Leg Names	Exit Lanes	
		Eb	neb	Lb	Lt	Rb	Phib			nex	Nmx
1	Otay Lakes Road	12	1	0	130	66.0000 5914	30	2	Project Driveway 2	1	2

Bypass Entry Capacity Modifiers and Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Calibration	
		Capacity + or -	Cross Walk Factor	Intercept + or -	Slope Factor
1	Otay Lakes Road	0	1.000	0	1.000

Traffic Flow Data (veh/hr)

2010 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows				Flow Modifiers	
		Bypass	Exit-1	Exit-2	U-Turn	Trucks %	Flow Factor
1	Otay Lakes Road	78	0	195	0	2.0	1.00
2	Project Driveway 2	0	456	74	0	2.0	1.00
3	Otay Lakes Road	0	32	148	0	2.0	1.00

2010 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Otay Lakes Road	0.750	1.125	0.750	0	30	60
2	Project Driveway 2	0.750	1.125	0.750	0	30	60
3	Otay Lakes Road	0.750	1.125	0.750	0	30	60

Operational Results

2010 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Otay Lakes Road	Exclusive	78	195	148	148	106	1019	1162	0.0783	0.1716
2	Project Driveway 2	None		530		195	226		1164		0.4679
3	Otay Lakes Road	None		180		74	651		1213		0.1515

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	Exclusive	3.81	3.62	3.67	0.25	0.60	A	A	A
2	Project Driveway 2	None		5.53	5.53		2.63		A	A
3	Otay Lakes Road	None		3.39	3.39		0.52		A	A

2010 AM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Otay Lakes Road	Exclusive	88	220	167	167	119	1010	1153	0.0878	0.1923
2	Project Driveway 2	None		598		220	255		1151		0.5260
3	Otay Lakes Road	None		203		83	734		1208		0.1693

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	Exclusive	3.82	3.68	3.72	0.25	0.60	A	A	A
2	Project Driveway 2	None		5.96	5.96		2.63		A	A
3	Otay Lakes Road	None		3.42	3.42		0.52		A	A

Approach Flow Profile

2010 AM Peak - Approach Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 2	Otay Lakes Road
0.0 - 7.5	28.39	55.12	18.72
7.5 - 15.0	33.05	64.17	21.79
15.0 - 22.5	36.58	71.01	24.12
22.5 - 30.0	38.48	74.70	25.37
30.0 - 37.5	38.48	74.70	25.37
37.5 - 45.0	36.58	71.01	24.12
45.0 - 52.5	33.05	64.17	21.79
52.5 - 60.0	28.39	55.12	18.72
Peak 15 min	38.48	74.70	25.37
Peak 60 min	34.13	66.25	22.50

Exit Flow Profile

2010 AM Peak - Exit Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 2	Otay Lakes Road
0.0 - 7.5	11.02	23.49	67.66
7.5 - 15.0	12.82	27.34	78.73
15.0 - 22.5	14.19	30.26	87.14
22.5 - 30.0	14.93	31.84	91.71
30.0 - 37.5	14.94	31.85	91.75
37.5 - 45.0	14.21	30.29	87.26
45.0 - 52.5	12.85	27.38	78.90
52.5 - 60.0	11.04	23.53	67.80
0-60	106	226	651
%Trucks	2.00	2.00	2.00

Economics

Economic Input Data

2010 - Vehicle Delay Parameters

Peaks	Peak / Day	Days / Year	Delay Cost (\$ / hour)
AM Peak	1	325	15.00
OFF Peak	14	325	15.00
PM Peak	1	325	15.00

2010 - Accident Severity Proportions and Costs

Accident Type	Proportion (%)	Cost (\$)
Fatal Vehicle Accident	0.3	0
Incapacitating Vehicle Accident	17.7	0
Non-incapacitating Vehicle Accident	82	0
Damage Only Vehicle Accident	100	0
Pedestrian Injury Accident	100	0

Economics - Results Data

2010 Delay and Accident Costs

Peak	Delay Costs		Accident Costs			Total Costs	
	Delays Veh.hrs	Costs (\$)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs (\$/year)
AM	410.47	6157	Vehicles Injury	0.00	0	Vehicle Delay Cost	6157
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	0.00	0	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	410.47	6157	Totals	0.00	0	TOTAL COST	6157

Global Results

Performance and Accidents

2010 AM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	905	78	983
Capacity	veh/hr	3539	1019	4558
Average Delay	sec/veh	4.70	3.81	4.63
L.O.S. (Signal)	A – F	A	A	A
L.O.S. (Unsig)	A – F	A	A	A
Total Delay	veh.hrs	1.18	0.08	1.26

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Scenario Report
Scenario: Existing plus Project P1 - PM
Command: Existing plus Project Buildout - PM
Volume: Existng - PM
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: Project PM
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

 Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L --	T --	R	L --	T --	R	L --	T --	R	L --	T --	R
1 Otay Lakes Rd	362	557	81	450	774	170	162	732	398	107	581	197
2 Hunte Pkwy /	120	25	61	2	42	44	60	342	212	45	233	3
3 I-805 SB Ramp	0	0	1654	0	0	0	0	1265	217	443	901	0
4 I-805 NB Ramp	246	4	567	0	0	0	512	2435	0	0	1088	1306
5 Oleander Ave	160	58	51	154	71	59	99	2336	152	63	1798	56
6 Paseo Del Rey	3	5	1	149	3	149	167	2378	5	0	1759	99
7 Medical Cente	477	0	249	0	0	0	0	2047	418	173	1426	0
8 Paseo Ladera	123	37	93	27	46	75	107	1860	294	91	1392	32
9 Paseo Rancher	265	307	131	117	377	55	137	1368	455	126	1218	121
10 Oaty Lakes Rd	143	459	303	380	584	204	270	1082	228	348	994	319
11 Rutgers Ave /	0	0	0	201	0	114	143	1597	0	7	1564	135
12 SR-125 SB Ram	0	0	0	446	0	96	0	1708	23	0	1593	59
13 SR-125 NB Ram	23	0	116	0	0	0	0	2092	55	0	1621	288
14 Eastlake Pkwy	482	439	200	130	545	200	369	821	702	359	707	71
15 Lane Ave / Ot	0	0	0	128	0	472	376	755	0	0	610	57
16 Fenton St / O	0	0	0	197	0	149	142	737	0	8	520	133
17 Hunte Pkwy /	258	190	45	49	238	153	185	353	461	45	249	27
18 Woods Dr / Ot	33	1	4	25	2	71	85	318	44	3	212	14
19 Lake Crest Dr	164	0	1	0	0	0	0	92	246	3	68	0
20 Wueste Rd / O	4	0	45	0	0	0	0	92	8	8	63	0
21 Campo Rd/SR-9	37	94	0	0	379	30	43	0	67	0	0	0
22 East Palomar	111	118	180	214	115	66	170	1242	204	241	972	274
23 SR-125 SB Ram	0	0	0	284	0	189	0	1649	7	0	1292	31
24 SR-125 NB Ram	42	0	73	0	0	0	0	1887	65	0	1289	211
25 Eastlake Pkwy	262	365	110	172	487	209	275	794	272	132	506	116
26 Hunte Pkwy /	14	107	34	70	105	271	347	362	40	17	275	53
27 Olympic Vista	63	8	4	1	4	151	216	206	86	2	132	2
28 Olympic Pkwy	0	82	17	1	45	0	0	0	0	39	0	13
29 Lake Crest Dr	1	48	45	3	32	0	0	0	0	14	0	4
35 La Media Rd /	50	82	289	31	139	27	20	123	115	459	239	46
36 SR-125 / Otay	0	0	0	75	0	154	0	423	0	0	484	0
37 SR-125 NB / O	0	0	0	0	0	0	285	218	0	0	484	338
39 Campo Rd/SR-9	5	154	1	1	484	14	12	0	1	0	0	4
40 Campo Rd/SR-9	14	187	0	1	505	0	27	0	28	1	0	0
41 Proctor Valle	50	50	24	54	35	20	18	417	89	5	184	33
43 Project Drwy	0	71	0	0	137	0	0	0	0	0	0	0

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

 Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	368	563	81	450	787	170	162	732	411	107	581	197
2 Hunte Pkwy /	131	25	61	2	42	44	60	342	237	45	233	3
3 I-805 SB Ramp	0	0	1712	0	0	0	0	1271	217	443	904	0
4 I-805 NB Ramp	246	4	567	0	0	0	512	2500	0	0	1091	1331
5 Oleander Ave	160	58	51	154	71	59	99	2401	152	63	1826	56
6 Paseo Del Rey	3	5	1	149	3	149	167	2443	5	0	1787	99
7 Medical Cente	477	0	255	0	0	0	0	2112	418	176	1454	0
8 Paseo Ladera	123	37	99	27	46	75	107	1931	294	94	1423	32
9 Paseo Rancher	265	307	131	123	377	55	137	1446	455	126	1251	124
10 Oaty Lakes Rd	143	459	309	412	584	204	270	1166	228	351	1030	333
11 Rutgers Ave /	0	0	0	201	0	114	143	1720	0	7	1617	135
12 SR-125 SB Ram	0	0	0	486	0	96	0	1831	23	0	1646	67
13 SR-125 NB Ram	23	0	134	0	0	0	0	2255	55	0	1681	305
14 Eastlake Pkwy	482	439	213	143	545	200	369	1014	702	365	790	77
15 Lane Ave / Ot	0	0	0	154	0	472	376	974	0	0	704	68
16 Fenton St / O	0	0	0	197	0	149	142	982	0	8	625	133
17 Hunte Pkwy /	258	190	163	81	238	153	185	598	461	96	354	41
18 Woods Dr / Ot	33	1	4	57	2	71	85	713	44	3	382	28
19 Lake Crest Dr	164	0	27	0	0	0	0	519	246	14	251	0
20 Wueste Rd / O	4	0	161	0	0	0	0	545	8	58	258	0
21 Campo Rd/SR-9	63	94	0	0	379	69	60	3	78	0	6	0
22 East Palomar	111	118	186	220	115	66	170	1274	204	244	986	277
23 SR-125 SB Ram	0	0	0	284	0	189	0	1694	7	0	1311	51
24 SR-125 NB Ram	42	0	120	0	0	0	0	1932	65	0	1329	211
25 Eastlake Pkwy	262	365	162	172	487	209	275	906	272	154	554	116
26 Hunte Pkwy /	14	107	73	70	105	313	446	427	40	34	303	53
27 Olympic Vista	63	8	4	1	4	151	216	310	86	2	176	2
28 Olympic Pkwy	0	186	17	7	89	0	0	0	0	39	0	26
29 Lake Crest Dr	1	48	161	3	32	0	0	0	0	64	0	4
35 La Media Rd /	50	82	315	31	139	27	20	123	115	470	239	46
36 SR-125 / Otay	0	0	0	75	0	165	0	449	0	0	484	0
37 SR-125 NB / O	0	0	0	0	0	0	311	218	0	0	484	338
39 Campo Rd/SR-9	11	162	1	1	503	14	12	0	14	0	0	4
40 Campo Rd/SR-9	14	193	3	1	518	0	27	0	28	7	0	0
41 Proctor Valle	50	50	24	60	35	20	18	423	89	5	187	36
43 Project Drwy	0	71	78	569	137	0	0	0	0	33	0	245

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection		Base		Future		Change in
		Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1	Otay Lakes Rd / East H St	C	28.5 0.606	C	28.6 0.607	+ 0.094 D/V
# 2	Hunte Pkwy / Proctor Valley Rd	B	12.0 0.242	B	11.8 0.262	-0.204 D/V
# 3	I-805 SB Ramps / Telegraph Can	D	40.9 0.987	D	46.2 1.013	+ 5.291 D/V
# 4	I-805 NB Ramps / Telegraph Can	B	16.7 0.847	B	17.0 0.858	+ 0.285 D/V
# 5	Oleander Ave / Telegraph Canyo	B	16.9 0.649	B	17.1 0.663	+ 0.186 D/V
# 6	Paseo Del Rey / Telegraph Cany	C	27.4 0.544	C	27.4 0.558	+ 0.035 D/V
# 7	Medical Center Dr / Telegraph	B	13.1 0.761	B	13.4 0.779	+ 0.310 D/V
# 8	Paseo Ladera / Telegraph Canyo	C	25.4 0.645	C	25.8 0.663	+ 0.426 D/V
# 9	Paseo Ranchero/Heritage Rd / T	C	23.7 0.621	C	24.0 0.640	+ 0.222 D/V
# 10	Oaty Lakes Rd/La Media Rd / Te	C	26.5 0.677	C	27.6 0.710	+ 1.133 D/V
# 11	Rutgers Ave / Telegraph Canyon	B	10.2 0.618	B	10.1 0.630	-0.047 D/V
# 12	SR-125 SB Ramps / Otay Lakes R	A	8.8 0.552	A	9.2 0.594	+ 0.394 D/V
# 13	SR-125 NB Ramps / Otay Lakes R	A	3.5 0.540	A	3.8 0.586	+ 0.345 D/V
# 14	Eastlake Pkwy / Otay Lakes Rd	C	28.0 0.677	C	28.4 0.725	+ 0.426 D/V
# 15	Lane Ave / Otay Lakes Rd	B	14.6 0.479	B	14.2 0.507	-0.379 D/V
# 16	Fenton St / Otay Lakes Rd	B	15.7 0.474	B	15.2 0.558	-0.513 D/V
# 17	Hunte Pkwy / Otay Lakes Rd	C	23.4 0.532	C	22.7 0.544	-0.702 D/V
# 18	Woods Dr / Otay Lakes Rd	B	13.4 0.636	B	11.0 0.636	-2.395 D/V
# 19	Lake Crest Dr / Otay Lakes Rd	B	15.4 0.178	A	9.4 0.470	-6.043 D/V
# 20	Wueste Rd / Otay Lakes Rd	A	9.1 0.053	C	16.9 0.360	+ 7.807 D/V
# 21	Campo Rd/SR-94 / Otay Lakes Ro	B	12.7 0.121	C	16.5 0.205	+ 3.816 D/V
# 22	East Palomar St / Olympic Pkwy	C	28.3 0.618	C	28.6 0.630	+ 0.312 D/V
# 23	SR-125 SB Ramps / Olympic Pkwy	A	7.7 0.513	A	7.7 0.524	-0.058 D/V

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Intersection		Base		Future			Change in
		LOS	Veh C	LOS	Veh	C	
# 24 SR-125 NB Ramps / Olympic Pkwy	A	3.6	0.513	A	5.0	0.560	+ 1.407 D/V
# 25 Eastlake Pkwy / Olympic Pkwy	C	22.1	0.439	C	22.2	0.450	+ 0.090 D/V
# 26 Hunte Pkwy / Olympic Pkwy	C	20.0	0.279	C	20.7	0.330	+ 0.744 D/V
# 27 Olympic Vista Rd / Olympic Pkw	B	19.0	0.181	B	18.9	0.197	-0.092 D/V
# 28 Olympic Pkwy / Wueste Rd	A	9.6	0.097	A	7.9	0.184	-1.672 D/V
# 29 Lake Crest Dr / Wueste Rd	B	11.4	0.043	B	13.9	0.166	+ 2.526 D/V
# 35 La Media Rd / Otay Mesa Rd	D	38.3	0.724	D	40.7	0.755	+ 2.427 D/V
# 36 SR-125 / Otay Mesa Road	A	8.5	0.221	A	8.9	0.229	+ 0.395 D/V
# 37 SR-125 NB / Otay Mesa Road	A	6.3	0.274	A	6.6	0.284	+ 0.335 D/V
# 39 Campo Rd/SR-94 / Melody Rd	C	17.7	0.052	C	15.8	0.056	-1.863 D/V
# 40 Campo Rd/SR-94 / Maxfield Rd	C	20.4	0.128	C	21.6	0.133	+ 1.196 D/V
# 41 Proctor Valley Rd/Jefferson Rd	B	12.2	0.437	B	12.3	0.441	+ 0.089 D/V
# 43 Project Drwy #2 @ Otay Lakes R	A	0.0	0.000	C	20.7	0.492	+20.684 D/V

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Otay Lakes Rd / East H St

Cycle (sec): 75 Critical Vol./Cap.(X): 0.607

Loss Time (sec): 12 Average Delay (sec/veh): 28.6

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	5	18	0	5	18	0	5	24	0	5	24	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0

Volume Module: >> Count Date: 20 Oct 2005 <<

Base Vol:	362	557	81	450	774	170	162	732	398	107	581	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	557	81	450	774	170	162	732	398	107	581	197
Added Vol:	6	6	0	0	13	0	0	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	368	563	81	450	787	170	162	732	411	107	581	197
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.00	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	377	577	0	461	806	0	166	750	421	110	595	202
Reduct Vol:	0	0	0	0	0	0	0	0	95	0	0	35
Reduced Vol:	377	577	0	461	806	0	166	750	326	110	595	167
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	377	577	0	461	806	0	166	750	326	110	595	167

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	1.00	0.90	0.89	1.00	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	5083	1900	3432	5083	1900	1769	3538	1583	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.00	0.13	0.16	0.00	0.09	0.21	0.21	0.06	0.17	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.24	0.00	0.16	0.28	0.00	0.12	0.36	0.36	0.08	0.32	0.32
Volume/Cap:	0.86	0.47	0.00	0.81	0.57	0.00	0.81	0.59	0.57	0.83	0.53	0.33
Delay/Veh:	48.3	24.7	0.0	39.1	23.8	0.0	54.1	20.2	20.7	67.0	21.3	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	24.7	0.0	39.1	23.8	0.0	54.1	20.2	20.7	67.0	21.3	19.8
LOS by Move:	D	C	A	D	C	A	D	C	C	E	C	B
DesignQueue:	7	7	0	9	9	0	6	11	9	4	9	5

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Hunte Pkwy / Proctor Valley Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.262
Loss Time (sec): 0 Average Delay (sec/veh): 11.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	0	1	0	3	0	2	1

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	120	25	61	2	42	44	60	342	212	45	233	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	25	61	2	42	44	60	342	212	45	233	3
Added Vol:	11	0	0	0	0	0	0	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	25	61	2	42	44	60	342	237	45	233	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	137	26	64	2	44	46	63	357	247	47	243	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	26	64	2	44	46	63	357	247	47	243	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	26	64	2	44	46	63	357	247	47	243	3

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.83	0.93	0.90	0.90	0.93	0.89	0.83	0.90	0.95	0.98
Lanes:	2.00	1.00	1.00	1.00	0.49	0.51	1.00	3.00	1.00	2.00	2.96	0.04
Final Sat.:	3432	1862	1583	1769	839	879	1769	5083	1583	3432	5320	69

Capacity Analysis Module:

Vol/Sat:	0.04	0.01	0.04	0.00	0.05	0.05	0.04	0.07	0.16	0.01	0.05	0.05
Crit Moves:	****			****			****	****	****	****		
Green/Cycle:	0.15	0.34	0.34	0.01	0.20	0.20	0.28	0.60	0.60	0.05	0.37	0.37
Volume/Cap:	0.26	0.04	0.12	0.12	0.26	0.26	0.12	0.12	0.26	0.26	0.12	0.12
Delay/Veh:	22.7	13.2	13.7	32.4	20.7	20.7	16.1	5.3	5.9	28.1	12.7	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	13.2	13.7	32.4	20.7	20.7	16.1	5.3	5.9	28.1	12.7	12.7
LOS by Move:	C	B	B	C	C	C	B	A	A	C	B	B
DesignQueue:	2	1	1	0	2	2	2	2	3	1	2	2

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 I-805 SB Ramps / Telegraph Canyon Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.013
Loss Time (sec): 9 Average Delay (sec/veh): 46.2
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	0	0	0	2	0	1	2

Volume Module: >> Count Date: 13 Oct 2005 <<

Base Vol:	0	0	1654	0	0	0	0	1265	217	443	901	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1654	0	0	0	0	1265	217	443	901	0
Added Vol:	0	0	58	0	0	0	0	6	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1712	0	0	0	0	1271	217	443	904	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	1789	0	0	0	0	1328	227	463	945	0
Reduct Vol:	0	0	295	0	0	170	0	0	50	0	0	0
Reduced Vol:	0	0	1494	0	0	0	0	1328	177	463	945	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1494	0	0	0	0	1328	177	463	945	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.73	1.00	1.00	1.00	1.00	0.93	0.83	0.90	0.93	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	2786	0	0	0	0	3538	1583	3432	3538	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.38	0.11	0.13	0.27	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.37	0.37	0.13	0.50	0.00
Volume/Cap:	0.00	0.00	1.01	0.00	0.00	0.00	0.00	1.01	0.30	1.01	0.53	0.00
Delay/Veh:	0.0	0.0	47.9	0.0	0.0	0.0	0.0	56.4	20.4	84.4	15.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	47.9	0.0	0.0	0.0	0.0	56.4	20.4	84.4	15.4	0.0
LOS by Move:	A	A	D	A	A	A	A	E	C	F	B	A
DesignQueue:	0	0	23	0	0	0	0	24	6	11	13	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 I-805 NB Ramps / Telegraph Canyon Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.858
Loss Time (sec): 9 Average Delay (sec/veh): 17.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	10	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	2	0	2	0	3	0	0	2

Volume Module: >> Count Date: 29 Sep 2005 <<

Base Vol:	246	4	567	0	0	0	512	2435	0	0	1088	1306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	4	567	0	0	0	512	2435	0	0	1088	1306
Added Vol:	0	0	0	0	0	0	0	65	0	0	3	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	4	567	0	0	0	512	2500	0	0	1091	1331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	253	4	582	0	0	0	526	2567	0	0	1120	1367
Reduct Vol:	0	0	100	0	0	0	0	0	0	0	0	245
Reduced Vol:	253	4	482	0	0	0	526	2567	0	0	1120	1122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	4	482	0	0	0	526	2567	0	0	1120	1122

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.73	1.00	1.00	1.00	0.90	0.89	1.00	1.00	0.93	0.73
Lanes:	0.98	0.02	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	2.00	2.00
Final Sat.:	1739	28	2786	0	0	0	3432	5083	0	0	3538	2786

Capacity Analysis Module:

Vol/Sat:	0.15	0.15	0.17	0.00	0.00	0.00	0.15	0.50	0.00	0.00	0.32	0.40
Crit Moves:	****						****			****		
Green/Cycle:	0.20	0.20	0.20	0.00	0.00	0.00	0.18	0.65	0.00	0.00	0.47	0.47
Volume/Cap:	0.72	0.72	0.86	0.00	0.00	0.00	0.86	0.78	0.00	0.00	0.67	0.86
Delay/Veh:	29.3	29.3	35.6	0.0	0.0	0.0	35.5	8.7	0.0	0.0	13.5	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	29.3	35.6	0.0	0.0	0.0	35.5	8.7	0.0	0.0	13.5	20.0
LOS by Move:	C	C	D	A	A	A	D	A	A	A	B	B
DesignQueue:	7	7	8	0	0	0	8	13	0	0	11	12

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Oleander Ave / Telegraph Canyon Rd

Cycle (sec): 95 Critical Vol./Cap.(X): 0.663

Loss Time (sec): 9 Average Delay (sec/veh): 17.1

Optimal Cycle: OPTIMIZED Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: >> Count Date: 27 Sep 2005 <<

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Paseo Del Rey / Telegraph Canyon Rd

Cycle (sec): 150 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 12 Average Delay (sec/veh): 27.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	3	5	1	149	3	149	167	2378	5	0	1759	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	5	1	149	3	149	167	2378	5	0	1759	99
Added Vol:	0	0	0	0	0	0	0	65	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	5	1	149	3	149	167	2443	5	0	1787	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	3	5	1	153	3	153	171	2501	5	0	1829	101
Reduct Vol:	0	0	0	0	0	30	0	0	0	0	0	0
Reduced Vol:	3	5	1	153	3	123	171	2501	5	0	1829	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	5	1	153	3	123	171	2501	5	0	1829	101

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.93	0.93	0.83	0.93	0.95	0.98	1.00	0.94	0.97
Lanes:	0.33	0.56	0.11	1.96	0.04	1.00	1.00	2.99	0.01	1.00	2.85	0.15
Final Sat.:	602	1003	201	3479	70	1583	1769	5389	11	1900	5075	281

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.04	0.04	0.08	0.10	0.46	0.46	0.00	0.36	0.36
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.64	0.64	0.00	0.50	0.50
Volume/Cap:	0.04	0.04	0.04	0.31	0.31	0.55	0.71	0.73	0.73	0.00	0.71	0.71
Delay/Veh:	55.8	55.8	55.8	58.4	58.4	63.1	71.8	18.9	18.9	0.0	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	55.8	55.8	58.4	58.4	63.1	71.8	18.9	18.9	0.0	29.7	29.7
LOS by Move:	E	E	E	E	E	E	E	B	B	A	C	C
DesignQueue:	1	1	1	6	6	9	13	29	29	0	30	30

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Medical Center Dr / Telegraph Canyon Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.779

Loss Time (sec): 9 Average Delay (sec/veh): 13.4

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	0	0	0	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	0	0	0	0	3	0	1	0

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	477	0	249	0	0	0	0	2047	418	173	1426	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	477	0	249	0	0	0	0	2047	418	173	1426	0
Added Vol:	0	0	6	0	0	0	0	65	0	3	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	477	0	255	0	0	0	0	2112	418	176	1454	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	483	0	258	0	0	0	0	2138	423	178	1472	0
Reduct Vol:	0	0	50	0	0	0	0	0	105	0	0	0
Reduced Vol:	483	0	208	0	0	0	0	2138	318	178	1472	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	483	0	208	0	0	0	0	2138	318	178	1472	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.83	0.93	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3432	0	1583	0	0	0	0	5083	1583	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.00	0.13	0.00	0.00	0.00	0.00	0.42	0.20	0.10	0.29	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.54	0.54	0.13	0.67	0.00
Volume/Cap:	0.78	0.00	0.73	0.00	0.00	0.00	0.00	0.78	0.37	0.78	0.43	0.00
Delay/Veh:	29.7	0.0	32.3	0.0	0.0	0.0	0.0	12.4	8.2	40.9	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	0.0	32.3	0.0	0.0	0.0	0.0	12.4	8.2	40.9	4.7	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	D	A	A
DesignQueue:	7	0	6	0	0	0	0	13	5	5	6	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Paseo Ladera / Telegraph Canyon Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 12 Average Delay (sec/veh): 25.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	1	0	2

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	123	37	93	27	46	75	107	1860	294	91	1392	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	37	93	27	46	75	107	1860	294	91	1392	32
Added Vol:	0	0	6	0	0	0	0	71	0	3	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	37	99	27	46	75	107	1931	294	94	1423	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	128	38	103	28	48	78	111	2007	306	98	1479	33
Reduct Vol:	0	0	10	0	0	10	0	0	0	0	0	0
Reduced Vol:	128	38	93	28	48	68	111	2007	306	98	1479	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	128	38	93	28	48	68	111	2007	306	98	1479	33

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.92	0.96	0.93	0.94	0.98
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.62	0.38	1.00	2.94	0.06
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	4592	699	1769	5265	118

Capacity Analysis Module:

Vol/Sat:	0.07	0.02	0.06	0.02	0.03	0.04	0.06	0.44	0.44	0.06	0.28	0.28
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.23	0.23	0.05	0.19	0.19	0.11	0.54	0.54	0.07	0.50	0.50
Volume/Cap:	0.81	0.09	0.26	0.29	0.13	0.22	0.56	0.81	0.81	0.81	0.56	0.56
Delay/Veh:	74.5	33.7	35.3	51.7	37.1	38.0	50.0	22.3	22.3	82.0	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.5	33.7	35.3	51.7	37.1	38.0	50.0	22.3	22.3	82.0	19.5	19.5
LOS by Move:	E	C	D	D	D	D	D	C	C	F	B	B
DesignQueue:	7	2	4	2	2	3	6	25	25	6	17	17

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Paseo Ranchero/Heritage Rd / Telegraph Canyon Rd

Cycle (sec): 75 Critical Vol./Cap.(X): 0.640

Loss Time (sec): 12 Average Delay (sec/veh): 24.0

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	2	0	3	0	2	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	265	307	131	117	377	55	137	1368	455	126	1218	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	307	131	117	377	55	137	1368	455	126	1218	121
Added Vol:	0	0	0	6	0	0	0	78	0	0	33	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	307	131	123	377	55	137	1446	455	126	1251	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	276	319	136	128	392	57	143	1505	473	131	1302	129
Reduct Vol:	0	0	15	0	0	0	0	0	75	0	0	0
Reduced Vol:	276	319	121	128	392	57	143	1505	398	131	1302	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	276	319	121	128	392	57	143	1505	398	131	1302	129

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.96	0.96	0.90	0.89	0.83	0.90	0.93	0.97
Lanes:	2.00	2.00	1.00	2.00	1.75	0.25	2.00	3.00	1.00	2.00	2.74	0.26
Final Sat.:	3432	3538	1583	3432	3188	465	3432	5083	1583	3432	4848	481

Capacity Analysis Module:

Vol/Sat:	0.08	0.09	0.08	0.04	0.12	0.12	0.04	0.30	0.25	0.04	0.27	0.27
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.31	0.31	0.07	0.28	0.28	0.09	0.39	0.39	0.07	0.36	0.36
Volume/Cap:	0.76	0.29	0.25	0.50	0.44	0.44	0.46	0.76	0.65	0.57	0.74	0.74
Delay/Veh:	41.9	19.7	19.5	35.0	22.5	22.5	33.4	21.8	21.2	37.5	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	19.7	19.5	35.0	22.5	22.5	33.4	21.8	21.2	37.5	22.2	22.2
LOS by Move:	D	B	B	C	C	C	C	C	C	D	C	C
DesignQueue:	5	5	4	3	7	7	3	15	11	3	14	14

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Oaty Lakes Rd/La Media Rd / Telegraph Canyon Rd

Cycle (sec): 75 Critical Vol./Cap.(X): 0.710

Loss Time (sec): 12 Average Delay (sec/veh): 27.6

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	3	0	1	2

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	143	459	303	380	584	204	270	1082	228	348	994	319
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	459	303	380	584	204	270	1082	228	348	994	319
Added Vol:	0	0	6	32	0	0	0	84	0	3	36	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	459	309	412	584	204	270	1166	228	351	1030	333
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	147	471	317	423	599	209	277	1196	234	360	1056	342
Reduct Vol:	0	0	55	0	0	40	0	0	40	0	0	70
Reduced Vol:	147	471	262	423	599	169	277	1196	194	360	1056	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	471	262	423	599	169	277	1196	194	360	1056	272

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.73	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	2.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	2786	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.04	0.13	0.09	0.12	0.17	0.11	0.08	0.24	0.12	0.10	0.21	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.28	0.41	0.15	0.35	0.46	0.11	0.28	0.28	0.13	0.30	0.30
Volume/Cap:	0.52	0.48	0.23	0.83	0.49	0.23	0.70	0.83	0.43	0.83	0.70	0.58
Delay/Veh:	34.7	22.8	14.7	41.7	19.6	12.3	37.5	29.2	22.5	44.3	25.0	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	22.8	14.7	41.7	19.6	12.3	37.5	29.2	22.5	44.3	25.0	24.2
LOS by Move:	C	C	B	D	B	B	D	C	C	D	C	C
DesignQueue:	3	8	4	8	9	4	5	14	6	7	12	8

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Rutgers Ave / Telegraph Canyon Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 9 Average Delay (sec/veh): 10.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	2	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	0	0	0	201	0	114	143	1597	0	7	1564	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	201	0	114	143	1597	0	7	1564	135
Added Vol:	0	0	0	0	0	0	0	123	0	0	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	201	0	114	143	1720	0	7	1617	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	206	0	117	147	1762	0	7	1657	138
Reduct Vol:	0	0	0	0	0	25	0	0	0	0	0	0
Reduced Vol:	0	0	0	206	0	92	147	1762	0	7	1657	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	206	0	92	147	1762	0	7	1657	138

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	0.93	0.93	0.97
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	2.78	0.22
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	1769	4923	411

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.06	0.08	0.35	0.00	0.00	0.34	0.34
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.13	0.66	0.00	0.01	0.53	0.53
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.31	0.63	0.53	0.00	0.53	0.63	0.63
Delay/Veh:	0.0	0.0	0.0	26.5	0.0	21.8	30.2	5.5	0.0	63.2	10.3	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.5	0.0	21.8	30.2	5.5	0.0	63.2	10.3	10.3
LOS by Move:	A	A	A	C	A	C	C	A	A	E	B	B
DesignQueue:	0	0	0	6	0	3	4	8	0	0	11	11

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 SR-125 SB Ramps / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.594

Loss Time (sec): 9 Average Delay (sec/veh): 9.2

Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	446	0	96	0	1708	23	0	1593	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	446	0	96	0	1708	23	0	1593	59
Added Vol:	0	0	0	40	0	0	0	123	0	0	53	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	486	0	96	0	1831	23	0	1646	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.00
PHF Volume:	0	0	0	489	0	97	0	1842	23	0	1656	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	489	0	97	0	1842	23	0	1656	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	489	0	97	0	1842	23	0	1656	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	1583	0	5083	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.06	0.00	0.36	0.01	0.00	0.33	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.00	0.61	0.61	0.00	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.25	0.00	0.59	0.02	0.00	0.53	0.00
Delay/Veh:	0.0	0.0	0.0	21.4	0.0	18.8	0.0	7.5	4.6	0.0	6.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.4	0.0	18.8	0.0	7.5	4.6	0.0	6.9	0.0
LOS by Move:	A	A	A	C	A	B	A	A	A	A	A	A
DesignQueue:	0	0	0	7	0	2	0	10	0	0	9	0

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 SR-125 NB Ramps / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.586
 Loss Time (sec): 9 Average Delay (sec/veh): 3.8
 Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	3	0	1	1

Volume Module:

Base Vol:	23	0	116	0	0	0	0	2092	55	0	1621	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	0	116	0	0	0	0	2092	55	0	1621	288
Added Vol:	0	0	18	0	0	0	0	163	0	0	60	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	0	134	0	0	0	0	2255	55	0	1681	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.00	0.99	0.99	0.99
PHF Volume:	23	0	136	0	0	0	0	2282	0	0	1701	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	40
Reduced Vol:	23	0	136	0	0	0	0	2282	0	0	1701	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	23	0	136	0	0	0	0	2282	0	0	1701	269

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	0.83
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1769	0	2786	0	0	0	0	5083	1900	0	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.05	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.33	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.77	0.00	0.00	0.77	0.77
Volume/Cap:	0.16	0.00	0.59	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.44	0.22
Delay/Veh:	26.1	0.0	30.3	0.0	0.0	0.0	0.0	3.2	0.0	0.0	2.5	2.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	0.0	30.3	0.0	0.0	0.0	0.0	3.2	0.0	0.0	2.5	2.1
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
DesignQueue:	1	0	2	0	0	0	0	7	0	0	5	2

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Eastlake Pkwy / Otay Lakes Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 12 Average Delay (sec/veh): 28.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0

Volume Module:	>>	Count	Date:	4 Oct 2005	<<							
Base Vol:	482	439	200	130	545	200	369	821	702	359	707	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	439	200	130	545	200	369	821	702	359	707	71
Added Vol:	0	0	13	13	0	0	0	193	0	6	83	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	482	439	213	143	545	200	369	1014	702	365	790	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	495	451	219	147	560	205	379	1041	721	375	811	79
Reduct Vol:	0	0	30	0	0	70	0	0	145	0	0	0
Reduced Vol:	495	451	189	147	560	135	379	1041	576	375	811	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	495	451	189	147	560	135	379	1041	576	375	811	79

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.73	0.90	0.93	0.97
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	2.00	2.00	2.74	0.26
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	2786	3432	4856	473

Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.12	0.04	0.16	0.09	0.11	0.20	0.21	0.11	0.17	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.36	0.50	0.09	0.26	0.40	0.13	0.26	0.45	0.14	0.27	0.27
Volume/Cap:	0.78	0.35	0.24	0.50	0.60	0.22	0.83	0.78	0.46	0.78	0.62	0.62
Delay/Veh:	37.2	18.9	11.4	36.2	27.0	16.2	46.3	30.4	15.7	41.2	26.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	18.9	11.4	36.2	27.0	16.2	46.3	30.4	15.7	41.2	26.4	26.4
LOS by Move:	D	B	B	D	C	B	D	C	B	D	C	C
DesignQueue:	10	7	4	3	10	4	8	13	8	8	10	10

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Lane Ave / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 9 Average Delay (sec/veh): 14.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	2	0	3	0	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	128	0	472	376	755	0	0	610	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	128	0	472	376	755	0	0	610	57
Added Vol:	0	0	0	26	0	0	0	219	0	0	94	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	154	0	472	376	974	0	0	704	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	168	0	514	410	1061	0	0	767	74
Reduct Vol:	0	0	0	0	0	80	0	0	0	0	0	0
Reduced Vol:	0	0	0	168	0	434	410	1061	0	0	767	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	168	0	434	410	1061	0	0	767	74

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	1.00	0.86	0.90	0.89	1.00	1.00	0.93	0.97
Lanes:	0.00	0.00	0.00	1.28	0.00	1.72	2.00	3.00	0.00	0.00	2.74	0.26
Final Sat.:	0	0	0	2094	0	2819	3432	5083	0	0	4860	469

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.15	0.12	0.21	0.00	0.00	0.16	0.16
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.30	0.24	0.55	0.00	0.00	0.31	0.31
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	0.51	0.51	0.38	0.00	0.00	0.51	0.51
Delay/Veh:	0.0	0.0	0.0	15.9	0.0	17.6	20.5	7.9	0.0	0.0	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.9	0.0	17.6	20.5	7.9	0.0	0.0	17.2	17.2
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	B
DesignQueue:	0	0	0	3	0	6	6	6	0	0	7	7

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Fenton St / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 9 Average Delay (sec/veh): 15.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	1	1

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	0	0	0	197	0	149	142	737	0	8	520	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	197	0	149	142	737	0	8	520	133
Added Vol:	0	0	0	0	0	0	0	245	0	0	105	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	197	0	149	142	982	0	8	625	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	210	0	159	151	1046	0	9	666	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	159	151	1046	0	9	666	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	210	0	159	151	1046	0	9	666	142

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	0.95	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.03	2.45	0.52
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	57	4439	945

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.10	0.09	0.21	0.00	0.15	0.15	0.15
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.21	0.00	0.21	0.16	0.37	0.00	0.27	0.48	0.48
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.47	0.53	0.56	0.00	0.56	0.32	0.32
Delay/Veh:	0.0	0.0	0.0	23.0	0.0	21.7	24.8	15.4	0.0	19.4	9.8	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.0	0.0	21.7	24.8	15.4	0.0	19.4	9.8	9.8
LOS by Move:	A	A	A	C	A	C	C	B	A	B	A	A
DesignQueue:	0	0	0	6	0	4	4	9	0	7	5	5

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Hunte Pkwy / Otay Lakes Rd

Cycle (sec): 70 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 12 Average Delay (sec/veh): 22.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	1	0	2	0

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	258	190	45	49	238	153	185	353	461	45	249	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	190	45	49	238	153	185	353	461	45	249	27
Added Vol:	0	0	118	32	0	0	0	245	0	51	105	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	258	190	163	81	238	153	185	598	461	96	354	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	267	197	169	84	246	158	192	619	477	99	366	42
Reduct Vol:	0	0	0	0	0	25	0	0	0	0	0	0
Reduced Vol:	267	197	169	84	246	133	192	619	477	99	366	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	267	197	169	84	246	133	192	619	477	99	366	42

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.87	0.92	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	3308	1741	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.08	0.06	0.11	0.02	0.07	0.08	0.06	0.19	0.27	0.03	0.07	0.03
Crit Moves:	****			****			****	****	****	****		
Green/Cycle:	0.10	0.32	0.32	0.08	0.30	0.30	0.09	0.36	0.36	0.07	0.33	0.33
Volume/Cap:	0.77	0.17	0.33	0.32	0.23	0.28	0.60	0.53	0.77	0.41	0.22	0.08
Delay/Veh:	40.8	17.0	18.3	31.2	18.5	19.1	33.7	18.1	22.6	32.2	16.8	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	17.0	18.3	31.2	18.5	19.1	33.7	18.1	22.6	32.2	16.8	16.0
LOS by Move:	D	B	B	C	B	B	C	B	C	C	B	B
DesignQueue:	5	3	5	2	4	4	4	9	13	2	4	1

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Woods Dr / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.636

Loss Time (sec): 0 Average Delay (sec/veh): 11.0

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	5	18	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	2	1	0	2	1

Volume Module:

Base Vol:	33	1	4	25	2	71	85	318	44	3	212	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1	4	25	2	71	85	318	44	3	212	14
Added Vol:	0	0	0	32	0	0	0	395	0	0	170	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1	4	57	2	71	85	713	44	3	382	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	38	1	5	65	2	82	98	819	51	3	439	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1	5	65	2	82	98	819	51	3	439	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	1	5	65	2	82	98	819	51	3	439	32

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.93	0.84	0.84	0.93	0.94	0.97	0.93	0.94	0.97
Lanes:	0.87	0.03	0.10	1.00	0.03	0.97	1.00	2.83	0.17	1.00	2.80	0.20
Final Sat.:	1527	46	185	1769	44	1547	1769	5040	311	1769	4980	365

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.04	0.05	0.05	0.06	0.16	0.16	0.00	0.09	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.33	0.30	0.30	0.41	0.38	0.38	0.17	0.50	0.50	0.08	0.41	0.41
Volume/Cap:	0.09	0.08	0.08	0.10	0.14	0.14	0.32	0.32	0.32	0.02	0.21	0.21
Delay/Veh:	18.4	15.1	15.1	12.4	12.2	12.2	22.4	8.9	8.9	25.3	11.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	15.1	15.1	12.4	12.2	12.2	22.4	8.9	8.9	25.3	11.4	11.4
LOS by Move:	B	B	B	B	B	B	C	A	A	C	B	B
DesignQueue:	1	1	1	1	2	2	3	5	5	0	3	3

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Lake Crest Dr / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.470
Loss Time (sec): 9 Average Delay (sec/veh): 9.4
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	0	0	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	1	0	1	1	0	3

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	164	0	1	0	0	0	0	92	246	3	68	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	0	1	0	0	0	0	92	246	3	68	0
Added Vol:	0	0	26	0	0	0	0	427	0	11	183	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	0	27	0	0	0	0	519	246	14	251	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	173	0	28	0	0	0	0	546	259	15	264	0
Reduct Vol:	0	0	0	0	0	0	0	0	25	0	0	0
Reduced Vol:	173	0	28	0	0	0	0	546	234	15	264	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	0	28	0	0	0	0	546	234	15	264	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.98	0.83	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	1900	1862	1583	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.10	0.00	0.02	0.00	0.00	0.00	0.00	0.29	0.15	0.01	0.05	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.58	0.58	0.08	0.66	0.00
Volume/Cap:	0.51	0.00	0.09	0.00	0.00	0.00	0.00	0.51	0.26	0.10	0.08	0.00
Delay/Veh:	23.0	0.0	20.1	0.0	0.0	0.0	0.0	8.1	6.5	25.7	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	0.0	20.1	0.0	0.0	0.0	0.0	8.1	6.5	25.7	3.7	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	C	A	A
DesignQueue:	5	0	1	0	0	0	0	8	3	0	1	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Wueste Rd / Otay Lakes Rd

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: C[16.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	4	0	45	0	0	0	0	92	8	8	63	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	45	0	0	0	0	92	8	8	63	0
Added Vol:	0	0	116	0	0	0	0	453	0	50	195	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	161	0	0	0	0	545	8	58	258	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	4	0	178	0	0	0	0	604	9	64	286	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	0	178	0	0	0	0	604	9	64	286	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1023	1023	609	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	613	xxxx	xxxxx
Potent Cap.:	261	236	495	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	966	xxxx	xxxxx
Move Cap.:	247	219	495	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	966	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.36	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	484	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:	16.9			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #21 Campo Rd/SR-94 / Otay Lakes Road/Honey Springs Rd

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: C [16.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	0	1	0	0	0	1

Volume Module:

Base Vol:	37	94	0	0	379	30	43	0	67	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	94	0	0	379	30	43	0	67	0	0	0
Added Vol:	26	0	0	0	0	39	17	3	11	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	94	0	0	379	69	60	3	78	0	6	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	70	105	0	0	422	77	67	3	87	0	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	70	105	0	0	422	77	67	3	87	0	7	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	7.1	6.5	6.2	xxxx	6.5	xxxx
FollowUpTim:	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3	xxxx	4.0	xxxx

Capacity Module:

Cnflct Vol:	499	xxxx	xxxx	xxxx	xxxx	xxxx	709	705	460	xxxx	744	xxxx
Potent Cap.:	1065	xxxx	xxxx	xxxx	xxxx	xxxx	349	361	601	xxxx	343	xxxx
Move Cap.:	1065	xxxx	xxxx	xxxx	xxxx	xxxx	326	337	601	xxxx	320	xxxx
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.20	0.01	0.14	xxxx	0.02	xxxx

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	xxxx
Control Del:	8.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	16.5	xxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	C	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	327	xxxx	584	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.8	xxxx	0.5	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	19.0	xxxx	12.3	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	C	*	B	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.2			16.5		
ApproachLOS:	*			*			C			C		

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 East Palomar St / Olympic Pkwy

Cycle (sec): 80 Critical Vol./Cap.(X): 0.630
 Loss Time (sec): 12 Average Delay (sec/veh): 28.6
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	2	0	3	0	1	1

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	111	118	180	214	115	66	170	1242	204	241	972	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	118	180	214	115	66	170	1242	204	241	972	274
Added Vol:	0	0	6	6	0	0	0	32	0	3	14	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	118	186	220	115	66	170	1274	204	244	986	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	114	121	191	225	118	68	174	1305	209	250	1010	284
Reduct Vol:	0	0	0	0	0	0	0	0	50	0	0	40
Reduced Vol:	114	121	191	225	118	68	174	1305	159	250	1010	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	121	191	225	118	68	174	1305	159	250	1010	244

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.89	0.89	0.90	0.93	0.93	0.90	0.89	0.83	0.93	0.89	0.83
Lanes:	1.00	1.00	1.00	2.00	1.27	0.73	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1769	1691	1691	3432	2236	1283	3432	5083	1583	1769	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.06	0.07	0.11	0.07	0.05	0.05	0.05	0.26	0.10	0.14	0.20	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.26	0.26	0.08	0.28	0.28	0.12	0.33	0.33	0.18	0.38	0.38
Volume/Cap:	0.95	0.27	0.43	0.79	0.19	0.19	0.42	0.79	0.31	0.79	0.52	0.40
Delay/Veh:	102.0	23.6	24.9	49.7	22.1	22.1	33.3	27.1	20.6	43.9	19.2	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.0	23.6	24.9	49.7	22.1	22.1	33.3	27.1	20.6	43.9	19.2	18.4
LOS by Move:	F	C	C	D	C	C	C	C	C	D	B	B
DesignQueue:	5	4	6	5	3	3	4	15	5	9	11	7

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 SR-125 SB Ramps / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.524

Loss Time (sec): 9 Average Delay (sec/veh): 7.7

Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	3	0	0	3

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	284	0	189	0	1649	7	0	1292	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	284	0	189	0	1649	7	0	1292	31
Added Vol:	0	0	0	0	0	0	0	45	0	0	19	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	284	0	189	0	1694	7	0	1311	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.00
PHF Volume:	0	0	0	289	0	192	0	1723	7	0	1334	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	289	0	192	0	1723	7	0	1334	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	289	0	192	0	1723	7	0	1334	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.89	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	1.60	0.00	1.40	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2720	0	2379	0	5083	1583	0	5083	1900

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.08	0.00	0.34	0.00	0.00	0.26	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.65	0.65	0.00	0.65	0.00
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.40	0.00	0.52	0.01	0.00	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	21.9	0.0	21.0	0.0	5.8	3.8	0.0	5.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.9	0.0	21.0	0.0	5.8	3.8	0.0	5.1	0.0
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
DesignQueue:	0	0	0	5	0	4	0	8	0	0	6	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 SR-125 NB Ramps / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.560

Loss Time (sec): 9 Average Delay (sec/veh): 5.0

Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	0	0	0	0	3	0	0	2

Volume Module:

Base Vol:	42	0	73	0	0	0	0	1887	65	0	1289	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	0	73	0	0	0	0	1887	65	0	1289	211
Added Vol:	0	0	47	0	0	0	0	45	0	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	0	120	0	0	0	0	1932	65	0	1329	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96
PHF Volume:	44	0	125	0	0	0	0	2017	0	0	1387	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	125	0	0	0	0	2017	0	0	1387	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	44	0	125	0	0	0	0	2017	0	0	1387	220

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	0.73
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3432	0	1583	0	0	0	0	5083	1900	0	5083	2786

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.08	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.27	0.08
Crit Moves:	****						****			****		
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.71	0.00	0.00	0.71	0.71
Volume/Cap:	0.09	0.00	0.56	0.00	0.00	0.00	0.00	0.56	0.00	0.00	0.39	0.11
Delay/Veh:	22.5	0.0	27.2	0.0	0.0	0.0	0.0	4.4	0.0	0.0	3.6	2.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	0.0	27.2	0.0	0.0	0.0	0.0	4.4	0.0	0.0	3.6	2.8
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
DesignQueue:	1	0	4	0	0	0	0	8	0	0	5	1

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Eastlake Pkwy / Olympic Pkwy

Cycle (sec): 70 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 12 Average Delay (sec/veh): 22.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	21	0	5	21	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	2	0	3	0	1	2

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Volume Module: >> Count Date: 27 Sep 2005 <<

Base Vol:	262	365	110	172	487	209	275	794	272	132	506	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	365	110	172	487	209	275	794	272	132	506	116
Added Vol:	0	0	52	0	0	0	0	112	0	22	48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	365	162	172	487	209	275	906	272	154	554	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	271	377	167	178	503	216	284	936	281	159	572	120
Reduct Vol:	0	0	0	0	0	40	0	0	45	0	0	20
Reduced Vol:	271	377	167	178	503	176	284	936	236	159	572	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	271	377	167	178	503	176	284	936	236	159	572	100

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.89	0.73	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	5083	1583	3432	5083	2786	3432	5083	1583	3432	5083	1583

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Capacity Analysis Module:

Vol/Sat:	0.08	0.07	0.11	0.05	0.10	0.06	0.08	0.18	0.15	0.05	0.11	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.33	0.41	0.08	0.30	0.42	0.12	0.34	0.34	0.08	0.30	0.30
Volume/Cap:	0.71	0.22	0.26	0.65	0.33	0.15	0.71	0.55	0.44	0.58	0.38	0.21
Delay/Veh:	36.0	16.9	13.7	37.0	19.2	12.8	35.5	19.2	18.7	34.1	19.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	16.9	13.7	37.0	19.2	12.8	35.5	19.2	18.7	34.1	19.5	18.5
LOS by Move:	D	B	B	D	B	B	D	B	B	C	B	B
DesignQueue:	5	4	4	3	5	2	5	9	6	3	6	3

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Hunte Pkwy / Olympic Pkwy

Cycle (sec): 75 Critical Vol./Cap.(X): 0.330
Loss Time (sec): 12 Average Delay (sec/veh): 20.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 22 Sep 2005 <<

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Olympic Vista Rd / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.197

Loss Time (sec): 12 Average Delay (sec/veh): 18.9

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	18	0	5	18	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	2	0	1	1	0	1

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	63	8	4	1	4	151	216	206	86	2	132	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	8	4	1	4	151	216	206	86	2	132	2
Added Vol:	0	0	0	0	0	0	0	104	0	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	8	4	1	4	151	216	310	86	2	176	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	67	8	4	1	4	160	229	329	91	2	187	2
Reduct Vol:	0	0	0	0	0	25	0	0	0	0	0	0
Reduced Vol:	67	8	4	1	4	135	229	329	91	2	187	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	67	8	4	1	4	135	229	329	91	2	187	2

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.98	0.83	0.90	0.95	0.95	0.93	0.98	0.98
Lanes:	1.00	0.67	0.33	1.00	1.00	1.00	2.00	1.57	0.43	1.00	1.98	0.02
Final Sat.:	1769	1179	590	1769	1862	1583	3432	2819	782	1769	3675	42

Capacity Analysis Module:

Vol/Sat:	0.04	0.01	0.01	0.00	0.00	0.09	0.07	0.12	0.12	0.00	0.05	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.31	0.31	0.08	0.30	0.30	0.16	0.31	0.31	0.10	0.25	0.25
Volume/Cap:	0.42	0.02	0.02	0.01	0.01	0.28	0.42	0.38	0.38	0.01	0.20	0.20
Delay/Veh:	27.6	14.6	14.6	25.2	14.7	16.4	23.2	16.5	16.5	24.2	17.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	14.6	14.6	25.2	14.7	16.4	23.2	16.5	16.5	24.2	17.9	17.9
LOS by Move:	C	B	B	C	B	B	C	B	B	C	B	B
DesignQueue:	2	0	0	0	0	3	3	5	5	0	2	2

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Olympic Pkwy / Wueste Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.184

Loss Time (sec): 9 Average Delay (sec/veh): 7.9

Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	12	0	5	12	0	0	0	0	0	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	82	17	1	45	0	0	0	0	39	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	82	17	1	45	0	0	0	0	39	0	13
Added Vol:	0	104	0	6	44	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	186	17	7	89	0	0	0	0	39	0	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	230	21	9	110	0	0	0	0	48	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	230	21	9	110	0	0	0	0	48	0	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	230	21	9	110	0	0	0	0	48	0	32

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.83	0.93	0.98	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1862	1583	1769	1862	0	0	0	0	1769	0	1583

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.01	0.00	0.06	0.00	0.00	0.00	0.00	0.03	0.00	0.02
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.63	0.63	0.08	0.71	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Volume/Cap:	0.00	0.20	0.02	0.06	0.08	0.00	0.00	0.00	0.00	0.20	0.00	0.15
Delay/Veh:	0.0	4.8	4.2	25.5	2.7	0.0	0.0	0.0	0.0	23.3	0.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.8	4.2	25.5	2.7	0.0	0.0	0.0	0.0	23.3	0.0	23.0
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	C
DesignQueue:	0	3	0	0	1	0	0	0	0	1	0	1

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Lake Crest Dr / Wueste Rd

Cycle (sec): 105 Critical Vol./Cap.(X): 0.166

Loss Time (sec): 9 Average Delay (sec/veh): 13.9

Optimal Cycle: OPTIMIZED Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors.

Saturation Flow Module: Table with 12 columns representing saturation flow rates and adjustments.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 La Media Rd / Otay Mesa Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 12 Average Delay (sec/veh): 40.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected			Protected			Protected			Protected								
Rights:	Include			Include			Include			Include								
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0						
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0						
Lanes:	1	0	1	0	1	0	1	0	1	0	3	0	1	1	0	2	1	0

Volume Module:

Base Vol:	50	82	289	31	139	27	20	123	115	459	239	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	82	289	31	139	27	20	123	115	459	239	46
Added Vol:	0	0	26	0	0	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	82	315	31	139	27	20	123	115	470	239	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	61	100	386	38	170	33	24	151	141	575	293	56
Reduct Vol:	0	0	0	0	0	0	0	0	35	0	0	0
Reduced Vol:	61	100	386	38	170	33	24	151	106	575	293	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	100	386	38	170	33	24	151	106	575	293	56

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.86	0.86	0.93	0.96	0.96	0.93	0.89	0.83	0.93	0.92	0.96
Lanes:	1.00	0.21	0.79	1.00	0.84	0.16	1.00	3.00	1.00	1.00	2.53	0.47
Final Sat.:	1769	339	1302	1769	1522	296	1769	5083	1583	1769	4419	850

Capacity Analysis Module:

Vol/Sat:	0.03	0.30	0.30	0.02	0.11	0.11	0.01	0.03	0.07	0.33	0.07	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.34	0.34	0.05	0.31	0.31	0.13	0.14	0.14	0.37	0.38	0.38
Volume/Cap:	0.47	0.88	0.88	0.47	0.36	0.36	0.11	0.22	0.49	0.88	0.17	0.17
Delay/Veh:	51.5	48.9	48.9	55.5	29.9	29.9	42.7	42.4	45.7	44.9	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	48.9	48.9	55.5	29.9	29.9	42.7	42.4	45.7	44.9	22.6	22.6
LOS by Move:	D	D	D	E	C	C	D	D	D	D	C	C
DesignQueue:	3	21	21	2	9	9	1	3	6	24	5	5

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 SR-125 / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.229
Loss Time (sec): 0 Average Delay (sec/veh): 8.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	0	3	0

Volume Module:

Base Vol:	0	0	0	75	0	154	0	423	0	0	484	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	75	0	154	0	423	0	0	484	0
Added Vol:	0	0	0	0	0	11	0	26	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	75	0	165	0	449	0	0	484	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	86	0	189	0	515	0	0	555	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	86	0	189	0	515	0	0	555	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	86	0	189	0	515	0	0	555	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	1.00	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	0	0	5083	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.12	0.00	0.10	0.00	0.00	0.11	0.00
Crit Moves:						****	****			****		
Green/Cycle:	0.00	0.00	0.00	0.52	0.00	0.52	0.00	0.48	0.00	0.00	0.48	0.00
Volume/Cap:	0.00	0.00	0.00	0.05	0.00	0.23	0.00	0.21	0.00	0.00	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	7.0	0.0	7.9	0.0	9.2	0.0	0.0	9.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.0	0.0	7.9	0.0	9.2	0.0	0.0	9.2	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
DesignQueue:	0	0	0	1	0	3	0	3	0	0	4	0

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 SR-125 NB / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.284
 Loss Time (sec): 0 Average Delay (sec/veh): 6.6
 Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	2	0	2	0	0	2

Volume Module:

Base Vol:	0	0	0	0	0	0	285	218	0	0	484	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	285	218	0	0	484	338
Added Vol:	0	0	0	0	0	0	26	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	311	218	0	0	484	338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	0	0	0	0	0	0	417	292	0	0	649	453
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	417	292	0	0	649	453
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	417	292	0	0	649	453

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.93	1.00	1.00	0.87	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.40	1.60
Final Sat.:	0	0	0	0	0	0	3432	3538	0	0	3990	2786

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.08	0.00	0.00	0.16	0.16	
Crit Moves:							****	****					
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.43	1.00	0.00	0.00	0.57	0.57	
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.08	0.00	0.00	0.28	0.28	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	11.3	0.0	0.0	0.0	6.6	6.6	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	11.3	0.0	0.0	0.0	6.6	6.6	
LOS by Move:	A	A	A	A	A	A	B	A	A	A	A	A	
DesignQueue:	0	0	0	0	0	0	4	0	0	0	4	4	

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #39 Campo Rd/SR-94 / Melody Rd

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C [15.8]

Table with columns: Approach, Movement, Control, Rights, Lanes. Rows for North, South, East, West bounds.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #40 Campo Rd/SR-94 / Maxfield Rd

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C [21.6]

Table with columns: Approach: North Bound, South Bound, East Bound, West Bound; Movement: L - T - R; Control: Uncontrolled, Stop Sign; Rights: Include; Lanes: 1 0 0 1 0

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #41 Proctor Valley Rd/Jefferson Rd / Campo Rd/SR-94

Cycle (sec): 60 Critical Vol./Cap.(X): 0.441
 Loss Time (sec): 9 Average Delay (sec/veh): 12.3
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	12	0	0	12	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	0	1	0	0

Volume Module:

Base Vol:	50	50	24	54	35	20	18	417	89	5	184	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	50	24	54	35	20	18	417	89	5	184	33
Added Vol:	0	0	0	6	0	0	0	6	0	0	3	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	50	24	60	35	20	18	423	89	5	187	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	51	51	25	62	36	21	19	436	92	5	193	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	51	25	62	36	21	19	436	92	5	193	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	51	25	62	36	21	19	436	92	5	193	37

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.79	0.79	0.79	0.93	0.95	0.95	0.93	0.96	0.96
Lanes:	0.41	0.40	0.19	0.53	0.30	0.17	1.00	0.83	0.17	1.00	0.84	0.16
Final Sat.:	634	634	304	787	459	262	1769	1498	315	1769	1524	293

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.08	0.08	0.08	0.01	0.29	0.29	0.00	0.13	0.13
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.19	0.57	0.57	0.08	0.46	0.46
Volume/Cap:	0.41	0.41	0.41	0.39	0.39	0.39	0.05	0.51	0.51	0.03	0.28	0.28
Delay/Veh:	21.8	21.8	21.8	21.7	21.7	21.7	19.9	8.4	8.4	25.4	10.2	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	21.8	21.8	21.7	21.7	21.7	19.9	8.4	8.4	25.4	10.2	10.2
LOS by Move:	C	C	C	C	C	C	B	A	A	C	B	B
DesignQueue:	3	3	3	3	3	3	1	8	8	0	4	4

 Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #43 Project Drwy #2 @ Otay Lakes Rd

Average Delay (sec/veh): 9.8 Worst Case Level Of Service: C[20.7]

Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign							
Rights:	Include			Include			Include			Include							
Lanes:	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	0	71	0	0	137	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	71	0	0	137	0	0	0	0	0	0	0
Added Vol:	0	0	78	569	0	0	0	0	0	33	0	245
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	71	78	569	137	0	0	0	0	33	0	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	75	82	599	144	0	0	0	0	35	0	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	75	82	599	144	0	0	0	0	35	0	258

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	157	xxxx	xxxxx	xxxx	xxxx	xxxxx	1458	xxxx	116
Potent Cap.:	xxxx	xxxx	xxxxx	1423	xxxx	xxxxx	xxxx	xxxx	xxxxx	143	xxxx	937
Move Cap.:	xxxx	xxxx	xxxxx	1423	xxxx	xxxxx	xxxx	xxxx	xxxxx	71	xxxx	937
Volume/Cap:	xxxx	xxxx	xxxxx	0.42	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.49	xxxx	0.28

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.0	xxxx	1.1
Control Del:	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	97.8	xxxx	10.3
LOS by Move:	*	*	*	A	*	*	*	*	*	F	*	B
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			20.7		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

Scheme Summary

Control Data

Control Data and Model Parameters

Resort Village Driveway 2	2010 Synthetic Flow Profile (veh)
Resort Village Driveway 2	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Left Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	Yes
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle ?
1	Otay Lakes Road	0	0	10.99	1	23.98	1	54.99	129.92	13.50
2	Project Driveway 2	120	0	10.99	1	31.99	1	98.00	149.93	10.00
3	Otay Lakes Road	240	0	10.99	1	27.99	1	84.97	129.92	12.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1
2	Project Driveway 2	189.96	16.01	1	13.00	1	12.01	1
3	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Otay Lakes Road	0	1.000	0	1.000	12.00	1792	0	12.01	1794	0
2	Project Driveway 2	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0
3	Otay Lakes Road	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0

Bypass Geometry

Bypass Approach Geometry (ft)

Leg	Leg Names	Bypass Type	Bypass Flows	V	nv	Vb	nvb	Vt	nvt
1	Otay Lakes Road	Exclusive	137	10.99	1	12	1	12	1

Bypass Entry and Exit Geometry (ft)

Leg	Leg Names	Entry Geometry						Leg	Leg Names	Exit Lanes	
		Eb	neb	Lb	Lt	Rb	Phib			nex	Nmx
1	Otay Lakes Road	12	1	0	130	66.0000 6336	30	2	Project Driveway 2	1	2

Bypass Entry Capacity Modifiers and Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Calibration	
		Capacity + or -	Cross Walk Factor	Intercept + or -	Slope Factor
1	Otay Lakes Road	0	1.000	0	1.000

Traffic Flow Data (veh/hr)

2010 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows				Flow Modifiers	
		Bypass	Exit-1	Exit-2	U-Turn	Trucks %	Flow Factor
1	Otay Lakes Road	137	0	569	0	2.0	1.00
2	Project Driveway 2	0	245	43	0	2.0	1.00
3	Otay Lakes Road	0	91	71	0	2.0	1.00

2010 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Otay Lakes Road	0.750	1.125	0.750	0	30	60
2	Project Driveway 2	0.750	1.125	0.750	0	30	60
3	Otay Lakes Road	0.750	1.125	0.750	0	30	60

Operational Results

2010 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Otay Lakes Road	Exclusive	137	569	71	71	134	1055	1201	0.1328	0.4859
2	Project Driveway 2	None		288		569	208		971		0.3065
3	Otay Lakes Road	None		162		43	814		1229		0.1346

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	Exclusive	3.90	5.53	5.22	0.45	2.80	A	A	A
2	Project Driveway 2	None		5.17	5.17		1.34		A	A
3	Otay Lakes Road	None		3.28	3.28		0.45		A	A

2010 PM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Otay Lakes Road	Exclusive	154	642	80	80	151	1050	1197	0.1483	0.5431
2	Project Driveway 2	None		325		641	234		933		0.3522
3	Otay Lakes Road	None		183		48	918		1226		0.1501

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	Exclusive	3.93	5.93	5.55	0.45	2.80	A	A	A
2	Project Driveway 2	None		5.52	5.52		1.34		A	A
3	Otay Lakes Road	None		3.30	3.30		0.45		A	A

Approach Flow Profile

2010 PM Peak - Approach Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 2	Otay Lakes Road
0.0 - 7.5	73.42	29.95	16.85
7.5 - 15.0	85.48	34.87	19.61
15.0 - 22.5	94.59	38.59	21.71
22.5 - 30.0	99.51	40.59	22.83
30.0 - 37.5	99.51	40.59	22.83
37.5 - 45.0	94.59	38.59	21.71
45.0 - 52.5	85.48	34.87	19.61
52.5 - 60.0	73.42	29.95	16.85
Peak 15 min	99.51	40.59	22.83
Peak 60 min	88.25	36.00	20.25

Exit Flow Profile

2010 PM Peak - Exit Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 2	Otay Lakes Road
0.0 - 7.5	13.93	21.62	84.59
7.5 - 15.0	16.21	25.15	98.42
15.0 - 22.5	17.94	27.85	108.94
22.5 - 30.0	18.88	29.31	114.66
30.0 - 37.5	18.89	29.32	114.73
37.5 - 45.0	17.96	27.88	109.12
45.0 - 52.5	16.23	25.21	98.68
52.5 - 60.0	13.95	21.66	84.79
0-60	134	208	814
%Trucks	2.00	2.00	2.00

Economics

Economic Input Data

2010 - Vehicle Delay Parameters

Peaks	Peak / Day	Days / Year	Delay Cost (\$ / hour)
AM Peak	1	325	15.00
OFF Peak	14	325	15.00
PM Peak	1	325	15.00

2010 - Accident Severity Proportions and Costs

Accident Type	Proportion (%)	Cost (\$)
Fatal Vehicle Accident	0.3	0
Incapacitating Vehicle Accident	17.7	0
Non-incapacitating Vehicle Accident	82	0
Damage Only Vehicle Accident	100	0
Pedestrian Injury Accident	100	0

Economics - Results Data

2010 Delay and Accident Costs

Peak	Delay Costs		Accident Costs			Total Costs	
	Delays Veh.hrs	Costs (\$)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs (\$/year)
AM	410.47	6157	Vehicles Injury	0.00	0	Vehicle Delay Cost	13879
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	514.82	7722	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	925.29	13879	Totals	0.00	0	TOTAL COST	13879

Global Results

Performance and Accidents

2010 PM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1019	137	1156
Capacity	veh/hr	3400	1055	4455
Average Delay	sec/veh	5.07	3.90	4.93
L.O.S. (Signal)	A – F	A	A	A
L.O.S. (Unsig)	A – F	A	A	A
Total Delay	veh.hrs	1.44	0.15	1.58

Appendix H
**Two-Lane Highway Analysis Worksheets – Existing Plus
Project (Phase I) Conditions**

HCS+: Two-Lane Highways Release 5.3

Phone: Fax:
E-Mail:

Two-Way Two-Lane Highway Segment Analysis

Analyst Phuong Nguyen
Agency/Co. CRA
Date Performed 05/05/2011
Analysis Time Period
Highway SR-94
From/To North of Otay Lakes Rd
Jurisdiction
Analysis Year Existing + Project Phase 1
Description Village 13

Input Data

Highway class Class 1
Shoulder width 6.0 ft Peak-hour factor, PHF 0.92
Lane width 12.0 ft % Trucks and buses 5 %
Segment length 4.9 mi % Recreational vehicles 5 %
Terrain type Level % No-passing zones 0 %
Grade: Length mi Access points/mi 2 /mi
Up/down %

Two-way hourly volume, V 659 veh/h
Directional split 67 / 33 %

Average Travel Speed

Grade adjustment factor, fG 1.00
PCE for trucks, ET 1.2
PCE for RVs, ER 1.0
Heavy-vehicle adjustment factor, 0.990
Two-way flow rate,(note-1) vp 723 pc/h
Highest directional split proportion (note-2) 484 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, SFM - mi/h
Observed volume, Vf - veh/h
Estimated Free-Flow Speed:
Base free-flow speed, BFFS 55.0 mi/h
Adj. for lane and shoulder width, fLS 0.0 mi/h
Adj. for access points, fA 0.5 mi/h

Free-flow speed, FFS	54.5	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	48.9	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00
PCE for trucks, ET	1.1
PCE for RVs, ER	1.0
Heavy-vehicle adjustment factor, fHV	0.995
Two-way flow rate,(note-1) vp	720 pc/h
Highest directional split proportion (note-2)	482
Base percent time-spent-following, BPTSF	46.9 %
Adj.for directional distribution and no-passing zones, fd/np	0.0
Percent time-spent-following, PTSF	46.9 %

Level of Service and Other Performance Measures

Level of service, LOS	C
Volume to capacity ratio, v/c	0.23
Peak 15-min vehicle-miles of travel, VMT15	877 veh-mi
Peak-hour vehicle-miles of travel, VMT60	3229 veh-mi
Peak 15-min total travel time, TT15	17.9 veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Two-Lane Highways Release 5.3

Phone: Fax:
E-Mail:

Two-Way Two-Lane Highway Segment Analysis

Analyst Phuong Nguyen
Agency/Co. Fehr & Peers
Date Performed 05/07/2011
Analysis Time Period
Highway SR-94
From/To South of Otay Lakes Rd
Jurisdiction
Analysis Year Existing + Project Phase 1
Description Village 13

Input Data

Highway class Class 1
Shoulder width 6.0 ft Peak-hour factor, PHF 0.96
Lane width 12.0 ft % Trucks and buses 5 %
Segment length 10.0 mi % Recreational vehicles 5 %
Terrain type Level % No-passing zones 0 %
Grade: Length mi Access points/mi 1 /mi
Up/down %

Two-way hourly volume, V 617 veh/h
Directional split 67 / 33 %

Average Travel Speed

Grade adjustment factor, fG 1.00
PCE for trucks, ET 1.2
PCE for RVs, ER 1.0
Heavy-vehicle adjustment factor, 0.990
Two-way flow rate,(note-1) vp 649 pc/h
Highest directional split proportion (note-2) 435 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, SFM - mi/h
Observed volume, Vf - veh/h
Estimated Free-Flow Speed:
Base free-flow speed, BFFS 55.0 mi/h
Adj. for lane and shoulder width, fLS 0.0 mi/h
Adj. for access points, fA 0.3 mi/h

Free-flow speed, FFS	54.8	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	49.7	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00
PCE for trucks, ET	1.1
PCE for RVs, ER	1.0
Heavy-vehicle adjustment factor, fHV	0.995
Two-way flow rate,(note-1) vp	646 pc/h
Highest directional split proportion (note-2)	433
Base percent time-spent-following, BPTSF	43.3 %
Adj.for directional distribution and no-passing zones, fd/np	0.0
Percent time-spent-following, PTSF	43.3 %

Level of Service and Other Performance Measures

Level of service, LOS	C
Volume to capacity ratio, v/c	0.20
Peak 15-min vehicle-miles of travel, VMT15	1607 veh-mi
Peak-hour vehicle-miles of travel, VMT60	6170 veh-mi
Peak 15-min total travel time, TT15	32.3 veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

Appendix I

Ramp Intersection Capacity Analysis Worksheets – Existing Plus Project (Phase I) Conditions

**TABLE 8.11
RAMP INTERSECTION CAPACITY ANALYSIS
EXISTING + P1**

Ramp Intersection	Peak Hour	ILV / Hour	Description
I-805 SB Ramps / Telegraph Canyon Road	AM	1,392	1200-1500: (At Capacity)
	PM	1,713	>1500: (Over Capacity)
I-805 NB Ramps / Telegraph Canyon Road	AM	1,407	1200-1500: (At Capacity)
	PM	1,205	1200-1500: (At Capacity)
SR-125 SB Ramps / Otay Lakes Road	AM	938	<1200: (Under Capacity)
	PM	1,265	1200-1500: (At Capacity)
SR-125 NB Ramps / Otay Lakes Road	AM	888	<1200: (Under Capacity)
	PM	1,191	<1200: (Under Capacity)
SR-125 SB Ramps / Olympic Parkway	AM	742	<1200: (Under Capacity)
	PM	1,034	<1200: (Under Capacity)
SR-125 NB Ramps / Olympic Parkway	AM	697	<1200: (Under Capacity)
	PM	1,046	<1200: (Under Capacity)
SR-125 SB Ramps / Main Street	AM	0	<1200: (Under Capacity)
	PM	0	<1200: (Under Capacity)
SR-125 NB Ramps / Main Street	AM	0	<1200: (Under Capacity)
	PM	0	<1200: (Under Capacity)
SR-125 SB Ramps / Otay Valley Road	AM	0	<1200: (Under Capacity)
	PM	0	<1200: (Under Capacity)
SR-125 SB Ramps / Otay Valley Road	AM	0	<1200: (Under Capacity)
	PM	0	<1200: (Under Capacity)
SR-125 SB Ramps / Otay Mesa Road	AM	587	<1200: (Under Capacity)
	PM	326	<1200: (Under Capacity)
SR-125 SB Ramps / Otay Mesa Road	AM	325	<1200: (Under Capacity)
	PM	649	<1200: (Under Capacity)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

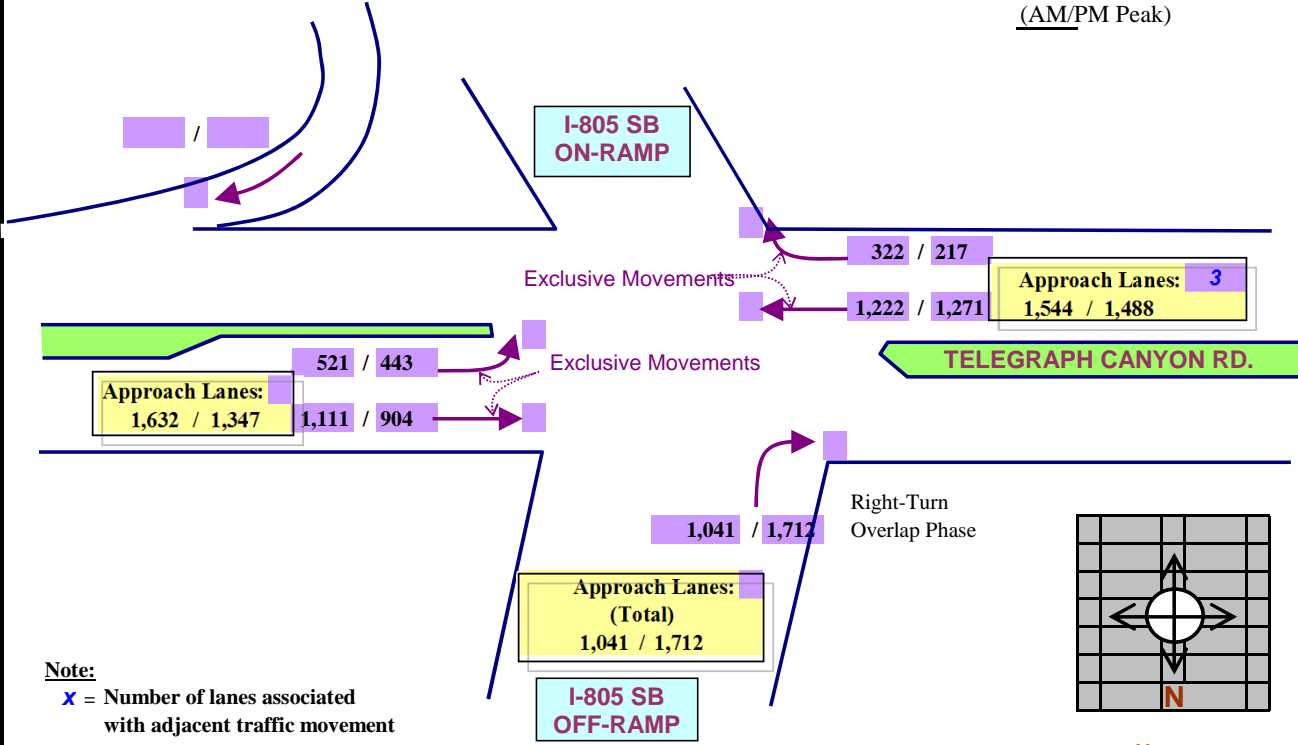
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OTAY RANCH VILLAGE 13

LOCATION: I-805 SB / TELEGRAPH CANYON RD.

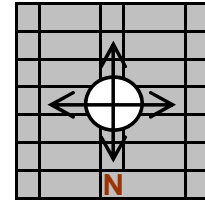
Scenario: Existing + P1

(AM/PM Peak)



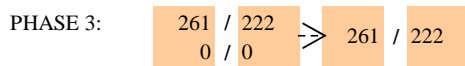
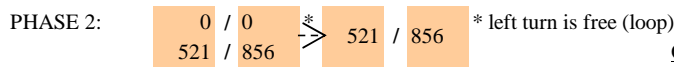
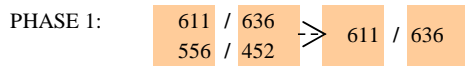
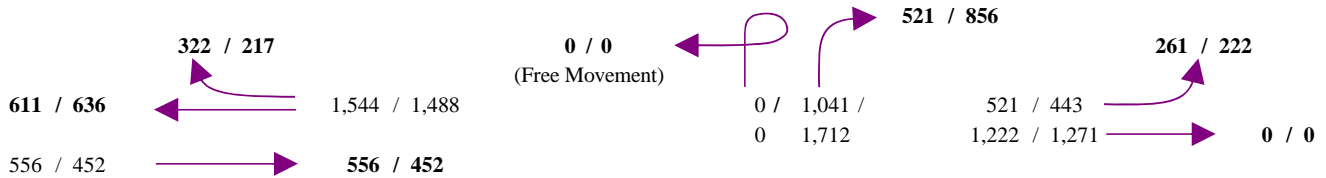
Note:

x = Number of lanes associated with adjacent traffic movement



(Indicate "N" on North Arrow)

ILV per Lane:



OPERATING LEVEL:

ILV/HR. = **1,392** in AM ==> ILV: BETWEEN 1,200 & 1,500
and **1,713** in PM ==> ILV >1,500

TOTAL = 1,392 / 1,713 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : AT CAPACITY (in AM)
& OVER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

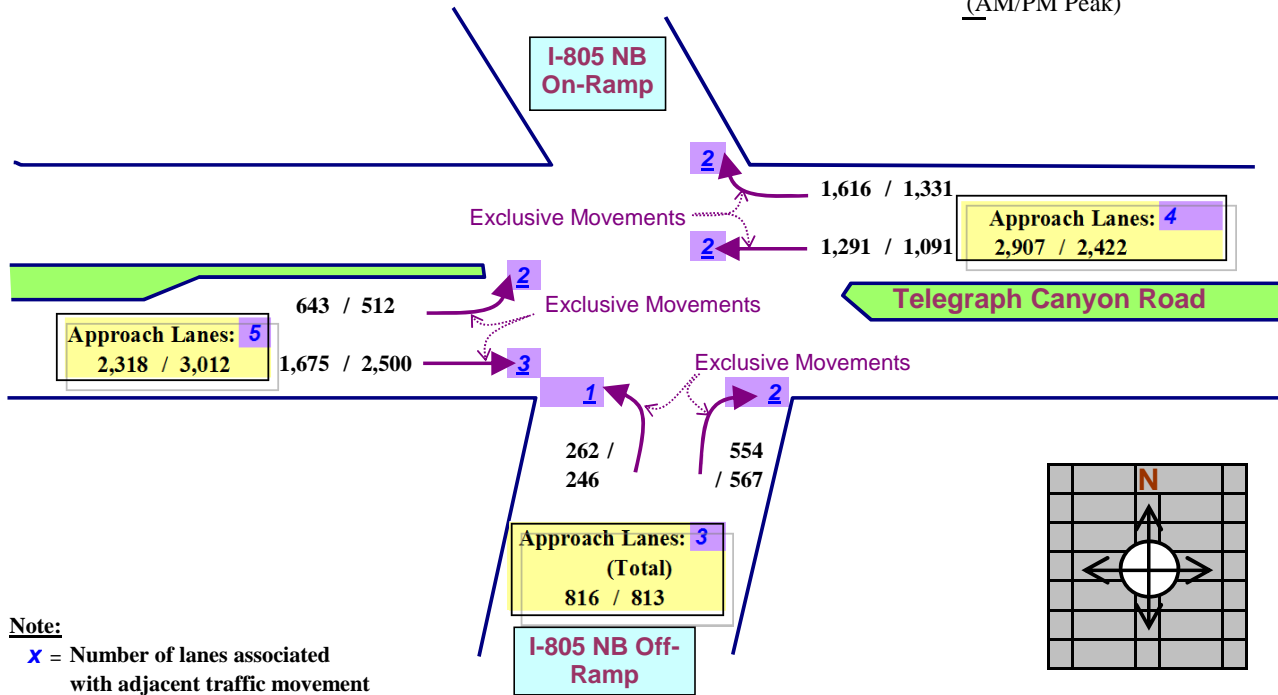
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OTAY RANCH VILLAGE 13

LOCATION: I-805 NB / TELEGRAPH CANYON RD. **Scenario:** Existing + P1

(AM/PM Peak)

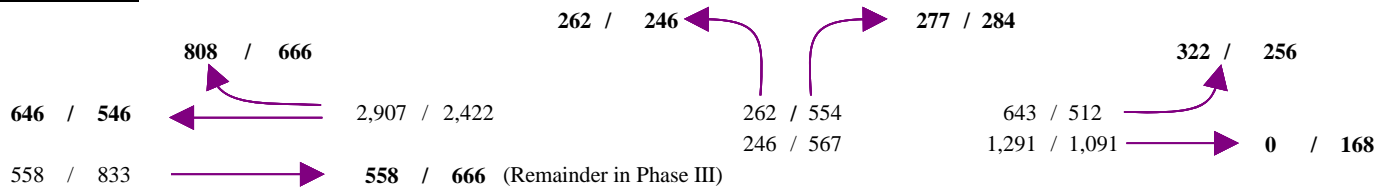


Note:

x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:

808	/	666
558	/	666

 ⇒

808	/	666
-----	---	-----

PHASE 2:

262	/	246
277	/	284

 ⇒

277	/	284
-----	---	-----

PHASE 3:

322	/	256
0	/	168

 ⇒

322	/	256
-----	---	-----

OPERATING LEVEL:

ILV/HR. = **1,407** in AM ⇒ ILV: BETWEEN 1,200 & 1,500
and **1,205** in PM ⇒ Also BETWEEN 1,200 & 1,500

TOTAL = 1,407 / 1,205 **ILV/HR. in the AM / PM peak hours**

THEREFORE, INTERSECTION OPERATES : **AT CAPACITY (in AM)**
& **AT CAPACITY (in PM)**

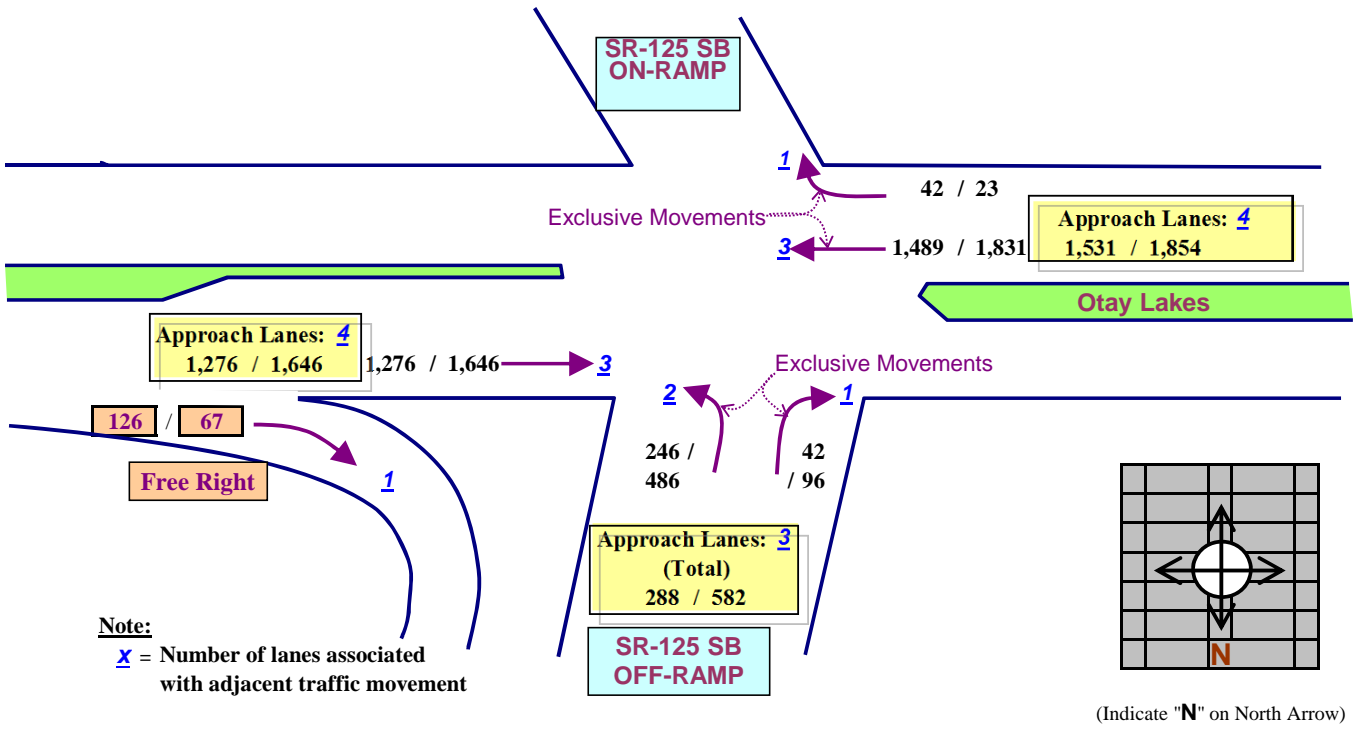
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

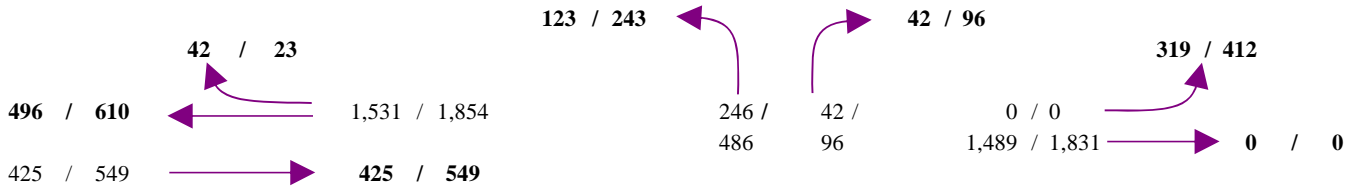
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing + P1

LOCATION: SR-125 SB / Otay Lakes (AM/PM Peak)



ILV per Lane:



PHASE 1:	496 / 610	➤	496 / 610
	425 / 549		
PHASE 2:	123 / 243	➤	123 / 243
	42 / 96		
PHASE 3:	319 / 412	➤	319 / 412
	0 / 0		

OPERATING LEVEL:

ILV/HR. = **938** in AM ==> ILV: <1,200M
and **1,265** in PM ==> ILV BETWEEN 1,200 & 1,500

TOTAL = 938 / 1,265 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& AT CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

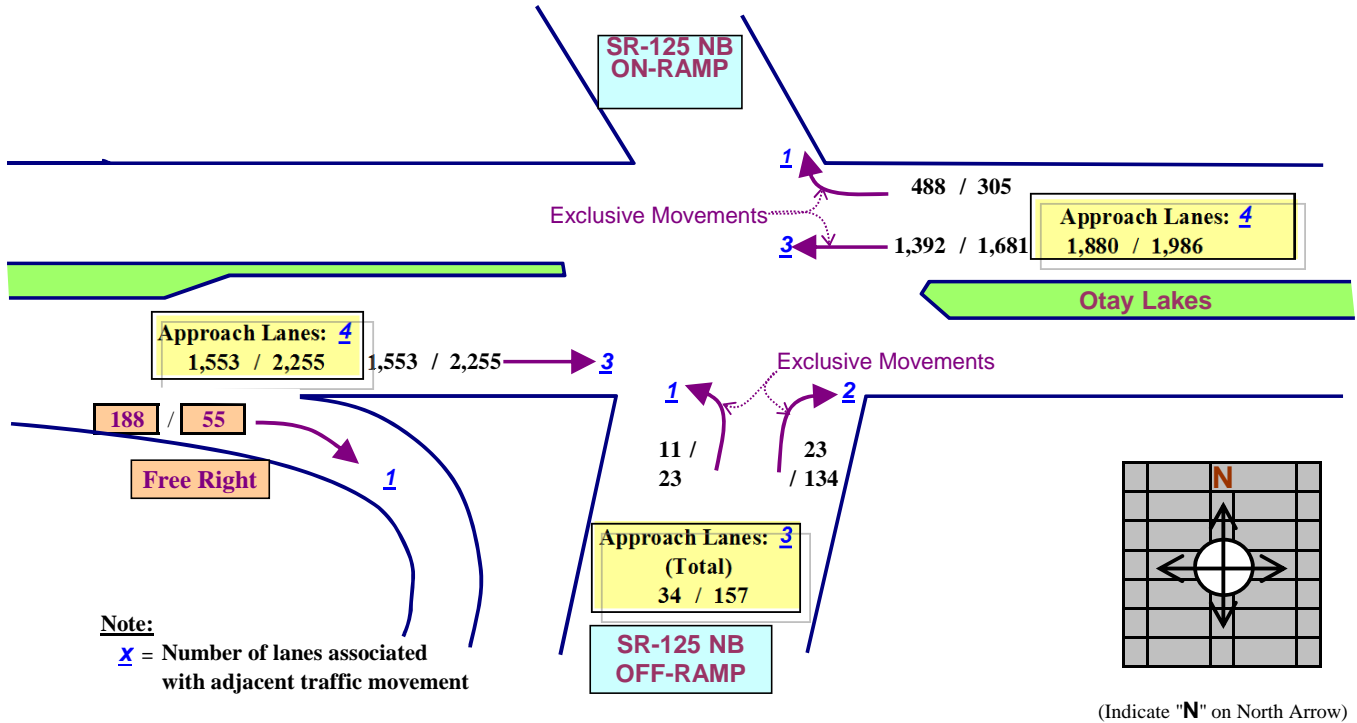
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

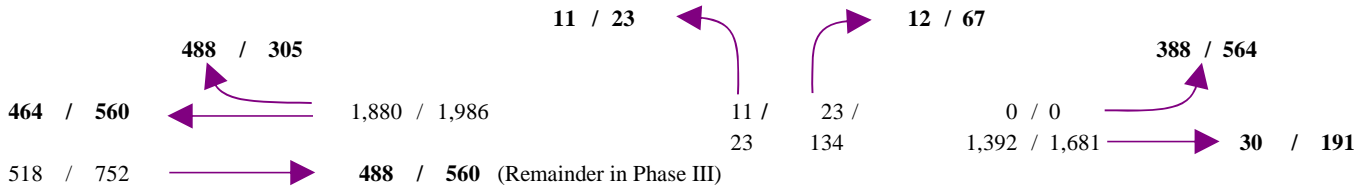
PROJECT: Otay Ranch Village 13 **Scenario:** Existing + P1 _____

(AM/PM Peak) _____

LOCATION: SR-125 NB / Otay Lakes _____



ILV per Lane:



PHASE 1:

488	/	560
488	/	560

 >> 488 / 560

PHASE 2:

11	/	23
12	/	67

 >> 12 / 67

PHASE 3:

388	/	564
30	/	191

 >> 388 / 564

OPERATING LEVEL:

ILV/HR. = **888** in AM ==> ILV: <1,200M
and **1,191** in PM ==> ILV <1,200

TOTAL = 888 / 1,191 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

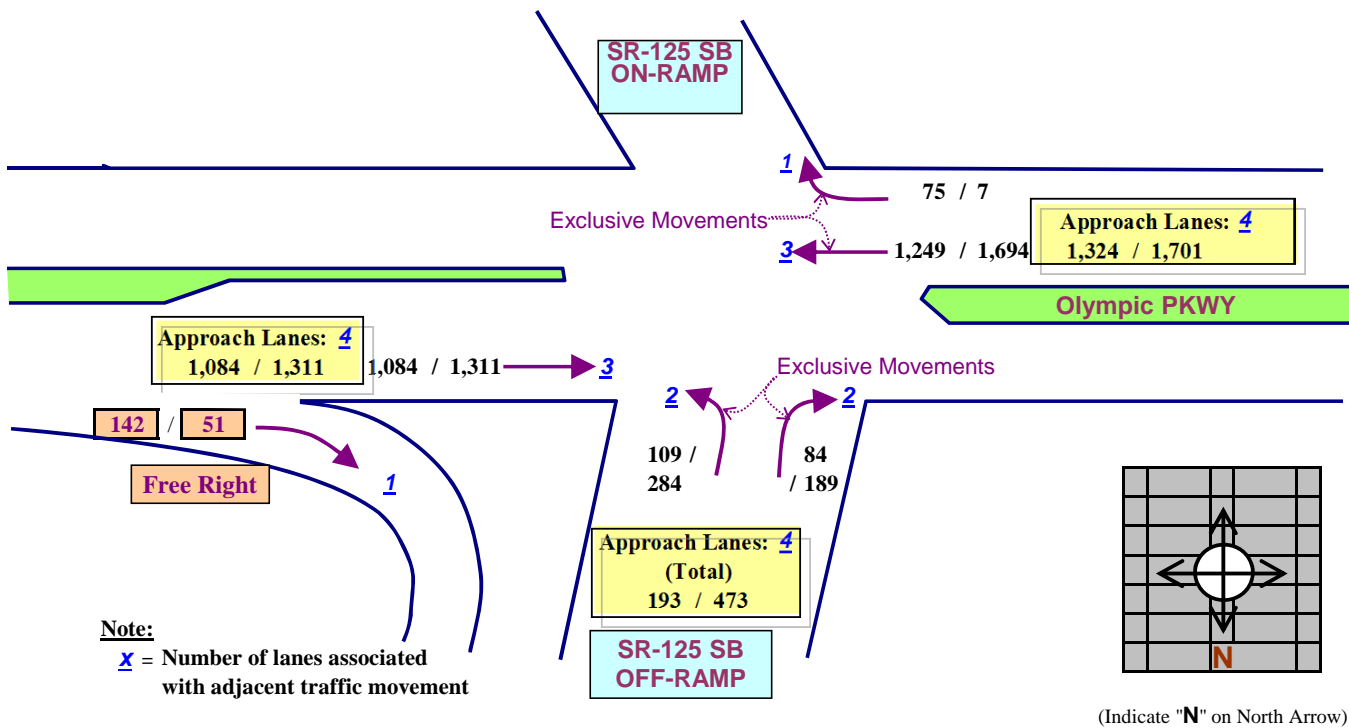
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

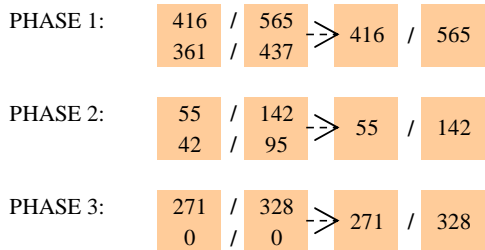
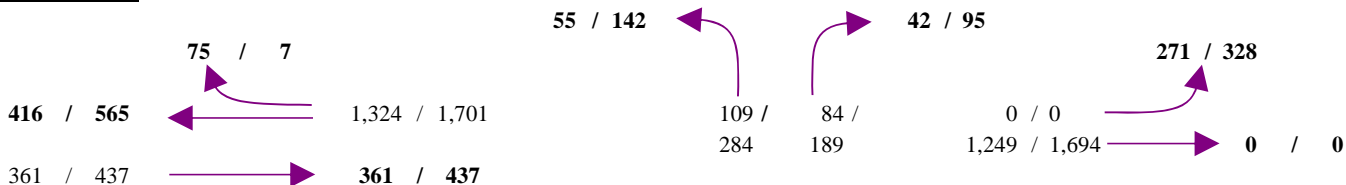
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing + P1
 (AM/PM Peak)

LOCATION: SR-125 SB / Olympic PKWY



ILV per Lane:



OPERATING LEVEL:
 ILV/HR. = 742 in AM ==> ILV: <1,200M
 and 1,034 in PM ==> ILV <1,200

TOTAL = 742 / 1,034 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

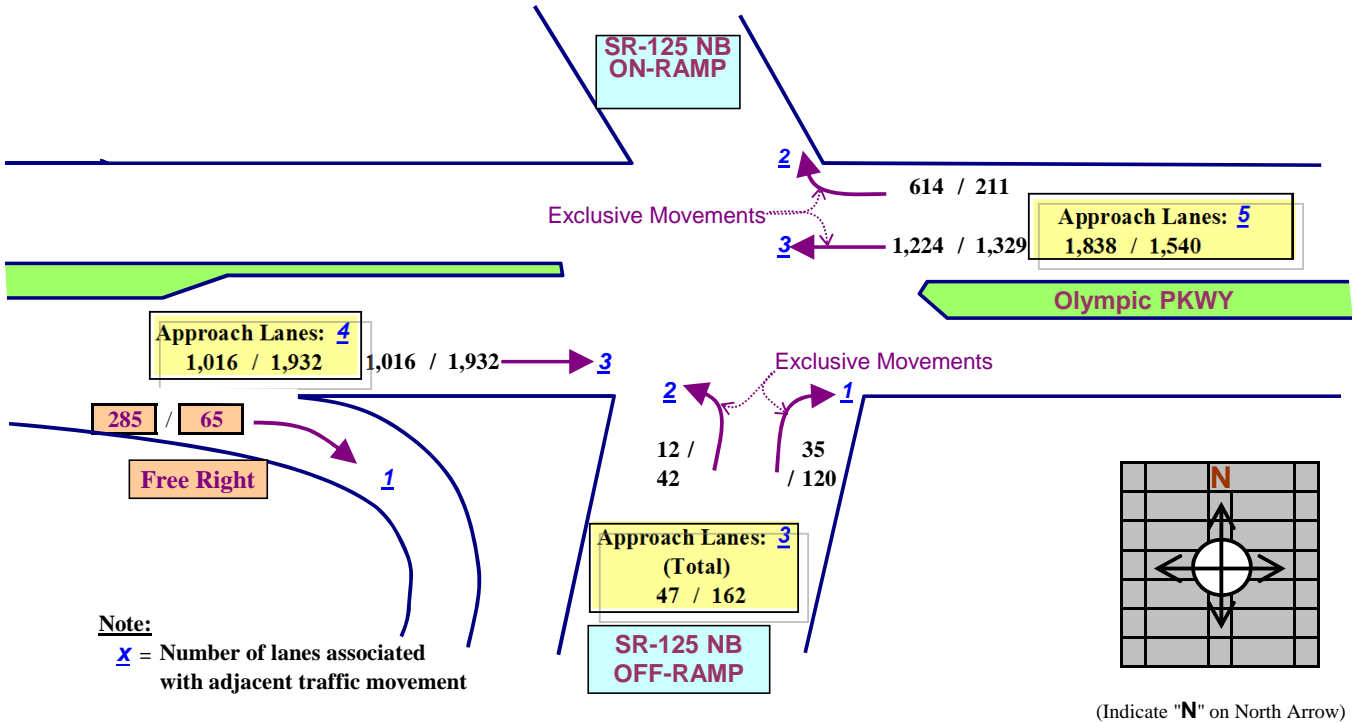
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

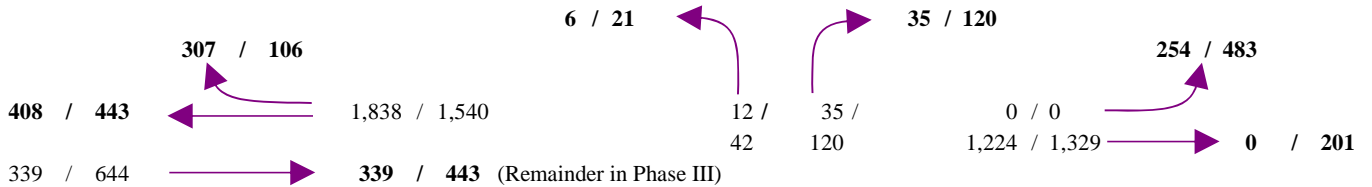
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing + P1
 (AM/PM Peak)

LOCATION: SR-125 NB / Olympic PKWY



ILV per Lane:



PHASE 1:	408 / 443	➤	408 / 443
	339 / 443		
PHASE 2:	6 / 21	➤	35 / 120
	35 / 120		
PHASE 3:	254 / 483	➤	254 / 483
	0 / 201		

OPERATING LEVEL:

ILV/HR. = **697** in AM ==> ILV: <1,200M
 and **1,046** in PM ==> ILV <1,200

TOTAL = 697 / 1,046 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

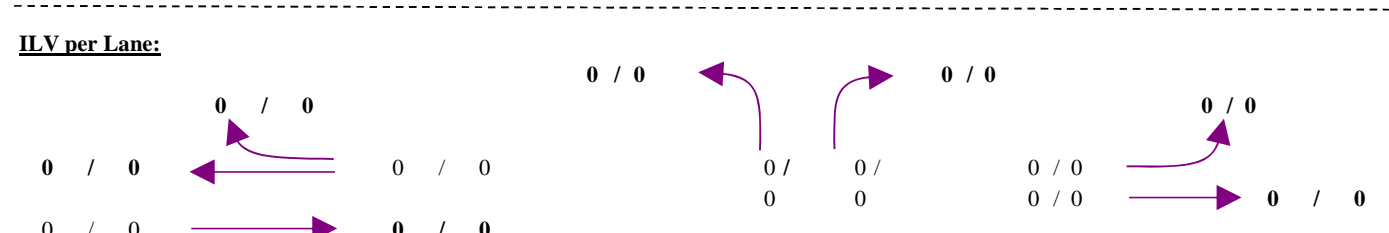
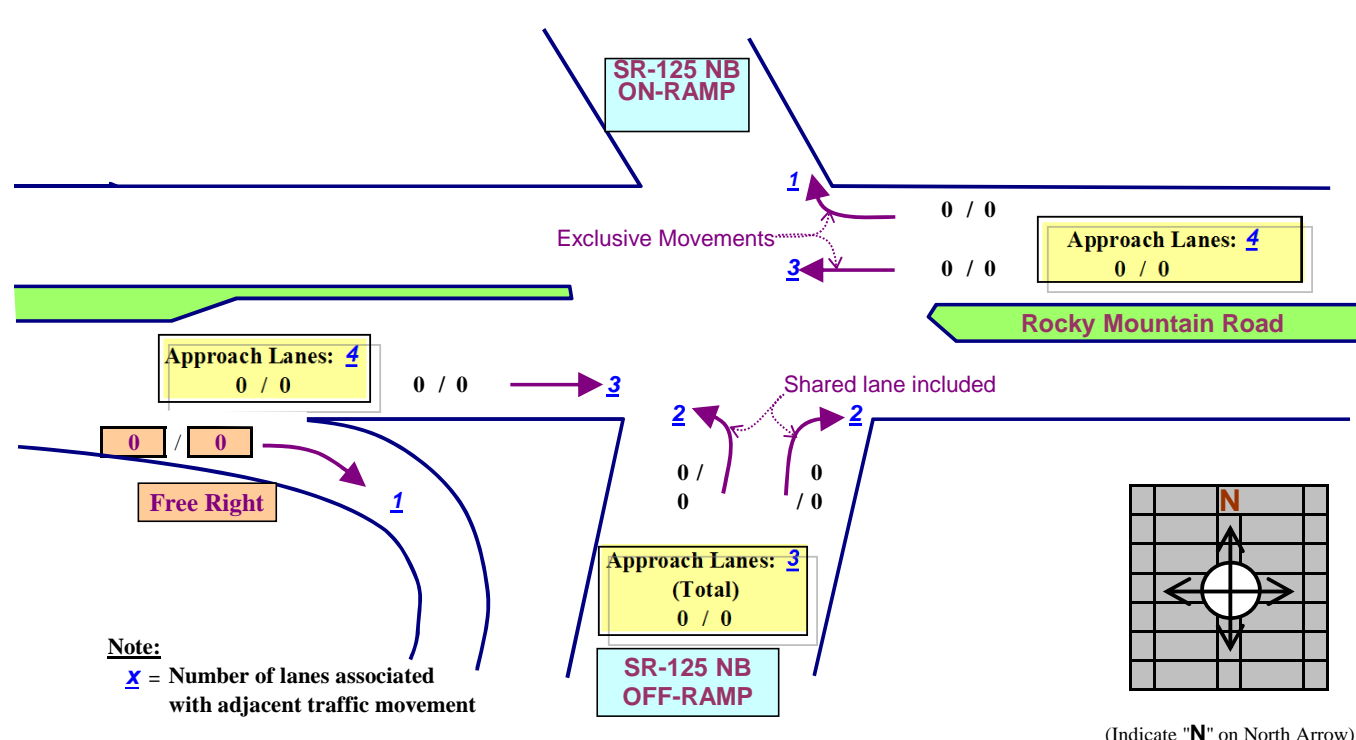
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing + P1
(AM/PM Peak)

LOCATION: SR-125 NB / Main Street



PHASE 1:	0 / 0	0 / 0	0 / 0
PHASE 2:	0 / 0	0 / 0	0 / 0
PHASE 3:	0 / 0	0 / 0	0 / 0

OPERATING LEVEL:
 ILV/HR. = 0 in AM ==> ILV: <1,200M
 and 0 in PM ==> ILV <1,200

TOTAL = 0 / 0 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

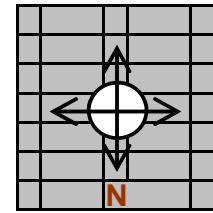
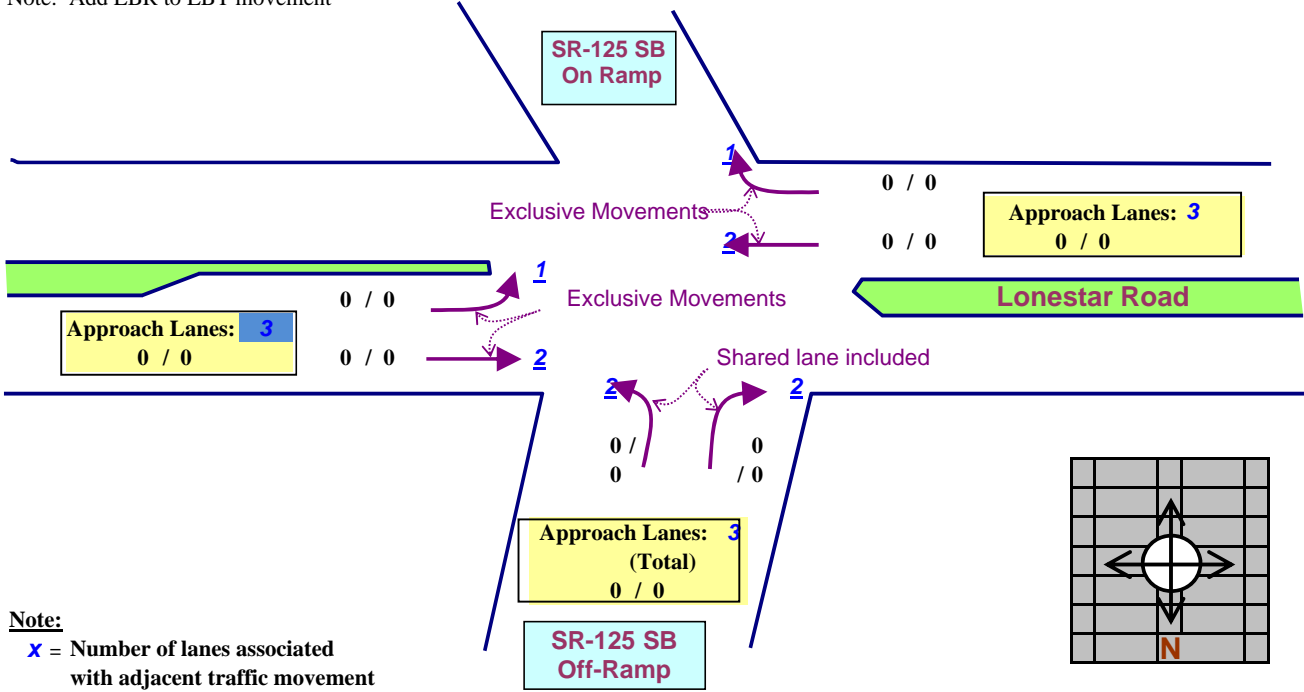
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: SR-125 SB Ramps / Otay Valley Road

Scenario: Existing + P1
(AM/PM Peak)

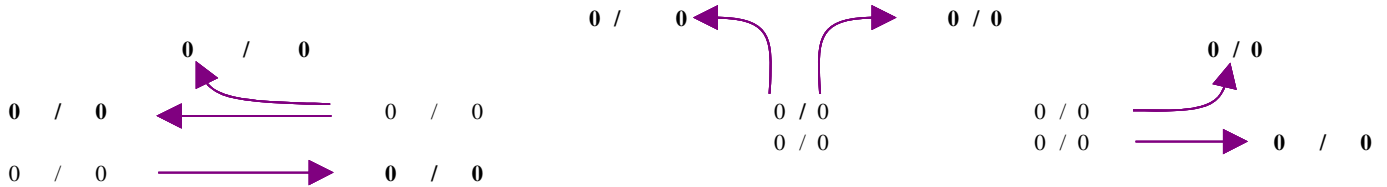
Note: Add EBR to EBT movement



(Indicate "N" on North Arrow)

Note:
x = Number of lanes associated with adjacent traffic movement

ILV per Lane:



PHASE 1:	0 / 0	0 / 0	⇒	0 / 0	0 / 0
PHASE 2:	0 / 0	0 / 0	⇒	0 / 0	0 / 0
PHASE 3:	0 / 0	0 / 0	⇒	0 / 0	0 / 0

OPERATING LEVEL:

ILV/HR. = 0 in AM ==> ILV: <1,200M
and 0 in PM ==> ILV <1,200

TOTAL = 0 / 0 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

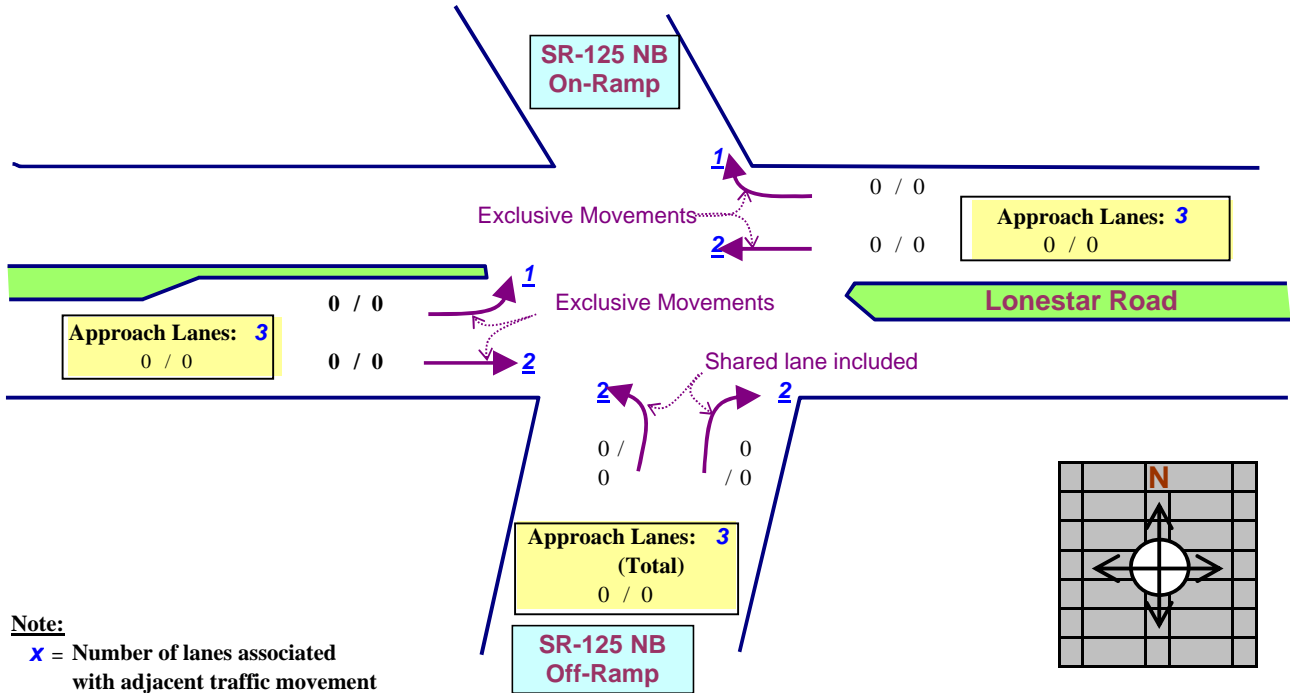
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: SR-125 NB Ramps / Otoy Valley Road

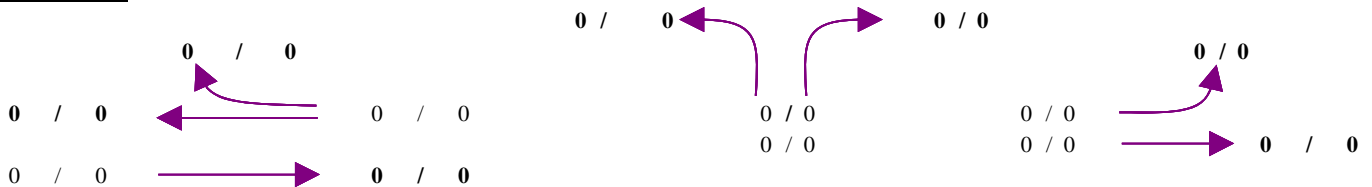
Scenario: Existing + P1
(AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:	0 / 0	0 / 0	0 / 0
PHASE 2:	0 / 0	0 / 0	0 / 0
PHASE 3:	0 / 0	0 / 0	0 / 0

OPERATING LEVEL:

ILV/HR. = 0 in AM ==> ILV: <1,200M
and 0 in PM ==> ILV <1,200

TOTAL = 0 / 0 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

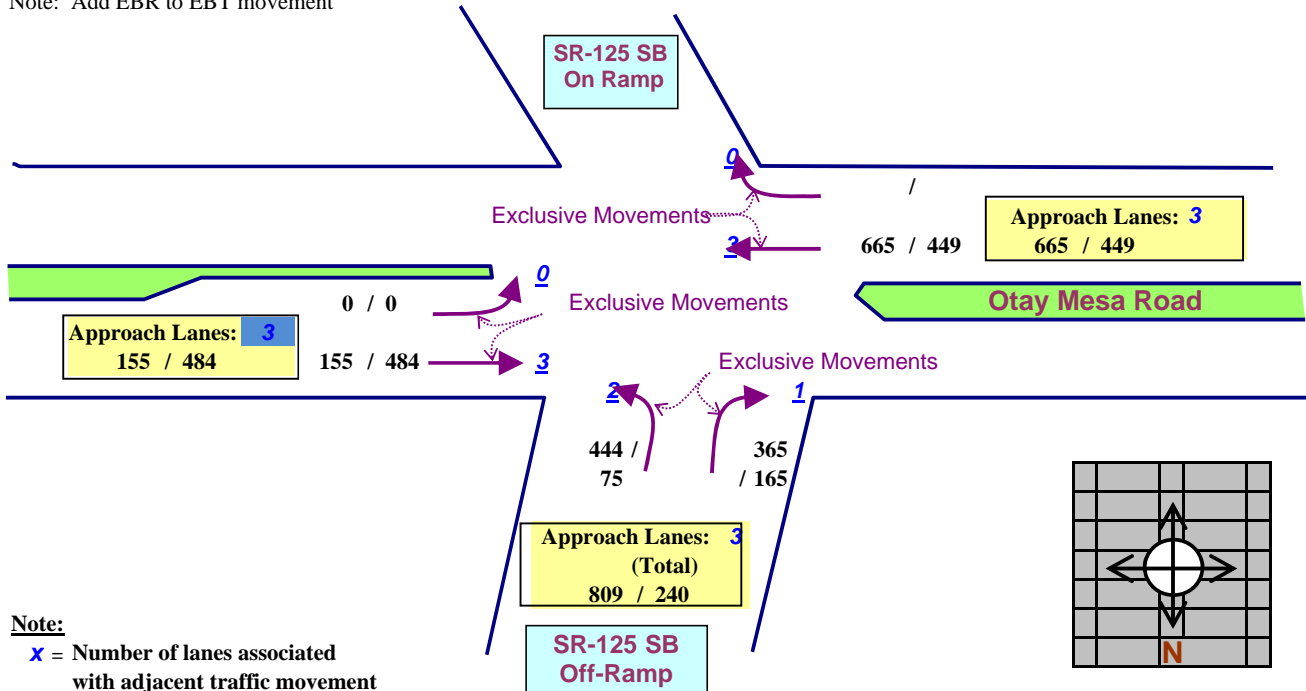
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: 58. SR-125 SB Ramps / Otay Mesa Road (City of SD)

Scenario: Existing + P1
(AM/PM Peak)

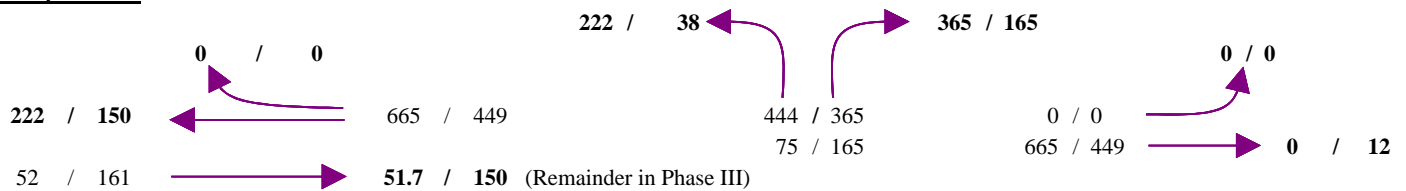
Note: Add EBR to EBT movement



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:	222 / 52	/	150 / 150	⇒	222 / 150
PHASE 2:	222 / 365	/	38 / 165	⇒	365 / 165
PHASE 3:	0 / 0	/	0 / 12	⇒	0 / 12

OPERATING LEVEL:

ILV/HR. = 587 in AM ==> ILV: <1,200M
and 326 in PM ==> ILV <1,200

TOTAL = 587 / 326 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

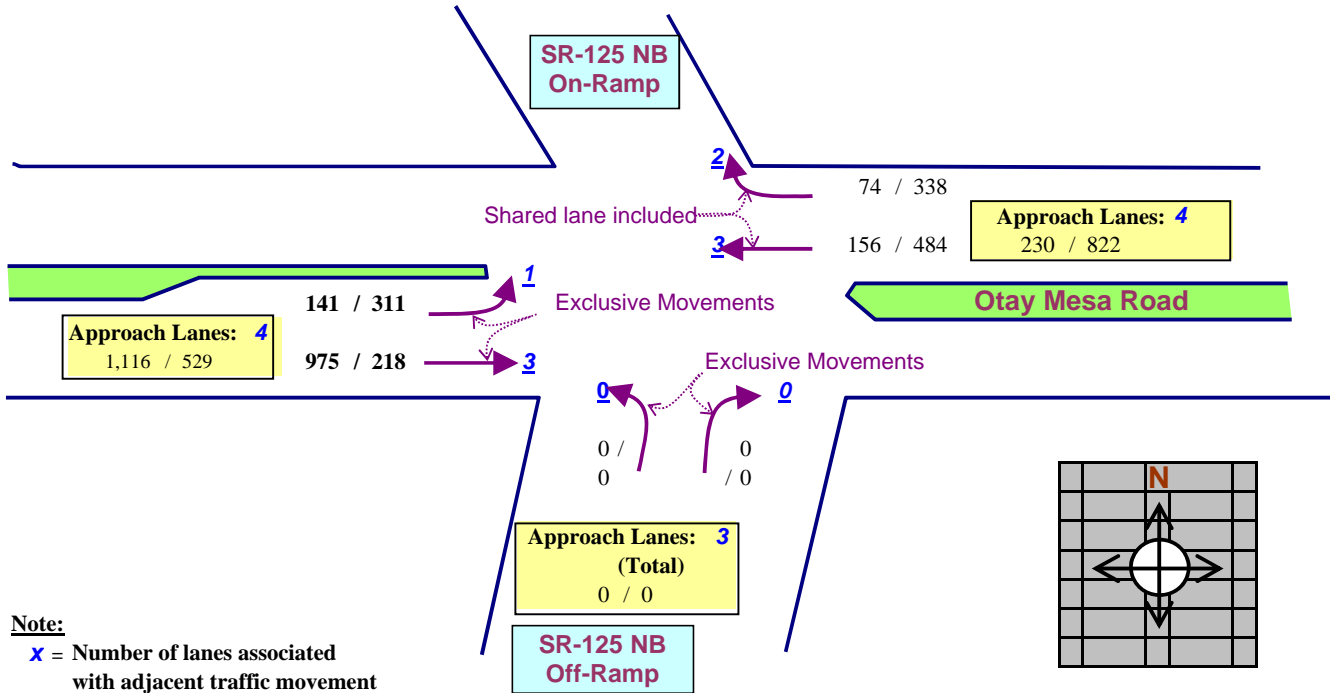
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: 59. SR-125 NB Ramps / Otay Mesa Road (City of SD)

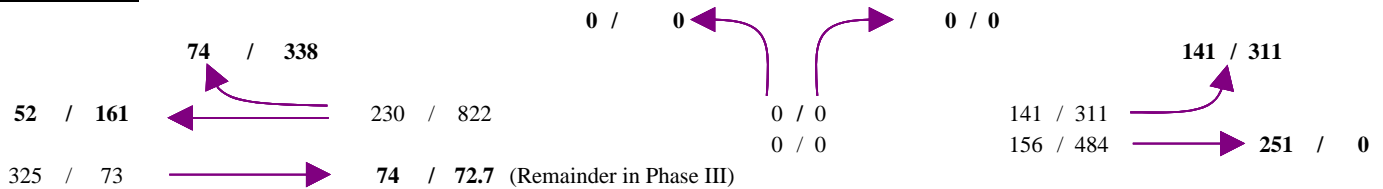
Scenario: Existing + P1
(AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:	74 / 338	74 / 73	74 / 338
PHASE 2:	0 / 0	0 / 0	0 / 0
PHASE 3:	141 / 311	251 / 0	251 / 311

OPERATING LEVEL:

ILV/HR. = **325** in AM ==> ILV: <1,200M
and **649** in PM ==> ILV <1,200

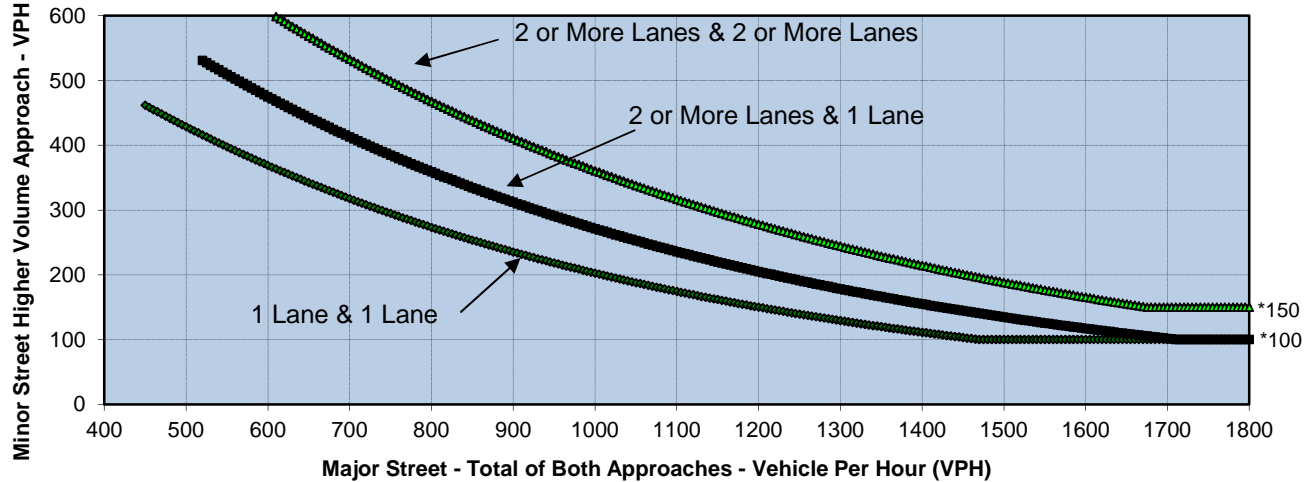
TOTAL = 325 / 649 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

Appendix J

Existing Plus Project (Buildout) Signal Warrants – Project Driveway#1 @ Otay Lakes Road

**Figure 4C-3
Warrant 3, Peak Hour**



* Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2006

Major Street **Otay Lakes Road**
Minor Street **Project Driveway #1**

Project **Otay Ranch Resort**
Scenario **Existing + Project Buildout**
Peak Hour **AM**

Turn Movement Volumes

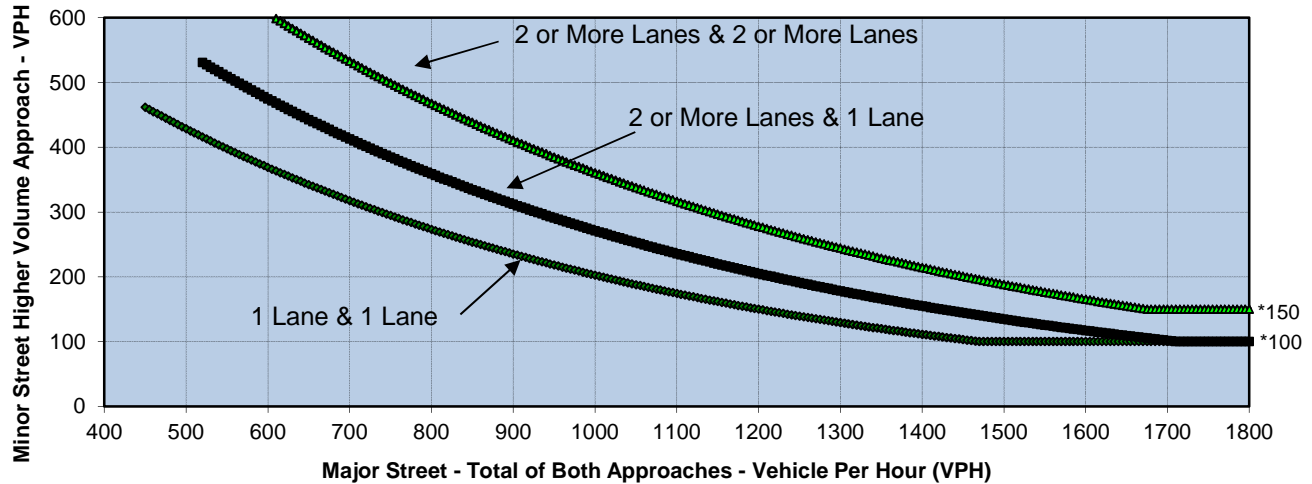
	NB	SB	EB	WB
Left	0	112	59	0
Through	0	0	673	1,134
Right	0	21	0	11
Total	0	133	732	1,145

Major Street Direction

North/South
x East/West

	Major Street	Minor Street	<u>Warrant Met</u>
	Otay Lakes Road	Project Driveway #1	
Number of Approach Lanes	2	1	<u>YES</u>
Traffic Volume (VPH) *	1,877	133	

**Figure 4C-3
Warrant 3, Peak Hour**



* Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2006

Major Street **Otay Lakes Road**
Minor Street **Project Driveway #1**

Project **Otay Ranch Resort**
Scenario **Existing + Project Buildout**
Peak Hour **PM**

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	76	144	0
Through	0	0	1,350	814
Right	0	14	0	27
Total	0	90	1,494	841

Major Street Direction

North/South
x East/West

	Major Street	Minor Street	Warrant Met
	Otay Lakes Road	Project Driveway #1	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	2,335	90	

Appendix K

Peak Hour Intersection Capacity Worksheets – Existing Plus Project (Buildout) Conditions

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Scenario Report
Scenario: Existing plus Project Buildout - AM
Command: Existing plus Project Buildout - AM
Volume: Existing - AM
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: Project AM
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 AM Peak Hour

Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	313	657	43	275	587	238	253	467	342	128	805	215
2 Hunte Pkwy /	351	15	100	6	10	73	37	456	281	145	577	4
3 I-805 SB Ramp	0	0	1021	0	0	0	0	1220	322	521	1106	0
4 I-805 NB Ramp	262	0	554	0	0	0	643	1653	0	0	1286	1569
5 Oleander Ave	150	50	77	63	55	31	57	1832	120	47	2345	43
6 Paseo Del Rey	0	0	1	94	0	96	142	1785	1	2	2394	111
7 Medical Cente	350	0	202	0	0	0	0	1501	462	219	2060	0
8 Paseo Ladera	257	132	105	63	74	179	101	1554	74	64	1805	63
9 Paseo Rancher	491	759	167	204	577	220	196	1241	249	64	1212	236
10 Oaty Lakes Rd	447	785	375	131	375	111	367	888	333	199	900	250
11 Rutgers Ave /	0	0	0	134	0	209	174	1308	0	11	1162	195
12 SR-125 SB Ram	0	0	0	232	0	42	0	1447	42	0	1178	112
13 SR-125 NB Ram	11	0	78	0	0	0	0	1497	188	0	1279	456
14 Eastlake Pkwy	535	331	191	48	239	191	331	800	281	184	794	70
15 Lane Ave / Ot	0	0	0	38	0	178	486	526	0	0	859	93
16 Fenton St / O	0	0	0	71	0	23	131	463	0	0	911	211
17 Hunte Pkwy /	365	471	77	37	333	270	224	114	180	137	441	86
18 Woods Dr / Ot	3	2	0	113	3	343	117	119	15	3	320	162
19 Lake Crest Dr	400	0	1	0	0	0	0	73	151	1	87	0
20 Wueste Rd / O	5	0	14	0	0	0	0	61	7	33	115	0
21 Campo Rd/SR-9	78	338	0	0	67	57	26	0	42	0	0	0
22 East Palomar	239	223	295	292	174	156	84	704	69	103	869	181
23 SR-125 SB Ram	0	0	0	109	0	84	0	1233	75	0	1048	104
24 SR-125 NB Ram	12	0	19	0	0	0	0	1000	285	0	1150	614
25 Eastlake Pkwy	275	229	39	60	168	168	202	426	226	83	917	76
26 Hunte Pkwy /	40	172	29	37	172	395	272	144	20	26	310	83
27 Olympic Vista	101	2	0	5	5	237	79	111	23	0	143	1
28 Olympic Pkwy	0	43	30	9	54	0	0	0	0	2	0	3
29 Lake Crest Dr	0	25	17	2	21	0	0	0	0	40	0	0
35 La Media Rd /	36	122	549	20	73	24	30	196	70	302	188	23
36 SR-125 SB / O	0	0	0	444	0	344	0	656	0	0	155	0
37 SR-125 NB / O	0	0	0	0	0	0	132	975	0	0	156	74
39 Campo Rd/SR-9	1	471	0	6	109	9	16	0	6	1	0	6
40 Campo Rd/SR-9	5	526	0	0	130	0	9	0	3	0	0	0
41 Proctor Valle	98	38	2	26	28	39	13	113	29	4	461	59
42 Project Drwy	0	148	0	0	78	0	0	0	0	0	0	0
43 Project Drwy	0	148	0	0	78	0	0	0	0	0	0	0
44 Project Drwy	0	0	0	0	0	0	0	78	0	0	148	0

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 AM Peak Hour

 Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	335	679	43	275	598	238	253	467	353	128	805	215
2 Hunte Pkwy /	394	15	100	6	10	73	37	456	304	145	577	4
3 I-805 SB Ramp	0	0	1072	0	0	0	0	1226	322	521	1117	0
4 I-805 NB Ramp	262	0	554	0	0	0	643	1710	0	0	1297	1667
5 Oleander Ave	150	50	77	63	55	31	57	1889	120	47	2454	43
6 Paseo Del Rey	0	0	1	94	0	96	142	1842	1	2	2503	111
7 Medical Cente	350	0	208	0	0	0	0	1558	462	230	2169	0
8 Paseo Ladera	257	132	111	63	74	179	101	1617	74	75	1925	63
9 Paseo Rancher	491	759	167	210	577	220	196	1310	249	64	1343	247
10 Oaty Lakes Rd	447	785	381	160	375	111	367	962	333	210	1042	304
11 Rutgers Ave /	0	0	0	134	0	209	174	1417	0	11	1369	195
12 SR-125 SB Ram	0	0	0	266	0	42	0	1556	42	0	1385	141
13 SR-125 NB Ram	11	0	93	0	0	0	0	1640	188	0	1515	522
14 Eastlake Pkwy	535	331	202	59	239	191	331	970	281	206	1118	92
15 Lane Ave / Ot	0	0	0	61	0	178	486	719	0	0	1226	137
16 Fenton St / O	0	0	0	71	0	23	131	679	0	0	1322	211
17 Hunte Pkwy /	365	471	182	65	333	270	224	330	180	337	852	140
18 Woods Dr / Ot	3	2	0	142	3	343	117	468	15	3	984	216
19 Lake Crest Dr	400	0	24	0	0	0	0	451	151	45	806	0
20 Wueste Rd / O	5	0	117	0	0	0	0	461	7	229	877	0
21 Campo Rd/SR-9	101	338	0	0	67	91	91	11	86	0	6	0
22 East Palomar	239	223	301	298	174	156	84	733	69	114	923	192
23 SR-125 SB Ram	0	0	0	109	0	84	0	1273	75	0	1124	184
24 SR-125 NB Ram	12	0	61	0	0	0	0	1040	285	0	1306	614
25 Eastlake Pkwy	275	229	85	60	168	168	202	525	226	170	1106	76
26 Hunte Pkwy /	40	172	63	37	172	562	360	201	20	91	419	83
27 Olympic Vista	101	2	0	5	5	237	79	203	23	0	317	1
28 Olympic Pkwy	0	135	30	31	228	0	0	0	0	2	0	14
29 Lake Crest Dr	0	25	120	2	21	0	0	0	0	236	0	0
35 La Media Rd /	36	122	572	20	73	24	30	196	70	346	188	23
36 SR-125 SB / O	0	0	0	444	0	388	0	679	0	0	155	0
37 SR-125 NB / O	0	0	0	0	0	0	155	975	0	0	156	74
39 Campo Rd/SR-9	23	504	0	6	126	9	16	0	17	1	0	6
40 Campo Rd/SR-9	5	548	11	0	141	0	9	0	3	6	0	0
41 Proctor Valle	98	38	2	32	28	39	13	119	29	4	472	70
42 Project Drwy	0	991	9	60	521	0	0	0	0	17	0	115
43 Project Drwy	0	272	4	383	155	0	0	0	0	8	0	728
44 Project Drwy	0	0	0	106	0	115	60	103	0	0	161	55

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 AM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection		Base		Future		Change in
		Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Otay Lakes Rd / East H St	C	34.0	0.801	C 34.3	0.813	+ 0.376 D/V
# 2 Hunte Pkwy / Proctor Valley Rd	B	13.5	0.488	B 13.7	0.523	+ 0.182 D/V
# 3 I-805 SB Ramps / Telegraph Can	C	21.0	0.750	C 22.1	0.773	+ 1.029 D/V
# 4 I-805 NB Ramps / Telegraph Can	C	28.1	0.949	C 31.9	0.992	+ 3.827 D/V
# 5 Oleander Ave / Telegraph Canyo	B	15.5	0.652	B 15.8	0.676	+ 0.246 D/V
# 6 Paseo Del Rey / Telegraph Cany	B	14.8	0.711	B 14.8	0.734	+ 0.021 D/V
# 7 Medical Center Dr / Telegraph	B	11.8	0.663	B 12.1	0.690	+ 0.321 D/V
# 8 Paseo Ladera / Telegraph Canyo	C	33.8	0.724	D 35.1	0.752	+ 1.231 D/V
# 9 Paseo Ranchero/Heritage Rd / T	C	32.4	0.881	C 34.2	0.915	+ 1.790 D/V
# 10 Oaty Lakes Rd/La Media Rd / Te	C	27.1	0.664	C 28.4	0.699	+ 1.355 D/V
# 11 Rutgers Ave / Telegraph Canyon	B	11.8	0.629	B 11.7	0.680	-0.053 D/V
# 12 SR-125 SB Ramps / Otay Lakes R	A	5.9	0.449	A 6.3	0.489	+ 0.395 D/V
# 13 SR-125 NB Ramps / Otay Lakes R	A	2.9	0.402	A 3.1	0.444	+ 0.266 D/V
# 14 Eastlake Pkwy / Otay Lakes Rd	C	27.7	0.586	C 29.7	0.665	+ 1.974 D/V
# 15 Lane Ave / Otay Lakes Rd	B	12.4	0.499	B 11.9	0.606	-0.462 D/V
# 16 Fenton St / Otay Lakes Rd	A	8.3	0.392	A 7.1	0.483	-1.191 D/V
# 17 Hunte Pkwy / Otay Lakes Rd	C	24.5	0.486	C 26.5	0.547	+ 2.095 D/V
# 18 Woods Dr / Otay Lakes Rd	B	15.1	0.892	B 16.0	1.008	+ 0.918 D/V
# 19 Lake Crest Dr / Otay Lakes Rd	B	13.3	0.354	B 16.0	0.543	+ 2.696 D/V
# 20 Wueste Rd / Otay Lakes Rd	A	9.0	0.028	C 15.5	0.294	+ 6.475 D/V
# 21 Campo Rd/SR-94 / Otay Lakes Ro	B	10.8	0.063	C 16.4	0.287	+ 5.600 D/V
# 22 East Palomar St / Olympic Pkwy	C	26.6	0.565	C 27.1	0.579	+ 0.443 D/V
# 23 SR-125 SB Ramps / Olympic Pkwy	A	4.6	0.365	A 4.6	0.375	-0.077 D/V

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 AM Peak Hour

Intersection		Base		Future			Change in
		LOS	Veh C	LOS	Veh	C	
# 24 SR-125 NB Ramps / Olympic Pkwy	A	1.8	0.288	A	3.3	0.357	+ 1.505 D/V
# 25 Eastlake Pkwy / Olympic Pkwy	C	22.0	0.442	C	22.9	0.488	+ 0.867 D/V
# 26 Hunte Pkwy / Olympic Pkwy	C	20.2	0.295	C	21.6	0.368	+ 1.365 D/V
# 27 Olympic Vista Rd / Olympic Pkw	B	18.7	0.157	B	18.5	0.218	-0.193 D/V
# 28 Olympic Pkwy / Wueste Rd	A	4.8	0.050	A	5.3	0.165	+ 0.501 D/V
# 29 Lake Crest Dr / Wueste Rd	B	13.1	0.051	B	13.5	0.203	+ 0.481 D/V
# 35 La Media Rd / Otay Mesa Rd	D	44.4	0.794	D	52.8	0.844	+ 8.398 D/V
# 36 SR-125 SB / Otay Mesa Road	A	9.7	0.418	A	9.9	0.457	+ 0.249 D/V
# 37 SR-125 NB / Otay Mesa Road	A	2.3	0.340	A	2.4	0.340	+ 0.190 D/V
# 39 Campo Rd/SR-94 / Melody Rd	B	13.3	0.046	B	12.9	0.054	-0.454 D/V
# 40 Campo Rd/SR-94 / Maxfield Rd	B	12.9	0.024	C	16.2	0.029	+ 3.354 D/V
# 41 Proctor Valley Rd/Jefferson Rd	B	12.9	0.514	B	13.1	0.532	+ 0.196 D/V
# 42 Project Drwy #1 @ Otay Lakes R	A	0.3	0.044	A	7.7	0.417	+ 7.394 D/V
# 43 Project Drwy #2 @ Otay Lakes R	A	0.0	0.000	E	44.9	0.952	+44.938 D/V
# 44 Project Drwy #3 @ Otay Lakes R	A	0.0	0.000	B	11.2	0.184	+11.210 D/V

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Otay Lakes Rd / East H St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 12 Average Delay (sec/veh): 34.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	5	18	0	5	18	0	5	24	0	5	24	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	1	0	2	0	1	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	313	657	43	275	587	238	253	467	342	128	805	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	657	43	275	587	238	253	467	342	128	805	215
Added Vol:	22	22	0	0	11	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	679	43	275	598	238	253	467	353	128	805	215
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.00	0.85	0.85	0.00	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	395	801	0	324	705	0	298	551	416	151	949	254
Reduct Vol:	0	0	0	0	0	0	0	0	75	0	0	60
Reduced Vol:	395	801	0	324	705	0	298	551	341	151	949	194
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	395	801	0	324	705	0	298	551	341	151	949	194

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	1.00	0.90	0.89	1.00	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	5083	1900	3432	5083	1900	1769	3538	1583	1769	3538	1583

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.12	0.16	0.00	0.09	0.14	0.00	0.17	0.16	0.22	0.09	0.27	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.25	0.00	0.11	0.23	0.00	0.19	0.39	0.39	0.11	0.30	0.30
Volume/Cap:	0.88	0.63	0.00	0.90	0.62	0.00	0.88	0.40	0.56	0.78	0.88	0.40
Delay/Veh:	52.6	27.7	0.0	59.7	28.9	0.0	54.4	18.1	20.5	52.7	35.3	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	27.7	0.0	59.7	28.9	0.0	54.4	18.1	20.5	52.7	35.3	22.6
LOS by Move:	D	C	A	E	C	A	D	B	C	D	D	C
DesignQueue:	8	10	0	7	9	0	11	8	10	6	17	6

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Hunte Pkwy / Proctor Valley Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.523
 Loss Time (sec): 0 Average Delay (sec/veh): 13.7
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	0	1	0	3	0	2	1

Volume Module:	>>	Count	Date:	22 Sep 2005	<<							
Base Vol:	351	15	100	6	10	73	37	456	281	145	577	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	15	100	6	10	73	37	456	281	145	577	4
Added Vol:	43	0	0	0	0	0	0	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	394	15	100	6	10	73	37	456	304	145	577	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	514	20	131	8	13	95	48	595	397	189	753	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	514	20	131	8	13	95	48	595	397	189	753	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	514	20	131	8	13	95	48	595	397	189	753	5

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.83	0.93	0.85	0.85	0.93	0.89	0.83	0.90	0.95	0.98	
Lanes:	2.00	1.00	1.00	1.00	0.12	0.88	1.00	3.00	1.00	2.00	2.98	0.02	
Final Sat.:	3432	1862	1583	1769	195	1421	1769	5083	1583	3432	5357	37	

Capacity Analysis Module:	Vol/Sat:	0.15	0.01	0.08	0.00	0.07	0.07	0.03	0.12	0.25	0.06	0.14	0.14
Crit Moves:	****				****			****	****		****	****	
Green/Cycle:	0.29	0.39	0.39	0.02	0.13	0.13	0.10	0.48	0.48	0.11	0.49	0.49	
Volume/Cap:	0.52	0.03	0.21	0.21	0.52	0.52	0.29	0.24	0.52	0.52	0.29	0.29	
Delay/Veh:	18.5	11.2	12.2	31.7	26.9	26.9	26.2	9.3	11.5	26.8	9.1	9.1	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	18.5	11.2	12.2	31.7	26.9	26.9	26.2	9.3	11.5	26.8	9.1	9.1	
LOS by Move:	B	B	B	C	C	C	C	A	B	C	A	A	
DesignQueue:	7	0	3	0	3	3	1	4	7	3	5	5	

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 I-805 SB Ramps / Telegraph Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 9 Average Delay (sec/veh): 22.1
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	2	0	1	2	0	0

Volume Module: >> Count Date: 13 Oct 2005 <<

Base Vol:	0	0	1021	0	0	0	0	1220	322	521	1106	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1021	0	0	0	0	1220	322	521	1106	0
Added Vol:	0	0	51	0	0	0	0	6	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1072	0	0	0	0	1226	322	521	1117	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	1142	0	0	0	0	1306	343	555	1190	0
Reduct Vol:	0	0	210	0	0	110	0	0	60	0	0	0
Reduced Vol:	0	0	932	0	0	0	0	1306	283	555	1190	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	932	0	0	0	0	1306	283	555	1190	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.73	1.00	1.00	0.88	1.00	0.93	0.83	0.90	0.93	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	2786	0	0	3344	0	3538	1583	3432	3538	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.37	0.18	0.16	0.34	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.48	0.48	0.21	0.69	0.00
Volume/Cap:	0.00	0.00	0.77	0.00	0.00	0.00	0.00	0.77	0.37	0.77	0.49	0.00
Delay/Veh:	0.0	0.0	27.4	0.0	0.0	0.0	0.0	23.9	16.9	42.5	7.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	27.4	0.0	0.0	0.0	0.0	23.9	16.9	42.5	7.6	0.0
LOS by Move:	A	A	C	A	A	A	A	C	B	D	A	A
DesignQueue:	0	0	18	0	0	0	0	22	9	13	12	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 I-805 NB Ramps / Telegraph Canyon Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.992
Loss Time (sec): 9 Average Delay (sec/veh): 31.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	10	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	2	0	3	0	0	2

Volume Module: >> Count Date: 29 Sep 2005 <<

Base Vol:	262	0	554	0	0	0	643	1653	0	0	1286	1569
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	0	554	0	0	0	643	1653	0	0	1286	1569
Added Vol:	0	0	0	0	0	0	0	57	0	0	11	98
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	0	554	0	0	0	643	1710	0	0	1297	1667
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	286	0	605	0	0	0	702	1867	0	0	1416	1820
Reduct Vol:	0	0	115	0	0	0	0	0	0	0	0	410
Reduced Vol:	286	0	490	0	0	0	702	1867	0	0	1416	1410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	286	0	490	0	0	0	702	1867	0	0	1416	1410

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	0.90	0.89	1.00	1.00	0.93	0.73
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	2.00	2.00
Final Sat.:	1773	0	2786	0	0	0	3432	5083	0	0	3538	2786

Capacity Analysis Module:

Vol/Sat:	0.16	0.00	0.18	0.00	0.00	0.00	0.20	0.37	0.00	0.00	0.40	0.51
Crit Moves:	****						****			****		
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.21	0.72	0.00	0.00	0.51	0.51
Volume/Cap:	0.91	0.00	0.99	0.00	0.00	0.00	0.99	0.51	0.00	0.00	0.78	0.99
Delay/Veh:	63.2	0.0	73.1	0.0	0.0	0.0	65.3	5.5	0.0	0.0	19.3	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.2	0.0	73.1	0.0	0.0	0.0	65.3	5.5	0.0	0.0	19.3	42.4
LOS by Move:	E	A	E	A	A	A	E	A	A	A	B	D
DesignQueue:	12	0	11	0	0	0	14	10	0	0	19	21

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Oleander Ave / Telegraph Canyon Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.676

Loss Time (sec): 9 Average Delay (sec/veh): 15.8

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	1	0	2

Volume Module: >> Count Date: 27 Sep 2005 <<

Base Vol:	150	50	77	63	55	31	57	1832	120	47	2345	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	50	77	63	55	31	57	1832	120	47	2345	43
Added Vol:	0	0	0	0	0	0	0	57	0	0	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	50	77	63	55	31	57	1889	120	47	2454	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	163	54	84	68	60	34	62	2053	130	51	2667	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	54	84	68	60	34	62	2053	130	51	2667	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	163	54	84	68	60	34	62	2053	130	51	2667	47

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	0.89	0.89	0.51	0.93	0.93	0.93	0.94	0.97	0.93	0.94	0.98
Lanes:	1.00	0.39	0.61	1.00	0.64	0.36	1.00	2.83	0.17	1.00	2.95	0.05
Final Sat.:	1179	666	1026	978	1127	635	1769	5031	320	1769	5291	93

Capacity Analysis Module:

Vol/Sat:	0.14	0.08	0.08	0.07	0.05	0.05	0.04	0.41	0.41	0.03	0.50	0.50
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.05	0.65	0.65	0.07	0.68	0.68
Volume/Cap:	0.72	0.43	0.43	0.37	0.28	0.28	0.74	0.62	0.62	0.40	0.74	0.74
Delay/Veh:	52.9	40.1	40.1	39.9	38.5	38.5	81.2	11.5	11.5	50.7	12.2	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	40.1	40.1	39.9	38.5	38.5	81.2	11.5	11.5	50.7	12.2	12.2
LOS by Move:	D	D	D	D	D	D	F	B	B	D	B	B
DesignQueue:	8	7	7	3	5	5	4	18	18	3	21	21

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Paseo Del Rey / Telegraph Canyon Rd

Cycle (sec): 155 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 12 Average Delay (sec/veh): 14.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	1	0	1	0	2	1	0	2

Volume Module: >> Count Date: 27 Sep 2005 <<

Base Vol:	0	0	1	94	0	96	142	1785	1	2	2394	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1	94	0	96	142	1785	1	2	2394	111
Added Vol:	0	0	0	0	0	0	0	57	0	0	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1	94	0	96	142	1842	1	2	2503	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	1	103	0	105	156	2022	1	2	2748	122
Reduct Vol:	0	0	0	0	0	20	0	0	0	0	0	0
Reduced Vol:	0	0	1	103	0	85	156	2022	1	2	2748	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	103	0	85	156	2022	1	2	2748	122

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.93	1.00	0.83	0.93	0.95	0.98	0.93	0.94	0.97
Lanes:	0.00	0.00	1.00	2.00	0.00	1.00	1.00	2.99	0.01	1.00	2.88	0.12
Final Sat.:	0	0	1611	3545	0	1583	1769	5397	3	1769	5139	228

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.09	0.37	0.37	0.00	0.53	0.53
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.07	0.00	0.07	0.12	0.78	0.78	0.07	0.73	0.73
Volume/Cap:	0.00	0.00	0.73	0.40	0.00	0.73	0.73	0.48	0.48	0.02	0.73	0.73
Delay/Veh:	0.0	0.0	504.9	69.5	0.0	91.7	78.3	6.0	6.0	67.6	13.0	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	504.9	69.5	0.0	91.7	78.3	6.0	6.0	67.6	13.0	13.0
LOS by Move:	A	A	F	E	A	F	E	A	A	E	B	B
DesignQueue:	0	0	0	4	0	7	12	15	15	0	27	27

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Medical Center Dr / Telegraph Canyon Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.690

Loss Time (sec): 9 Average Delay (sec/veh): 12.1

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	0	0	0	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	0	0	0	0	3	0	1	0

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	350	0	202	0	0	0	0	1501	462	219	2060	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	0	202	0	0	0	0	1501	462	219	2060	0
Added Vol:	0	0	6	0	0	0	0	57	0	11	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	0	208	0	0	0	0	1558	462	230	2169	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	379	0	225	0	0	0	0	1686	500	249	2347	0
Reduct Vol:	0	0	45	0	0	0	0	0	90	0	0	0
Reduced Vol:	379	0	180	0	0	0	0	1686	410	249	2347	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	379	0	180	0	0	0	0	1686	410	249	2347	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.83	0.93	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3432	0	1583	0	0	0	0	5083	1583	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.33	0.26	0.14	0.46	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.48	0.48	0.20	0.68	0.00
Volume/Cap:	0.67	0.00	0.69	0.00	0.00	0.00	0.00	0.69	0.54	0.69	0.67	0.00
Delay/Veh:	26.6	0.0	31.2	0.0	0.0	0.0	0.0	12.9	11.7	27.7	6.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.6	0.0	31.2	0.0	0.0	0.0	0.0	12.9	11.7	27.7	6.1	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	C	A	A
DesignQueue:	6	0	5	0	0	0	0	12	8	7	10	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Paseo Ladera / Telegraph Canyon Rd

Cycle (sec): 115 Critical Vol./Cap.(X): 0.752

Loss Time (sec): 12 Average Delay (sec/veh): 35.1

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	1	0	2

Volume Module:	>>	Count	Date:	4 Oct 2005	<<							
Base Vol:	257	132	105	63	74	179	101	1554	74	64	1805	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	132	105	63	74	179	101	1554	74	64	1805	63
Added Vol:	0	0	6	0	0	0	0	63	0	11	120	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	132	111	63	74	179	101	1617	74	75	1925	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	283	145	122	69	81	197	111	1779	81	83	2118	69
Reduct Vol:	0	0	20	0	0	40	0	0	0	0	0	0
Reduced Vol:	283	145	102	69	81	157	111	1779	81	83	2118	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	283	145	102	69	81	157	111	1779	81	83	2118	69

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.94	0.97	0.93	0.94	0.98	
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.87	0.13	1.00	2.91	0.09	
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	5127	235	1769	5202	170	

Capacity Analysis Module:	Vol/Sat:	0.16	0.08	0.06	0.04	0.04	0.10	0.06	0.35	0.35	0.05	0.41	0.41
Crit Moves:	****				****			****			****		
Green/Cycle:	0.18	0.29	0.29	0.07	0.18	0.18	0.07	0.47	0.47	0.06	0.46	0.46	
Volume/Cap:	0.88	0.27	0.22	0.56	0.24	0.54	0.88	0.74	0.74	0.74	0.88	0.88	
Delay/Veh:	69.7	31.4	30.9	57.5	40.5	44.8	99.5	26.0	26.0	75.8	32.3	32.3	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	69.7	31.4	30.9	57.5	40.5	44.8	99.5	26.0	26.0	75.8	32.3	32.3	
LOS by Move:	E	C	C	E	D	D	F	C	C	E	C	C	
DesignQueue:	15	7	5	4	4	8	7	24	24	5	29	29	

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Paseo Ranchero/Heritage Rd / Telegraph Canyon Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.915

Loss Time (sec): 12 Average Delay (sec/veh): 34.2

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	2	0	3	0	2	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	491	759	167	204	577	220	196	1241	249	64	1212	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	491	759	167	204	577	220	196	1241	249	64	1212	236
Added Vol:	0	0	0	6	0	0	0	69	0	0	131	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	491	759	167	210	577	220	196	1310	249	64	1343	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	527	814	179	225	619	236	210	1406	267	69	1441	265
Reduct Vol:	0	0	20	0	0	0	0	0	35	0	0	0
Reduced Vol:	527	814	159	225	619	236	210	1406	232	69	1441	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	527	814	159	225	619	236	210	1406	232	69	1441	265

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.94	0.94	0.90	0.89	0.83	0.90	0.92	0.96
Lanes:	2.00	2.00	1.00	2.00	1.45	0.55	2.00	3.00	1.00	2.00	2.55	0.45
Final Sat.:	3432	3538	1583	3432	2586	986	3432	5083	1583	3432	4455	819

Capacity Analysis Module:

Vol/Sat:	0.15	0.23	0.10	0.07	0.24	0.24	0.06	0.28	0.15	0.02	0.32	0.32
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.34	0.34	0.09	0.26	0.26	0.07	0.34	0.34	0.08	0.35	0.35
Volume/Cap:	0.92	0.67	0.29	0.76	0.91	0.91	0.92	0.81	0.43	0.26	0.92	0.92
Delay/Veh:	52.3	23.8	19.4	46.9	41.5	41.5	74.4	26.8	20.8	35.3	32.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	23.8	19.4	46.9	41.5	41.5	74.4	26.8	20.8	35.3	32.4	32.4
LOS by Move:	D	C	B	D	D	D	E	C	C	D	C	C
DesignQueue:	10	13	5	5	15	15	5	16	7	1	18	18

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Oaty Lakes Rd/La Media Rd / Telegraph Canyon Rd

Cycle (sec): 75 Critical Vol./Cap.(X): 0.699

Loss Time (sec): 12 Average Delay (sec/veh): 28.4

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	2	0	2	2	0	3	2	0	3

Volume Module:	>>	Count	Date:	4 Oct 2005	<<							
Base Vol:	447	785	375	131	375	111	367	888	333	199	900	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	447	785	375	131	375	111	367	888	333	199	900	250
Added Vol:	0	0	6	29	0	0	0	74	0	11	142	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	447	785	381	160	375	111	367	962	333	210	1042	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	479	841	408	171	402	119	393	1031	357	225	1117	326
Reduct Vol:	0	0	55	0	0	35	0	0	40	0	0	80
Reduced Vol:	479	841	353	171	402	84	393	1031	317	225	1117	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	479	841	353	171	402	84	393	1031	317	225	1117	246

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.73	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	2.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	2786	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.13	0.05	0.11	0.05	0.11	0.20	0.20	0.07	0.22	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.36	0.46	0.09	0.28	0.42	0.14	0.30	0.30	0.10	0.26	0.26
Volume/Cap:	0.85	0.66	0.28	0.58	0.41	0.13	0.85	0.68	0.67	0.67	0.85	0.60
Delay/Veh:	41.7	21.5	12.8	36.0	22.2	13.6	45.1	24.5	27.0	37.9	31.6	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	21.5	12.8	36.0	22.2	13.6	45.1	24.5	27.0	37.9	31.6	26.8
LOS by Move:	D	C	B	D	C	B	D	C	C	D	C	C
DesignQueue:	9	13	5	3	7	2	8	12	10	4	13	8

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Rutgers Ave / Telegraph Canyon Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.680

Loss Time (sec): 9 Average Delay (sec/veh): 11.7

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	2	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	0	0	0	134	0	209	174	1308	0	11	1162	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	134	0	209	174	1308	0	11	1162	195
Added Vol:	0	0	0	0	0	0	0	109	0	0	207	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	134	0	209	174	1417	0	11	1369	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	154	0	240	200	1627	0	13	1572	224
Reduct Vol:	0	0	0	0	0	40	0	0	0	0	0	0
Reduced Vol:	0	0	0	154	0	200	200	1627	0	13	1572	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	154	0	200	200	1627	0	13	1572	224

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	0.93	0.92	0.96
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	2.64	0.36
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	1769	4636	660

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.13	0.11	0.32	0.00	0.01	0.34	0.34
Crit Moves:						****	****			****		
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.17	0.65	0.00	0.01	0.50	0.50
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.68	0.68	0.49	0.00	0.49	0.68	0.68
Delay/Veh:	0.0	0.0	0.0	22.8	0.0	29.1	29.9	5.5	0.0	43.5	12.2	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.8	0.0	29.1	29.9	5.5	0.0	43.5	12.2	12.2
LOS by Move:	A	A	A	C	A	C	C	A	A	D	B	B
DesignQueue:	0	0	0	4	0	6	6	8	0	0	11	11

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 SR-125 SB Ramps / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 9 Average Delay (sec/veh): 6.3
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	232	0	42	0	1447	42	0	1178	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	232	0	42	0	1447	42	0	1178	112
Added Vol:	0	0	0	34	0	0	0	109	0	0	207	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	266	0	42	0	1556	42	0	1385	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	0	0	0	288	0	46	0	1686	46	0	1501	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	288	0	46	0	1686	46	0	1501	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	288	0	46	0	1686	46	0	1501	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	1583	0	5083	1900

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.03	0.00	0.33	0.03	0.00	0.30	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.68	0.68	0.00	0.68	0.00
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.17	0.00	0.49	0.04	0.00	0.44	0.00
Delay/Veh:	0.0	0.0	0.0	23.1	0.0	21.5	0.0	4.8	3.2	0.0	4.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.1	0.0	21.5	0.0	4.8	3.2	0.0	4.5	0.0
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
DesignQueue:	0	0	0	4	0	1	0	7	0	0	6	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 SR-125 NB Ramps / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 9 Average Delay (sec/veh): 3.1
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	3	0	0	3

Volume Module:

Base Vol:	11	0	78	0	0	0	0	1497	188	0	1279	456
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	0	78	0	0	0	0	1497	188	0	1279	456
Added Vol:	0	0	15	0	0	0	0	143	0	0	236	66
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	0	93	0	0	0	0	1640	188	0	1515	522
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94
PHF Volume:	12	0	99	0	0	0	0	1737	0	0	1605	553
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	80
Reduced Vol:	12	0	99	0	0	0	0	1737	0	0	1605	473
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	12	0	99	0	0	0	0	1737	0	0	1605	473

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	0.83
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1769	0	2786	0	0	0	0	5083	1900	0	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.04	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.32	0.30
Crit Moves:			****					****			****	
Green/Cycle:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.77	0.00	0.00	0.77	0.77
Volume/Cap:	0.08	0.00	0.44	0.00	0.00	0.00	0.00	0.44	0.00	0.00	0.41	0.39
Delay/Veh:	25.8	0.0	27.8	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.4	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	0.0	27.8	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.4	2.5
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
DesignQueue:	0	0	2	0	0	0	0	5	0	0	5	4

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Eastlake Pkwy / Otay Lakes Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 12 Average Delay (sec/veh): 29.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0

Volume Module:	>>	Count	Date:	4 Oct 2005	<<							
Base Vol:	535	331	191	48	239	191	331	800	281	184	794	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	535	331	191	48	239	191	331	800	281	184	794	70
Added Vol:	0	0	11	11	0	0	0	170	0	22	324	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	535	331	202	59	239	191	331	970	281	206	1118	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	559	346	211	62	250	200	346	1014	294	215	1168	96
Reduct Vol:	0	0	30	0	0	25	0	0	45	0	0	0
Reduced Vol:	559	346	181	62	250	175	346	1014	249	215	1168	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	559	346	181	62	250	175	346	1014	249	215	1168	96

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.73	0.90	0.93	0.97
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	2.00	2.00	2.78	0.22
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	2786	3432	4934	406

Capacity Analysis Module:												
Vol/Sat:	0.16	0.10	0.11	0.02	0.07	0.11	0.10	0.20	0.09	0.06	0.24	0.24
Crit Moves:	****				****		****				****	
Green/Cycle:	0.20	0.36	0.45	0.09	0.25	0.37	0.12	0.32	0.52	0.09	0.29	0.29
Volume/Cap:	0.82	0.27	0.25	0.21	0.29	0.30	0.82	0.63	0.17	0.67	0.82	0.82
Delay/Veh:	40.2	19.4	14.5	36.5	26.1	19.2	48.2	25.5	10.9	42.4	31.7	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	19.4	14.5	36.5	26.1	19.2	48.2	25.5	10.9	42.4	31.7	31.7
LOS by Move:	D	B	B	D	C	B	D	C	B	D	C	C
DesignQueue:	11	6	5	1	5	5	8	13	3	5	16	16

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Lane Ave / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 9 Average Delay (sec/veh): 11.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	2	0	3	0	0	2

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	0	0	0	38	0	178	486	526	0	0	859	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	38	0	178	486	526	0	0	859	93
Added Vol:	0	0	0	23	0	0	0	193	0	0	367	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	61	0	178	486	719	0	0	1226	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	70	0	204	557	825	0	0	1406	157
Reduct Vol:	0	0	0	0	0	40	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	0	164	557	825	0	0	1406	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	70	0	164	557	825	0	0	1406	157

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	1.00	0.86	0.90	0.89	1.00	1.00	0.93	0.97
Lanes:	0.00	0.00	0.00	1.30	0.00	1.70	2.00	3.00	0.00	0.00	2.71	0.29
Final Sat.:	0	0	0	2132	0	2792	3432	5083	0	0	4784	535

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.06	0.16	0.16	0.00	0.00	0.29	0.29
Crit Moves:						****	****			****		
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.27	0.75	0.00	0.00	0.49	0.49
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.61	0.61	0.22	0.00	0.00	0.61	0.61
Delay/Veh:	0.0	0.0	0.0	25.6	0.0	28.7	20.4	2.2	0.0	0.0	11.7	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.6	0.0	28.7	20.4	2.2	0.0	0.0	11.7	11.7
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
DesignQueue:	0	0	0	2	0	3	7	3	0	0	10	10

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Fenton St / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.483

Loss Time (sec): 9 Average Delay (sec/veh): 7.1

Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	2	1

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	0	0	0	71	0	23	131	463	0	0	911	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	71	0	23	131	463	0	0	911	211
Added Vol:	0	0	0	0	0	0	0	216	0	0	411	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	71	0	23	131	679	0	0	1322	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	72	0	23	133	690	0	0	1343	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	72	0	23	133	690	0	0	1343	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	72	0	23	133	690	0	0	1343	214

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	1.00	0.92	0.96
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.60	0.40
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	0	4558	727

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.01	0.08	0.14	0.00	0.00	0.29	0.29
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.08	0.16	0.77	0.00	0.00	0.61	0.61
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.17	0.48	0.18	0.00	0.00	0.48	0.48
Delay/Veh:	0.0	0.0	0.0	28.7	0.0	26.2	24.5	1.9	0.0	0.0	6.6	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.7	0.0	26.2	24.5	1.9	0.0	0.0	6.6	6.6
LOS by Move:	A	A	A	C	A	C	C	A	A	A	A	A
DesignQueue:	0	0	0	2	0	1	4	2	0	0	8	8

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Hunte Pkwy / Otay Lakes Rd

Cycle (sec): 75 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 12 Average Delay (sec/veh): 26.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	365	471	77	37	333	270	224	114	180	137	441	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	471	77	37	333	270	224	114	180	137	441	86
Added Vol:	0	0	105	28	0	0	0	216	0	200	411	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	365	471	182	65	333	270	224	330	180	337	852	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	422	545	211	75	385	313	259	382	208	390	986	162
Reduct Vol:	0	0	15	0	0	50	0	0	0	0	0	10
Reduced Vol:	422	545	196	75	385	263	259	382	208	390	986	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	422	545	196	75	385	263	259	382	208	390	986	152

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.88	0.93	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	3350	1763	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.12	0.15	0.12	0.02	0.11	0.17	0.08	0.11	0.12	0.11	0.19	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.36	0.36	0.09	0.28	0.28	0.09	0.24	0.24	0.15	0.30	0.30
Volume/Cap:	0.74	0.43	0.34	0.26	0.39	0.59	0.80	0.48	0.49	0.74	0.65	0.32
Delay/Veh:	34.8	18.4	17.9	32.5	22.1	25.5	46.6	24.7	24.9	35.8	23.8	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	18.4	17.9	32.5	22.1	25.5	46.6	24.7	24.9	35.8	23.8	20.8
LOS by Move:	C	B	B	C	C	C	D	C	C	D	C	C
DesignQueue:	8	8	5	1	6	8	5	7	7	7	11	5

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Woods Dr / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 1.008

Loss Time (sec): 0 Average Delay (sec/veh): 16.0

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	5	18	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	1	0	2	1	0	2	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	3	2	0	113	3	343	117	119	15	3	320	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	2	0	113	3	343	117	119	15	3	320	162
Added Vol:	0	0	0	29	0	0	0	349	0	0	664	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	2	0	142	3	343	117	468	15	3	984	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
PHF Volume:	4	3	0	196	4	473	161	646	21	4	1357	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	3	0	196	4	473	161	646	21	4	1357	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	3	0	196	4	473	161	646	21	4	1357	298

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.93	0.83	0.83	0.93	0.94	0.98	0.93	0.91	0.95
Lanes:	0.60	0.40	0.00	1.00	0.01	0.99	1.00	2.91	0.09	1.00	2.48	0.52
Final Sat.:	1085	723	0	1769	14	1571	1769	5206	167	1769	4307	945

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.11	0.30	0.30	0.09	0.12	0.12	0.00	0.32	0.32
Crit Moves:	****			****			****			****		
Green/Cycle:	0.31	0.30	0.00	0.45	0.44	0.44	0.12	0.39	0.39	0.16	0.43	0.43
Volume/Cap:	0.02	0.01	0.00	0.28	0.68	0.68	0.74	0.32	0.32	0.01	0.74	0.74
Delay/Veh:	18.7	14.8	0.0	10.4	15.9	15.9	37.9	12.9	12.9	21.1	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.7	14.8	0.0	10.4	15.9	15.9	37.9	12.9	12.9	21.1	15.7	15.7
LOS by Move:	B	B	A	B	B	B	D	B	B	C	B	B
DesignQueue:	0	0	0	4	9	9	5	5	5	0	12	12

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Lake Crest Dr / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 9 Average Delay (sec/veh): 16.0
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	0	0	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	1	0	2	0	1	1

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	400	0	1	0	0	0	0	73	151	1	87	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	0	1	0	0	0	0	73	151	1	87	0
Added Vol:	0	0	23	0	0	0	0	378	0	44	719	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	0	24	0	0	0	0	451	151	45	806	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	487	0	29	0	0	0	0	549	184	55	982	0
Reduct Vol:	0	0	0	0	0	0	0	0	15	0	0	0
Reduced Vol:	487	0	29	0	0	0	0	549	169	55	982	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	487	0	29	0	0	0	0	549	169	55	982	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.83	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	1900	3538	1583	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.28	0.00	0.02	0.00	0.00	0.00	0.00	0.16	0.11	0.03	0.19	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.49	0.00	0.49	0.00	0.00	0.00	0.00	0.28	0.28	0.08	0.36	0.00
Volume/Cap:	0.56	0.00	0.04	0.00	0.00	0.00	0.00	0.56	0.39	0.37	0.54	0.00
Delay/Veh:	11.6	0.0	8.0	0.0	0.0	0.0	0.0	19.3	18.2	27.6	15.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	0.0	8.0	0.0	0.0	0.0	0.0	19.3	18.2	27.6	15.6	0.0
LOS by Move:	B	A	A	A	A	A	A	B	B	C	B	A
DesignQueue:	9	0	0	0	0	0	0	7	4	2	8	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Wueste Rd / Otay Lakes Rd

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[15.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	2

Volume Module:

Base Vol:	5	0	14	0	0	0	0	61	7	33	115	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	14	0	0	0	0	61	7	33	115	0
Added Vol:	0	0	103	0	0	0	0	400	0	196	762	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	117	0	0	0	0	461	7	229	877	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	6	0	147	0	0	0	0	581	9	288	1105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	147	0	0	0	0	581	9	288	1105	0

Critical Gap Module:

Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1714	2266	295	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	589	xxxx	xxxxx
Potent Cap.:	81	40	702	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	982	xxxx	xxxxx
Move Cap.:	63	28	702	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	982	xxxx	xxxxx
Volume/Cap:	0.10	0.00	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.29	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	495	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.5			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #21 Campo Rd/SR-94 / Otay Lakes Road/Honey Springs Rd

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: C [16.4]

Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign							
Rights:	Include			Include			Include			Include							
Lanes:	1	0	1	0	0	1	0	0	1	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	78	338	0	0	67	57	26	0	42	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	338	0	0	67	57	26	0	42	0	0	0
Added Vol:	23	0	0	0	0	34	65	11	44	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	338	0	0	67	91	91	11	86	0	6	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	106	356	0	0	71	96	96	12	91	0	6	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	106	356	0	0	71	96	96	12	91	0	6	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	6.5	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	xxxxx

Capacity Module:

Cnflct Vol:	166	xxxx	xxxxx	xxxx	xxxx	xxxxx	690	687	118	xxxx	735	xxxxx
Potent Cap.:	1412	xxxx	xxxxx	xxxx	xxxx	xxxxx	359	370	933	xxxx	347	xxxxx
Move Cap.:	1412	xxxx	xxxxx	xxxx	xxxx	xxxxx	334	342	933	xxxx	321	xxxxx
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.29	0.03	0.10	xxxx	0.02	xxxx

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0.1	xxxxx			
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.4	xxxxx			
LOS by Move:	A	*	*	*	*	*	*	*	*	*	C	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	335	xxxx	780	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.4	xxxx	0.4	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.8	xxxx	10.3	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	C	*	B	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			15.7			16.4					
ApproachLOS:	*			*			C			C					

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 East Palomar St / Olympic Pkwy

Cycle (sec): 75 Critical Vol./Cap.(X): 0.579
 Loss Time (sec): 12 Average Delay (sec/veh): 27.1
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	2	0	3	0	1	1

Volume Module: >> Count Date: 22 Sep 2005 << AM Peak

Base Vol:	239	223	295	292	174	156	84	704	69	103	869	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	223	295	292	174	156	84	704	69	103	869	181
Added Vol:	0	0	6	6	0	0	0	29	0	11	54	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	223	301	298	174	156	84	733	69	114	923	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	266	248	335	332	194	174	94	816	77	127	1028	214
Reduct Vol:	0	0	0	0	0	0	0	0	15	0	0	25
Reduced Vol:	266	248	335	332	194	174	94	816	62	127	1028	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	266	248	335	332	194	174	94	816	62	127	1028	189

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.90	0.91	0.91	0.90	0.89	0.83	0.93	0.89	0.83
Lanes:	1.00	1.00	1.00	2.00	1.05	0.95	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1769	1702	1702	3432	1824	1635	3432	5083	1583	1769	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.15	0.15	0.20	0.10	0.11	0.11	0.03	0.16	0.04	0.07	0.20	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.21	0.36	0.36	0.13	0.28	0.28	0.07	0.26	0.26	0.09	0.28	0.28
Volume/Cap:	0.71	0.40	0.54	0.77	0.38	0.38	0.41	0.62	0.15	0.78	0.71	0.42
Delay/Veh:	34.0	17.9	19.4	39.8	22.0	22.0	34.8	25.6	21.7	54.0	25.9	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	17.9	19.4	39.8	22.0	22.0	34.8	25.6	21.7	54.0	25.9	22.5
LOS by Move:	C	B	B	D	C	C	C	C	C	D	C	C
DesignQueue:	9	7	9	6	6	6	2	10	2	5	12	6

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 SR-125 SB Ramps / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 9 Average Delay (sec/veh): 4.6
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	109	0	84	0	1233	75	0	1048	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	109	0	84	0	1233	75	0	1048	104
Added Vol:	0	0	0	0	0	0	0	40	0	0	76	80
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	109	0	84	0	1273	75	0	1124	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	0	0	0	119	0	92	0	1391	82	0	1228	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	119	0	92	0	1391	82	0	1228	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	119	0	92	0	1391	82	0	1228	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.89	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	1.56	0.00	1.44	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2651	0	2431	0	5083	1583	0	5083	1900

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.00	0.27	0.05	0.00	0.24	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.00	0.73	0.73	0.00	0.73	0.00
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.31	0.00	0.37	0.07	0.00	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	24.8	0.0	24.4	0.0	3.1	2.3	0.0	2.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.8	0.0	24.4	0.0	3.1	2.3	0.0	2.9	0.0
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
DesignQueue:	0	0	0	2	0	2	0	5	1	0	4	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 SR-125 NB Ramps / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 9 Average Delay (sec/veh): 3.3
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	0	0	0	0	3	0	1	2

Volume Module:

Base Vol:	12	0	19	0	0	0	0	1000	285	0	1150	614
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	0	19	0	0	0	0	1000	285	0	1150	614
Added Vol:	0	0	42	0	0	0	0	40	0	0	156	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	0	61	0	0	0	0	1040	285	0	1306	614
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.97
PHF Volume:	12	0	63	0	0	0	0	1069	0	0	1342	631
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	55
Reduced Vol:	12	0	63	0	0	0	0	1069	0	0	1342	576
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	12	0	63	0	0	0	0	1069	0	0	1342	576

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	0.73
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3432	0	1583	0	0	0	0	5083	1900	0	5083	2786

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.26	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.74	0.00	0.00	0.74	0.74
Volume/Cap:	0.03	0.00	0.36	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.36	0.28
Delay/Veh:	23.8	0.0	25.9	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.8	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	0.0	25.9	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.8	2.6
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
DesignQueue:	0	0	2	0	0	0	0	4	0	0	5	3

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Eastlake Pkwy / Olympic Pkwy

Cycle (sec): 70 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 12 Average Delay (sec/veh): 22.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	21	0	5	21	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	2	0	3	0	1	2

Volume Module:	>>	Count	Date:	27 Sep 2005	<<	AM Peak						
Base Vol:	275	229	39	60	168	168	202	426	226	83	917	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	229	39	60	168	168	202	426	226	83	917	76
Added Vol:	0	0	46	0	0	0	0	99	0	87	189	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	229	85	60	168	168	202	525	226	170	1106	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	286	238	88	62	174	174	210	545	235	177	1148	79
Reduct Vol:	0	0	0	0	0	40	0	0	20	0	0	20
Reduced Vol:	286	238	88	62	174	134	210	545	215	177	1148	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	286	238	88	62	174	134	210	545	215	177	1148	59

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.89	0.73	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	5083	1583	3432	5083	2786	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.06	0.02	0.03	0.05	0.06	0.11	0.14	0.05	0.23	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.34	0.42	0.08	0.30	0.39	0.09	0.33	0.33	0.08	0.32	0.32
Volume/Cap:	0.70	0.14	0.13	0.23	0.11	0.12	0.70	0.32	0.41	0.65	0.70	0.12
Delay/Veh:	35.0	16.1	12.7	30.6	17.8	13.9	38.3	17.7	18.6	36.9	22.1	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	16.1	12.7	30.6	17.8	13.9	38.3	17.7	18.6	36.9	22.1	16.8
LOS by Move:	D	B	B	C	B	B	D	B	B	D	C	B
DesignQueue:	5	2	2	1	2	2	4	5	6	3	12	2

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Hunte Pkwy / Olympic Pkwy

Cycle (sec): 75 Critical Vol./Cap.(X): 0.368
Loss Time (sec): 12 Average Delay (sec/veh): 21.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	21	0	5	21	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	2	0	2	1	0	2

Volume Module:	>>	Count	Date:	22 Sep 2005	<<	AM Peak						
Base Vol:	40	172	29	37	172	395	272	144	20	26	310	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	172	29	37	172	395	272	144	20	26	310	83
Added Vol:	0	0	34	0	0	167	88	57	0	65	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	172	63	37	172	562	360	201	20	91	419	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	44	187	69	40	187	612	392	219	22	99	456	90
Reduct Vol:	0	0	0	0	0	75	0	0	0	0	0	0
Reduced Vol:	44	187	69	40	187	537	392	219	22	99	456	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	187	69	40	187	537	392	219	22	99	456	90

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.94	0.90	0.93	0.83	0.90	0.93	0.97	0.90	0.93	0.83	
Lanes:	2.00	2.22	0.78	2.00	2.00	1.00	2.00	2.74	0.26	2.00	2.00	1.00	
Final Sat.:	3432	3792	1389	3432	3538	1583	3432	4847	482	3432	3538	1583	

Capacity Analysis Module:	Vol/Sat:	0.01	0.05	0.05	0.01	0.05	0.34	0.11	0.05	0.05	0.03	0.13	0.06
Crit Moves:	****				****			****			****		
Green/Cycle:	0.07	0.28	0.28	0.07	0.28	0.49	0.21	0.40	0.40	0.09	0.28	0.28	
Volume/Cap:	0.19	0.18	0.18	0.18	0.19	0.69	0.54	0.11	0.11	0.30	0.46	0.20	
Delay/Veh:	33.5	20.5	20.5	33.4	20.6	17.2	27.0	14.2	14.2	32.2	22.7	20.8	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	33.5	20.5	20.5	33.4	20.6	17.2	27.0	14.2	14.2	32.2	22.7	20.8	
LOS by Move:	C	C	C	C	C	B	C	B	B	C	C	C	
DesignQueue:	1	3	3	1	3	12	7	2	2	2	7	3	

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Olympic Vista Rd / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.218
Loss Time (sec): 12 Average Delay (sec/veh): 18.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	18	0	5	18	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	2	0	1	1	0	1

Volume Module:

Base Vol:	101	2	0	5	5	237	79	111	23	0	143	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	2	0	5	5	237	79	111	23	0	143	1
Added Vol:	0	0	0	0	0	0	0	92	0	0	174	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	2	0	5	5	237	79	203	23	0	317	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	105	2	0	5	5	245	82	210	24	0	328	1
Reduct Vol:	0	0	0	0	0	45	0	0	0	0	0	0
Reduced Vol:	105	2	0	5	5	200	82	210	24	0	328	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	2	0	5	5	200	82	210	24	0	328	1

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	1.00	0.93	0.98	0.83	0.90	0.97	0.97	1.00	0.98	0.98
Lanes:	1.00	1.00	0.00	1.00	1.00	1.00	2.00	1.80	0.20	1.00	1.99	0.01
Final Sat.:	1769	1862	0	1769	1862	1583	3432	3295	373	1900	3712	12

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.00	0.00	0.00	0.13	0.02	0.06	0.06	0.00	0.09	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.37	0.00	0.10	0.30	0.30	0.08	0.33	0.33	0.00	0.25	0.25
Volume/Cap:	0.35	0.00	0.00	0.03	0.01	0.42	0.29	0.19	0.19	0.00	0.35	0.35
Delay/Veh:	22.9	12.1	0.0	24.4	14.7	17.4	26.4	14.3	14.3	0.0	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.9	12.1	0.0	24.4	14.7	17.4	26.4	14.3	14.3	0.0	18.7	18.7
LOS by Move:	C	B	A	C	B	B	C	B	B	A	B	B
DesignQueue:	3	0	0	0	0	5	1	3	3	0	4	4

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Olympic Pkwy / Wueste Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.165
Loss Time (sec): 9 Average Delay (sec/veh): 5.3
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	12	0	5	12	0	0	0	0	0	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	43	30	9	54	0	0	0	0	2	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	43	30	9	54	0	0	0	0	2	0	3
Added Vol:	0	92	0	22	174	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	135	30	31	228	0	0	0	0	2	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
PHF Volume:	0	191	43	44	323	0	0	0	0	3	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	191	43	44	323	0	0	0	0	3	0	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	191	43	44	323	0	0	0	0	3	0	20

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.83	0.93	0.98	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1862	1583	1769	1862	0	0	0	0	1769	0	1583

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.10	0.03	0.02	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.01
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.62	0.62	0.15	0.77	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.16	0.04	0.16	0.22	0.00	0.00	0.00	0.00	0.02	0.00	0.16
Delay/Veh:	0.0	4.8	4.4	22.5	1.9	0.0	0.0	0.0	0.0	25.7	0.0	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.8	4.4	22.5	1.9	0.0	0.0	0.0	0.0	25.7	0.0	26.6
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	C
DesignQueue:	0	2	1	1	3	0	0	0	0	0	0	1

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Lake Crest Dr / Wueste Rd

Cycle (sec): 65 Critical Vol./Cap.(X): 0.203

Loss Time (sec): 9 Average Delay (sec/veh): 13.5

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	12	0	5	12	0	0	0	0	0	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	25	17	2	21	0	0	0	0	40	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	25	17	2	21	0	0	0	0	40	0	0
Added Vol:	0	0	103	0	0	0	0	0	0	196	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	25	120	2	21	0	0	0	0	236	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	30	142	2	25	0	0	0	0	279	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	142	2	25	0	0	0	0	279	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	30	142	2	25	0	0	0	0	279	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.83	0.93	0.98	1.00	1.00	1.00	1.00	0.93	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1862	1583	1769	1862	0	0	0	0	1769	0	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.09	0.00	0.01	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.18	0.18	0.08	0.26	0.00	0.00	0.00	0.00	0.60	0.00	0.00
Volume/Cap:	0.00	0.09	0.48	0.02	0.05	0.00	0.00	0.00	0.00	0.26	0.00	0.00
Delay/Veh:	0.0	22.1	25.0	27.8	18.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.1	25.0	27.8	18.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0
LOS by Move:	A	C	C	C	B	A	A	A	A	A	A	A
DesignQueue:	0	1	4	0	1	0	0	0	0	4	0	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 La Media Rd / Otay Mesa Rd

Cycle (sec): 115 Critical Vol./Cap.(X): 0.844
Loss Time (sec): 12 Average Delay (sec/veh): 52.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected			Protected			Protected			Protected								
Rights:	Include			Include			Include			Include								
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0						
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0						
Lanes:	1	0	1	0	1	0	1	0	1	0	3	0	1	1	0	2	1	0

Volume Module:

Base Vol:	36	122	549	20	73	24	30	196	70	302	188	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	122	549	20	73	24	30	196	70	302	188	23
Added Vol:	0	0	23	0	0	0	0	0	0	44	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	122	572	20	73	24	30	196	70	346	188	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	41	137	644	23	82	27	34	221	79	390	212	26
Reduct Vol:	0	0	0	0	0	0	0	0	50	0	0	0
Reduced Vol:	41	137	644	23	82	27	34	221	29	390	212	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	137	644	23	82	27	34	221	29	390	212	26

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.86	0.86	0.93	0.94	0.94	0.93	0.89	0.83	0.93	0.93	0.96
Lanes:	1.00	0.18	0.82	1.00	0.75	0.25	1.00	3.00	1.00	1.00	2.68	0.32
Final Sat.:	1769	287	1344	1769	1349	444	1769	5083	1583	1769	4734	579

Capacity Analysis Module:

Vol/Sat:	0.02	0.48	0.48	0.01	0.06	0.06	0.02	0.04	0.02	0.22	0.04	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.49	0.49	0.04	0.43	0.43	0.09	0.13	0.13	0.23	0.27	0.27
Volume/Cap:	0.22	0.97	0.97	0.29	0.14	0.14	0.21	0.33	0.14	0.97	0.17	0.17
Delay/Veh:	47.9	52.5	52.5	55.4	19.7	19.7	49.3	45.7	44.6	80.7	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	52.5	52.5	55.4	19.7	19.7	49.3	45.7	44.6	80.7	32.3	32.3
LOS by Move:	D	D	D	E	B	B	D	D	D	F	C	C
DesignQueue:	2	28	28	1	4	4	2	5	2	20	4	4

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 SR-125 SB / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.457

Loss Time (sec): 0 Average Delay (sec/veh): 9.9

Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	0	3	0

Volume Module:

Base Vol:	0	0	0	444	0	344	0	656	0	0	155	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	444	0	344	0	656	0	0	155	0
Added Vol:	0	0	0	0	0	44	0	23	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	444	0	388	0	679	0	0	155	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	0	0	536	0	468	0	819	0	0	187	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	536	0	468	0	819	0	0	187	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	536	0	468	0	819	0	0	187	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	1.00	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	0	0	5083	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.30	0.00	0.16	0.00	0.00	0.04	0.00
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.65	0.00	0.65	0.00	0.35	0.00	0.00	0.35	0.00
Volume/Cap:	0.00	0.00	0.00	0.24	0.00	0.46	0.00	0.46	0.00	0.00	0.10	0.00
Delay/Veh:	0.0	0.0	0.0	4.5	0.0	5.6	0.0	15.2	0.0	0.0	13.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	4.5	0.0	5.6	0.0	15.2	0.0	0.0	13.1	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	A
DesignQueue:	0	0	0	3	0	6	0	7	0	0	1	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 SR-125 NB / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 0 Average Delay (sec/veh): 2.4
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	2	0	2	0	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	0	0	0	132	975	0	0	156	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	132	975	0	0	156	74
Added Vol:	0	0	0	0	0	0	23	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	155	975	0	0	156	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	0	0	0	191	1202	0	0	192	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	191	1202	0	0	192	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	191	1202	0	0	192	91

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.93	1.00	1.00	0.89	0.93
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.76	1.24
Final Sat.:	0	0	0	0	0	0	3432	3538	0	0	4646	2204

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.34	0.00	0.00	0.04	0.04
Crit Moves:							****			****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.57	1.00	0.00	0.00	0.43	0.43
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.34	0.00	0.00	0.10	0.10
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	5.8	0.1	0.0	0.0	10.3	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	5.8	0.1	0.0	0.0	10.3	10.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	B	B
DesignQueue:	0	0	0	0	0	0	1	0	0	0	1	1

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #39 Campo Rd/SR-94 / Melody Rd

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[12.9]

Table with columns: Approach, Movement, Control, Rights, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume. Rows for North, South, East, West.

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim. Rows for North, South, East, West.

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Rows for North, South, East, West.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Rows for North, South, East, West.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #40 Campo Rd/SR-94 / Maxfield Rd

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C [16.2]

Table with columns: Approach, Movement, Control, Rights, Lanes. Rows: North Bound, South Bound, East Bound, West Bound.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Table with columns: Critical Gp, FollowUpTim.

Capacity Module: Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Proctor Valley Rd/Jefferson Rd / Campo Rd/SR-94

Cycle (sec): 60 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 9 Average Delay (sec/veh): 13.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	12	0	0	12	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	0	1	0	0

Volume Module:

Base Vol:	98	38	2	26	28	39	13	113	29	4	461	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	38	2	26	28	39	13	113	29	4	461	59
Added Vol:	0	0	0	6	0	0	0	6	0	0	11	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	38	2	32	28	39	13	119	29	4	472	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	109	42	2	36	31	44	15	133	32	4	527	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	42	2	36	31	44	15	133	32	4	527	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	42	2	36	31	44	15	133	32	4	527	78

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.72	0.72	0.84	0.84	0.84	0.93	0.95	0.95	0.93	0.96	0.96
Lanes:	0.71	0.28	0.01	0.32	0.28	0.40	1.00	0.80	0.20	1.00	0.87	0.13
Final Sat.:	970	376	20	513	449	625	1769	1454	354	1769	1591	236

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.11	0.07	0.07	0.07	0.01	0.09	0.09	0.00	0.33	0.33
Crit Moves:	****						****			****		
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.08	0.46	0.46	0.19	0.57	0.57
Volume/Cap:	0.56	0.56	0.56	0.35	0.35	0.35	0.10	0.20	0.20	0.01	0.58	0.58
Delay/Veh:	24.3	24.3	24.3	21.3	21.3	21.3	25.7	9.8	9.8	19.7	9.3	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	24.3	24.3	21.3	21.3	21.3	25.7	9.8	9.8	19.7	9.3	9.3
LOS by Move:	C	C	C	C	C	C	C	A	A	B	A	A
DesignQueue:	4	4	4	3	3	3	0	3	3	0	10	10

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Project Drwy #1 @ Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 6 Average Delay (sec/veh): 7.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	0	0	12	0	0	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	148	0	0	78	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	148	0	0	78	0	0	0	0	0	0
Added Vol:	0	843	9	60	443	0	0	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	991	9	60	521	0	0	0	0	17	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	991	9	60	521	0	0	0	0	17	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	991	9	60	521	0	0	0	0	17	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	991	9	60	521	0	0	0	0	17	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	0.93	0.93	1.00	1.00	1.00	1.00	0.93	1.00
Lanes:	0.00	1.98	0.02	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00
Final Sat.:	0	3687	33	1769	3538	0	0	0	0	1769	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.27	0.27	0.03	0.15	0.00	0.00	0.00	0.00	0.01	0.00	
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.58	0.58	0.17	0.74	0.00	0.00	0.00	0.00	0.16	0.00	
Volume/Cap:	0.00	0.47	0.47	0.20	0.20	0.00	0.00	0.00	0.00	0.06	0.00	
Delay/Veh:	0.0	7.5	7.5	21.9	2.3	0.0	0.0	0.0	0.0	21.7	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	7.5	7.5	21.9	2.3	0.0	0.0	0.0	0.0	21.7	0.0	
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	
DesignQueue:	0	8	8	2	2	0	0	0	0	0	3	

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #43 Project Drwy #2 @ Otay Lakes Rd

Average Delay (sec/veh): 23.6 Worst Case Level Of Service: E[44.9]

Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign							
Rights:	Include			Include			Include			Include							
Lanes:	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	0	148	0	0	78	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	148	0	0	78	0	0	0	0	0	0	0
Added Vol:	0	124	4	383	77	0	0	0	0	8	0	728
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	272	4	383	155	0	0	0	0	8	0	728
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	272	4	383	155	0	0	0	0	8	0	728
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	272	4	383	155	0	0	0	0	8	0	728

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	276	xxxx	xxxxx	xxxx	xxxx	xxxxx	1195	xxxx	274
Potent Cap.:	xxxx	xxxx	xxxxx	1287	xxxx	xxxxx	xxxx	xxxx	xxxxx	206	xxxx	765
Move Cap.:	xxxx	xxxx	xxxxx	1287	xxxx	xxxxx	xxxx	xxxx	xxxxx	145	xxxx	765
Volume/Cap:	xxxx	xxxx	xxxx	0.30	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.95

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	1.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	14.4			
Control Del:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	31.2	xxxx	45.1			
LOS by Move:	*	*	*	A	*	*	*	*	*	D	*	E			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	1.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			44.9					
ApproachLOS:	*			*			*			E					

Note: Queue reported is the number of cars per lane.

Scheme Summary

Control Data

Control Data and Model Parameters

Resort Village Driveway 2	2010 Synthetic Flow Profile (veh)
Resort Village Driveway 2	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Left Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	Yes
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle ?
1	Otay Lakes Road	0	0	10.99	1	23.98	1	54.99	129.92	13.50
2	Project Driveway 2	120	0	10.99	1	31.99	1	98.00	149.93	10.00
3	Otay Lakes Road	240	0	10.99	1	27.99	1	84.97	129.92	12.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1
2	Project Driveway 2	189.96	16.01	1	13.00	1	12.01	1
3	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Otay Lakes Road	0	1.000	0	1.000	12.00	1792	0	12.01	1794	0
2	Project Driveway 2	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0
3	Otay Lakes Road	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0

Bypass Geometry

Bypass Approach Geometry (ft)

Leg	Leg Names	Bypass Type	Bypass Flows	V	nv	Vb	nvb	Vt	nvt
1	Otay Lakes Road	Exclusive	158	10.99	1	12	1	12	1

Bypass Entry and Exit Geometry (ft)

Leg	Leg Names	Entry Geometry						Leg	Leg Names	Exit Lanes	
		Eb	neb	Lb	Lt	Rb	Phib			nex	Nmx
1	Otay Lakes Road	12	1	0	130	66.0001 2883	30	2	Project Driveway 2	1	2

Bypass Entry Capacity Modifiers and Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Calibration	
		Capacity + or -	Cross Walk Factor	Intercept + or -	Slope Factor
1	Otay Lakes Road	0	1.000	0	1.000

Traffic Flow Data (veh/hr)

2010 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows				Flow Modifiers	
		Bypass	Exit-1	Exit-2	U-Turn	Trucks %	Flow Factor
1	Otay Lakes Road	158	0	384	0	2.0	1.00
2	Project Driveway 2	0	728	11	0	2.0	1.00
3	Otay Lakes Road	0	6	272	0	2.0	1.00

2010 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Otay Lakes Road	0.750	1.125	0.750	0	30	60
2	Project Driveway 2	0.750	1.125	0.750	0	30	60
3	Otay Lakes Road	0.750	1.125	0.750	0	30	60

Operational Results

2010 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Otay Lakes Road	Exclusive	158	384	272	272	17	961	1099	0.1687	0.3588
2	Project Driveway 2	None		739		384	430		1066		0.7232
3	Otay Lakes Road	None		278		11	1112		1245		0.2280

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	Exclusive	4.47	4.90	4.78	0.61	1.66	A	A	A
2	Project Driveway 2	None		11.19	11.19		8.23		B	B
3	Otay Lakes Road	None		3.62	3.62		0.86		A	A

2010 AM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Otay Lakes Road	Exclusive	178	433	307	307	19	945	1082	0.1904	0.4048
2	Project Driveway 2	None		833		433	485		1041		0.8232
3	Otay Lakes Road	None		313		12	1252		1244		0.2540

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	Exclusive	4.57	5.17	5.00	0.61	1.66	A	A	A
2	Project Driveway 2	None		13.56	13.56		8.23		B	B
3	Otay Lakes Road	None		3.67	3.67		0.86		A	A

Approach Flow Profile

2010 AM Peak - Approach Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 2	Otay Lakes Road
0.0 - 7.5	56.36	76.85	28.91
7.5 - 15.0	65.62	89.47	33.66
15.0 - 22.5	72.62	99.02	37.25
22.5 - 30.0	76.40	104.16	39.18
30.0 - 37.5	76.40	104.16	39.18
37.5 - 45.0	72.62	99.02	37.25
45.0 - 52.5	65.62	89.47	33.66
52.5 - 60.0	56.36	76.85	28.91
Peak 15 min	76.40	104.16	39.18
Peak 60 min	67.75	92.37	34.75

Exit Flow Profile

2010 AM Peak - Exit Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 2	Otay Lakes Road
0.0 - 7.5	1.77	44.69	115.51
7.5 - 15.0	2.05	52.00	134.27
15.0 - 22.5	2.27	57.57	148.55
22.5 - 30.0	2.39	60.58	156.37
30.0 - 37.5	2.40	60.61	156.66
37.5 - 45.0	2.28	57.63	149.21
45.0 - 52.5	2.07	52.11	135.18
52.5 - 60.0	1.77	44.77	116.06
0-60	17	430	1112
%Trucks	2.00	2.00	2.00

Economics

Economic Input Data

2010 - Vehicle Delay Parameters

Peaks	Peak / Day	Days / Year	Delay Cost (\$ / hour)
AM Peak	1	325	15.00
OFF Peak	14	325	15.00
PM Peak	1	325	15.00

2010 - Accident Severity Proportions and Costs

Accident Type	Proportion (%)	Cost (\$)
Fatal Vehicle Accident	0.3	0
Incapacitating Vehicle Accident	17.7	0
Non-incapacitating Vehicle Accident	82	0
Damage Only Vehicle Accident	100	0
Pedestrian Injury Accident	100	0

Economics - Results Data

2010 Delay and Accident Costs

Peak	Delay Costs		Accident Costs			Total Costs	
	Delays Veh.hrs	Costs (\$)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs (\$/year)
AM	1071.18	16068	Vehicles Injury	0.00	0	Vehicle Delay Cost	16068
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	0.00	0	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	1071.18	16068	Totals	0.00	0	TOTAL COST	16068

Global Results

Performance and Accidents

2010 AM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1401	158	1559
Capacity	veh/hr	3410	961	4371
Average Delay	sec/veh	7.97	4.47	7.61
L.O.S. (Signal)	A – F	A	A	A
L.O.S. (Unsig)	A – F	A	A	A
Total Delay	veh.hrs	3.10	0.20	3.30

Scheme Summary

Control Data

Control Data and Model Parameters

Resort Village Driveway 3	2010 Synthetic Flow Profile (veh)
Resort Village Driveway 3	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Left Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	No
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle ?
1	Otay Lakes Road	0	0	10.99	1	23.98	1	54.99	129.92	13.50
2	Project Driveway 3	120	0	10.99	1	31.99	1	98.00	149.93	10.00
3	Otay Lakes Road	240	0	10.99	1	27.99	1	84.97	129.92	12.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1
2	Project Driveway 3	189.96	16.01	1	13.00	1	12.01	1
3	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Otay Lakes Road	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0
2	Project Driveway 3	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0
3	Otay Lakes Road	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0

Traffic Flow Data (veh/hr)

2010 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows				Flow Modifiers	
		Bypass	Exit-1	Exit-2	U-Turn	Trucks %	Flow Factor
1	Otay Lakes Road	0	110	60	0	2.0	1.00
2	Project Driveway 3	0	115	106	0	2.0	1.00
3	Otay Lakes Road	0	55	161	0	2.0	1.00

2010 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Otay Lakes Road	0.750	1.125	0.750	0	30	60
2	Project Driveway 3	0.750	1.125	0.750	0	30	60
3	Otay Lakes Road	0.750	1.125	0.750	0	30	60

Operational Results

2010 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)					
			Arrival Flow		Opposing Flow		Capacity		Average VCR			
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass		
1	Otay Lakes Road	None		170		161		161		1156		0.1504
2	Project Driveway 3	None		221		60		271		1233		0.1830
3	Otay Lakes Road	None		216		106		175		1196		0.1845

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	None		3.55	3.55		0.51		A	A
2	Project Driveway 3	None		3.46	3.46		0.65		A	A
3	Otay Lakes Road	None		3.57	3.57		0.66		A	A

2010 AM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)				
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR		
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass	
1	Otay Lakes Road	None		192		182		182		1145		0.1687
2	Project Driveway 3	None		249		68		306		1229		0.2043
3	Otay Lakes Road	None		244		120		197		1190		0.2064

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	None		3.60	3.60		0.51		A	A
2	Project Driveway 3	None		3.50	3.50		0.65		A	A
3	Otay Lakes Road	None		3.62	3.62		0.66		A	A

Approach Flow Profile

2010 AM Peak - Approach Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 3	Otay Lakes Road
0.0 - 7.5	17.68	22.98	22.46
7.5 - 15.0	20.58	26.76	26.15
15.0 - 22.5	22.78	29.61	28.94
22.5 - 30.0	23.96	31.15	30.45
30.0 - 37.5	23.96	31.15	30.45
37.5 - 45.0	22.78	29.61	28.94
45.0 - 52.5	20.58	26.76	26.15
52.5 - 60.0	17.68	22.98	22.46
Peak 15 min	23.96	31.15	30.45
Peak 60 min	21.25	27.62	27.00

Exit Flow Profile

2010 AM Peak - Exit Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 3	Otay Lakes Road
0.0 - 7.5	16.74	28.17	18.19
7.5 - 15.0	19.48	32.79	21.17
15.0 - 22.5	21.56	36.29	23.44
22.5 - 30.0	22.69	38.19	24.66
30.0 - 37.5	22.69	38.20	24.67
37.5 - 45.0	21.58	36.32	23.45
45.0 - 52.5	19.50	32.83	21.20
52.5 - 60.0	16.76	28.20	18.21
0-60	161	271	175
%Trucks	2.00	2.00	2.00

Economics

Economic Input Data

2010 - Vehicle Delay Parameters

Peaks	Peak / Day	Days / Year	Delay Cost (\$ / hour)
AM Peak	1	325	15.00
OFF Peak	14	325	15.00
PM Peak	1	325	15.00

2010 - Accident Severity Proportions and Costs

Accident Type	Proportion (%)	Cost (\$)
Fatal Vehicle Accident	0.3	0
Incapacitating Vehicle Accident	17.7	0
Non-incapacitating Vehicle Accident	82	0
Damage Only Vehicle Accident	100	0
Pedestrian Injury Accident	100	0

Economics - Results Data

2010 Delay and Accident Costs

Peak	Delay Costs		Accident Costs			Total Costs	
	Delays Veh.hrs	Costs (\$)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs (\$/year)
AM	193.17	2897	Vehicles Injury	0.00	0	Vehicle Delay Cost	2897
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	0.00	0	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	193.17	2897	Totals	0.00	0	TOTAL COST	2897

Global Results

Performance and Accidents

2010 AM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	607		607
Capacity	veh/hr	3585		3585
Average Delay	sec/veh	3.53		3.53
L.O.S. (Signal)	A – F	A		A
L.O.S. (Unsig)	A – F	A		A
Total Delay	veh.hrs	0.59		0.59

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Scenario Report
Scenario: Existing plus Project Buildout - PM
Command: Existing plus Project Buildout - PM
Volume: Existing - PM
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: Project PM
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

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Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Intersection Volume Report
Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	362	557	81	450	774	170	162	732	398	107	581	197
2 Hunte Pkwy /	120	25	61	2	42	44	60	342	212	45	233	3
3 I-805 SB Ramp	0	0	1654	0	0	0	0	1265	217	443	901	0
4 I-805 NB Ramp	246	4	567	0	0	0	512	2435	0	0	1088	1306
5 Oleander Ave	160	58	51	154	71	59	99	2336	152	63	1798	56
6 Paseo Del Rey	3	5	1	149	3	149	167	2378	5	0	1759	99
7 Medical Cente	477	0	249	0	0	0	0	2047	418	173	1426	0
8 Paseo Ladera	123	37	93	27	46	75	107	1860	294	91	1392	32
9 Paseo Rancher	265	307	131	117	377	55	137	1368	455	126	1218	121
10 Oaty Lakes Rd	143	459	303	380	584	204	270	1082	228	348	994	319
11 Rutgers Ave /	0	0	0	201	0	114	143	1597	0	7	1564	135
12 SR-125 SB Ram	0	0	0	446	0	96	0	1708	23	0	1593	59
13 SR-125 NB Ram	23	0	116	0	0	0	0	2092	55	0	1621	288
14 Eastlake Pkwy	482	439	200	130	545	200	369	821	702	359	707	71
15 Lane Ave / Ot	0	0	0	128	0	472	376	755	0	0	610	57
16 Fenton St / O	0	0	0	197	0	149	142	737	0	8	520	133
17 Hunte Pkwy /	258	190	45	49	238	153	185	353	461	45	249	27
18 Woods Dr / Ot	33	1	4	25	2	71	85	318	44	3	212	14
19 Lake Crest Dr	164	0	1	0	0	0	0	92	246	3	68	0
20 Wueste Rd / O	4	0	45	0	0	0	0	92	8	8	63	0
21 Campo Rd/SR-9	37	94	0	0	379	30	43	0	67	0	0	0
22 East Palomar	111	118	180	214	115	66	170	1242	204	241	972	274
23 SR-125 SB Ram	0	0	0	284	0	189	0	1649	7	0	1292	31
24 SR-125 NB Ram	42	0	73	0	0	0	0	1887	65	0	1289	211
25 Eastlake Pkwy	262	365	110	172	487	209	275	794	272	132	506	116
26 Hunte Pkwy /	14	107	34	70	105	271	347	362	40	17	275	53
27 Olympic Vista	63	8	4	1	4	151	216	206	86	2	132	2
28 Olympic Pkwy	0	82	17	1	45	0	0	0	0	39	0	13
29 Lake Crest Dr	0	48	45	3	32	0	0	0	0	14	0	4
35 La Media Rd /	50	82	289	31	139	27	20	123	115	459	239	46
36 SR-125 SB / O	0	0	0	75	0	154	0	423	0	0	484	0
37 SR-125 NB / O	0	0	0	0	0	0	285	218	0	0	484	338
39 Campo Rd/SR-9	5	154	0	1	484	14	12	0	1	1	0	6
40 Campo Rd/SR-9	14	187	0	1	505	0	27	0	28	1	0	0
41 Proctor Valle	50	50	24	54	35	20	18	417	89	5	184	33
42 Project Drwy	0	71	0	0	137	0	0	0	0	0	0	0
43 Project Drwy	0	71	0	0	137	0	0	0	0	0	0	0
44 Project Drwy	0	0	0	0	0	0	0	137	0	0	71	0

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Existing plus Project BuildFri Feb 20, 2015 15:12:18

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Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	377	572	81	450	802	170	162	732	426	107	581	197
2 Hunte Pkwy /	149	25	61	2	42	44	60	342	268	45	233	3
3 I-805 SB Ramp	0	0	1780	0	0	0	0	1279	217	443	908	0
4 I-805 NB Ramp	246	4	567	0	0	0	512	2575	0	0	1095	1372
5 Oleander Ave	160	58	51	154	71	59	99	2476	152	63	1871	56
6 Paseo Del Rey	3	5	1	149	3	149	167	2518	5	0	1832	99
7 Medical Cente	477	0	263	0	0	0	0	2187	418	180	1499	0

8	Paseo Ladera	123	37	107	27	46	75	107	2014	294	98	1473	32
9	Paseo Rancher	265	307	131	131	377	55	137	1536	455	126	1306	128
10	Oaty Lakes Rd	143	459	317	450	584	204	270	1264	228	355	1089	356
11	Rutgers Ave /	0	0	0	201	0	114	143	1863	0	7	1703	135
12	SR-125 SB Ram	0	0	0	530	0	96	0	1974	23	0	1732	79
13	SR-125 NB Ram	23	0	154	0	0	0	0	2442	55	0	1780	332
14	Eastlake Pkwy	482	439	228	158	545	200	369	1237	702	374	924	86
15	Lane Ave / Ot	0	0	0	184	0	472	376	1227	0	0	857	86
16	Fenton St / O	0	0	0	197	0	149	142	1265	0	8	796	133
17	Hunte Pkwy /	258	190	301	119	238	153	185	881	461	179	525	63
18	Woods Dr / Ot	33	1	4	95	2	71	85	1172	44	3	659	51
19	Lake Crest Dr	164	0	57	0	0	0	0	1016	246	32	551	0
20	Wueste Rd / O	4	0	297	0	0	0	0	1072	8	140	575	0
21	Campo Rd/SR-9	93	94	0	0	379	114	87	7	96	0	14	0
22	East Palomar	111	118	194	228	115	66	170	1312	204	248	1009	281
23	SR-125 SB Ram	0	0	0	284	0	189	0	1747	7	0	1343	85
24	SR-125 NB Ram	42	0	175	0	0	0	0	1985	65	0	1394	211
25	Eastlake Pkwy	262	365	222	172	487	209	275	1036	272	191	633	116
26	Hunte Pkwy /	14	107	118	70	105	383	561	502	40	61	348	53
27	Olympic Vista	63	8	4	1	4	151	216	430	86	2	249	2
28	Olympic Pkwy	0	306	17	16	162	0	0	0	0	39	0	41
29	Lake Crest Dr	0	48	297	3	32	0	0	0	0	146	0	4
35	La Media Rd /	50	82	345	31	139	27	20	123	115	488	239	46
36	SR-125 SB / O	0	0	0	75	0	183	0	479	0	0	484	0
37	SR-125 NB / O	0	0	0	0	0	0	341	218	0	0	484	338
39	Campo Rd/SR-9	20	176	0	1	526	14	12	0	29	1	0	6
40	Campo Rd/SR-9	14	202	7	1	533	0	27	0	28	15	0	0
41	Proctor Valle	50	50	24	68	35	20	18	431	89	5	191	40
42	Project Drwy	0	638	22	148	1221	0	0	0	0	11	0	77
43	Project Drwy	0	170	11	936	296	0	0	0	0	6	0	490
44	Project Drwy	0	0	0	71	0	77	148	154	0	0	103	136

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Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection		Base		Future		Change in
		Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1	Otay Lakes Rd / East H St	C	28.6 0.599	C	28.8 0.602	+ 0.227 D/V
# 2	Hunte Pkwy / Proctor Valley Rd	B	12.0 0.242	B	11.6 0.288	-0.339 D/V
# 3	I-805 SB Ramps / Telegraph Can	D	41.2 0.976	D	52.9 1.033	+11.706 D/V
# 4	I-805 NB Ramps / Telegraph Can	B	19.4 0.805	B	19.7 0.832	+ 0.370 D/V
# 5	Oleander Ave / Telegraph Canyo	B	18.0 0.640	B	18.2 0.669	+ 0.187 D/V
# 6	Paseo Del Rey / Telegraph Cany	C	27.6 0.543	C	27.5 0.571	-0.104 D/V
# 7	Medical Center Dr / Telegraph	B	13.1 0.761	B	13.9 0.799	+ 0.772 D/V
# 8	Paseo Ladera / Telegraph Canyo	C	25.5 0.642	C	26.4 0.679	+ 0.904 D/V
# 9	Paseo Ranchero/Heritage Rd / T	C	23.9 0.614	C	24.3 0.654	+ 0.354 D/V

# 10	Oaty Lakes Rd/La Media Rd / Te	C	26.8	0.690	C	30.5	0.763	+ 3.688	D/V
# 11	Rutgers Ave / Telegraph Canyon	B	10.2	0.618	B	10.1	0.649	-0.058	D/V
# 12	SR-125 SB Ramps / Otay Lakes R	A	8.8	0.552	A	9.7	0.642	+ 0.883	D/V
# 13	SR-125 NB Ramps / Otay Lakes R	A	3.5	0.540	A	4.2	0.638	+ 0.770	D/V
# 14	Eastlake Pkwy / Otay Lakes Rd	C	28.5	0.670	C	30.2	0.773	+ 1.692	D/V
# 15	Lane Ave / Otay Lakes Rd	B	14.6	0.479	B	13.9	0.552	-0.686	D/V
# 16	Fenton St / Otay Lakes Rd	B	15.7	0.474	B	15.3	0.666	-0.394	D/V
# 17	Hunte Pkwy / Otay Lakes Rd	C	23.4	0.525	C	24.4	0.563	+ 0.972	D/V
# 18	Woods Dr / Otay Lakes Rd	B	13.4	0.636	B	11.7	0.668	-1.699	D/V
# 19	Lake Crest Dr / Otay Lakes Rd	B	20.0	0.149	A	8.5	0.493	-11.454	D/V
# 20	Wueste Rd / Otay Lakes Rd	A	8.9	0.050	E	43.6	0.740	+34.716	D/V
# 21	Campo Rd/SR-94 / Otay Lakes Ro	B	12.7	0.121	C	19.9	0.366	+ 7.206	D/V
# 22	East Palomar St / Olympic Pkwy	C	28.2	0.625	C	29.4	0.652	+ 1.176	D/V
# 23	SR-125 SB Ramps / Olympic Pkwy	A	7.7	0.513	A	7.6	0.536	-0.121	D/V

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 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Intersection		Base		Future		Change in			
		LOS	Veh C	LOS	Veh C				
# 24	SR-125 NB Ramps / Olympic Pkwy	A	3.6	0.513	A	6.6	0.615	+ 3.040	D/V
# 25	Eastlake Pkwy / Olympic Pkwy	C	22.1	0.439	C	22.6	0.470	+ 0.558	D/V
# 26	Hunte Pkwy / Olympic Pkwy	C	20.0	0.279	C	22.4	0.388	+ 2.358	D/V
# 27	Olympic Vista Rd / Olympic Pkw	B	19.0	0.181	B	19.0	0.240	+ 0.071	D/V
# 28	Olympic Pkwy / Wueste Rd	A	9.6	0.097	A	7.3	0.291	-2.304	D/V
# 29	Lake Crest Dr / Wueste Rd	A	7.4	0.045	B	11.9	0.343	+ 4.507	D/V
# 35	La Media Rd / Otay Mesa Rd	D	38.8	0.720	D	44.8	0.791	+ 5.992	D/V
# 36	SR-125 SB / Otay Mesa Road	A	8.6	0.246	A	9.6	0.270	+ 1.029	D/V
# 37	SR-125 NB / Otay Mesa Road	A	6.3	0.274	A	7.0	0.296	+ 0.684	D/V
# 39	Campo Rd/SR-94 / Melody Rd	C	17.7	0.052	C	15.8	0.079	-1.959	D/V
# 40	Campo Rd/SR-94 / Maxfield Rd	C	20.4	0.128	C	23.4	0.140	+ 2.998	D/V
# 41	Proctor Valley Rd/Jefferson Rd	B	12.2	0.437	B	12.4	0.452	+ 0.216	D/V
# 42	Project Drwy #1 @ Otay Lakes R	A	0.3	0.043	A	6.6	0.345	+ 6.330	D/V
# 43	Project Drwy #2 @ Otay Lakes R	A	0.0	0.000	F	OVRFL	0.671	+ +Inf	D/V
# 44	Project Drwy #3 @ Otay Lakes R	A	0.0	0.000	B	12.5	0.174	+12.458	D/V

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Otay Lakes Rd / East H St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.602
 Loss Time (sec): 12 Average Delay (sec/veh): 28.8
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	5	18	0	5	18	0	5	24	0	5	24	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	1	0	2	0	1	1

Volume Module: >> Count Date: 20 Oct 2005 <<

Base Vol:	362	557	81	450	774	170	162	732	398	107	581	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	557	81	450	774	170	162	732	398	107	581	197
Added Vol:	15	15	0	0	28	0	0	0	28	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	377	572	81	450	802	170	162	732	426	107	581	197
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.00	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	386	586	0	461	822	0	166	750	436	110	595	202
Reduct Vol:	0	0	0	0	0	0	0	0	95	0	0	35
Reduced Vol:	386	586	0	461	822	0	166	750	341	110	595	167
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	386	586	0	461	822	0	166	750	341	110	595	167

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	1.00	0.90	0.89	1.00	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	5083	1900	3432	5083	1900	1769	3538	1583	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.11	0.12	0.00	0.13	0.16	0.00	0.09	0.21	0.22	0.06	0.17	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.23	0.00	0.19	0.28	0.00	0.13	0.36	0.36	0.07	0.30	0.30

Volume/Cap: 0.81 0.51 0.00 0.70 0.58 0.00 0.70 0.59 0.60 0.83 0.56 0.35
 Delay/Veh: 43.5 27.6 0.0 33.6 25.5 0.0 42.3 21.6 22.8 69.9 24.3 22.4
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 43.5 27.6 0.0 33.6 25.5 0.0 42.3 21.6 22.8 69.9 24.3 22.4
 LOS by Move: D C A C C A D C C E C C
 DesignQueue: 8 8 0 9 10 0 7 12 10 5 10 5

Note: Queue reported is the number of cars per lane.

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 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #2 Hunte Pkwy / Proctor Valley Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.288
 Loss Time (sec): 0 Average Delay (sec/veh): 11.6
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound							
	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R					
Movement:																				
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0					
Lanes:	2	0	1	0	1	1	0	0	1	0	1	0	3	0	1	2	0	2	1	0

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	120	25	61	2	42	44	60	342	212	45	233	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	25	61	2	42	44	60	342	212	45	233	3
Added Vol:	29	0	0	0	0	0	0	0	56	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	25	61	2	42	44	60	342	268	45	233	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	155	26	64	2	44	46	63	357	279	47	243	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	26	64	2	44	46	63	357	279	47	243	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	26	64	2	44	46	63	357	279	47	243	3

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.83	0.93	0.90	0.90	0.93	0.89	0.83	0.90	0.95	0.98
Lanes:	2.00	1.00	1.00	1.00	0.49	0.51	1.00	3.00	1.00	2.00	2.96	0.04
Final Sat.:	3432	1862	1583	1769	839	879	1769	5083	1583	3432	5320	69

Capacity Analysis Module:

Vol/Sat:	0.05	0.01	0.04	0.00	0.05	0.05	0.04	0.07	0.18	0.01	0.05	0.05
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.33	0.33	0.01	0.18	0.18	0.29	0.61	0.61	0.05	0.37	0.37
Volume/Cap:	0.29	0.04	0.12	0.12	0.29	0.29	0.12	0.11	0.29	0.29	0.12	0.12
Delay/Veh:	22.6	13.7	14.2	32.7	21.7	21.7	15.8	4.8	5.6	28.6	12.4	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	13.7	14.2	32.7	21.7	21.7	15.8	4.8	5.6	28.6	12.4	12.4
LOS by Move:	C	B	B	C	C	C	B	A	A	C	B	B
DesignQueue:	2	1	1	0	2	2	1	2	4	1	2	2

Note: Queue reported is the number of cars per lane.

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Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 I-805 SB Ramps / Telegraph Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.033
Loss Time (sec): 9 Average Delay (sec/veh): 52.9
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Ovl			Ovl			Include			Include			
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	0	2	0	0	0	2	0	1	2	0	0

Volume Module: >> Count Date: 13 Oct 2005 <<

Base Vol:	0	0	1654	0	0	0	0	1265	217	443	901	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1654	0	0	0	0	1265	217	443	901	0
Added Vol:	0	0	126	0	0	0	0	14	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1780	0	0	0	0	1279	217	443	908	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	1860	0	0	0	0	1336	227	463	949	0
Reduct Vol:	0	0	295	0	0	170	0	0	50	0	0	0
Reduced Vol:	0	0	1565	0	0	0	0	1336	177	463	949	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1565	0	0	0	0	1336	177	463	949	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.73	1.00	1.00	0.88	1.00	0.93	0.83	0.90	0.93	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	2786	0	0	3344	0	3538	1583	3432	3538	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.56	0.00	0.00	0.00	0.00	0.38	0.11	0.13	0.27	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.37	0.37	0.13	0.50	0.00
Volume/Cap:	0.00	0.00	1.03	0.00	0.00	0.00	0.00	1.03	0.31	1.03	0.54	0.00
Delay/Veh:	0.0	0.0	54.7	0.0	0.0	0.0	0.0	65.5	22.9	94.6	17.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	54.7	0.0	0.0	0.0	0.0	65.5	22.9	94.6	17.7	0.0
LOS by Move:	A	A	D	A	A	A	A	E	C	F	B	A
DesignQueue:	0	0	26	0	0	0	0	27	6	12	15	0

Note: Queue reported is the number of cars per lane.

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Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 I-805 NB Ramps / Telegraph Canyon Rd

 Cycle (sec): 85 Critical Vol./Cap.(X): 0.832
 Loss Time (sec): 9 Average Delay (sec/veh): 19.7
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound							
	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Split Phase				Split Phase				Protected				Protected							
Rights:	Ovl				Include				Include				Include							
Min. Green:	0	0	0		0	0	0		10	15	0		0	15	0					
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0					
Lanes:	0	1	0	0	2	0	0	0	0	0	2	0	3	0	0	0	0	2	0	2

Volume Module: >> Count Date: 29 Sep 2005 <<

Base Vol:	246	4	567	0	0	0	512	2435	0	0	1088	1306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	4	567	0	0	0	512	2435	0	0	1088	1306
Added Vol:	0	0	0	0	0	0	0	140	0	0	7	66
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	4	567	0	0	0	512	2575	0	0	1095	1372
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	253	4	582	0	0	0	526	2644	0	0	1124	1409
Reduct Vol:	0	0	100	0	0	0	0	0	0	0	0	245
Reduced Vol:	253	4	482	0	0	0	526	2644	0	0	1124	1164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	4	482	0	0	0	526	2644	0	0	1124	1164

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.73	1.00	1.00	1.00	0.90	0.89	1.00	1.00	0.93	0.73
Lanes:	0.98	0.02	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	2.00	2.00
Final Sat.:	1739	28	2786	0	0	0	3432	5083	0	0	3538	2786

Capacity Analysis Module:

Vol/Sat:	0.15	0.15	0.17	0.00	0.00	0.00	0.15	0.52	0.00	0.00	0.32	0.42
Crit Moves:	****						****			****		
Green/Cycle:	0.21	0.21	0.21	0.00	0.00	0.00	0.18	0.69	0.00	0.00	0.50	0.50
Volume/Cap:	0.70	0.70	0.83	0.00	0.00	0.00	0.83	0.76	0.00	0.00	0.63	0.83
Delay/Veh:	37.0	37.0	42.2	0.0	0.0	0.0	42.6	9.7	0.0	0.0	16.2	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	37.0	42.2	0.0	0.0	0.0	42.6	9.7	0.0	0.0	16.2	22.5
LOS by Move:	D	D	D	A	A	A	D	A	A	A	B	C
DesignQueue:	10	10	11	0	0	0	11	17	0	0	15	17

Note: Queue reported is the number of cars per lane.

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Existing plus Project BuildFri Feb 20, 2015 15:12:18 Page 9-1

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #5 Oleander Ave / Telegraph Canyon Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.669
 Loss Time (sec): 9 Average Delay (sec/veh): 18.2
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			

Rights:	Include			Include			Include			Include						
Min. Green:	0	21	0	0	21	0	5	15	0	5	15	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	0	1	0	0	1	0	2	1	0	1	0	2	1	0

```

-----|-----|-----|-----|
Volume Module: >> Count Date: 27 Sep 2005 <<
Base Vol:      160 58 51 154 71 59 99 2336 152 63 1798 56
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   160 58 51 154 71 59 99 2336 152 63 1798 56
Added Vol:     0 0 0 0 0 0 0 0 140 0 0 73 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:   160 58 51 154 71 59 99 2476 152 63 1871 56
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume:   163 59 52 157 73 60 101 2529 155 64 1911 57
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  163 59 52 157 73 60 101 2529 155 64 1911 57
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  163 59 52 157 73 60 101 2529 155 64 1911 57
-----|-----|-----|-----|

```

```

Saturation Flow Module:
Sat/Lane:     1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:   0.53 0.91 0.91 0.58 0.91 0.91 0.93 0.94 0.97 0.93 0.94 0.98
Lanes:        1.00 0.53 0.47 1.00 0.55 0.45 1.00 2.83 0.17 1.00 2.92 0.08
Final Sat.:   1000 921 810 1097 948 788 1769 5041 309 1769 5222 156
-----|-----|-----|-----|

```

```

Capacity Analysis Module:
Vol/Sat:      0.16 0.06 0.06 0.14 0.08 0.08 0.06 0.50 0.50 0.04 0.37 0.37
Crit Moves:   *****
Green/Cycle:  0.19 0.19 0.19 0.19 0.19 0.19 0.10 0.68 0.68 0.05 0.63 0.63
Volume/Cap:   0.86 0.34 0.34 0.75 0.40 0.40 0.58 0.74 0.74 0.74 0.58 0.58
Delay/Veh:    72.7 39.1 39.1 56.1 39.8 39.8 52.4 12.3 12.3 79.8 12.2 12.2
User DelAdj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   72.7 39.1 39.1 56.1 39.8 39.8 52.4 12.3 12.3 79.8 12.2 12.2
LOS by Move:  E D D E D D D B B E B B
DesignQueue:  8 6 6 8 7 7 6 21 21 4 17 17
*****

```

Note: Queue reported is the number of cars per lane.

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Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

```

-----|-----|-----|-----|
Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #6 Paseo Del Rey / Telegraph Canyon Rd
*****
Cycle (sec):      155          Critical Vol./Cap.(X):      0.571
Loss Time (sec):  12          Average Delay (sec/veh):    27.5
Optimal Cycle:    OPTIMIZED    Level Of Service:          C
*****

```

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Split Phase			Split Phase			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	21	0	0	21	0	5	15	0	5	15	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	1	0	0	1	1	0	2	1	0	1	0	2	1	0

```

-----|-----|-----|-----|
Volume Module:
Base Vol:      3 5 1 149 3 149 167 2378 5 0 1759 99
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   3 5 1 149 3 149 167 2378 5 0 1759 99
Added Vol:     0 0 0 0 0 0 0 0 140 0 0 73 0
-----|-----|-----|-----|

```

```

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 3 5 1 149 3 149 167 2518 5 0 1832 99
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 3 5 1 153 3 153 171 2577 5 0 1875 101
Reduct Vol: 0 0 0 0 0 0 30 0 0 0 0 0
Reduced Vol: 3 5 1 153 3 123 171 2577 5 0 1875 101
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 3 5 1 153 3 123 171 2577 5 0 1875 101

```

```

-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.95 0.93 0.93 0.83 0.93 0.95 0.98 1.00 0.94 0.97
Lanes: 0.33 0.56 0.11 1.96 0.04 1.00 1.00 2.99 0.01 1.00 2.85 0.15
Final Sat.: 602 1003 201 3479 70 1583 1769 5389 11 1900 5082 275

```

```

-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.04 0.04 0.08 0.10 0.48 0.48 0.00 0.37 0.37
Crit Moves: **** **** **** ****
Green/Cycle: 0.14 0.14 0.14 0.14 0.14 0.14 0.14 0.65 0.65 0.00 0.52 0.52
Volume/Cap: 0.04 0.04 0.04 0.32 0.32 0.57 0.71 0.73 0.73 0.00 0.71 0.71
Delay/Veh: 58.3 58.3 58.3 61.0 61.0 66.5 74.0 18.9 18.9 0.0 29.6 29.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 58.3 58.3 58.3 61.0 61.0 66.5 74.0 18.9 18.9 0.0 29.6 29.6
LOS by Move: E E E E E E E B B A C C
DesignQueue: 1 1 1 6 6 9 13 30 30 0 31 31
*****

```

Note: Queue reported is the number of cars per lane.

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Existing plus Project BuildFri Feb 20, 2015 15:12:19 Page 11-1

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Medical Center Dr / Telegraph Canyon Rd

```

Cycle (sec): 60 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 9 Average Delay (sec/veh): 13.9
Optimal Cycle: OPTIMIZED Level Of Service: B
*****

```

```

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 21 0 0 0 0 0 15 0 5 15 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 1 0 3 0 0

```

```

-----|-----|-----|-----|
Volume Module: >> Count Date: 4 Oct 2005 <<
Base Vol: 477 0 249 0 0 0 0 2047 418 173 1426 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 477 0 249 0 0 0 0 2047 418 173 1426 0
Added Vol: 0 0 14 0 0 0 0 140 0 7 73 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 477 0 263 0 0 0 0 2187 418 180 1499 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99
PHF Volume: 483 0 266 0 0 0 0 2214 423 182 1517 0
Reduct Vol: 0 0 50 0 0 0 0 0 105 0 0 0
Reduced Vol: 483 0 216 0 0 0 0 2214 318 182 1517 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 483 0 216 0 0 0 0 2214 318 182 1517 0

```

```

-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 1.00 0.83 1.00 1.00 1.00 1.00 0.89 0.83 0.93 0.89 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 1.00 3.00 0.00
Final Sat.: 3432 0 1583 0 0 0 0 5083 1583 1769 5083 0
-----|-----|-----|-----|-----|

```

```

Capacity Analysis Module:
Vol/Sat: 0.14 0.00 0.14 0.00 0.00 0.00 0.00 0.44 0.20 0.10 0.30 0.00
Crit Moves: ****
Green/Cycle: 0.18 0.00 0.18 0.00 0.00 0.00 0.00 0.55 0.55 0.13 0.67 0.00
Volume/Cap: 0.80 0.00 0.78 0.00 0.00 0.00 0.00 0.80 0.37 0.80 0.44 0.00
Delay/Veh: 31.1 0.0 36.4 0.0 0.0 0.0 0.0 12.7 8.0 43.2 4.6 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 31.1 0.0 36.4 0.0 0.0 0.0 0.0 12.7 8.0 43.2 4.6 0.0
LOS by Move: C A D A A A A B A D A A
DesignQueue: 7 0 6 0 0 0 0 14 5 5 7 0
*****

```

Note: Queue reported is the number of cars per lane.

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Existing plus Project BuildFri Feb 20, 2015 15:12:19 Page 12-1

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Paseo Ladera / Telegraph Canyon Rd

Cycle (sec): 115 Critical Vol./Cap.(X): 0.679
Loss Time (sec): 12 Average Delay (sec/veh): 26.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	1	0	2

```

-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 4 Oct 2005 <<
Base Vol: 123 37 93 27 46 75 107 1860 294 91 1392 32
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 123 37 93 27 46 75 107 1860 294 91 1392 32
Added Vol: 0 0 14 0 0 0 0 154 0 7 81 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 123 37 107 27 46 75 107 2014 294 98 1473 32
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 128 38 111 28 48 78 111 2094 306 102 1531 33
Reduct Vol: 0 0 10 0 0 10 0 0 0 0 0 0
Reduced Vol: 128 38 101 28 48 68 111 2094 306 102 1531 33
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 128 38 101 28 48 68 111 2094 306 102 1531 33
-----|-----|-----|-----|-----|

```

```

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.93 0.98 0.83 0.93 0.98 0.83 0.93 0.92 0.96 0.93 0.94 0.98
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.63 0.37 1.00 2.94 0.06
Final Sat.: 1769 1862 1583 1769 1862 1583 1769 4622 675 1769 5269 114
-----|-----|-----|-----|-----|

```

```

Capacity Analysis Module:
Vol/Sat: 0.07 0.02 0.06 0.02 0.03 0.04 0.06 0.45 0.45 0.06 0.29 0.29
Crit Moves: ****

```

```

Green/Cycle: 0.09 0.22 0.22 0.05 0.18 0.18 0.11 0.55 0.55 0.07 0.51 0.51
Volume/Cap: 0.82 0.09 0.29 0.30 0.14 0.24 0.57 0.82 0.82 0.82 0.57 0.57
Delay/Veh: 78.9 35.9 37.9 54.4 39.6 40.6 52.3 22.8 22.8 85.5 19.5 19.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 78.9 35.9 37.9 54.4 39.6 40.6 52.3 22.8 22.8 85.5 19.5 19.5
LOS by Move: E D D D D D D C C F B B
DesignQueue: 8 2 5 2 3 4 6 27 27 6 18 18
*****

```

Note: Queue reported is the number of cars per lane.

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Existing plus Project BuildFri Feb 20, 2015 15:12:19

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Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Paseo Ranchero/Heritage Rd / Telegraph Canyon Rd

```

Cycle (sec):      80          Critical Vol./Cap.(X):      0.654
Loss Time (sec):  12          Average Delay (sec/veh):    24.3
Optimal Cycle: OPTIMIZED      Level Of Service:          C
*****

```

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0

```

Volume Module: >> Count Date: 4 Oct 2005 <<
Base Vol:      265 307 131 117 377 55 137 1368 455 126 1218 121
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    265 307 131 117 377 55 137 1368 455 126 1218 121
Added Vol:      0 0 0 14 0 0 0 168 0 0 88 7
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    265 307 131 131 377 55 137 1536 455 126 1306 128
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume:     276 319 136 136 392 57 143 1598 473 131 1359 133
Reduct Vol:     0 0 15 0 0 0 0 0 75 0 0 0
Reduced Vol:    276 319 121 136 392 57 143 1598 398 131 1359 133
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    276 319 121 136 392 57 143 1598 398 131 1359 133

```

```

Saturation Flow Module:
Sat/Lane:      1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:    0.90 0.93 0.83 0.90 0.96 0.96 0.90 0.89 0.83 0.90 0.93 0.97
Lanes:         2.00 2.00 1.00 2.00 1.75 0.25 2.00 3.00 1.00 2.00 2.74 0.26
Final Sat.:    3432 3538 1583 3432 3188 465 3432 5083 1583 3432 4853 476

```

```

Capacity Analysis Module:
Vol/Sat:       0.08 0.09 0.08 0.04 0.12 0.12 0.04 0.31 0.25 0.04 0.28 0.28
Crit Moves:    ****          ****          ****          ****
Green/Cycle:   0.11 0.30 0.30 0.07 0.26 0.26 0.09 0.42 0.42 0.06 0.39 0.39
Volume/Cap:    0.75 0.30 0.26 0.56 0.47 0.47 0.47 0.75 0.60 0.61 0.71 0.71
Delay/Veh:     43.2 21.8 21.6 38.9 25.2 25.2 35.9 21.3 19.7 41.7 21.7 21.7
User DelAdj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:    43.2 21.8 21.6 38.9 25.2 25.2 35.9 21.3 19.7 41.7 21.7 21.7
LOS by Move:   D C C D C C D C B D C C
DesignQueue:   6 5 4 3 8 8 3 16 11 3 15 15
*****

```

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Oaty Lakes Rd/La Media Rd / Telegraph Canyon Rd

Cycle (sec): 75 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 12 Average Delay (sec/veh): 30.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with columns for Volume Module and rows for various traffic metrics like Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module with columns for Sat/Lane and rows for Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module with columns for Vol/Sat and rows for Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

 Intersection #11 Rutgers Ave / Telegraph Canyon Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.649
 Loss Time (sec): 9 Average Delay (sec/veh): 10.1
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	0	1	0	0

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	0	0	0	201	0	114	143	1597	0	7	1564	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	201	0	114	143	1597	0	7	1564	135
Added Vol:	0	0	0	0	0	0	0	266	0	0	139	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	201	0	114	143	1863	0	7	1703	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	206	0	117	147	1909	0	7	1745	138
Reduct Vol:	0	0	0	0	0	25	0	0	0	0	0	0
Reduced Vol:	0	0	0	206	0	92	147	1909	0	7	1745	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	206	0	92	147	1909	0	7	1745	138

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	0.93	0.93	0.97
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	2.79	0.21
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	1769	4948	392

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.06	0.08	0.38	0.00	0.00	0.35	0.35	
Crit Moves:				****				****					
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.13	0.66	0.00	0.01	0.54	0.54	
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.32	0.65	0.57	0.00	0.57	0.65	0.65	
Delay/Veh:	0.0	0.0	0.0	27.6	0.0	22.1	31.4	5.7	0.0	78.0	10.2	10.2	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	27.6	0.0	22.1	31.4	5.7	0.0	78.0	10.2	10.2	
LOS by Move:	A	A	A	C	A	C	C	A	A	E	B	B	
DesignQueue:	0	0	0	6	0	3	4	9	0	0	11	11	

Note: Queue reported is the number of cars per lane.

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 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #12 SR-125 SB Ramps / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.642
 Loss Time (sec): 9 Average Delay (sec/veh): 9.7
 Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0

Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	0	0	3	0	0	3	0

Volume Module:

Base Vol:	0	0	0	446	0	96	0	1708	23	0	1593	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	446	0	96	0	1708	23	0	1593	59
Added Vol:	0	0	0	84	0	0	0	266	0	0	139	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	530	0	96	0	1974	23	0	1732	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.00
PHF Volume:	0	0	0	533	0	97	0	1986	23	0	1742	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	533	0	97	0	1986	23	0	1742	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	533	0	97	0	1986	23	0	1742	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	1583	0	5083	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.06	0.00	0.39	0.01	0.00	0.34	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.00	0.61	0.61	0.00	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.25	0.00	0.64	0.02	0.00	0.56	0.00
Delay/Veh:	0.0	0.0	0.0	22.1	0.0	18.7	0.0	8.0	4.7	0.0	7.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.1	0.0	18.7	0.0	8.0	4.7	0.0	7.3	0.0
LOS by Move:	A	A	A	C	A	B	A	A	A	A	A	A
DesignQueue:	0	0	0	7	0	2	0	11	0	0	9	0

Note: Queue reported is the number of cars per lane.

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Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 SR-125 NB Ramps / Otay Lakes Rd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	9	Average Delay (sec/veh):	4.2
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	3	0	0	3	0

Volume Module:

Base Vol:	23	0	116	0	0	0	0	2092	55	0	1621	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	0	116	0	0	0	0	2092	55	0	1621	288


```

FinalVolume: 495 451 204 162 560 135 379 1270 576 384 949 88
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 0.93 0.83 0.90 0.93 0.83 0.90 0.89 0.73 0.90 0.93 0.97
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 3.00 2.00 2.00 2.75 0.25
Final Sat.: 3432 3538 1583 3432 3538 1583 3432 5083 2786 3432 4875 454
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.14 0.13 0.13 0.05 0.16 0.09 0.11 0.25 0.21 0.11 0.19 0.19
Crit Moves: **** *
Green/Cycle: 0.17 0.34 0.48 0.08 0.25 0.40 0.15 0.30 0.48 0.14 0.29 0.29
Volume/Cap: 0.83 0.37 0.27 0.58 0.64 0.22 0.74 0.83 0.43 0.83 0.68 0.68
Delay/Veh: 43.1 21.4 13.6 40.8 30.2 17.1 40.1 31.5 14.9 47.4 28.0 28.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 43.1 21.4 13.6 40.8 30.2 17.1 40.1 31.5 14.9 47.4 28.0 28.0
LOS by Move: D C B D C B D C B D C C
DesignQueue: 10 8 5 4 11 4 8 16 8 8 13 13
*****

```

Note: Queue reported is the number of cars per lane.

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Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #15 Lane Ave / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.552
 Loss Time (sec): 9 Average Delay (sec/veh): 13.9
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	2	0	0	0	2	1

```

Volume Module:
Base Vol: 0 0 0 128 0 472 376 755 0 0 610 57
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 128 0 472 376 755 0 0 610 57
Added Vol: 0 0 0 56 0 0 0 472 0 0 247 29
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 184 0 472 376 1227 0 0 857 86
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 0 0 200 0 514 410 1337 0 0 934 94
Reduct Vol: 0 0 0 0 0 80 0 0 0 0 0 0
Reduced Vol: 0 0 0 200 0 434 410 1337 0 0 934 94
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 200 0 434 410 1337 0 0 934 94
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

```

```

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.86 1.00 0.86 0.90 0.89 1.00 1.00 0.93 0.97
Lanes: 0.00 0.00 0.00 1.32 0.00 1.68 2.00 3.00 0.00 0.00 2.74 0.26
Final Sat.: 0 0 0 2163 0 2768 3432 5083 0 0 4838 486
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

```

```

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.16 0.12 0.26 0.00 0.00 0.19 0.19

```

```

Crit Moves:
Green/Cycle: 0.00 0.00 0.00 0.28 0.00 0.28 0.22 0.57 0.00 0.00 0.35 0.35
Volume/Cap: 0.00 0.00 0.00 0.33 0.00 0.55 0.55 0.46 0.00 0.00 0.55 0.55
Delay/Veh: 0.0 0.0 0.0 17.0 0.0 18.8 21.8 7.8 0.0 0.0 16.1 16.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 17.0 0.0 18.8 21.8 7.8 0.0 0.0 16.1 16.1
LOS by Move: A A A B A B C A A B B
DesignQueue: 0 0 0 4 0 6 6 8 0 0 8 8
*****

```

Note: Queue reported is the number of cars per lane.

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Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #16 Fenton St / Otay Lakes Rd

```

Cycle (sec): 60 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 9 Average Delay (sec/veh): 15.3
Optimal Cycle: OPTIMIZED Level Of Service: B
*****

```

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	1	1

```

Volume Module: >> Count Date: 22 Sep 2005 <<
Base Vol: 0 0 0 197 0 149 142 737 0 8 520 133
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 197 0 149 142 737 0 8 520 133
Added Vol: 0 0 0 0 0 0 0 528 0 0 276 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 197 0 149 142 1265 0 8 796 133
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 0 0 0 210 0 159 151 1347 0 9 848 142
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 210 0 159 151 1347 0 9 848 142
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 210 0 159 151 1347 0 9 848 142

```

```

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.93 1.00 0.83 0.93 0.89 1.00 0.96 0.96 0.96
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.02 2.55 0.43
Final Sat.: 0 0 0 1769 0 1583 1769 5083 0 47 4646 776

```

```

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.12 0.00 0.10 0.09 0.27 0.00 0.18 0.18 0.18
Crit Moves:
Green/Cycle: 0.00 0.00 0.00 0.18 0.00 0.18 0.17 0.40 0.00 0.27 0.50 0.50
Volume/Cap: 0.00 0.00 0.00 0.67 0.00 0.56 0.50 0.67 0.00 0.67 0.36 0.36
Delay/Veh: 0.0 0.0 0.0 28.3 0.0 25.1 23.8 15.7 0.0 20.5 9.2 9.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 28.3 0.0 25.1 23.8 15.7 0.0 20.5 9.2 9.2
LOS by Move: A A A C A C C B A C A A
DesignQueue: 0 0 0 6 0 4 4 11 0 8 6 6
*****

```

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Hunte Pkwy / Otay Lakes Rd

Cycle (sec): 75 Critical Vol./Cap.(X): 0.563
 Loss Time (sec): 12 Average Delay (sec/veh): 24.4
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	2	0	2	1	0	2

Volume Module:	>>	Count	Date:	22 Sep 2005	<<							
Base Vol:	258	190	45	49	238	153	185	353	461	45	249	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	190	45	49	238	153	185	353	461	45	249	27
Added Vol:	0	0	256	70	0	0	0	528	0	134	276	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	258	190	301	119	238	153	185	881	461	179	525	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	267	197	312	123	246	158	192	912	477	185	543	65
Reduct Vol:	0	0	0	0	0	25	0	0	0	0	0	0
Reduced Vol:	267	197	312	123	246	133	192	912	477	185	543	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	267	197	312	123	246	133	192	912	477	185	543	65

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.88	0.93	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	3360	1758	3432	5083	1583

Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.20	0.04	0.07	0.08	0.06	0.27	0.27	0.05	0.11	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.31	0.31	0.07	0.28	0.28	0.10	0.38	0.38	0.07	0.35	0.35
Volume/Cap:	0.72	0.18	0.63	0.48	0.25	0.30	0.57	0.72	0.72	0.72	0.30	0.12
Delay/Veh:	39.1	18.8	24.6	34.7	21.0	21.6	34.6	21.3	21.3	43.4	17.6	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	18.8	24.6	34.7	21.0	21.6	34.6	21.3	21.3	43.4	17.6	16.4
LOS by Move:	D	B	C	C	C	C	C	C	C	D	B	B
DesignQueue:	5	3	9	2	4	4	4	13	13	4	6	2

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #18 Woods Dr / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.668
 Loss Time (sec): 0 Average Delay (sec/veh): 11.7
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	5	18	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	1	0	1	0	0

Volume Module:

Base Vol:	33	1	4	25	2	71	85	318	44	3	212	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1	4	25	2	71	85	318	44	3	212	14
Added Vol:	0	0	0	70	0	0	0	854	0	0	447	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1	4	95	2	71	85	1172	44	3	659	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	38	1	5	109	2	82	98	1346	51	3	757	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1	5	109	2	82	98	1346	51	3	757	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	1	5	109	2	82	98	1346	51	3	757	59

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.93	0.84	0.84	0.93	0.94	0.98	0.93	0.93	0.97
Lanes:	0.87	0.03	0.10	1.00	0.03	0.97	1.00	2.90	0.10	1.00	2.79	0.21
Final Sat.:	1527	46	185	1769	44	1547	1769	5178	194	1769	4956	384

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.06	0.05	0.05	0.06	0.26	0.26	0.00	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.33	0.30	0.30	0.42	0.39	0.39	0.17	0.50	0.50	0.08	0.41	0.41
Volume/Cap:	0.09	0.08	0.08	0.17	0.14	0.14	0.32	0.52	0.52	0.02	0.37	0.37
Delay/Veh:	18.4	15.1	15.1	10.9	12.0	12.0	22.4	10.4	10.4	25.3	12.4	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	15.1	15.1	10.9	12.0	12.0	22.4	10.4	10.4	25.3	12.4	12.4
LOS by Move:	B	B	B	B	B	B	C	B	B	C	B	B
DesignQueue:	1	1	1	2	2	2	3	9	9	0	6	6

Note: Queue reported is the number of cars per lane.

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 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #19 Lake Crest Dr / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.493
 Loss Time (sec): 9 Average Delay (sec/veh): 8.5
 Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

```

-----|-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Protected
Rights:       Include          Include          Include          Include
Min. Green:   0 18 0 0 0 0 0 5 12 0 5 12 0
Y+R:         4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes:        1 0 0 0 1 0 0 0 0 1 1 0 3 0 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 22 Sep 2005 <<
Base Vol:     164 0 1 0 0 0 0 0 92 246 3 68 0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  164 0 1 0 0 0 0 0 92 246 3 68 0
Added Vol:    0 0 56 0 0 0 0 0 924 0 29 483 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:  164 0 57 0 0 0 0 0 1016 246 32 551 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume:   173 0 60 0 0 0 0 0 1069 259 34 580 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 25 0 0 0
Reduced Vol:  173 0 60 0 0 0 0 0 1069 234 34 580 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  173 0 60 0 0 0 0 0 1069 234 34 580 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:   0.93 1.00 0.83 1.00 1.00 1.00 1.00 0.93 0.83 0.93 0.89 1.00
Lanes:        1.00 0.00 1.00 0.00 0.00 0.00 1.00 2.00 1.00 1.00 3.00 0.00
Final Sat.:   1769 0 1583 0 0 0 0 1900 3538 1583 1769 5083 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.10 0.00 0.04 0.00 0.00 0.00 0.00 0.30 0.15 0.02 0.11 0.00
Crit Moves:   ****          ****          ****
Green/Cycle:  0.19 0.00 0.19 0.00 0.00 0.00 0.00 0.58 0.58 0.08 0.66 0.00
Volume/Cap:   0.52 0.00 0.20 0.00 0.00 0.00 0.00 0.52 0.26 0.23 0.17 0.00
Delay/Veh:    23.5 0.0 20.9 0.0 0.0 0.0 0.0 7.8 6.4 26.5 3.9 0.0
User DelAdj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   23.5 0.0 20.9 0.0 0.0 0.0 0.0 7.8 6.4 26.5 3.9 0.0
LOS by Move:  C A C A A A A A A C A A
DesignQueue:  5 0 2 0 0 0 0 0 9 3 1 2 0
*****

```

Note: Queue reported is the number of cars per lane.

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Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Wueste Rd / Otay Lakes Rd

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: E[43.6]

```

Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:       Stop Sign      Stop Sign      Uncontrolled      Uncontrolled
Rights:        Include          Include          Include          Include
Lanes:         0 0 1! 0 0 0 0 0 0 1 1 0 1 0 2 0 0
-----|-----|-----|-----|-----|

```

```

Volume Module:
Base Vol:      4 0 45 0 0 0 0 0 92 8 8 63 0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  4 0 45 0 0 0 0 0 92 8 8 63 0
Added Vol:    0 0 252 0 0 0 0 0 980 0 132 512 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:  4 0 297 0 0 0 0 0 1072 8 140 575 0

```

User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	4	0	329	0	0	0	0	1188	9	155	637	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	0	329	0	0	0	0	1188	9	155	637	0

Critical Gap Module:

Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1822	2141	599	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1197	xxxx	xxxxx
Potent Cap.:	69	48	445	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	579	xxxx	xxxxx
Move Cap.:	54	35	445	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	579	xxxx	xxxxx
Volume/Cap:	0.08	0.00	0.74	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	406	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	7.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	43.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	E	*	*	*	*	*	*	*	*	*	*
ApproachDel:		43.6		xxxxxx		xxxxxx		xxxxxx		xxxxxx		
ApproachLOS:		E		*		*		*		*		*

Note: Queue reported is the number of cars per lane.

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 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #21 Campo Rd/SR-94 / Otay Lakes Road/Honey Springs Rd

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: C [19.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	0	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	37	94	0	0	379	30	43	0	67	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	94	0	0	379	30	43	0	67	0	0	0
Added Vol:	56	0	0	0	0	84	44	7	29	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	94	0	0	379	114	87	7	96	0	14	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	104	105	0	0	422	127	97	8	107	0	16	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	104	105	0	0	422	127	97	8	107	0	16	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	6.5	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	xxxxx

Capacity Module:
 Cnflct Vol: 549 xxxxx xxxxxx xxxxx xxxxx xxxxxx 805 797 486 xxxxx 861 xxxxxx
 Potent Cap.: 1021 xxxxx xxxxxx xxxxx xxxxx xxxxxx 301 319 582 xxxxx 293 xxxxxx
 Move Cap.: 1021 xxxxx xxxxxx xxxxx xxxxx xxxxxx 265 287 582 xxxxx 264 xxxxxx
 Volume/Cap: 0.10 xxxxx xxxxx xxxxx xxxxx xxxxx 0.37 0.03 0.18 xxxxx 0.06 xxxxx

Level Of Service Module:
 2Way95thQ: 0.3 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx 0.2 xxxxxx
 Control Del: 8.9 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxxx 19.5 xxxxxx
 LOS by Move: A * * * * * * * * * * C * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 267 xxxxx 544 xxxxx xxxxx xxxxxx
 SharedQueue: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 1.8 xxxxx 0.8 xxxxxx xxxxx xxxxxx
 Shrd ConDel: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 27.0 xxxxx 13.4 xxxxxx xxxxx xxxxxx
 Shared LOS: * * * * * * * * * * D * * B * * * * *
 ApproachDel: xxxxxxxx xxxxxxxx 19.9 19.5
 ApproachLOS: * * * * * C C

 Note: Queue reported is the number of cars per lane.

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 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #22 East Palomar St / Olympic Pkwy

Cycle (sec): 75 Critical Vol./Cap.(X): 0.652
 Loss Time (sec): 12 Average Delay (sec/veh): 29.4
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	2	0	3	0	1	1

Volume Module: >> Count Date: 22 Sep 2005 <<
 Base Vol: 111 118 180 214 115 66 170 1242 204 241 972 274
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 111 118 180 214 115 66 170 1242 204 241 972 274
 Added Vol: 0 0 14 14 0 0 0 70 0 7 37 7
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 111 118 194 228 115 66 170 1312 204 248 1009 281
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
 PHF Volume: 114 121 199 234 118 68 174 1344 209 254 1034 288
 Reduct Vol: 0 0 0 0 0 0 0 0 0 50 0 40
 Reduced Vol: 114 121 199 234 118 68 174 1344 159 254 1034 248
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 114 121 199 234 118 68 174 1344 159 254 1034 248

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.93 0.89 0.89 0.90 0.93 0.93 0.90 0.89 0.83 0.93 0.89 0.83
 Lanes: 1.00 1.00 1.00 2.00 1.27 0.73 2.00 3.00 1.00 1.00 3.00 1.00
 Final Sat.: 1769 1689 1689 3432 2236 1283 3432 5083 1583 1769 5083 1583

Capacity Analysis Module:

```

Vol/Sat:      0.06 0.07  0.12  0.07 0.05  0.05  0.05 0.26  0.10  0.14 0.20  0.16
Crit Moves:   ****                ****                ****
Green/Cycle:  0.07 0.28  0.28  0.08 0.29  0.29  0.12 0.31  0.31  0.17 0.36  0.36
Volume/Cap:   0.93 0.26  0.42  0.85 0.18  0.18  0.43 0.85  0.32  0.85 0.56  0.43
Delay/Veh:    94.1 21.0  22.4  55.5 20.0  20.0  31.4 28.8  20.2  50.3 19.6  18.7
User DelAdj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   94.1 21.0  22.4  55.5 20.0  20.0  31.4 28.8  20.2  50.3 19.6  18.7
LOS by Move:   F   C   C   E   B   B   C   C   C   D   B   B
DesignQueue:   4   4   6   5   3   3   3  15   5   9  11   7

```

Note: Queue reported is the number of cars per lane.

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Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 SR-125 SB Ramps / Olympic Pkwy

```

Cycle (sec):      60                Critical Vol./Cap.(X):      0.536
Loss Time (sec):  9                Average Delay (sec/veh):    7.6
Optimal Cycle: OPTIMIZED          Level Of Service:          A

```

```

Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:       Split Phase      Split Phase      Protected      Protected
Rights:        Include      Include      Include      Ignore
Min. Green:    0 0 0 0 0 0 0 0 15 0 0 15 0
Y+R:          4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes:         0 0 0 0 0 1 0 1! 0 1 0 0 3 0 1 0 0 3 0 1
-----|-----|-----|-----|

```

```

Volume Module:
Base Vol:      0 0 0 284 0 189 0 1649 7 0 1292 31
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 0 0 284 0 189 0 1649 7 0 1292 31
Added Vol:    0 0 0 0 0 0 0 98 0 0 51 54
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:   0 0 0 284 0 189 0 1747 7 0 1343 85
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:      0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.00
PHF Volume:   0 0 0 289 0 192 0 1777 7 0 1366 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 0 0 289 0 192 0 1777 7 0 1366 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:  0 0 0 289 0 192 0 1777 7 0 1366 0
-----|-----|-----|-----|

```

```

Saturation Flow Module:
Sat/Lane:     1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:   1.00 1.00 1.00 0.89 1.00 0.89 1.00 0.89 0.83 1.00 0.89 1.00
Lanes:        0.00 0.00 0.00 1.60 0.00 1.40 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:   0 0 0 2720 0 2379 0 5083 1583 0 5083 1900
-----|-----|-----|-----|

```

```

Capacity Analysis Module:
Vol/Sat:      0.00 0.00  0.00  0.11 0.00  0.08  0.00 0.35  0.00  0.00 0.27  0.00
Crit Moves:   ****                ****                ****
Green/Cycle:  0.00 0.00  0.00  0.20 0.00  0.20  0.00 0.65  0.65  0.00 0.65  0.00
Volume/Cap:   0.00 0.00  0.00  0.54 0.00  0.41  0.00 0.54  0.01  0.00 0.41  0.00
Delay/Veh:    0.0 0.0  0.0  22.2 0.0  21.2  0.0 5.8  3.7  0.0 5.1  0.0
User DelAdj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 0.0  0.0  22.2 0.0  21.2  0.0 5.8  3.7  0.0 5.1  0.0
LOS by Move:   A   A   A   C   A   C   A   A   A   A   A   A
DesignQueue:   0   0   0   5   0   4   0   8   0   0   6   0

```

Note: Queue reported is the number of cars per lane.

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Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 SR-125 NB Ramps / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 9 Average Delay (sec/veh): 6.6
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	0	0	0	0	3	0	0	3

Volume Module:

Base Vol:	42	0	73	0	0	0	0	1887	65	0	1289	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	0	73	0	0	0	0	1887	65	0	1289	211
Added Vol:	0	0	102	0	0	0	0	98	0	0	105	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	0	175	0	0	0	0	1985	65	0	1394	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96
PHF Volume:	44	0	183	0	0	0	0	2072	0	0	1455	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	183	0	0	0	0	2072	0	0	1455	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	44	0	183	0	0	0	0	2072	0	0	1455	220

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	0.73
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3432	0	1583	0	0	0	0	5083	1900	0	5083	2786

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.12	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.29	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.66	0.00	0.00	0.66	0.66
Volume/Cap:	0.07	0.00	0.62	0.00	0.00	0.00	0.00	0.62	0.00	0.00	0.43	0.12
Delay/Veh:	20.1	0.0	26.2	0.0	0.0	0.0	0.0	6.1	0.0	0.0	4.9	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	0.0	26.2	0.0	0.0	0.0	0.0	6.1	0.0	0.0	4.9	3.7
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
DesignQueue:	1	0	5	0	0	0	0	10	0	0	6	1

Note: Queue reported is the number of cars per lane.

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Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Eastlake Pkwy / Olympic Pkwy

Cycle (sec): 70 Critical Vol./Cap.(X): 0.470
Loss Time (sec): 12 Average Delay (sec/veh): 22.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected			Protected			Protected			Protected								
Rights:	Ovl			Ovl			Include			Include								
Min. Green:	5	21	0	5	21	0	5	21	0	5	21	0						
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0						
Lanes:	2	0	3	0	1		2	0	3	0	2		2	0	3	0	1	

Volume Module:	>>	Count	Date:	27 Sep 2005	<<							
Base Vol:	262	365	110	172	487	209	275	794	272	132	506	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	365	110	172	487	209	275	794	272	132	506	116
Added Vol:	0	0	112	0	0	0	0	242	0	59	127	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	365	222	172	487	209	275	1036	272	191	633	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	271	377	229	178	503	216	284	1070	281	197	654	120
Reduct Vol:	0	0	0	0	0	40	0	0	45	0	0	20
Reduced Vol:	271	377	229	178	503	176	284	1070	236	197	654	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	271	377	229	178	503	176	284	1070	236	197	654	100

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.89	0.73	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	5083	1583	3432	5083	2786	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.14	0.05	0.10	0.06	0.08	0.21	0.15	0.06	0.13	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.33	0.41	0.08	0.30	0.42	0.12	0.34	0.34	0.08	0.30	0.30
Volume/Cap:	0.71	0.22	0.35	0.65	0.33	0.15	0.71	0.63	0.44	0.72	0.43	0.21
Delay/Veh:	36.0	16.9	14.5	37.0	19.2	12.8	35.5	20.2	18.7	40.2	19.9	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	16.9	14.5	37.0	19.2	12.8	35.5	20.2	18.7	40.2	19.9	18.5
LOS by Move:	D	B	B	D	B	B	D	C	B	D	B	B
DesignQueue:	5	4	5	3	5	2	5	11	6	4	7	3

Note: Queue reported is the number of cars per lane.

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Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Hunte Pkwy / Olympic Pkwy

Cycle (sec): 75 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 12 Average Delay (sec/veh): 22.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound	South Bound	East Bound	West Bound
-----------	-------------	-------------	------------	------------

```

Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:       Protected      Protected      Protected      Protected
Rights:        Include        Ovl           Include        Include
Min. Green:    5  21  0          5  21  0          5  21  0          5  21  0
Y+R:           4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:         2  0  2  1  0      2  0  2  0  1      2  0  2  1  0      2  0  2  0  1
-----|-----|-----|-----|
Volume Module: >> Count Date: 22 Sep 2005 <<
Base Vol:      14 107 34          70 105 271      347 362 40          17 275 53
Growth Adj:    1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:    14 107 34          70 105 271      347 362 40          17 275 53
Added Vol:      0  0  84          0  0  112      214 140  0          44  73  0
PasserByVol:    0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:    14 107 118      70 105 383      561 502 40          61 348 53
User Adj:       1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Adj:        0.97 0.97 0.97      0.97 0.97 0.97      0.97 0.97 0.97      0.97 0.97 0.97
PHF Volume:     14 111 122      72 109 396      580 519 41          63 360 55
Reduct Vol:     0  0  0          0  0  55          0  0  0          0  0  0
Reduced Vol:    14 111 122      72 109 341      580 519 41          63 360 55
PCE Adj:        1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
FinalVolume:    14 111 122      72 109 341      580 519 41          63 360 55
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1900 1900 1900      1900 1900 1900      1900 1900 1900      1900 1900 1900
Adjustment:    0.90 0.86 0.90      0.90 0.93 0.83      0.90 0.93 0.97      0.90 0.93 0.83
Lanes:         2.00 2.00 1.00      2.00 2.00 1.00      2.00 2.79 0.21      2.00 2.00 1.00
Final Sat.:    3432 3258 1715      3432 3538 1583      3432 4946 394      3432 3538 1583
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.03 0.07      0.02 0.03 0.22      0.17 0.10 0.10      0.02 0.10 0.03
Crit Moves:    ****              ****              ****              ****
Green/Cycle:   0.07 0.28 0.28      0.07 0.28 0.49      0.21 0.40 0.40      0.09 0.28 0.28
Volume/Cap:    0.06 0.12 0.25      0.32 0.11 0.44      0.79 0.26 0.26      0.19 0.36 0.12
Delay/Veh:     32.9 20.2 21.1      34.2 20.1 12.7      33.8 15.2 15.2      31.6 21.9 20.3
User DelAdj:   1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
AdjDel/Veh:    32.9 20.2 21.1      34.2 20.1 12.7      33.8 15.2 15.2      31.6 21.9 20.3
LOS by Move:   C  C  C          C  C  B          C  B  B          C  C  C
DesignQueue:   0  2  4          1  2  8          10  5  5          1  6  2
*****
Note: Queue reported is the number of cars per lane.

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Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Olympic Vista Rd / Olympic Pkwy

```

Cycle (sec):           60              Critical Vol./Cap.(X):           0.240
Loss Time (sec):       12              Average Delay (sec/veh):         19.0
Optimal Cycle: OPTIMIZED              Level Of Service:                 B
*****

```

```

Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:       Protected      Protected      Protected      Protected
Rights:        Include        Include        Include        Include
Min. Green:    5  18  0          5  18  0          5  15  0          5  15  0
Y+R:           4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:         1  0  0  1  0      1  0  1  0  1      2  0  1  1  0      1  0  1  1  0
-----|-----|-----|-----|

```

```

Volume Module: >> Count Date: 22 Sep 2005 <<
Base Vol:      63  8  4          1  4  151      216 206 86          2 132 2

```

Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	8	4	1	4	151	216	206	86	2	132	2
Added Vol:	0	0	0	0	0	0	0	224	0	0	117	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	8	4	1	4	151	216	430	86	2	249	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	67	8	4	1	4	160	229	456	91	2	264	2
Reduct Vol:	0	0	0	0	0	25	0	0	0	0	0	0
Reduced Vol:	67	8	4	1	4	135	229	456	91	2	264	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	8	4	1	4	135	229	456	91	2	264	2

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.98	0.83	0.90	0.96	0.96	0.93	0.98	0.98
Lanes:	1.00	0.67	0.33	1.00	1.00	1.00	2.00	1.67	0.33	1.00	1.98	0.02
Final Sat.:	1769	1179	590	1769	1862	1583	3432	3026	605	1769	3691	30

Capacity Analysis Module:

Vol/Sat:	0.04	0.01	0.01	0.00	0.00	0.09	0.07	0.15	0.15	0.00	0.07	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.30	0.30	0.08	0.30	0.30	0.10	0.33	0.33	0.08	0.31	0.31
Volume/Cap:	0.45	0.02	0.02	0.01	0.01	0.28	0.64	0.45	0.45	0.01	0.23	0.23
Delay/Veh:	28.4	14.8	14.8	25.2	14.7	16.4	29.7	16.0	16.0	25.3	15.4	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	14.8	14.8	25.2	14.7	16.4	29.7	16.0	16.0	25.3	15.4	15.4
LOS by Move:	C	B	B	C	B	B	C	B	B	C	B	B
DesignQueue:	2	0	0	0	0	3	4	6	6	0	3	3

Note: Queue reported is the number of cars per lane.

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Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Olympic Pkwy / Wueste Rd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.291
Loss Time (sec):	9	Average Delay (sec/veh):	7.3
Optimal Cycle:	OPTIMIZED	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	12	0	5	12	0	0	0	0	0	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	82	17	1	45	0	0	0	0	39	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	82	17	1	45	0	0	0	0	39	0	13
Added Vol:	0	224	0	15	117	0	0	0	0	0	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	306	17	16	162	0	0	0	0	39	0	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	379	21	20	201	0	0	0	0	48	0	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	379	21	20	201	0	0	0	0	48	0	51

```

PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  0 379   21   20 201   0   0  0  0  48  0  51
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1900 1900  1900  1900 1900  1900  1900 1900  1900 1900 1900  1900
Adjustment:   1.00 0.98  0.83  0.93 0.98  1.00  1.00 1.00  1.00 0.93 1.00  0.83
Lanes:        0.00 1.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00 1.00 0.00  1.00
Final Sat.:   0 1862  1583  1769 1862   0   0  0  0  1769  0  1583
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.20  0.01  0.01 0.11  0.00  0.00 0.00  0.00 0.03 0.00  0.03
Crit Moves:   ****                ****                ****
Green/Cycle:  0.00 0.66  0.66  0.08 0.75  0.00  0.00 0.00  0.00 0.10 0.00  0.10
Volume/Cap:   0.00 0.31  0.02  0.13 0.14  0.00  0.00 0.00  0.00 0.26 0.00  0.31
Delay/Veh:    0.0  4.4   3.5  25.9 2.2   0.0  0.0  0.0  0.0  25.5 0.0  25.9
User DelAdj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:   0.0  4.4   3.5  25.9 2.2   0.0  0.0  0.0  0.0  25.5 0.0  25.9
LOS by Move:  A  A  A  C  A  A  A  A  A  C  A  C
DesignQueue:  0  5  0  1  2  0  0  0  0  1  0  2
*****

```

Note: Queue reported is the number of cars per lane.

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Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

```

*****
Intersection #29 Lake Crest Dr / Wueste Rd
*****
Cycle (sec):      65          Critical Vol./Cap.(X):      0.343
Loss Time (sec):  9          Average Delay (sec/veh):    11.9
Optimal Cycle: OPTIMIZED          Level Of Service:      B
*****

```

Approach:	North Bound			South Bound			East Bound			West Bound					
	L	T	R	L	T	R	L	T	R	L	T	R			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	0	12	0	5	12	0	0	0	0	0	12	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1

```

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      0  48  45   3  32  0   0  0  0  0  14  0  4
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  0  48  45   3  32  0   0  0  0  0  14  0  4
Added Vol:    0  0  252  0  0  0   0  0  0  0  132  0  0
PasserByVol:  0  0  0   0  0  0   0  0  0  0  0  0  0
Initial Fut:  0  48  297  3  32  0   0  0  0  0  146  0  4
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:      0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92 0.92 0.92  0.92
PHF Volume:   0  52  323  3  35  0   0  0  0  0  159  0  4
Reduct Vol:   0  0  0   0  0  0   0  0  0  0  0  0  0
Reduced Vol:  0  52  323  3  35  0   0  0  0  0  159  0  4
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  0  52  323  3  35  0   0  0  0  0  159  0  4
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

```

```

Saturation Flow Module:
Sat/Lane:     1900 1900  1900  1900 1900  1900  1900 1900  1900 1900 1900  1900
Adjustment:   1.00 0.98  0.83  0.93 0.98  1.00  1.00 1.00  1.00 0.93 1.00  0.83
Lanes:        0.00 1.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00 1.00 0.00  1.00
Final Sat.:   0 1862  1583  1769 1862   0   0  0  0  1769  0  1583
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

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Capacity Analysis Module:

```

Vol/Sat:    0.00 0.03 0.20 0.00 0.02 0.00 0.00 0.00 0.00 0.09 0.00 0.00
Crit Moves:          ****          ****          ****
Green/Cycle: 0.00 0.54 0.54 0.08 0.62 0.00 0.00 0.00 0.00 0.24 0.00 0.24
Volume/Cap: 0.00 0.05 0.37 0.02 0.03 0.00 0.00 0.00 0.00 0.37 0.00 0.01
Delay/Veh:   0.0 6.9 8.7 27.8 4.7 0.0 0.0 0.0 0.0 21.2 0.0 18.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0 6.9 8.7 27.8 4.7 0.0 0.0 0.0 0.0 21.2 0.0 18.9
LOS by Move:  A  A  A  C  A  A  A  A  A  C  A  B
DesignQueue:  0  1  6  0  0  0  0  0  0  4  0  0
    
```

Note: Queue reported is the number of cars per lane.

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Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #35 La Media Rd / Otay Mesa Rd

```

Cycle (sec):      115          Critical Vol./Cap.(X):      0.791
Loss Time (sec):  12          Average Delay (sec/veh):    44.8
Optimal Cycle:   OPTIMIZED    Level Of Service:          D
    
```

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	3	1	0	2

Volume Module:

Base Vol:	50	82	289	31	139	27	20	123	115	459	239	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	82	289	31	139	27	20	123	115	459	239	46
Added Vol:	0	0	56	0	0	0	0	0	0	29	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	82	345	31	139	27	20	123	115	488	239	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	61	100	422	38	170	33	24	151	141	597	293	56
Reduct Vol:	0	0	0	0	0	0	0	0	35	0	0	0
Reduced Vol:	61	100	422	38	170	33	24	151	106	597	293	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	100	422	38	170	33	24	151	106	597	293	56

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.86	0.86	0.93	0.96	0.96	0.93	0.89	0.83	0.93	0.92	0.96
Lanes:	1.00	0.19	0.81	1.00	0.84	0.16	1.00	3.00	1.00	1.00	2.53	0.47
Final Sat.:	1769	314	1322	1769	1522	296	1769	5083	1583	1769	4419	850

Capacity Analysis Module:

```

Vol/Sat:    0.03 0.32 0.32 0.02 0.11 0.11 0.01 0.03 0.07 0.34 0.07 0.07
Crit Moves:          ****          ****          ****
Green/Cycle: 0.08 0.35 0.35 0.04 0.32 0.32 0.13 0.13 0.13 0.37 0.38 0.38
Volume/Cap: 0.46 0.91 0.91 0.49 0.35 0.35 0.11 0.23 0.51 0.91 0.18 0.18
Delay/Veh:   53.3 54.2 54.2 58.7 30.4 30.4 44.8 45.0 48.8 51.2 24.0 24.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  53.3 54.2 54.2 58.7 30.4 30.4 44.8 45.0 48.8 51.2 24.0 24.0
LOS by Move:  D  D  D  E  C  C  D  D  D  D  C  C
DesignQueue:  4  23  23  2  9  9  1  3  6  26  5  5
    
```

Note: Queue reported is the number of cars per lane.

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Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 SR-125 SB / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.270
Loss Time (sec): 0 Average Delay (sec/veh): 9.6
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	0	3	0	0	0

Volume Module:

Base Vol:	0	0	0	75	0	154	0	423	0	0	484	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	75	0	154	0	423	0	0	484	0
Added Vol:	0	0	0	0	0	29	0	56	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	75	0	183	0	479	0	0	484	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	0	0	0	96	0	234	0	613	0	0	619	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	96	0	234	0	613	0	0	619	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	96	0	234	0	613	0	0	619	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	1.00	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	0	0	5083	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.15	0.00	0.12	0.00	0.00	0.12	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.55	0.00	0.55	0.00	0.45	0.00	0.00	0.45	0.00
Volume/Cap:	0.00	0.00	0.00	0.05	0.00	0.27	0.00	0.27	0.00	0.00	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	6.3	0.0	7.3	0.0	10.3	0.0	0.0	10.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	6.3	0.0	7.3	0.0	10.3	0.0	0.0	10.3	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	A
DesignQueue:	0	0	0	1	0	4	0	4	0	0	4	0

Note: Queue reported is the number of cars per lane.

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Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

 Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 SR-125 NB / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.296
 Loss Time (sec): 0 Average Delay (sec/veh): 7.0
 Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	2	0	2	0	0	2

Volume Module:

Base Vol:	0	0	0	0	0	0	285	218	0	0	484	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	285	218	0	0	484	338
Added Vol:	0	0	0	0	0	0	56	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	341	218	0	0	484	338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	0	0	0	0	0	0	457	292	0	0	649	453
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	457	292	0	0	649	453
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	457	292	0	0	649	453

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.93	1.00	1.00	0.87	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.40	1.60
Final Sat.:	0	0	0	0	0	0	3432	3538	0	0	3990	2786

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.08	0.00	0.00	0.16	0.16
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.45	1.00	0.00	0.00	0.55	0.55
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.08	0.00	0.00	0.30	0.30
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	10.6	0.0	0.0	0.0	7.3	7.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	10.6	0.0	0.0	0.0	7.3	7.3
LOS by Move:	A	A	A	A	A	A	B	A	A	A	A	A
DesignQueue:	0	0	0	0	0	0	4	0	0	0	4	4

Note: Queue reported is the number of cars per lane.

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 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #39 Campo Rd/SR-94 / Melody Rd

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[15.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												

```

-----|-----|-----|-----|-----|
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:       Include          Include          Include          Include
Lanes:        0 1 0 0 0      0 0 1! 0 0      1 0 0 1 0      0 0 1! 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:     5 154 0      1 484 14      12 0 1      1 0 6
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  5 154 0      1 484 14      12 0 1      1 0 6
Added Vol:    15 22 0      0 42 0      0 0 28      0 0 0
PasserByVol:  0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut:  20 176 0      1 526 14      12 0 29      1 0 6
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
PHF Volume:   25 220 0      1 657 17      15 0 36      1 0 7
Reduct Vol:   0 0 0      0 0 0      0 0 0      0 0 0
FinalVolume: 25 220 0      1 657 17      15 0 36      1 0 7
-----|-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxxx 4.1 xxxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim:  2.2 xxxx xxxxxx 2.2 xxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3
-----|-----|-----|-----|-----|
Capacity Module:
Cnflct Vol:   674 xxxx xxxxxx 220 xxxx xxxxxx 941 938 665 956 946 220
Potent Cap.:  917 xxxx xxxxxx 1350 xxxx xxxxxx 243 265 460 238 261 820
Move Cap.:    917 xxxx xxxxxx 1350 xxxx xxxxxx 236 257 460 214 254 820
Volume/Cap.:  0.03 xxxx xxxxxx 0.00 xxxx xxxxxx 0.06 0.00 0.08 0.01 0.00 0.01
-----|-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxxx 0.0 xxxx xxxxxx 0.2 xxxx xxxxxx xxxx xxxx xxxxxx
Control Del:  9.0 xxxx xxxxxx 7.7 xxxx xxxxxx 21.3 xxxx xxxxxx xxxxxx xxxx xxxxxx
LOS by Move:  A * * *      A * * *      C * * *      * * * *
Movement:     LT - LTR - RT  LT - LTR - RT  LT - LTR - RT  LT - LTR - RT
Shared Cap.:  xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx 460 xxxx 584 xxxxxx
SharedQueue:  0.1 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx 0.3 xxxxxx 0.0 xxxxxx
Shrd ConDel:  9.0 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx 13.5 xxxxxx 11.3 xxxxxx
Shared LOS:   A * * *      * * * *      * * * *      B * * *
ApproachDel:  xxxxxx          xxxxxx          15.8          11.3
ApproachLOS:  * * * *      * * * *      C * * * *      B * * *
*****

```

Note: Queue reported is the number of cars per lane.

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Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

```

*****
Intersection #40 Campo Rd/SR-94 / Maxfield Rd
*****
Average Delay (sec/veh):      1.8      Worst Case Level Of Service: C [ 23.4 ]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:       Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:        Include          Include          Include          Include
Lanes:         1 0 0 1 0      0 1 0 0 0      1 0 0 1 0      1 0 0 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      14 187 0      1 505 0      27 0 28      1 0 0
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   14 187 0      1 505 0      27 0 28      1 0 0
Added Vol:     0 15 7      0 28 0      0 0 0      14 0 0

```

```

PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   14  202    7    1  533    0    27    0    28    15    0    0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81
PHF Volume:   17  249    9    1  656    0    33    0    34    18    0    0
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:  17  249    9    1  656    0    33    0    34    18    0    0
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:   4.1 xxxx xxxxxx 4.1 xxxx xxxxxx 7.1 6.5 6.2 7.1 xxxx xxxxxx
FollowUpTim:  2.2 xxxx xxxxxx 2.2 xxxx xxxxxx 3.5 4.0 3.3 3.5 xxxx xxxxxx
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Capacity Module:
Cnflct Vol:   656 xxxx xxxxxx 257 xxxx xxxxxx 946 951 656 964 xxxx xxxxxx
Potent Cap.:  931 xxxx xxxxxx 1307 xxxx xxxxxx 241 260 465 235 xxxx xxxxxx
Move Cap.:    931 xxxx xxxxxx 1307 xxxx xxxxxx 238 255 465 214 xxxx xxxxxx
Volume/Cap:  0.02 xxxx xxxxxx 0.00 xxxx xxxxxx 0.14 0.00 0.07 0.09 xxxx xxxxxx
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxxx 0.0 xxxx xxxxxx 0.5 xxxx xxxxxx 0.3 xxxx xxxxxx
Control Del:  8.9 xxxx xxxxxx 7.8 xxxx xxxxxx 22.6 xxxx xxxxxx 23.4 xxxx xxxxxx
LOS by Move:  A * * * A * * * C * * * C * * *
Movement:     LT - LTR - RT  LT - LTR - RT  LT - LTR - RT  LT - LTR - RT
Shared Cap.:  xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx 465 xxxx xxxx xxxxxx
SharedQueue:  xxxxxx xxxx xxxxxx 0.0 xxxx xxxxxx xxxxxx xxxx 0.2 xxxxxx xxxx xxxxxx
Shrd ConDel:  xxxxxx xxxx xxxxxx 7.8 xxxx xxxxxx xxxxxx xxxx 13.4 xxxxxx xxxx xxxxxx
Shared LOS:   * * * * A * * * * * B * * * *
ApproachDel:  xxxxxx xxxxxx 17.9
ApproachLOS:  * * * * C C
*****

```

Note: Queue reported is the number of cars per lane.

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Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Proctor Valley Rd/Jefferson Rd / Campo Rd/SR-94

Cycle (sec): 60 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 9 Average Delay (sec/veh): 12.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	12	0	0	12	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0	1!	1	0	0	1	0	0

```

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:     50  50  24  54  35  20  18  417  89  5  184  33
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  50  50  24  54  35  20  18  417  89  5  184  33
Added Vol:    0    0    0    14  0    0    0    14    0    0    7    7
PasserByVol:  0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  50  50  24  68  35  20  18  431  89  5  191  40
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume:  51  51  25  70  36  21  19  444  92  5  197  41
Reduct Vol:  0    0    0    0    0    0    0    0    0    0    0    0

```

Reduced Vol:	51	51	25	70	36	21	19	444	92	5	197	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	51	25	70	36	21	19	444	92	5	197	41

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.77	0.77	0.77	0.93	0.95	0.95	0.93	0.95	0.95
Lanes:	0.41	0.40	0.19	0.56	0.28	0.16	1.00	0.83	0.17	1.00	0.83	0.17
Final Sat.:	636	636	305	813	419	239	1769	1503	310	1769	1500	314

Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.09	0.09	0.09	0.01	0.30	0.30	0.00	0.13	0.13
Crit Moves:					****			****		****		
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.19	0.57	0.57	0.08	0.46	0.46
Volume/Cap:	0.40	0.40	0.40	0.43	0.43	0.43	0.05	0.52	0.52	0.03	0.29	0.29
Delay/Veh:	21.7	21.7	21.7	22.0	22.0	22.0	19.9	8.5	8.5	25.4	10.3	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	21.7	21.7	22.0	22.0	22.0	19.9	8.5	8.5	25.4	10.3	10.3
LOS by Move:	C	C	C	C	C	C	B	A	A	C	B	B
DesignQueue:	3	3	3	3	3	3	1	8	8	0	4	4

Note: Queue reported is the number of cars per lane.

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Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Project Drwy #1 @ Otay Lakes Rd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.345
Loss Time (sec):	6	Average Delay (sec/veh):	6.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	0	0	12	0	0	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	1	0	2	0	0	0
	0	0	1	1	0	0	0	0	0	0	0	1

Volume Module:												
Base Vol:	0	71	0	0	137	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	71	0	0	137	0	0	0	0	0	0	0
Added Vol:	0	567	22	148	1084	0	0	0	0	11	0	77
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	638	22	148	1221	0	0	0	0	11	0	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	638	22	148	1221	0	0	0	0	11	0	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	638	22	148	1221	0	0	0	0	11	0	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	638	22	148	1221	0	0	0	0	11	0	77

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	0.93	0.93	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.93	0.07	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3582	124	1769	3538	0	0	0	0	1769	0	1583

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Capacity Analysis Module:
Vol/Sat: 0.00 0.18 0.18 0.08 0.35 0.00 0.00 0.00 0.00 0.01 0.00 0.05
Crit Moves: **** **** ****
Green/Cycle: 0.00 0.52 0.52 0.24 0.76 0.00 0.00 0.00 0.00 0.14 0.00 0.14
Volume/Cap: 0.00 0.34 0.34 0.34 0.45 0.00 0.00 0.00 0.00 0.04 0.00 0.34
Delay/Veh: 0.0 8.6 8.6 19.3 2.8 0.0 0.0 0.0 0.0 22.3 0.0 24.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 8.6 8.6 19.3 2.8 0.0 0.0 0.0 0.0 22.3 0.0 24.2
LOS by Move: A A A B A A A A A C A C
DesignQueue: 0 6 6 4 6 0 0 0 0 0 0 2
*****

```

Note: Queue reported is the number of cars per lane.

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Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #43 Project Drwy #2 @ Otay Lakes Rd

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	71	0	0	137	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	71	0	0	137	0	0	0	0	0	0	0
Added Vol:	0	99	11	936	159	0	0	0	0	6	0	490
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	170	11	936	296	0	0	0	0	6	0	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	170	11	936	296	0	0	0	0	6	0	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	170	11	936	296	0	0	0	0	6	0	490

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	181	xxxx	xxxxx	xxxx	xxxx	xxxxx	2344	xxxx	176
Potent Cap.:	xxxx	xxxx	xxxxx	1394	xxxx	xxxxx	xxxx	xxxx	xxxxx	40	xxxx	868
Move Cap.:	xxxx	xxxx	xxxxx	1394	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	868
Volume/Cap:	xxxx	xxxx	xxxx	0.67	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.56

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	5.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	3.6
Control Del:	xxxxx	xxxx	xxxxx	12.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.4
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	5.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	12.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			+Inf		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #44 Project Drwy #3 @ Otay Lakes Rd

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: B[12.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	0	0	1

Volume Module:

Base Vol:	0	0	0	0	0	0	0	137	0	0	71	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	137	0	0	71	0
Added Vol:	0	0	0	71	0	77	148	17	0	0	32	136
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	71	0	77	148	154	0	0	103	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	71	0	77	148	154	0	0	103	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	71	0	77	148	154	0	0	103	136

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	621	xxxx	171	239	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	451	xxxx	873	1328	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	409	xxxx	873	1328	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	0.09	0.11	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	0.3	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	15.6	xxxx	9.5	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			12.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

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Scheme Summary

Control Data

Control Data and Model Parameters

Resort Village Driveway 2	2010 Synthetic Flow Profile (veh)
Resort Village Driveway 2	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Left Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	Yes
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle ?
1	Otay Lakes Road	0	0	10.99	1	23.98	1	54.99	129.92	13.50
2	Project Driveway 2	120	0	10.99	1	31.99	1	98.00	149.93	10.00
3	Otay Lakes Road	240	0	10.99	1	27.99	1	84.97	129.92	12.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1
2	Project Driveway 2	189.96	16.01	1	13.00	1	12.01	1
3	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Otay Lakes Road	0	1.000	0	1.000	12.00	1792	0	12.01	1794	0
2	Project Driveway 2	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0
3	Otay Lakes Road	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0

Bypass Geometry

Bypass Approach Geometry (ft)

Leg	Leg Names	Bypass Type	Bypass Flows	V	nv	Vb	nvb	Vt	nvt
1	Otay Lakes Road	Exclusive	296	10.99	1	12	1	12	1

Bypass Entry and Exit Geometry (ft)

Leg	Leg Names	Entry Geometry						Leg	Leg Names	Exit Lanes	
		Eb	neb	Lb	Lt	Rb	Phib			nex	Nmx
1	Otay Lakes Road	12	1	0	130	66.0001 3306	30	2	Project Driveway 2	1	2

Bypass Entry Capacity Modifiers and Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Calibration	
		Capacity + or -	Cross Walk Factor	Intercept + or -	Slope Factor
1	Otay Lakes Road	0	1.000	0	1.000

Traffic Flow Data (veh/hr)

2010 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows				Flow Modifiers	
		Bypass	Exit-1	Exit-2	U-Turn	Trucks %	Flow Factor
1	Otay Lakes Road	296	0	940	0	2.0	1.00
2	Project Driveway 2	0	490	7	0	2.0	1.00
3	Otay Lakes Road	0	14	174	0	2.0	1.00

2010 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Otay Lakes Road	0.750	1.125	0.750	0	30	60
2	Project Driveway 2	0.750	1.125	0.750	0	30	60
3	Otay Lakes Road	0.750	1.125	0.750	0	30	60

Operational Results

2010 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Otay Lakes Road	Exclusive	296	940	174	174	21	937	1126	0.3246	0.8873
2	Project Driveway 2	None		497		940	470		779		0.6775
3	Otay Lakes Road	None		188		7	1429		1247		0.1538

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	Exclusive	5.62	20.97	17.29	1.45	20.67	A	C	C
2	Project Driveway 2	None		13.56	13.56		7.12		B	B
3	Otay Lakes Road	None		3.30	3.30		0.52		A	A

2010 PM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Otay Lakes Road	Exclusive	334	1060	196	196	24	927	1114	0.3647	1.0013
2	Project Driveway 2	None		560		1044	530		725		0.7994
3	Otay Lakes Road	None		212		8	1593		1247		0.1713

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	Exclusive	5.86	27.06	21.99	1.45	20.67	A	D	C
2	Project Driveway 2	None		16.77	16.77		7.12		C	C
3	Otay Lakes Road	None		3.32	3.32		0.52		A	A

Approach Flow Profile

2010 PM Peak - Approach Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 2	Otay Lakes Road
0.0 - 7.5	128.53	51.68	19.55
7.5 - 15.0	149.64	60.17	22.76
15.0 - 22.5	165.61	66.59	25.19
22.5 - 30.0	174.22	70.05	26.50
30.0 - 37.5	174.22	70.05	26.50
37.5 - 45.0	165.61	66.59	25.19
45.0 - 52.5	149.64	60.17	22.76
52.5 - 60.0	128.53	51.68	19.55
Peak 15 min	174.22	70.05	26.50
Peak 60 min	154.50	62.13	23.50

Exit Flow Profile

2010 PM Peak - Exit Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 2	Otay Lakes Road
0.0 - 7.5	2.18	48.83	148.41
7.5 - 15.0	2.53	56.79	171.23
15.0 - 22.5	2.80	62.88	188.58
22.5 - 30.0	2.95	66.19	198.20
30.0 - 37.5	2.96	66.24	200.12
37.5 - 45.0	2.82	63.01	192.69
45.0 - 52.5	2.56	57.00	178.60
52.5 - 60.0	2.20	48.99	151.54
0-60	21	470	1429
%Trucks	2.00	2.00	2.00

Economics

Economic Input Data

2010 - Vehicle Delay Parameters

Peaks	Peak / Day	Days / Year	Delay Cost (\$ / hour)
AM Peak	1	325	15.00
OFF Peak	14	325	15.00
PM Peak	1	325	15.00

2010 - Accident Severity Proportions and Costs

Accident Type	Proportion (%)	Cost (\$)
Fatal Vehicle Accident	0.3	0
Incapacitating Vehicle Accident	17.7	0
Non-incapacitating Vehicle Accident	82	0
Damage Only Vehicle Accident	100	0
Pedestrian Injury Accident	100	0

Economics - Results Data

2010 Delay and Accident Costs

Peak	Delay Costs		Accident Costs			Total Costs	
	Delays Veh.hrs	Costs (\$)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs (\$/year)
AM	1071.18	16068	Vehicles Injury	0.00	0	Vehicle Delay Cost	54981
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	2594.20	38913	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	3665.38	54981	Totals	0.00	0	TOTAL COST	54981

Global Results

Performance and Accidents

2010 PM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1625	296	1921
Capacity	veh/hr	3152	937	4089
Average Delay	sec/veh	16.66	5.62	14.96
L.O.S. (Signal)	A – F	B	A	B
L.O.S. (Unsig)	A – F	C	A	B
Total Delay	veh.hrs	7.52	0.46	7.98

Scheme Summary

Control Data

Control Data and Model Parameters

Resort Village Driveway 3	2010 Synthetic Flow Profile (veh)
Resort Village Driveway 3	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Left Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	No
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle ?
1	Otay Lakes Road	0	0	10.99	1	23.98	1	54.99	129.92	13.50
2	Project Driveway 3	120	0	10.99	1	31.99	1	98.00	149.93	10.00
3	Otay Lakes Road	240	0	10.99	1	27.99	1	84.97	129.92	12.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1
2	Project Driveway 3	189.96	16.01	1	13.00	1	12.01	1
3	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Otay Lakes Road	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0
2	Project Driveway 3	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0
3	Otay Lakes Road	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0

Traffic Flow Data (veh/hr)

2010 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows				Flow Modifiers	
		Bypass	Exit-1	Exit-2	U-Turn	Trucks %	Flow Factor
1	Otay Lakes Road	0	159	144	0	2.0	1.00
2	Project Driveway 3	0	76	71	0	2.0	1.00
3	Otay Lakes Road	0	155	103	0	2.0	1.00

2010 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Otay Lakes Road	0.750	1.125	0.750	0	30	60
2	Project Driveway 3	0.750	1.125	0.750	0	30	60
3	Otay Lakes Road	0.750	1.125	0.750	0	30	60

Operational Results

2010 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	Otay Lakes Road	None		303	103			1185		0.2615
2	Project Driveway 3	None		147	144			1190		0.1262
3	Otay Lakes Road	None		258	71			1214		0.2171

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	None		3.97	3.97		1.03		A	A
2	Project Driveway 3	None		3.36	3.36		0.42		A	A
3	Otay Lakes Road	None		3.66	3.66		0.81		A	A

2010 PM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)				
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR		
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass	
1	Otay Lakes Road	None		342		116		255		1178		0.2925
2	Project Driveway 3	None		166		162		295		1180		0.1415
3	Otay Lakes Road	None		291		80		248		1210		0.2425

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	None		4.07	4.07		1.03		A	A
2	Project Driveway 3	None		3.39	3.39		0.42		A	A
3	Otay Lakes Road	None		3.72	3.72		0.81		A	A

Approach Flow Profile

2010 PM Peak - Approach Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 3	Otay Lakes Road
0.0 - 7.5	31.51	15.29	26.83
7.5 - 15.0	36.68	17.80	31.24
15.0 - 22.5	40.60	19.70	34.57
22.5 - 30.0	42.71	20.72	36.37
30.0 - 37.5	42.71	20.72	36.37
37.5 - 45.0	40.60	19.70	34.57
45.0 - 52.5	36.68	17.80	31.24
52.5 - 60.0	31.51	15.29	26.83
Peak 15 min	42.71	20.72	36.37
Peak 60 min	37.88	18.38	32.25

Exit Flow Profile

2010 PM Peak - Exit Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 3	Otay Lakes Road
0.0 - 7.5	23.49	27.23	22.87
7.5 - 15.0	27.34	31.70	26.62
15.0 - 22.5	30.27	35.08	29.46
22.5 - 30.0	31.85	36.92	31.00
30.0 - 37.5	31.86	36.93	31.01
37.5 - 45.0	30.29	35.11	29.48
45.0 - 52.5	27.38	31.74	26.65
52.5 - 60.0	23.52	27.27	22.90
0-60	226	262	220
%Trucks	2.00	2.00	2.00

Economics

Economic Input Data

2010 - Vehicle Delay Parameters

Peaks	Peak / Day	Days / Year	Delay Cost (\$ / hour)
AM Peak	1	325	15.00
OFF Peak	14	325	15.00
PM Peak	1	325	15.00

2010 - Accident Severity Proportions and Costs

Accident Type	Proportion (%)	Cost (\$)
Fatal Vehicle Accident	0.3	0
Incapacitating Vehicle Accident	17.7	0
Non-incapacitating Vehicle Accident	82	0
Damage Only Vehicle Accident	100	0
Pedestrian Injury Accident	100	0

Economics - Results Data

2010 Delay and Accident Costs

Peak	Delay Costs		Accident Costs			Total Costs	
	Delays Veh.hrs	Costs (\$)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs (\$/year)
AM	193.17	2897	Vehicles Injury	0.00	0	Vehicle Delay Cost	6472
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	238.30	3575	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	431.47	6472	Totals	0.00	0	TOTAL COST	6472

Global Results

Performance and Accidents

2010 PM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	708		708
Capacity	veh/hr	3589		3589
Average Delay	sec/veh	3.73		3.73
L.O.S. (Signal)	A – F	A		A
L.O.S. (Unsig)	A – F	A		A
Total Delay	veh.hrs	0.73		0.73

Appendix L

Two-Lane Highway Analysis Worksheets – Existing Plus Project (Buildout) Conditions

HCS+: Two-Lane Highways Release 5.3

Phone: Fax:
E-Mail:

Two-Way Two-Lane Highway Segment Analysis

Analyst Phuong Nguyen
Agency/Co. CRA
Date Performed 05/05/2011
Analysis Time Period
Highway SR-94
From/To North of Otay Lakes Rd
Jurisdiction
Analysis Year Existing + Project Buildout
Description Village 13

Input Data

Highway class Class 1
Shoulder width 6.0 ft Peak-hour factor, PHF 0.92
Lane width 12.0 ft % Trucks and buses 5 %
Segment length 4.9 mi % Recreational vehicles 5 %
Terrain type Level % No-passing zones 0 %
Grade: Length mi Access points/mi 2 /mi
 Up/down %

Two-way hourly volume, V 716 veh/h
Directional split 67 / 33 %

Average Travel Speed

Grade adjustment factor, fG 1.00
PCE for trucks, ET 1.2
PCE for RVs, ER 1.0
Heavy-vehicle adjustment factor, 0.990
Two-way flow rate,(note-1) vp 786 pc/h
Highest directional split proportion (note-2) 527 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, SFM - mi/h
Observed volume, Vf - veh/h
Estimated Free-Flow Speed:
Base free-flow speed, BFFS 55.0 mi/h
Adj. for lane and shoulder width, fLS 0.0 mi/h
Adj. for access points, fA 0.5 mi/h

Free-flow speed, FFS	54.5	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	48.4	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00
PCE for trucks, ET	1.1
PCE for RVs, ER	1.0
Heavy-vehicle adjustment factor, fHV	0.995
Two-way flow rate,(note-1) vp	782 pc/h
Highest directional split proportion (note-2)	524
Base percent time-spent-following, BPTSF	49.7 %
Adj.for directional distribution and no-passing zones, fd/np	0.0
Percent time-spent-following, PTSF	49.7 %

Level of Service and Other Performance Measures

Level of service, LOS	C
Volume to capacity ratio, v/c	0.25
Peak 15-min vehicle-miles of travel, VMT15	953 veh-mi
Peak-hour vehicle-miles of travel, VMT60	3508 veh-mi
Peak 15-min total travel time, TT15	19.7 veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Two-Lane Highways Release 5.3

Phone: Fax:
E-Mail:

Two-Way Two-Lane Highway Segment Analysis

Analyst Phuong Nguyen
Agency/Co. Fehr & Peers
Date Performed 05/07/2011
Analysis Time Period
Highway SR-94
From/To South of Otay Lakes Rd
Jurisdiction
Analysis Year Existing + Project Buildout
Description Village 13

Input Data

Highway class Class 1
Shoulder width 6.0 ft Peak-hour factor, PHF 0.96
Lane width 12.0 ft % Trucks and buses 5 %
Segment length 10.0 mi % Recreational vehicles 5 %
Terrain type Level % No-passing zones 0 %
Grade: Length mi Access points/mi 1 /mi
 Up/down %

Two-way hourly volume, V 802 veh/h
Directional split 67 / 33 %

Average Travel Speed

Grade adjustment factor, fG 1.00
PCE for trucks, ET 1.2
PCE for RVs, ER 1.0
Heavy-vehicle adjustment factor, 0.990
Two-way flow rate,(note-1) vp 844 pc/h
Highest directional split proportion (note-2) 565 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, SFM - mi/h
Observed volume, Vf - veh/h
Estimated Free-Flow Speed:
Base free-flow speed, BFSS 55.0 mi/h
Adj. for lane and shoulder width, fLS 0.0 mi/h
Adj. for access points, fA 0.3 mi/h

Free-flow speed, FFS	54.8	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	48.2	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00
PCE for trucks, ET	1.1
PCE for RVs, ER	1.0
Heavy-vehicle adjustment factor, fHV	0.995
Two-way flow rate,(note-1) vp	840 pc/h
Highest directional split proportion (note-2)	563
Base percent time-spent-following, BPTSF	52.2 %
Adj.for directional distribution and no-passing zones, fd/np	0.0
Percent time-spent-following, PTSF	52.2 %

Level of Service and Other Performance Measures

Level of service, LOS	C
Volume to capacity ratio, v/c	0.26
Peak 15-min vehicle-miles of travel, VMT15	2089 veh-mi
Peak-hour vehicle-miles of travel, VMT60	8020 veh-mi
Peak 15-min total travel time, TT15	43.3 veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

Appendix M

Ramp Intersection Capacity Analysis Worksheets – Existing Plus Project (Buildout) Conditions

**TABLE 8.11
RAMP INTERSECTION CAPACITY ANALYSIS
EXISTING + BUILDOUT**

Ramp Intersection	Peak Hour	ILV / Hour	Description
I-805 SB Ramps / Telegraph Canyon Road	AM	1,410	1200-1500: (At Capacity)
	PM	1,751	>1500: (Over Capacity)
I-805 NB Ramps / Telegraph Canyon Road	AM	1,432	1200-1500: (At Capacity)
	PM	1,226	1200-1500: (At Capacity)
SR-125 SB Ramps / Otay Lakes Road	AM	998	<1200: (Under Capacity)
	PM	1,356	1200-1500: (At Capacity)
SR-125 NB Ramps / Otay Lakes Road	AM	944	<1200: (Under Capacity)
	PM	1,281	1200-1500: (At Capacity)
SR-125 SB Ramps / Olympic Parkway	AM	760	<1200: (Under Capacity)
	PM	1,060	<1200: (Under Capacity)
SR-125 NB Ramps / Olympic Parkway	AM	756	<1200: (Under Capacity)
	PM	1,136	<1200: (Under Capacity)
SR-125 SB Ramps / Main Street	AM	0	<1200: (Under Capacity)
	PM	0	<1200: (Under Capacity)
SR-125 NB Ramps / Main Street	AM	0	<1200: (Under Capacity)
	PM	0	<1200: (Under Capacity)
SR-125 SB Ramps / Otay Valley Road	AM	0	<1200: (Under Capacity)
	PM	0	<1200: (Under Capacity)
SR-125 SB Ramps / Otay Valley Road	AM	0	<1200: (Under Capacity)
	PM	0	<1200: (Under Capacity)
SR-125 SB Ramps / Otay Mesa Road	AM	614	<1200: (Under Capacity)
	PM	344	<1200: (Under Capacity)
SR-125 SB Ramps / Otay Mesa Road	AM	325	<1200: (Under Capacity)
	PM	679	<1200: (Under Capacity)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

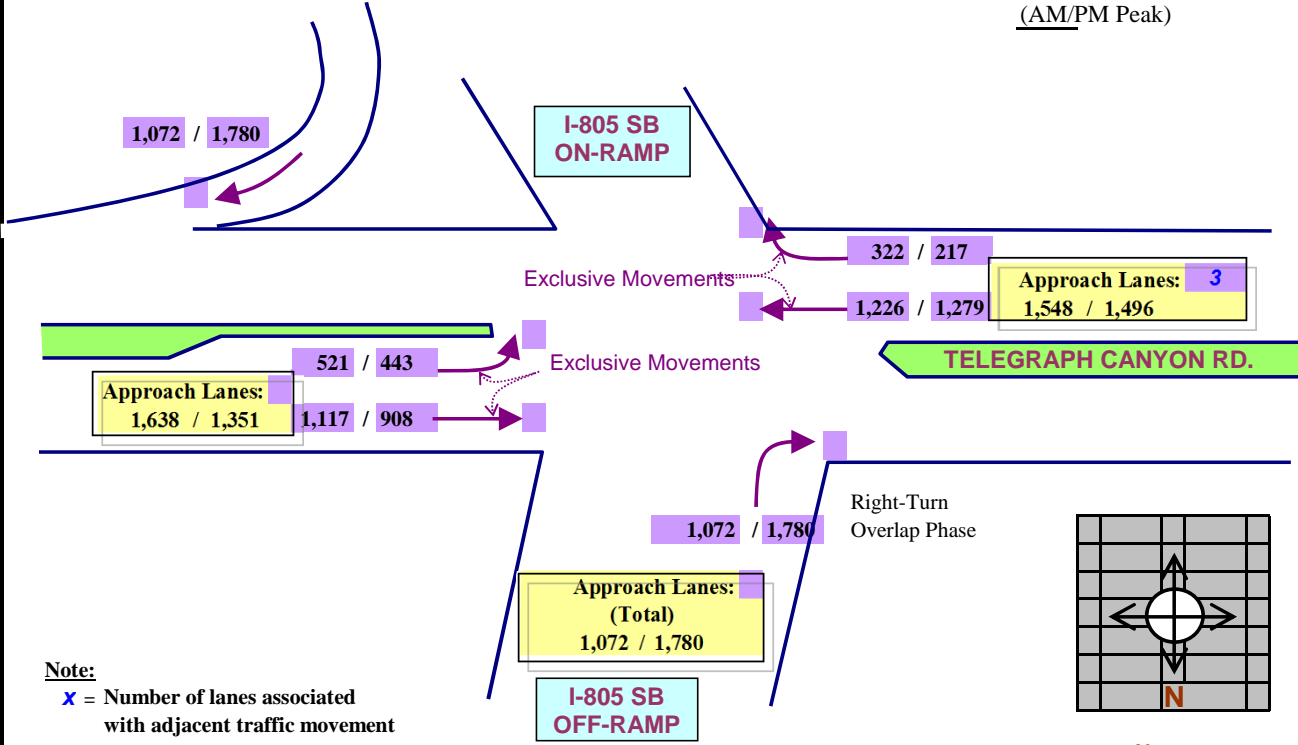
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OTAY RANCH VILLAGE 13

LOCATION: I-805 SB / TELEGRAPH CANYON RD.

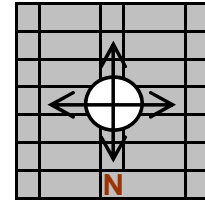
Scenario: Existing + Buildout

(AM/PM Peak)



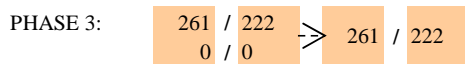
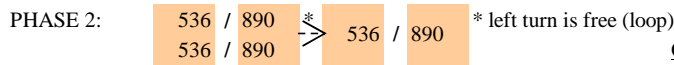
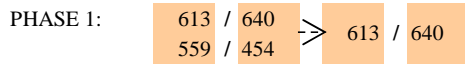
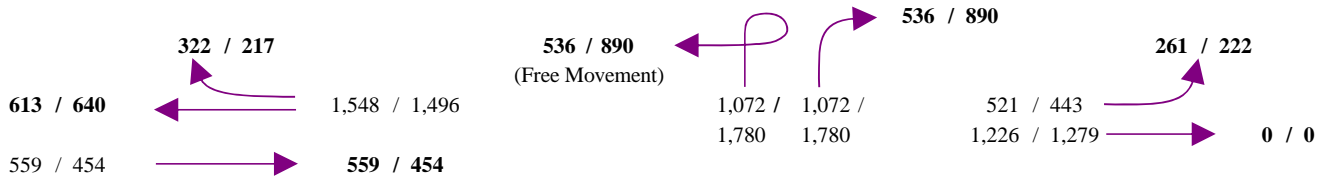
Note:

x = Number of lanes associated with adjacent traffic movement



(Indicate "N" on North Arrow)

ILV per Lane:



OPERATING LEVEL:

ILV/HR. = **1,410** in AM ==> ILV: BETWEEN 1,200 & 1,500
and **1,751** in PM ==> ILV >1,500

TOTAL = 1,410 / 1,751 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : AT CAPACITY (in AM)
& OVER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

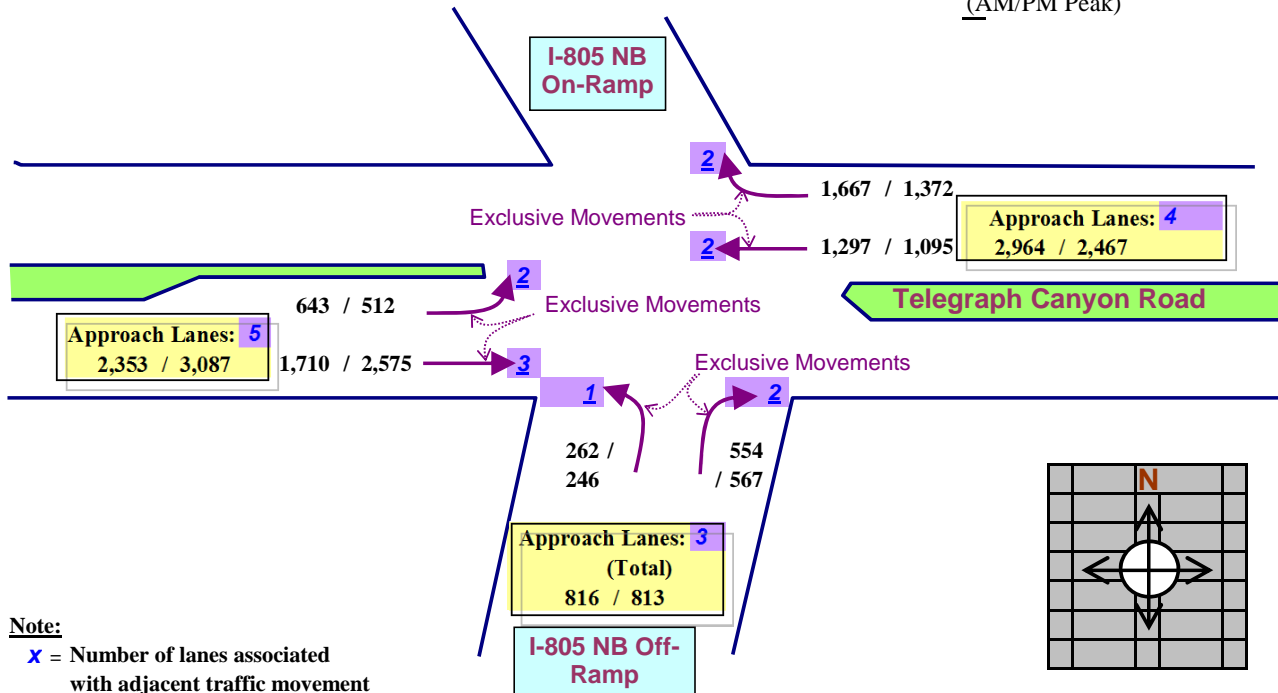
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OTAY RANCH VILLAGE 13

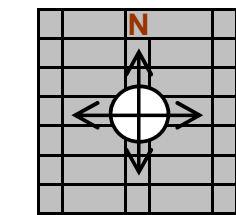
LOCATION: I-805 NB / TELEGRAPH CANYON RD.

Scenario: Existing + Buildout

(AM/PM Peak)

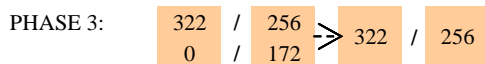
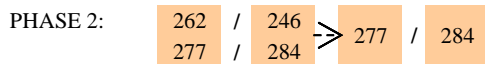
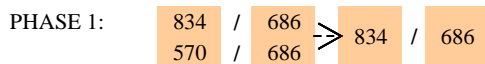
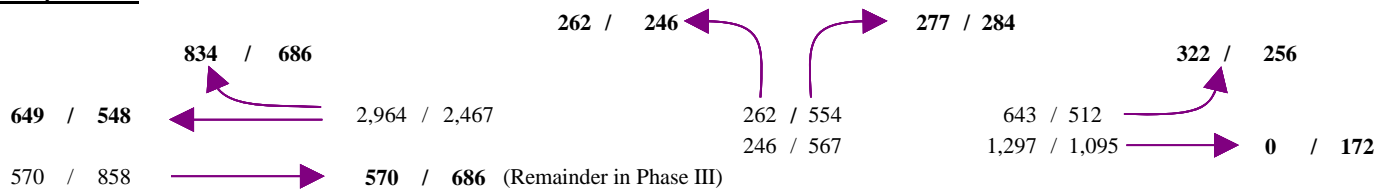


Note:
x = Number of lanes associated with adjacent traffic movement



(Indicate "N" on North Arrow)

ILV per Lane:



OPERATING LEVEL:

ILV/HR. = **1,432** in AM ⇒ ILV: BETWEEN 1,200 & 1,500
 and **1,226** in PM ⇒ Also BETWEEN 1,200 & 1,500

TOTAL = 1,432 / 1,226 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : AT CAPACITY (in AM)
& AT CAPACITY (in PM)

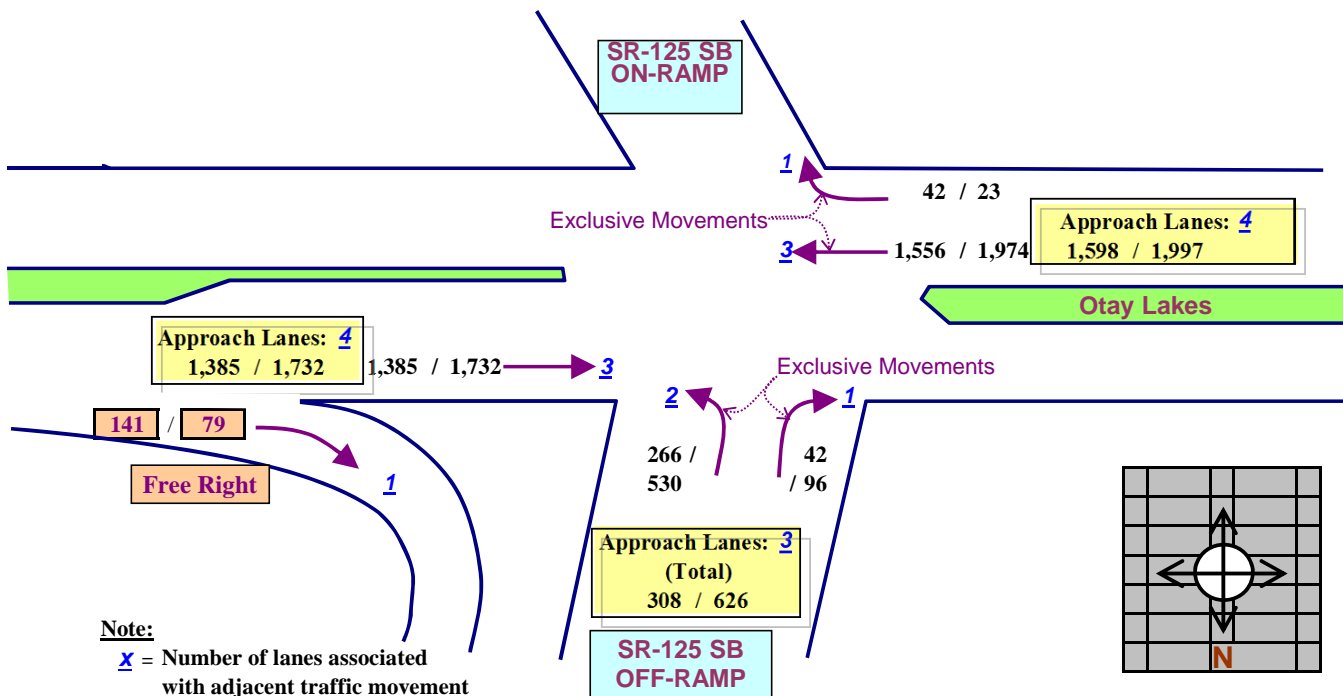
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing + Buildout
(AM/PM Peak)

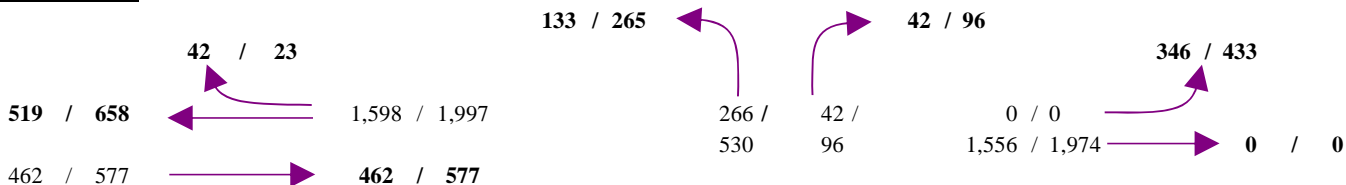
LOCATION: SR-125 SB / Otay Lakes



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:

519 / 658
462 / 577

 >> 519 / 658

PHASE 2:

133 / 265
42 / 96

 >> 133 / 265

PHASE 3:

346 / 433
0 / 0

 >> 346 / 433

OPERATING LEVEL:

ILV/HR. = **998** in AM ==> ILV: <1,200M
 and **1,356** in PM ==> ILV BETWEEN 1,200 & 1,500

TOTAL = 998 / 1,356 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& AT CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

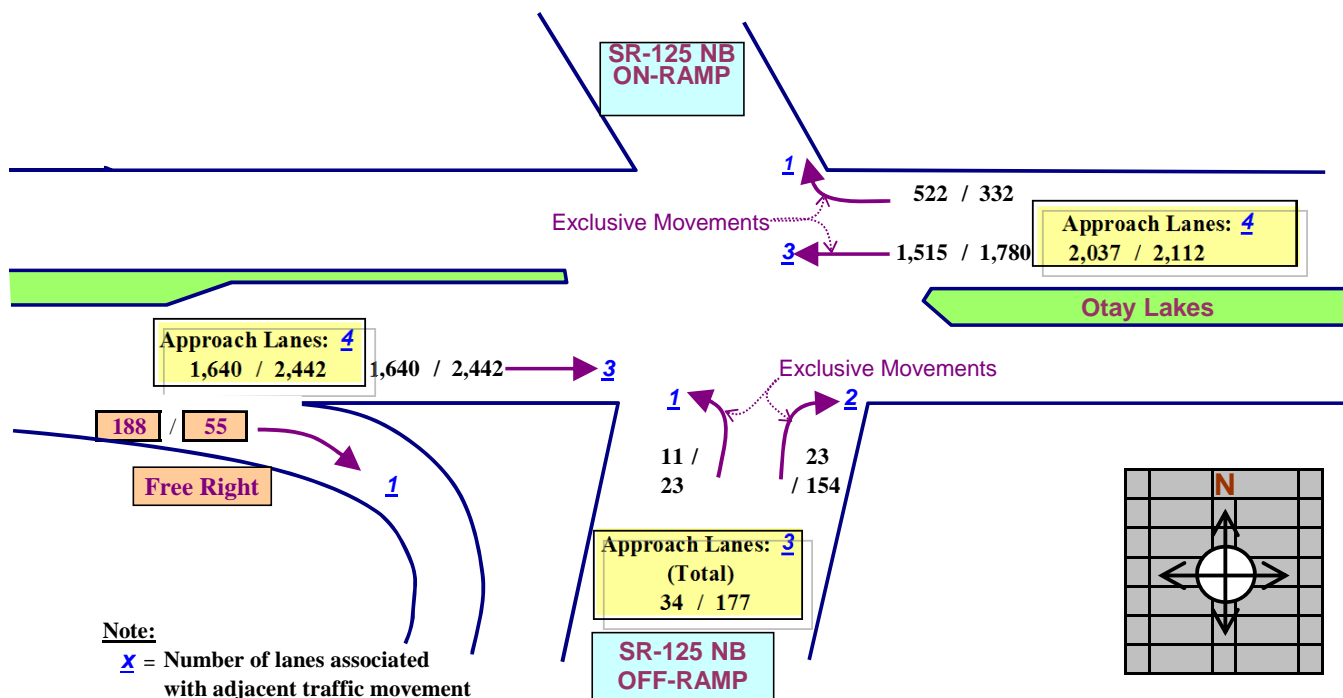
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing + Buildout

(AM/PM Peak)

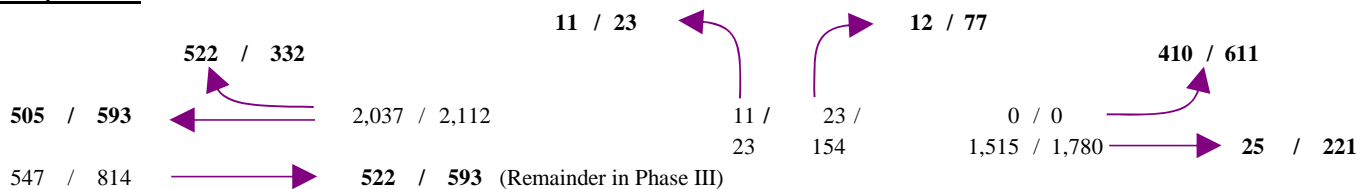
LOCATION: SR-125 NB / Otay Lakes



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:

522 / 593	>>	522 / 593
522 / 593	>>	

PHASE 2:

11 / 23	>>	12 / 77
12 / 77	>>	

PHASE 3:

410 / 611	>>	410 / 611
25 / 221	>>	

OPERATING LEVEL:

ILV/HR. = **944** in AM ==> ILV: <1,200M
 and **1,281** in PM ==> ILV BETWEEN 1,200 & 1,500

TOTAL = 944 / 1,281 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& AT CAPACITY (in PM)

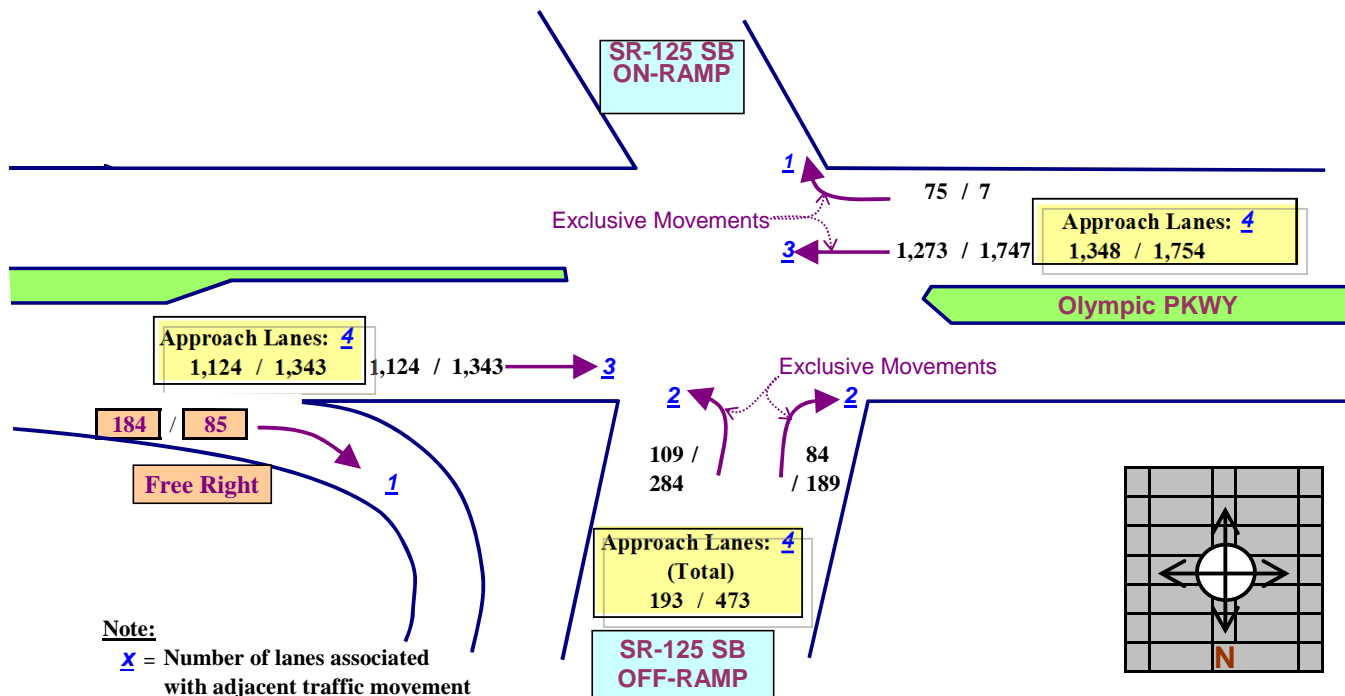
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

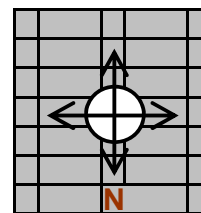
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing + Buildout
(AM/PM Peak)

LOCATION: SR-125 SB / Olympic PKWY

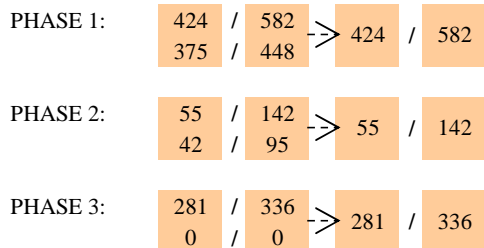
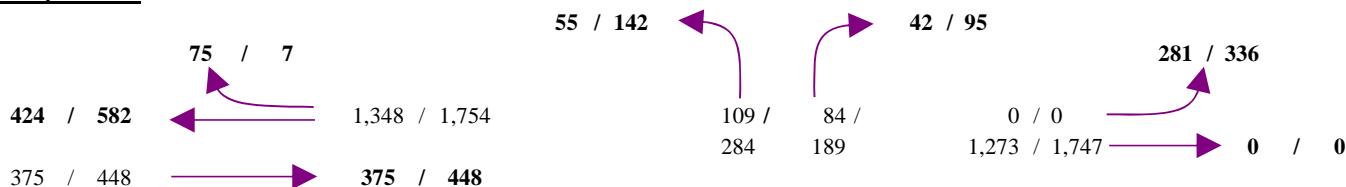


Note:
x = Number of lanes associated with adjacent traffic movement



(Indicate "N" on North Arrow)

ILV per Lane:



OPERATING LEVEL:
 ILV/HR. = **760** in AM ==> ILV: <1,200M
 and **1,060** in PM ==> ILV <1,200

TOTAL = 760 / 1,060 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

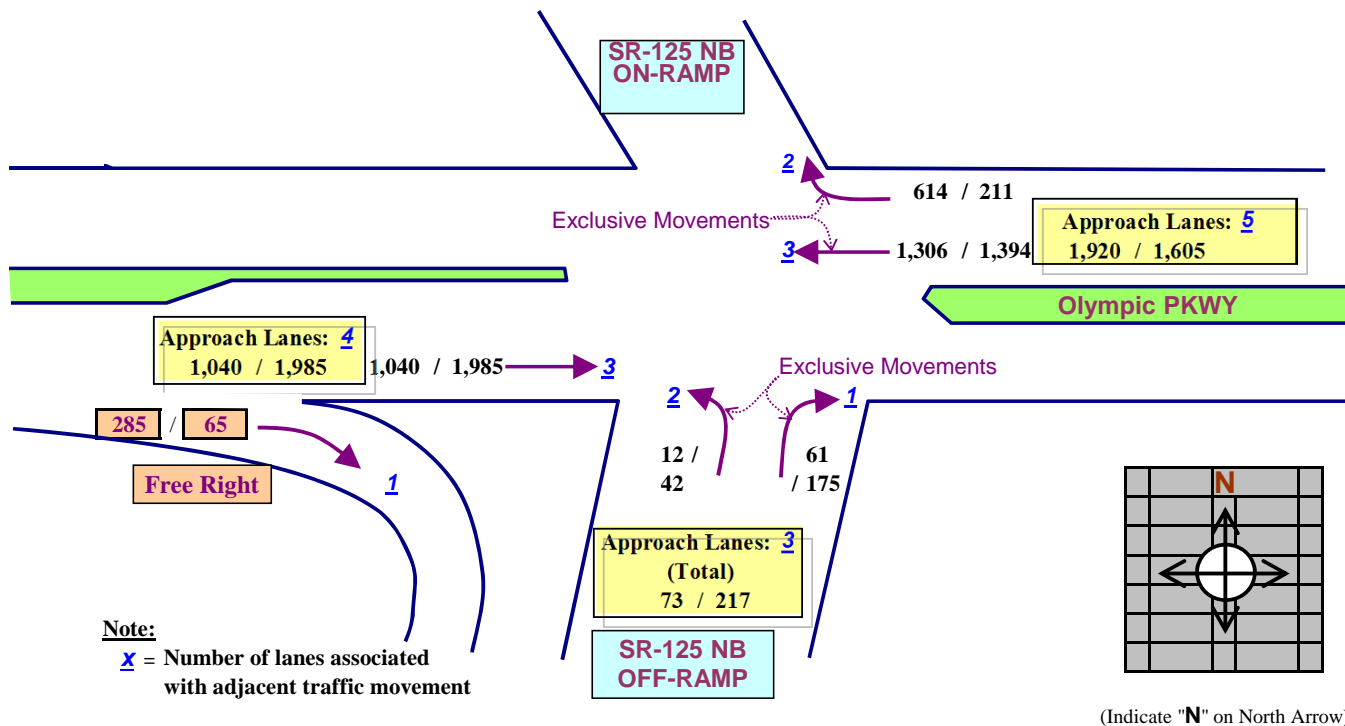
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

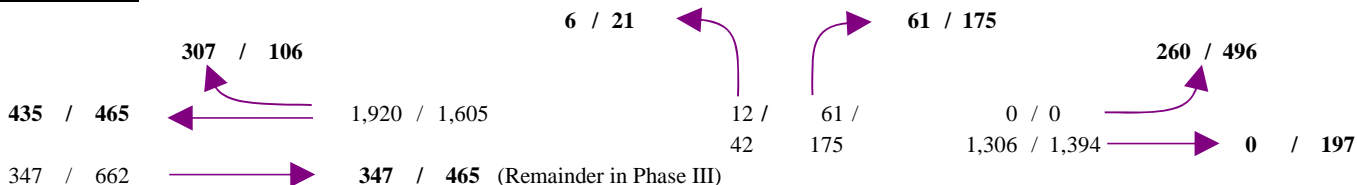
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing + Buildout
(AM/PM Peak)

LOCATION: SR-125 NB / Olympic PKWY



ILV per Lane:



PHASE 1:

435	/	465
347	/	465

 >>

435	/	465
-----	---	-----

PHASE 2:

6	/	21
61	/	175

 >>

61	/	175
----	---	-----

PHASE 3:

260	/	496
0	/	197

 >>

260	/	496
-----	---	-----

OPERATING LEVEL:

ILV/HR. = **756** in AM ==> ILV: <1,200M
 and **1,136** in PM ==> ILV <1,200

TOTAL = 756 / 1,136 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

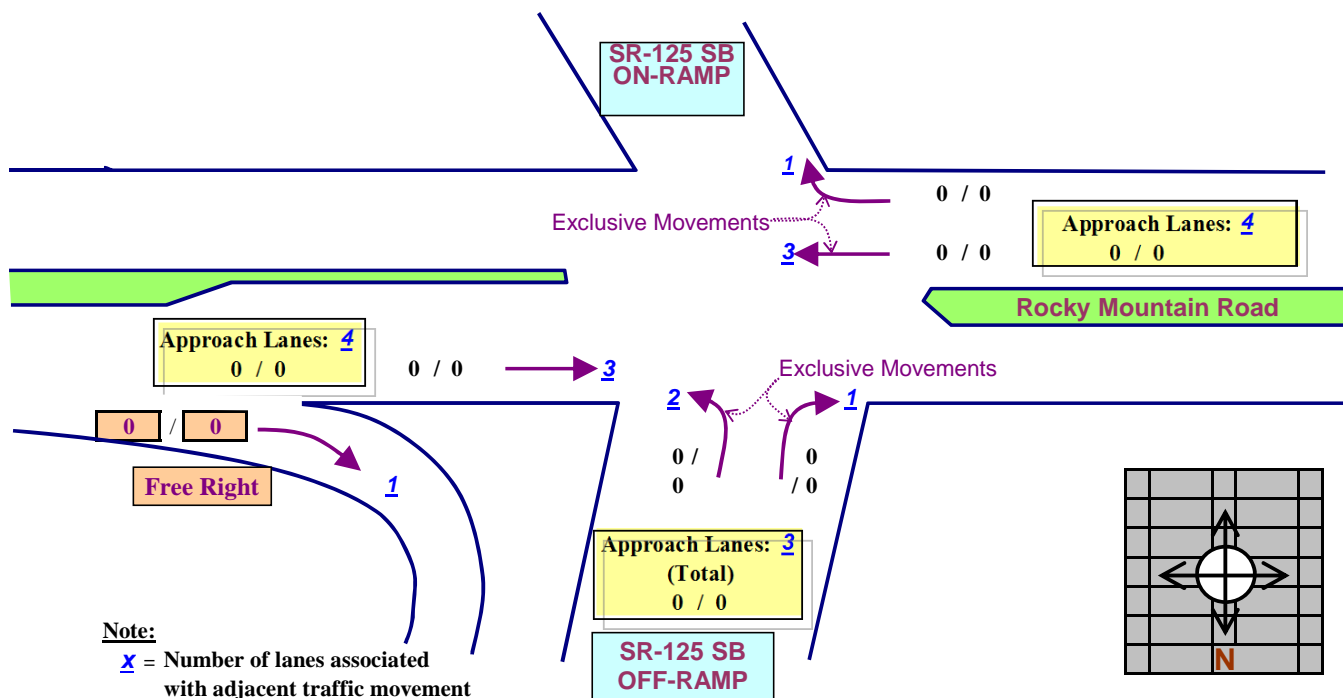
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing + Buildout

(AM/PM Peak)

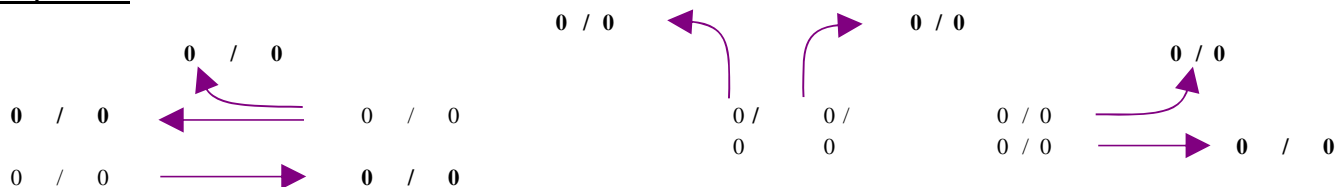
LOCATION: SR-125 SB / Rocky Mountain Road



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:	0 / 0	0 / 0	0 / 0	0 / 0
PHASE 2:	0 / 0	0 / 0	0 / 0	0 / 0
PHASE 3:	0 / 0	0 / 0	0 / 0	0 / 0

OPERATING LEVEL:
 ILV/HR. = 0 in AM ==> ILV: <1,200M
 and 0 in PM ==> ILV <1,200

TOTAL = 0 / 0 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

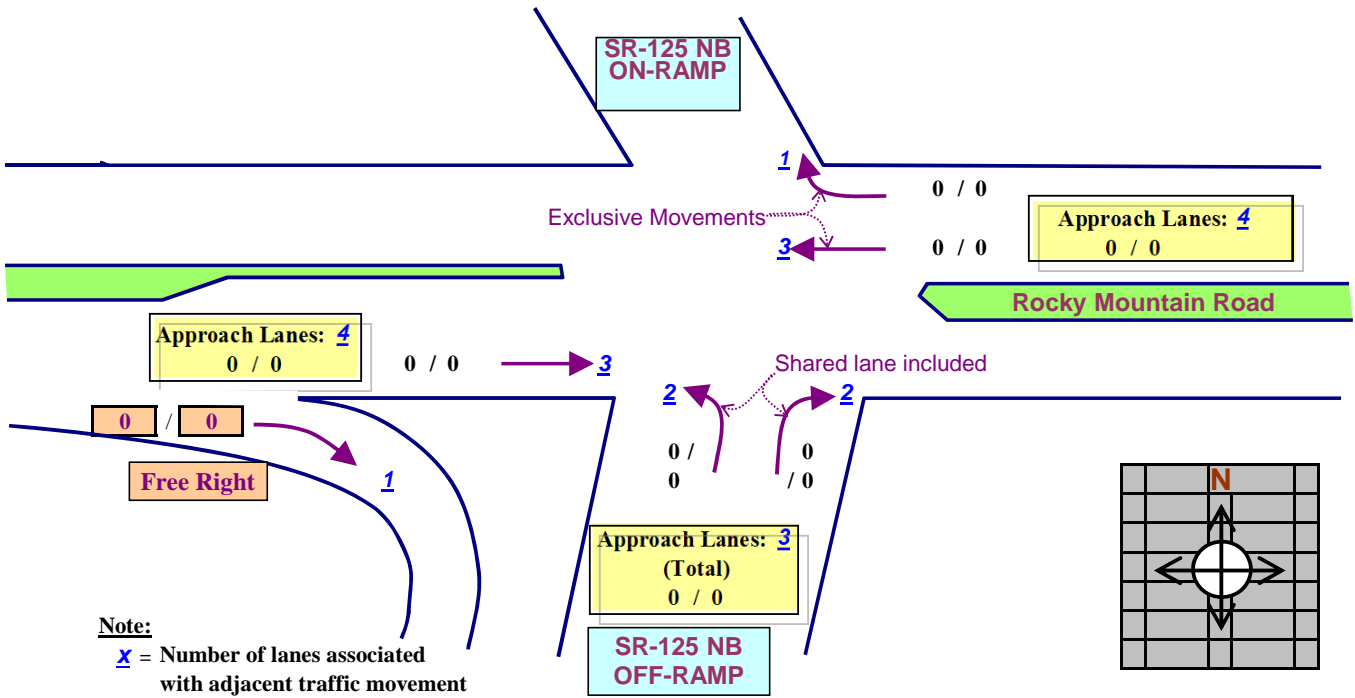
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing + Buildout

(AM/PM Peak)

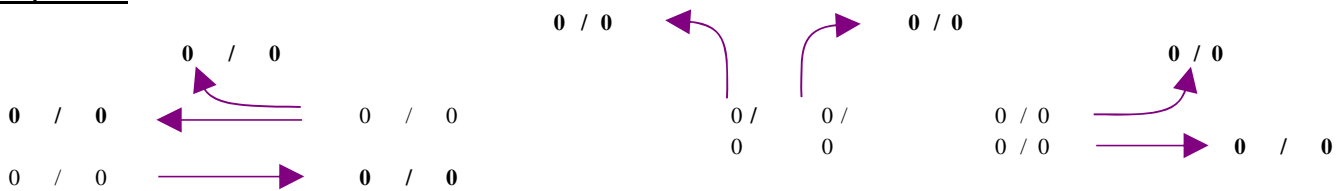
LOCATION: SR-125 NB / Main Street



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:	<table border="1" style="display: inline-table; border-collapse: collapse;"><tr><td>0</td><td>/</td><td>0</td></tr><tr><td>0</td><td>/</td><td>0</td></tr></table> >> <table border="1" style="display: inline-table; border-collapse: collapse;"><tr><td>0</td><td>/</td><td>0</td></tr></table>	0	/	0	0	/	0	0	/	0
0	/	0								
0	/	0								
0	/	0								
PHASE 2:	<table border="1" style="display: inline-table; border-collapse: collapse;"><tr><td>0</td><td>/</td><td>0</td></tr><tr><td>0</td><td>/</td><td>0</td></tr></table> >> <table border="1" style="display: inline-table; border-collapse: collapse;"><tr><td>0</td><td>/</td><td>0</td></tr></table>	0	/	0	0	/	0	0	/	0
0	/	0								
0	/	0								
0	/	0								
PHASE 3:	<table border="1" style="display: inline-table; border-collapse: collapse;"><tr><td>0</td><td>/</td><td>0</td></tr><tr><td>0</td><td>/</td><td>0</td></tr></table> >> <table border="1" style="display: inline-table; border-collapse: collapse;"><tr><td>0</td><td>/</td><td>0</td></tr></table>	0	/	0	0	/	0	0	/	0
0	/	0								
0	/	0								
0	/	0								

OPERATING LEVEL:
 ILV/HR. = 0 in AM ==> ILV: <1,200M
 and 0 in PM ==> ILV <1,200

TOTAL = 0 / 0 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

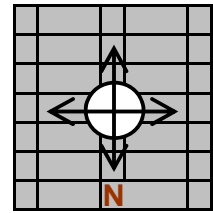
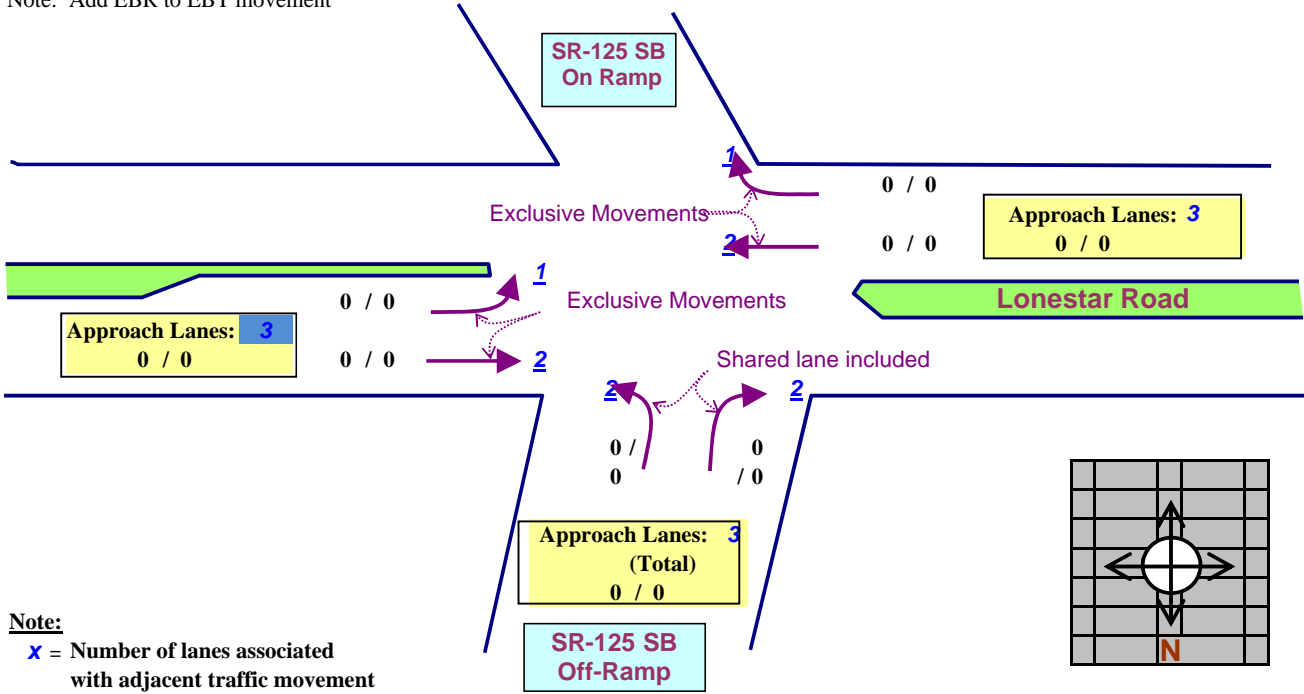
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: SR-125 SB Ramps / Otay Valley Road

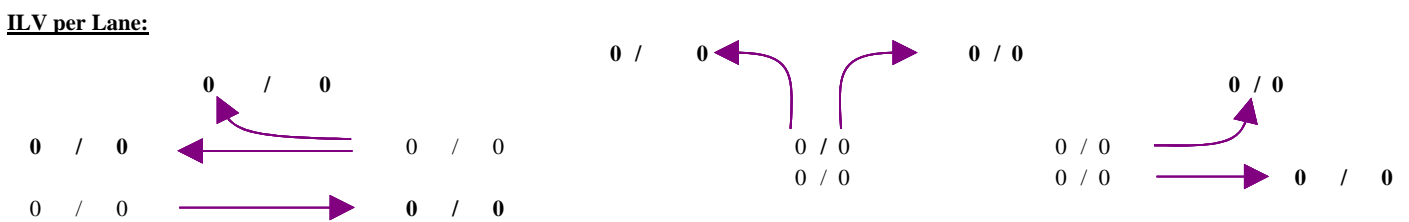
Scenario: Existing + Buildout
(AM/PM Peak)

Note: Add EBR to EBT movement



(Indicate "N" on North Arrow)

Note:
x = Number of lanes associated with adjacent traffic movement



PHASE 1:	0 / 0	0 / 0	0 / 0	0 / 0
PHASE 2:	0 / 0	0 / 0	0 / 0	0 / 0
PHASE 3:	0 / 0	0 / 0	0 / 0	0 / 0

OPERATING LEVEL:
 ILV/HR. = 0 in AM ==> ILV: <1,200M
 and 0 in PM ==> ILV <1,200

TOTAL = 0 / 0 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

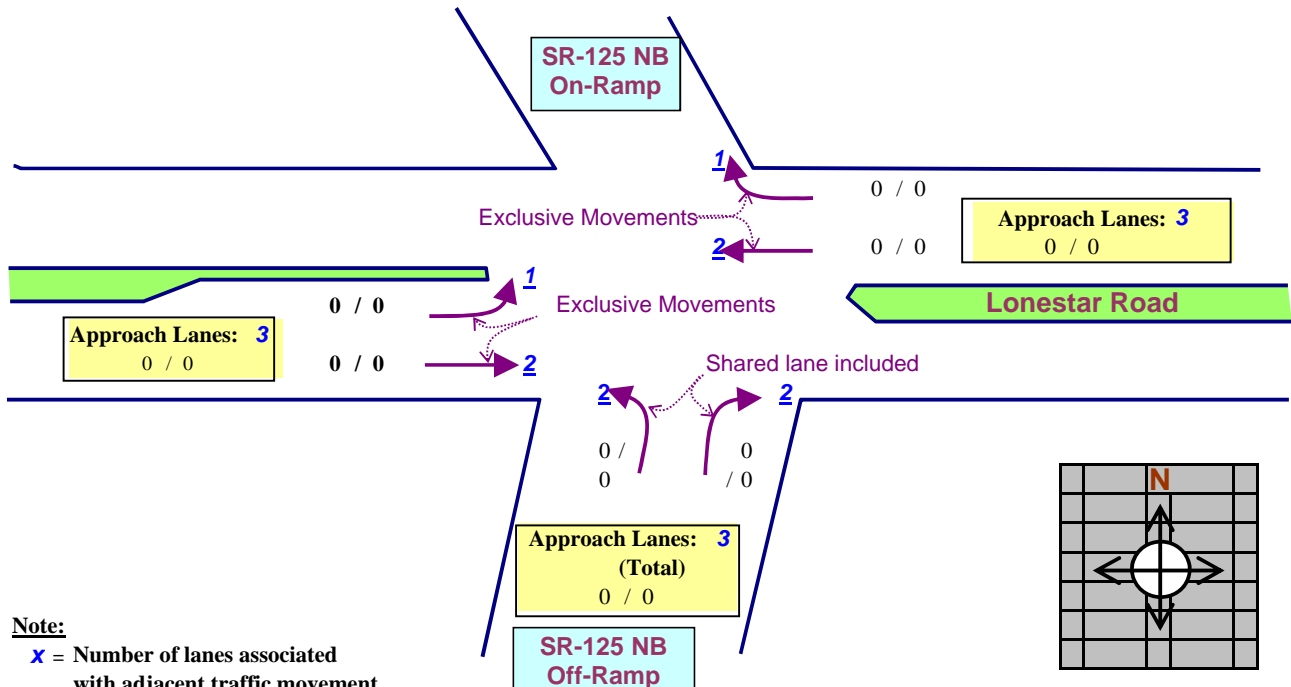
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: SR-125 NB Ramps / Otoy Valley Road

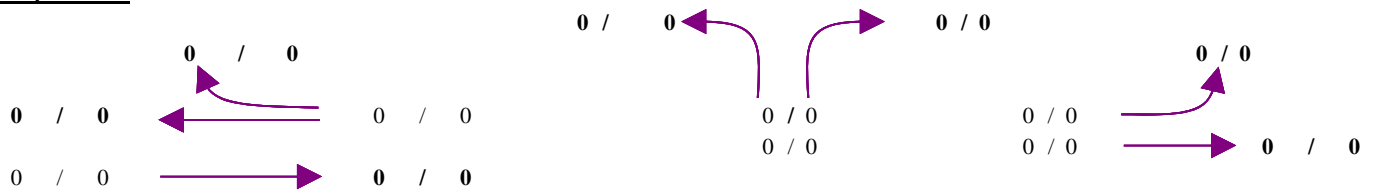
Scenario: Existing + Buildout
(AM/PM Peak)



Note:

x = Number of lanes associated with adjacent traffic movement

ILV per Lane:



PHASE 1:	0 / 0	0 / 0	0 / 0	0 / 0
PHASE 2:	0 / 0	0 / 0	0 / 0	0 / 0
PHASE 3:	0 / 0	0 / 0	0 / 0	0 / 0

OPERATING LEVEL:

ILV/HR. = 0 in AM ==> ILV: <1,200M
and 0 in PM ==> ILV <1,200

TOTAL = 0 / 0 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

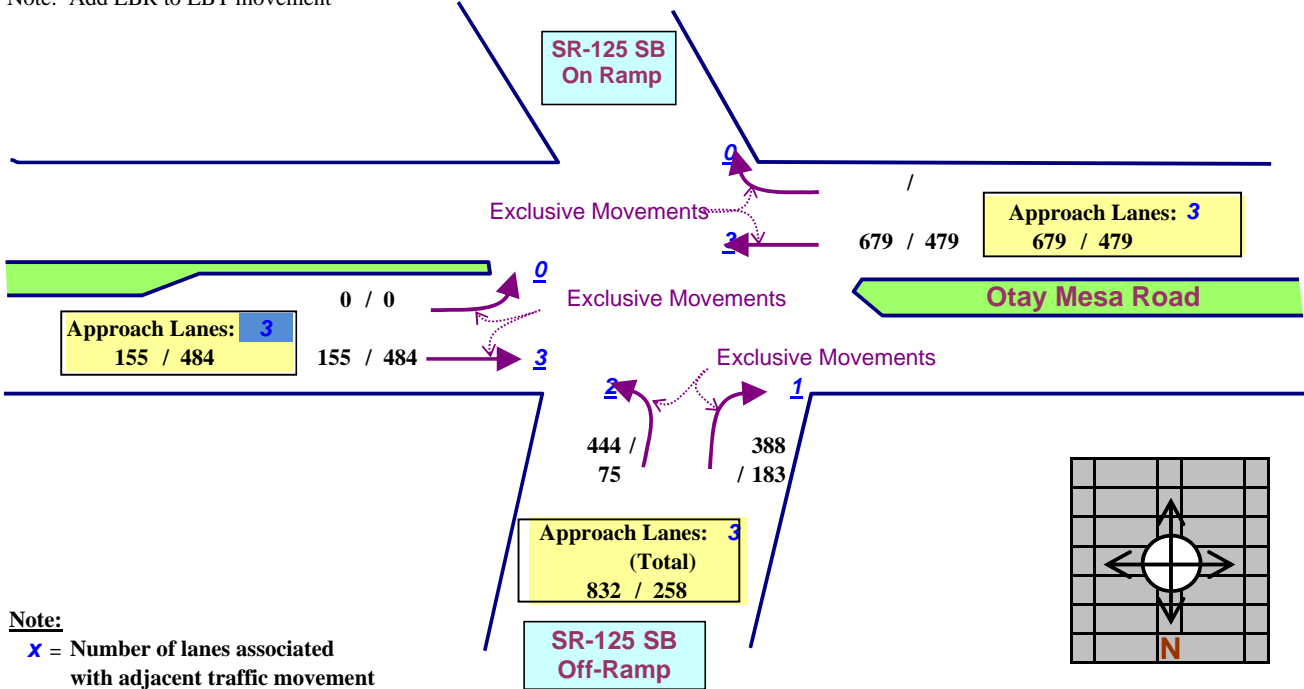
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: 58. SR-125 SB Ramps / Otay Mesa Road (City of SD)

Scenario: Existing + Buildout (AM/PM Peak)

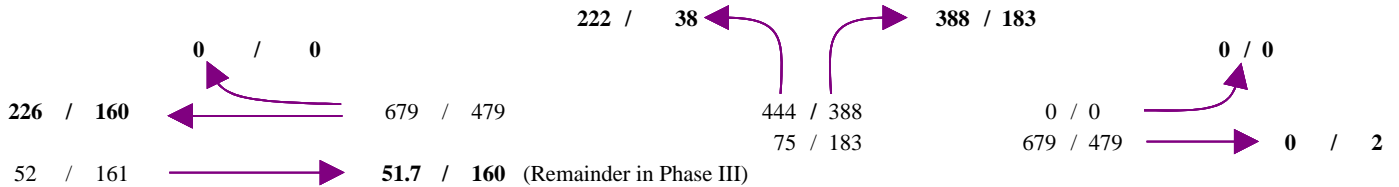
Note: Add EBR to EBT movement



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:	226 / 52	/	160 / 160	⇒	226 / 160
PHASE 2:	222 / 388	/	38 / 183	⇒	388 / 183
PHASE 3:	0 / 0	/	0 / 2	⇒	0 / 2

OPERATING LEVEL:
 ILV/HR. = **614** in AM ==> ILV: <1,200M
 and **344** in PM ==> ILV <1,200

TOTAL = 614 / 344 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

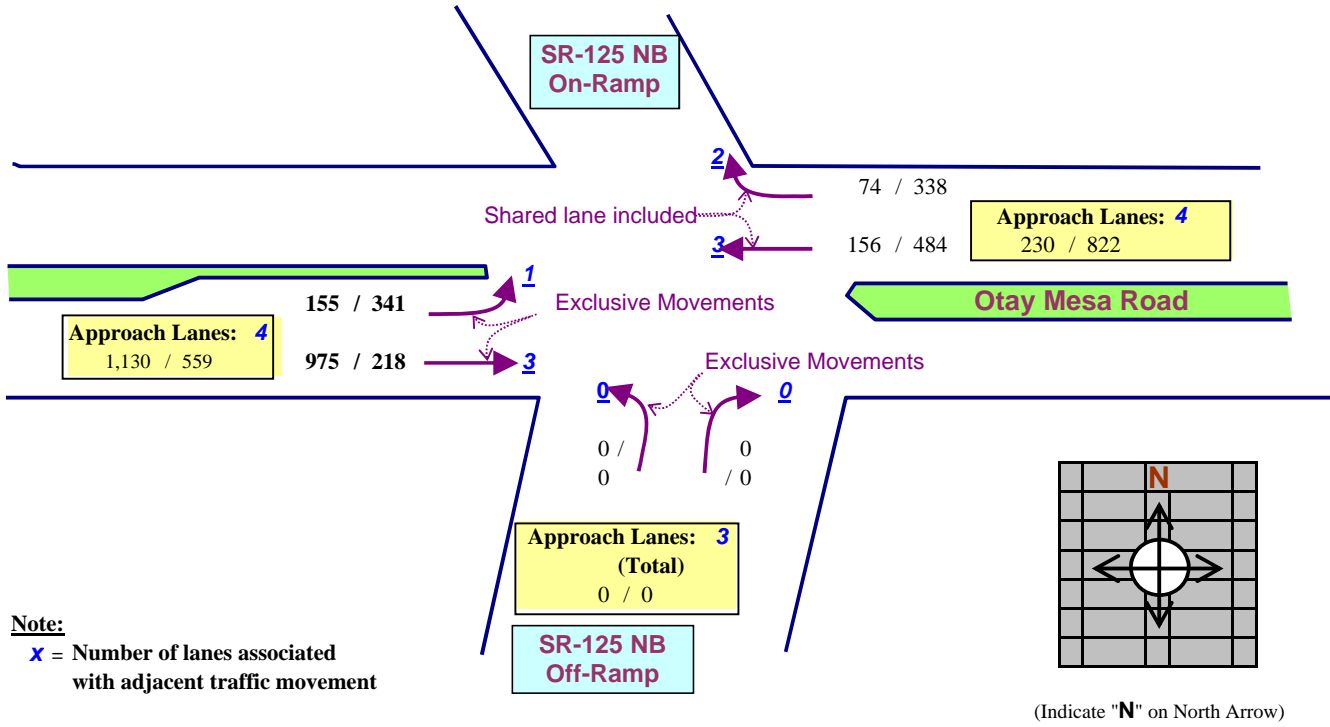
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

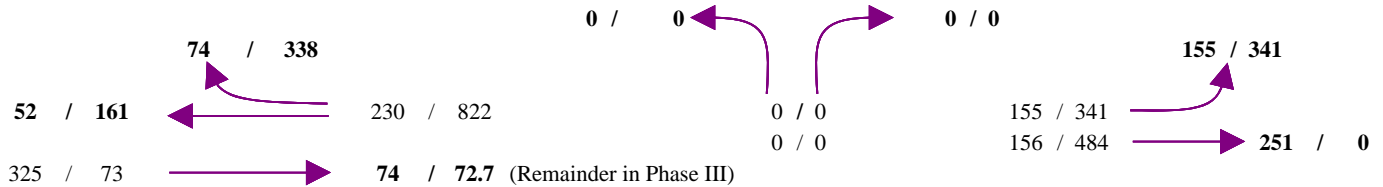
LOCATION: 59. SR-125 NB Ramps / Otay Mesa Road (City of SD)

Scenario: Existing + Buildout (AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

ILV per Lane:



PHASE 1:	74 / 338	74 / 73	74 / 338
PHASE 2:	0 / 0	0 / 0	0 / 0
PHASE 3:	155 / 341	251 / 0	251 / 341

OPERATING LEVEL:

ILV/HR. = **325** in AM ==> ILV: <1,200M
 and **679** in PM ==> ILV <1,200

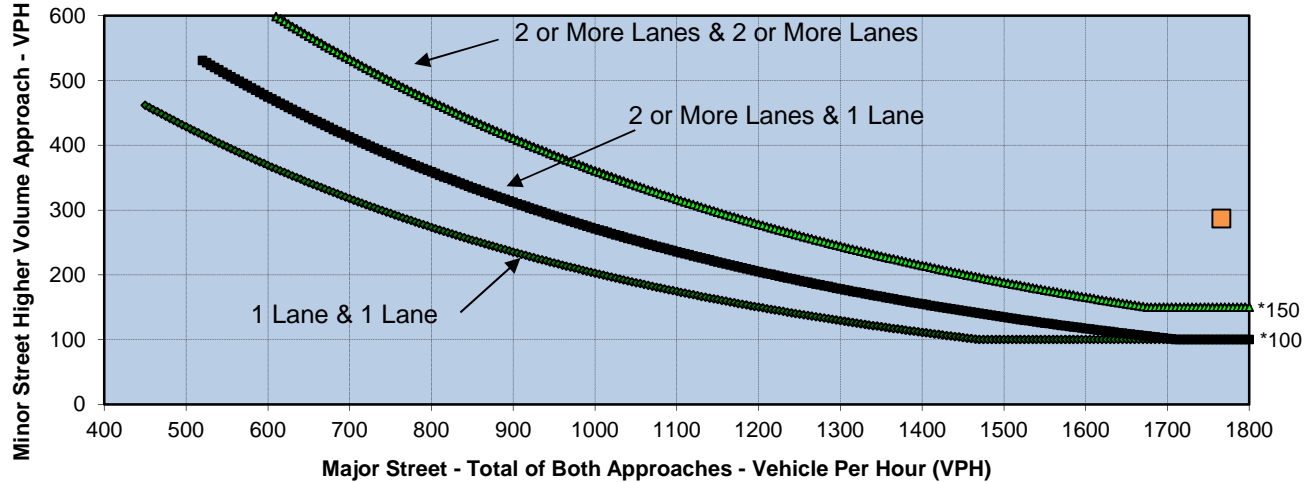
TOTAL = 325 / 679 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

Appendix N

Signal Warrants @ Otay Lakes Road/Wueste Road – Existing Plus Project (Buildout) Conditions

**Figure 4C-3
Warrant 3, Peak Hour**



* Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2006

Major Street **Otay Lakes Road**
Minor Street **Wueste Road**

Project **Resort Village**
Scenario **Existing + Buildout**
Peak Hour **AM**

Turn Movement Volumes

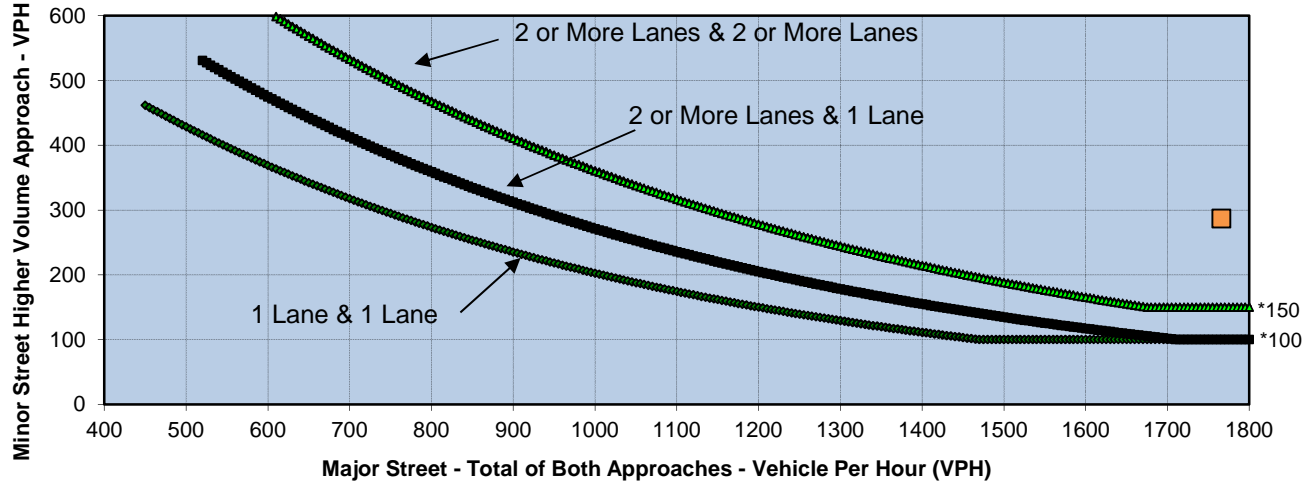
	NB	SB	EB	WB
Left	4	0	0	132
Through	0	0	1,058	568
Right	283	0	8	0
Total	287	0	1,066	700

Major Street Direction

North/South
x East/West

	Major Street Otay Lakes Road	Minor Street Wueste Road	<u>Warrant Met</u>
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	1,766	287	

**Figure 4C-3
Warrant 3, Peak Hour**



* Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

Major Street **Otay Lakes Road**
Minor Street **Wueste Road**

Project **Resort Village**
Scenario **Existing + Buildout**
Peak Hour **PM**

Turn Movement Volumes

	NB	SB	EB	WB
Left	4	0	0	132
Through	0	0	1,058	568
Right	283	0	8	0
Total	287	0	1,066	700

Major Street Direction

North/South
x East/West

	Major Street Otay Lakes Road	Minor Street Wueste Road	<u>Warrant Met</u>
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	1,766	287	

Appendix O

Mitigated Peak Hour Intersection Capacity Worksheets – Existing Plus Project (Buildout) Conditions

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour - Int #20 Mit

Scenario Report
Scenario: Existing plus Project Buildout - AM
Command: Existing plus Project Buildout - AM
Volume: Existng - AM
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: Project AM
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 AM Peak Hour - Int #20 Mit

 Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound							
	L	--	T	--	R	L	--	T	--	R	L	--	T	--	R		
20 Wueste Rd / O	5		0		14	0		0		0	0	61		7	33	115	0

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 AM Peak Hour - Int #20 Mit

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
20 Wueste Rd / O	5	0	117	0	0	0	0	461	7	229	877	0

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 AM Peak Hour - Int #20 Mit

Impact Analysis Report
 Level Of Service

Intersection	Base			Future			Change in
	LOS	Veh	C	LOS	Veh	C	
# 20 Wueste Rd / Otay Lakes Rd	A	7.4	0.061	A	8.4	0.417	+ 1.019 D/V

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
AM Peak Hour - Int #20 Mit

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Wueste Rd / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 0 Average Delay (sec/veh): 8.4
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	1	0	2

Volume Module:

Base Vol:	5	0	14	0	0	0	0	61	7	33	115	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	14	0	0	0	0	61	7	33	115	0
Added Vol:	0	0	103	0	0	0	0	400	0	196	762	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	117	0	0	0	0	461	7	229	877	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	6	0	147	0	0	0	0	581	9	288	1105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	147	0	0	0	0	581	9	288	1105	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	147	0	0	0	0	581	9	288	1105	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	0.85	1.00	1.00	1.00	1.00	0.98	0.98	0.93	0.93	1.00
Lanes:	0.04	0.00	0.96	0.00	0.00	0.00	0.00	1.97	0.03	1.00	2.00	0.00
Final Sat.:	66	0	1552	0	0	0	0	3661	56	1769	3538	0

Capacity Analysis Module:

Vol/Sat:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.16	0.16	0.16	0.31	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.38	0.38	0.39	0.77	0.00
Volume/Cap:	0.42	0.00	0.42	0.00	0.00	0.00	0.00	0.42	0.42	0.42	0.40	0.00
Delay/Veh:	20.5	0.0	20.5	0.0	0.0	0.0	0.0	13.9	13.9	13.7	2.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	0.0	20.5	0.0	0.0	0.0	0.0	13.9	13.9	13.7	2.4	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	B	A	A
DesignQueue:	4	0	4	0	0	0	0	6	6	6	5	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Scenario Report
Scenario: Existing plus Project Buildout - PM
Command: Existing plus Project Buildout - PM
Volume: Existing - PM
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: Project PM
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

 Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
20 Wueste Rd / O	4	0	45	0	0	0	0	92	8	8	63	0

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

 Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
20 Wueste Rd / O	4	0	297	0	0	0	0	1072	8	140	575	0

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Veh	C	LOS	Veh	C	
# 20 Wueste Rd / Otay Lakes Rd	A	7.0	0.069	A	8.7	0.617	+ 1.732 D/V

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Wueste Rd / Otay Lakes Rd

Cycle (sec): 45 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 0 Average Delay (sec/veh): 8.7
Optimal Cycle: 59 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	1	0	2

Volume Module:

Base Vol:	4	0	45	0	0	0	0	92	8	8	63	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	45	0	0	0	0	92	8	8	63	0
Added Vol:	0	0	252	0	0	0	0	980	0	132	512	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	297	0	0	0	0	1072	8	140	575	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	4	0	329	0	0	0	0	1188	9	155	637	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	329	0	0	0	0	1188	9	155	637	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	0	329	0	0	0	0	1188	9	155	637	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	0.85	1.00	1.00	1.00	1.00	0.98	0.98	0.93	0.93	1.00
Lanes:	0.01	0.00	0.99	0.00	0.00	0.00	0.00	1.99	0.01	1.00	2.00	0.00
Final Sat.:	21	0	1591	0	0	0	0	3693	28	1769	3538	0

Capacity Analysis Module:

Vol/Sat:	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.32	0.32	0.09	0.18	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.34	0.00	0.34	0.00	0.00	0.00	0.00	0.52	0.52	0.14	0.66	0.00
Volume/Cap:	0.62	0.00	0.62	0.00	0.00	0.00	0.00	0.62	0.62	0.62	0.27	0.00
Delay/Veh:	14.7	0.0	14.7	0.0	0.0	0.0	0.0	8.2	8.2	22.7	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	0.0	14.7	0.0	0.0	0.0	0.0	8.2	8.2	22.7	3.2	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	C	A	A
DesignQueue:	6	0	6	0	0	0	0	8	8	3	3	0

Note: Queue reported is the number of cars per lane.

Appendix P

**Peak Hour Intersection Capacity Worksheets – Cumulative
(Year 2025) Traffic Conditions**

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Scenario Report

Scenario: 2025 Base - AM
Command: 2025 Base - AM
Volume: 2025 Base - AM
Geometry: 2025
Impact Fee: Default Impact Fee
Trip Generation: No Build
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

 Otay Ranch Village 13
 Year 2025 Base Conditions
 AM Peak Hour

 Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	350	900	70	200	680	290	290	450	320	130	860	270
2 Hunte Pkwy /	510	190	250	50	50	120	370	730	460	350	790	240
3 I-805 SB Ramp	0	0	1030	0	0	0	0	1220	360	560	1140	0
4 I-805 NB Ramp	320	0	610	0	0	0	660	1610	0	0	1320	1590
5 Oleander Ave	170	80	100	80	70	50	90	1800	170	90	2360	90
6 Paseo Del Rey	10	10	10	110	10	110	180	1660	50	50	1910	160
7 Medical Cente	390	0	230	0	0	0	0	1480	510	260	2070	0
8 Paseo Ladera	290	170	130	90	100	200	130	1520	190	190	1880	180
9 Paseo Rancher	250	650	190	240	640	270	230	1240	260	280	1120	340
10 Oaty Lakes Rd	380	1100	320	200	380	140	500	850	400	260	970	440
11 Rutgers Ave /	0	0	0	170	0	270	230	1130	0	0	1400	270
12 SR-125 SB Ram	0	0	0	210	0	60	0	1350	60	0	1140	120
13 SR-125 NB Ram	20	0	70	0	0	0	0	1360	300	0	1320	550
14 Eastlake Pkwy	610	410	250	70	280	230	420	690	320	210	850	100
15 Lane Ave / Ot	0	0	0	60	0	230	530	340	0	0	900	130
16 Fenton St / O	0	0	0	80	0	30	160	250	0	0	840	240
17 Hunte Pkwy /	380	630	40	30	440	290	290	190	290	260	590	230
18 Woods Dr / Ot	10	10	10	120	10	370	130	220	30	10	230	240
19 Lake Crest Dr	430	0	10	0	0	0	0	190	180	30	50	0
20 Wueste Rd / O	10	0	40	0	0	0	0	480	100	110	460	0
21 Campo Rd/SR-9	200	610	0	0	130	60	20	0	40	0	0	0
22 East Palomar	150	240	250	310	340	180	150	960	170	90	1390	250
23 SR-125 SB Ram	0	0	0	160	0	180	0	1380	140	0	1560	110
24 SR-125 NB Ram	190	0	80	0	0	0	0	1210	330	0	1480	440
25 Eastlake Pkwy	470	450	120	70	380	290	290	740	380	260	1320	190
26 Hunte Pkwy /	100	280	90	210	570	330	220	580	280	90	470	90
27 Olympic Vista	130	60	80	120	120	350	310	380	190	40	370	20
28 Olympic Pkwy	0	30	10	110	150	0	0	0	0	30	0	10
29 Lake Crest Dr	0	140	50	10	180	0	0	0	0	20	0	40
35 La Media Rd /	170	320	120	170	220	180	170	650	220	210	680	220
36 SR-125 SB / O	0	0	0	260	0	240	0	910	0	0	1090	0
37 SR-125 NB / O	0	0	0	0	0	0	60	1110	0	0	1090	170
38 Ellis Road /	0	0	0	350	0	440	320	800	0	0	840	450
39 Campo Rd/SR-9	20	650	20	30	230	30	30	20	40	20	50	50
40 Campo Rd/SR-9	10	660	0	0	260	10	10	0	10	0	0	0
41 Proctor Valle	140	150	10	30	110	50	30	220	50	20	550	30
42 Project Drwy	0	460	0	0	480	0	0	0	0	0	0	0
43 Project Drwy	0	460	0	0	480	0	0	0	0	0	0	0
44 Project Drwy	0	0	0	0	0	0	0	480	0	0	460	0

 Otay Ranch Village 13
 Year 2025 Base Conditions
 AM Peak Hour

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	350	900	70	200	680	290	290	450	320	130	860	270
2 Hunte Pkwy /	510	190	250	50	50	120	370	730	460	350	790	240
3 I-805 SB Ramp	0	0	1030	0	0	0	0	1220	360	560	1140	0
4 I-805 NB Ramp	320	0	610	0	0	0	660	1610	0	0	1320	1590
5 Oleander Ave	170	80	100	80	70	50	90	1800	170	90	2360	90
6 Paseo Del Rey	10	10	10	110	10	110	180	1660	50	50	1910	160
7 Medical Cente	390	0	230	0	0	0	0	1480	510	260	2070	0
8 Paseo Ladera	290	170	130	90	100	200	130	1520	190	190	1880	180
9 Paseo Rancher	250	650	190	240	640	270	230	1240	260	280	1120	340
10 Oaty Lakes Rd	380	1100	320	200	380	140	500	850	400	260	970	440
11 Rutgers Ave /	0	0	0	170	0	270	230	1130	0	0	1400	270
12 SR-125 SB Ram	0	0	0	210	0	60	0	1350	60	0	1140	120
13 SR-125 NB Ram	20	0	70	0	0	0	0	1360	300	0	1320	550
14 Eastlake Pkwy	610	410	250	70	280	230	420	690	320	210	850	100
15 Lane Ave / Ot	0	0	0	60	0	230	530	340	0	0	900	130
16 Fenton St / O	0	0	0	80	0	30	160	250	0	0	840	240
17 Hunte Pkwy /	380	630	40	30	440	290	290	190	290	260	590	230
18 Woods Dr / Ot	10	10	10	120	10	370	130	220	30	10	230	240
19 Lake Crest Dr	430	0	10	0	0	0	0	190	180	30	50	0
20 Wueste Rd / O	10	0	40	0	0	0	0	480	100	110	460	0
21 Campo Rd/SR-9	200	610	0	0	130	60	20	0	40	0	0	0
22 East Palomar	150	240	250	310	340	180	150	960	170	90	1390	250
23 SR-125 SB Ram	0	0	0	160	0	180	0	1380	140	0	1560	110
24 SR-125 NB Ram	190	0	80	0	0	0	0	1210	330	0	1480	440
25 Eastlake Pkwy	470	450	120	70	380	290	290	740	380	260	1320	190
26 Hunte Pkwy /	100	280	90	210	570	330	220	580	280	90	470	90
27 Olympic Vista	130	60	80	120	120	350	310	380	190	40	370	20
28 Olympic Pkwy	0	30	10	110	150	0	0	0	0	30	0	10
29 Lake Crest Dr	0	140	50	10	180	0	0	0	0	20	0	40
35 La Media Rd /	170	320	120	170	220	180	170	650	220	210	680	220
36 SR-125 SB / O	0	0	0	260	0	240	0	910	0	0	1090	0
37 SR-125 NB / O	0	0	0	0	0	0	60	1110	0	0	1090	170
38 Ellis Road /	0	0	0	350	0	440	320	800	0	0	840	450
39 Campo Rd/SR-9	20	650	20	30	230	30	30	20	40	20	50	50
40 Campo Rd/SR-9	10	660	0	0	260	10	10	0	10	0	0	0
41 Proctor Valle	140	150	10	30	110	50	30	220	50	20	550	30
42 Project Drwy	0	460	0	0	480	0	0	0	0	0	0	0
43 Project Drwy	0	460	0	0	480	0	0	0	0	0	0	0
44 Project Drwy	0	0	0	0	0	0	0	480	0	0	460	0

 Otay Ranch Village 13
 Year 2025 Base Conditions
 AM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection		Base		Future		Change in
		Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Otay Lakes Rd / East H St	D	36.3	0.856	D 36.3	0.856	+ 0.000 D/V
# 2 Hunte Pkwy / Proctor Valley Rd	D	45.6	0.840	D 45.6	0.840	+ 0.000 D/V
# 3 I-805 SB Ramps / Telegraph Can	C	22.4	0.808	C 22.4	0.808	+ 0.000 D/V
# 4 I-805 NB Ramps / Telegraph Can	D	46.6	1.048	D 46.6	1.048	+ 0.000 D/V
# 5 Oleander Ave / Telegraph Canyo	C	20.8	0.784	C 20.8	0.784	+ 0.000 D/V
# 6 Paseo Del Rey / Telegraph Cany	C	34.8	0.674	C 34.8	0.674	+ 0.000 D/V
# 7 Medical Center Dr / Telegraph	B	14.8	0.742	B 14.8	0.742	+ 0.000 D/V
# 8 Paseo Ladera / Telegraph Canyo	D	50.0	0.845	D 50.0	0.845	+ 0.000 D/V
# 9 Paseo Ranchero/Heritage Rd / T	D	37.8	0.885	D 37.8	0.885	+ 0.000 D/V
# 10 Oaty Lakes Rd/La Media Rd / Te	D	43.6	0.981	D 43.6	0.981	+ 0.000 D/V
# 11 Rutgers Ave / Telegraph Canyon	B	15.6	0.802	B 15.6	0.802	+ 0.000 D/V
# 12 SR-125 SB Ramps / Otay Lakes R	A	6.1	0.434	A 6.1	0.434	+ 0.000 D/V
# 13 SR-125 NB Ramps / Otay Lakes R	A	3.0	0.405	A 3.0	0.405	+ 0.000 D/V
# 14 Eastlake Pkwy / Otay Lakes Rd	C	32.2	0.725	C 32.2	0.725	+ 0.000 D/V
# 15 Lane Ave / Otay Lakes Rd	B	13.1	0.515	B 13.1	0.515	+ 0.000 D/V
# 16 Fenton St / Otay Lakes Rd	B	12.0	0.411	B 12.0	0.411	+ 0.000 D/V
# 17 Hunte Pkwy / Otay Lakes Rd	C	30.0	0.580	C 30.0	0.580	+ 0.000 D/V
# 18 Woods Dr / Otay Lakes Rd	B	16.3	0.872	B 16.3	0.872	+ 0.000 D/V
# 19 Lake Crest Dr / Otay Lakes Rd	C	24.9	0.448	C 24.9	0.448	+ 0.000 D/V
# 20 Wueste Rd / Otay Lakes Rd	C	18.2	0.136	C 18.2	0.136	+ 0.000 D/V
# 21 Campo Rd/SR-94 / Otay Lakes Ro	C	17.6	0.169	C 17.6	0.169	+ 0.000 D/V
# 22 East Palomar St / Olympic Pkwy	C	27.7	0.736	C 27.7	0.736	+ 0.000 D/V
# 23 SR-125 SB Ramps / Olympic Pkwy	A	5.4	0.462	A 5.4	0.462	+ 0.000 D/V

 Otay Ranch Village 13
 Year 2025 Base Conditions
 AM Peak Hour

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 24 SR-125 NB Ramps / Olympic Pkwy	A	5.5	0.441	A	5.5	0.441	+ 0.000 D/V
# 25 Eastlake Pkwy / Olympic Pkwy	C	32.4	0.713	C	32.4	0.713	+ 0.000 D/V
# 26 Hunte Pkwy / Olympic Pkwy	C	27.4	0.431	C	27.4	0.431	+ 0.000 D/V
# 27 Olympic Vista Rd / Olympic Pkw	C	26.8	0.462	C	26.8	0.462	+ 0.000 D/V
# 28 Olympic Pkwy / Wueste Rd	A	6.3	0.109	A	6.3	0.109	+ 0.000 D/V
# 29 Lake Crest Dr / Wueste Rd	B	12.4	0.127	B	12.4	0.127	+ 0.000 D/V
# 35 La Media Rd / Otay Mesa Rd	D	37.2	0.793	D	37.2	0.793	+ 0.000 D/V
# 36 SR-125 SB / Otay Road	B	11.7	0.419	B	11.7	0.419	+ 0.000 D/V
# 37 SR-125 NB / Otay Mesa Road	A	2.6	0.422	A	2.6	0.422	+ 0.000 D/V
# 38 Ellis Road / Otay mesa Road	C	26.2	0.943	C	26.2	0.943	+ 0.000 D/V
# 39 Campo Rd/SR-94 / Melody Rd	A	7.3	0.571	A	7.3	0.571	+ 0.000 D/V
# 40 Campo Rd/SR-94 / Maxfield Rd	C	15.4	0.048	C	15.4	0.048	+ 0.000 D/V
# 41 Proctor Valley Rd/Jefferson Rd	C	22.0	0.725	C	22.0	0.725	+ 0.000 D/V
# 42 Project Drwy #1 @ Otay Lakes R	A	0.8	0.183	A	0.8	0.183	+ 0.000 D/V
# 43 Project Drwy #2 @ Otay Lakes R	C	15.2	0.613	C	15.2	0.613	+ 0.000 D/V
# 44 Project Drwy #3 @ Otay Lakes R	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Otay Lakes Rd / East H St

Cycle (sec): 85 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 12 Average Delay (sec/veh): 36.3
Optimal Cycle: 86 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	5	18	0	5	18	0	5	24	0	5	24	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	1	0	2	0	1	1

Volume Module:

Base Vol:	350	900	70	200	680	290	290	450	320	130	860	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	900	70	200	680	290	290	450	320	130	860	270
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.00	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	400	1030	0	229	778	0	332	515	366	149	984	309
Reduct Vol:	0	0	10	0	0	60	0	0	80	0	0	70
Reduced Vol:	400	1030	0	229	778	0	332	515	286	149	984	239
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	1030	0	229	778	0	332	515	286	149	984	239

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	1.00	0.90	0.89	1.00	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	5083	1900	3432	5083	1900	1769	3538	1583	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.12	0.20	0.00	0.07	0.15	0.00	0.19	0.15	0.18	0.08	0.28	0.15
Crit Moves:	****			****			****				****	
Green/Cycle:	0.13	0.26	0.00	0.08	0.21	0.00	0.21	0.40	0.40	0.12	0.31	0.31
Volume/Cap:	0.90	0.78	0.00	0.82	0.72	0.00	0.90	0.37	0.45	0.71	0.90	0.49
Delay/Veh:	57.3	32.3	0.0	55.1	33.6	0.0	56.9	18.1	19.3	46.7	38.3	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	32.3	0.0	55.1	33.6	0.0	56.9	18.1	19.3	46.7	38.3	24.7
LOS by Move:	E	C	A	E	C	A	E	B	B	D	D	C
DesignQueue:	9	14	0	5	11	0	13	8	8	6	18	8

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Hunte Pkwy / Proctor Valley Rd

Cycle (sec): 115 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 12 Average Delay (sec/veh): 45.6
Optimal Cycle: 92 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	0	1	0	3	0	1	0

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	510	190	250	50	50	120	370	730	460	350	790	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	510	190	250	50	50	120	370	730	460	350	790	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	584	217	286	57	57	137	423	835	526	400	904	275
Reduct Vol:	0	0	40	0	0	0	0	0	40	0	0	0
Reduced Vol:	584	217	246	57	57	137	423	835	486	400	904	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	584	217	246	57	57	137	423	835	486	400	904	275

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.83	0.93	0.88	0.88	0.93	0.89	0.83	0.90	0.90	0.95
Lanes:	2.00	1.00	1.00	1.00	0.29	0.71	1.00	3.00	1.00	2.00	2.32	0.68
Final Sat.:	3432	1862	1583	1769	490	1175	1769	5083	1583	3432	3995	1214

Capacity Analysis Module:

Vol/Sat:	0.17	0.12	0.16	0.03	0.12	0.12	0.24	0.16	0.31	0.12	0.23	0.23
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.30	0.30	0.07	0.18	0.18	0.27	0.38	0.38	0.14	0.25	0.25
Volume/Cap:	0.89	0.39	0.52	0.45	0.64	0.64	0.89	0.43	0.81	0.81	0.89	0.89
Delay/Veh:	59.8	32.2	34.2	53.7	48.0	48.0	59.1	26.7	40.3	57.6	49.3	49.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	32.2	34.2	53.7	48.0	48.0	59.1	26.7	40.3	57.6	49.3	49.3
LOS by Move:	E	C	C	D	D	D	E	C	D	E	D	D
DesignQueue:	16	10	11	3	10	10	21	13	21	12	21	21

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 I-805 SB Ramps / Telegraph Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808

Loss Time (sec): 9 Average Delay (sec/veh): 22.4

Optimal Cycle: 70 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes. Includes detailed traffic signal timing and lane configuration.

Volume Module: >> Count Date: 13 Oct 2005 <<

Table showing traffic volume and adjustment factors for various movements and lanes, including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, etc.

Saturation Flow Module:

Table showing saturation flow rates and adjustment factors for different lane configurations.

Capacity Analysis Module:

Table showing capacity analysis metrics such as Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 I-805 NB Ramps / Telegraph Canyon Rd

Cycle (sec): 105 Critical Vol./Cap.(X): 1.048
Loss Time (sec): 9 Average Delay (sec/veh): 46.6
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	10	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	2	0	3	0	0	2

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Volume Module: >> Count Date: 29 Sep 2005 <<

Base Vol:	320	0	610	0	0	0	660	1610	0	0	1320	1590
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	0	610	0	0	0	660	1610	0	0	1320	1590
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	366	0	698	0	0	0	755	1842	0	0	1510	1819
Reduct Vol:	0	0	120	0	0	0	0	0	0	0	0	340
Reduced Vol:	366	0	578	0	0	0	755	1842	0	0	1510	1479
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	366	0	578	0	0	0	755	1842	0	0	1510	1479

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	0.90	0.89	1.00	1.00	0.93	0.73
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	2.00	2.00
Final Sat.:	1773	0	2786	0	0	0	3432	5083	0	0	3538	2786

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Capacity Analysis Module:

Vol/Sat:	0.21	0.00	0.21	0.00	0.00	0.00	0.22	0.36	0.00	0.00	0.43	0.53
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.00	0.20	0.00	0.00	0.00	0.21	0.72	0.00	0.00	0.51	0.51
Volume/Cap:	1.04	0.00	1.05	0.00	0.00	0.00	1.05	0.51	0.00	0.00	0.84	1.05
Delay/Veh:	102.0	0.0	93.7	0.0	0.0	0.0	88.4	6.7	0.0	0.0	26.1	63.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.0	0.0	93.7	0.0	0.0	0.0	88.4	6.7	0.0	0.0	26.1	63.7
LOS by Move:	F	A	F	A	A	A	F	A	A	A	C	E
DesignQueue:	18	0	16	0	0	0	19	12	0	0	26	27

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oleander Ave / Telegraph Canyon Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.784

Loss Time (sec): 9 Average Delay (sec/veh): 20.8

Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	2

Volume Module: >> Count Date: 27 Sep 2005 <<

Base Vol:	170	80	100	80	70	50	90	1800	170	90	2360	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	80	100	80	70	50	90	1800	170	90	2360	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	195	92	114	92	80	57	103	2059	195	103	2700	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	92	114	92	80	57	103	2059	195	103	2700	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	92	114	92	80	57	103	2059	195	103	2700	103

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.90	0.90	0.46	0.92	0.92	0.93	0.93	0.97	0.93	0.94	0.97
Lanes:	1.00	0.44	0.56	1.00	0.58	0.42	1.00	2.75	0.25	1.00	2.89	0.11
Final Sat.:	1102	759	949	868	1018	727	1769	4869	460	1769	5170	197

Capacity Analysis Module:

Vol/Sat:	0.18	0.12	0.12	0.11	0.08	0.08	0.06	0.42	0.42	0.06	0.52	0.52
Crit Moves:	****			****			****			****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.06	0.57	0.57	0.08	0.58	0.58
Volume/Cap:	0.71	0.49	0.49	0.43	0.32	0.32	0.90	0.74	0.74	0.74	0.90	0.90
Delay/Veh:	37.9	28.3	28.3	28.3	26.6	26.6	92.6	14.8	14.8	56.7	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	28.3	28.3	28.3	26.6	26.6	92.6	14.8	14.8	56.7	19.4	19.4
LOS by Move:	D	C	C	C	C	C	F	B	B	E	B	B
DesignQueue:	7	8	8	3	5	5	5	18	18	5	22	22

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Paseo Del Rey / Telegraph Canyon Rd

Cycle (sec): 145 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 12 Average Delay (sec/veh): 34.8
Optimal Cycle: 74 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	2	1	0	2

Volume Module: >> Count Date: 27 Sep 2005 <<

Base Vol:	10	10	10	110	10	110	180	1660	50	50	1910	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	10	110	10	110	180	1660	50	50	1910	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	11	11	11	126	11	126	206	1899	57	57	2185	183
Reduct Vol:	0	0	0	0	0	20	0	0	0	0	0	0
Reduced Vol:	11	11	11	126	11	106	206	1899	57	57	2185	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	11	11	126	11	106	206	1899	57	57	2185	183

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.94	0.94	0.83	0.93	0.94	0.98	0.93	0.93	0.97
Lanes:	0.34	0.33	0.33	1.83	0.17	1.00	1.00	2.92	0.08	1.00	2.78	0.22
Final Sat.:	583	583	583	3263	297	1583	1769	5221	157	1769	4922	412

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.04	0.04	0.07	0.12	0.36	0.36	0.03	0.44	0.44
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.13	0.57	0.57	0.05	0.50	0.50
Volume/Cap:	0.14	0.14	0.14	0.27	0.27	0.46	0.89	0.63	0.63	0.60	0.89	0.89
Delay/Veh:	54.3	54.3	54.3	55.4	55.4	58.3	94.4	21.2	21.2	76.7	37.3	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	54.3	54.3	55.4	55.4	58.3	94.4	21.2	21.2	76.7	37.3	37.3
LOS by Move:	D	D	D	E	E	E	F	C	C	E	D	D
DesignQueue:	2	2	2	5	5	7	15	26	26	4	37	37

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
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AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Medical Center Dr / Telegraph Canyon Rd

Cycle (sec): 65 Critical Vol./Cap.(X): 0.742

Loss Time (sec): 9 Average Delay (sec/veh): 14.8

Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	0	0	0	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	0	0	0	0	3	0	1	0

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Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	390	0	230	0	0	0	0	1480	510	260	2070	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	0	230	0	0	0	0	1480	510	260	2070	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	446	0	263	0	0	0	0	1693	584	297	2368	0
Reduct Vol:	0	0	45	0	0	0	0	0	95	0	0	0
Reduced Vol:	446	0	218	0	0	0	0	1693	489	297	2368	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	446	0	218	0	0	0	0	1693	489	297	2368	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.83	0.93	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3432	0	1583	0	0	0	0	5083	1583	1769	5083	0

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Capacity Analysis Module:

Vol/Sat:	0.13	0.00	0.14	0.00	0.00	0.00	0.00	0.33	0.31	0.17	0.47	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.45	0.45	0.23	0.68	0.00
Volume/Cap:	0.70	0.00	0.74	0.00	0.00	0.00	0.00	0.74	0.69	0.74	0.69	0.00
Delay/Veh:	28.2	0.0	34.7	0.0	0.0	0.0	0.0	16.1	17.1	30.6	7.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	0.0	34.7	0.0	0.0	0.0	0.0	16.1	17.1	30.6	7.0	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	C	A	A
DesignQueue:	7	0	7	0	0	0	0	14	10	9	12	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Paseo Ladera / Telegraph Canyon Rd

Cycle (sec): 145 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 12 Average Delay (sec/veh): 50.0
Optimal Cycle: 102 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	1	0	2

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	290	170	130	90	100	200	130	1520	190	190	1880	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	170	130	90	100	200	130	1520	190	190	1880	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	332	195	149	103	114	229	149	1739	217	217	2151	206
Reduct Vol:	0	0	20	0	0	40	0	0	0	0	0	0
Reduced Vol:	332	195	129	103	114	189	149	1739	217	217	2151	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	332	195	129	103	114	189	149	1739	217	217	2151	206

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.93	0.96	0.93	0.93	0.97
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.68	0.32	1.00	2.75	0.25
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	4718	590	1769	4863	466

Capacity Analysis Module:

Vol/Sat:	0.19	0.10	0.08	0.06	0.06	0.12	0.08	0.37	0.37	0.12	0.44	0.44
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.25	0.25	0.10	0.14	0.14	0.09	0.43	0.43	0.14	0.48	0.48
Volume/Cap:	0.92	0.42	0.33	0.58	0.42	0.82	0.92	0.86	0.86	0.86	0.92	0.92
Delay/Veh:	85.7	46.4	45.1	67.3	57.6	81.1	114.6	41.4	41.4	85.8	41.7	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.7	46.4	45.1	67.3	57.6	81.1	114.6	41.4	41.4	85.8	41.7	41.7
LOS by Move:	F	D	D	E	E	F	F	D	D	F	D	D
DesignQueue:	22	12	8	8	8	13	11	34	34	15	38	38

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Paseo Ranchero/Heritage Rd / Telegraph Canyon Rd

Cycle (sec): 95 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 12 Average Delay (sec/veh): 37.8
Optimal Cycle: 101 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	3	0	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	250	650	190	240	640	270	230	1240	260	280	1120	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	650	190	240	640	270	230	1240	260	280	1120	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	286	744	217	275	732	309	263	1419	297	320	1281	389
Reduct Vol:	0	0	25	0	0	0	0	0	40	0	0	0
Reduced Vol:	286	744	192	275	732	309	263	1419	257	320	1281	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	286	744	192	275	732	309	263	1419	257	320	1281	389

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.94	0.94	0.90	0.89	0.83	0.90	0.90	0.95
Lanes:	2.00	2.00	1.00	2.00	1.41	0.59	2.00	3.00	1.00	2.00	2.32	0.68
Final Sat.:	3432	3538	1583	3432	2501	1055	3432	5083	1583	3432	3996	1213

Capacity Analysis Module:

Vol/Sat:	0.08	0.21	0.12	0.08	0.29	0.29	0.08	0.28	0.16	0.09	0.32	0.32
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.31	0.31	0.11	0.33	0.33	0.09	0.34	0.34	0.11	0.36	0.36
Volume/Cap:	0.89	0.67	0.39	0.71	0.89	0.89	0.89	0.83	0.48	0.83	0.89	0.89
Delay/Veh:	66.5	30.1	26.1	46.6	38.4	38.4	68.5	32.6	25.7	55.3	33.9	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	30.1	26.1	46.6	38.4	38.4	68.5	32.6	25.7	55.3	33.9	33.9
LOS by Move:	E	C	C	D	D	D	E	C	C	E	C	C
DesignQueue:	7	15	7	7	20	20	7	20	9	8	21	21

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Oaty Lakes Rd/La Media Rd / Telegraph Canyon Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.981

Loss Time (sec): 12 Average Delay (sec/veh): 43.6

Optimal Cycle: 152 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	2	0	2	2	0	3	2	0	3

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	380	1100	320	200	380	140	500	850	400	260	970	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	1100	320	200	380	140	500	850	400	260	970	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	435	1259	366	229	435	160	572	973	458	297	1110	503
Reduct Vol:	0	0	65	0	0	40	0	0	45	0	0	90
Reduced Vol:	435	1259	301	229	435	120	572	973	413	297	1110	413
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	435	1259	301	229	435	120	572	973	413	297	1110	413

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.73	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	2.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	2786	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.13	0.36	0.11	0.07	0.12	0.08	0.17	0.19	0.26	0.09	0.22	0.26
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.36	0.47	0.07	0.28	0.45	0.17	0.33	0.33	0.11	0.27	0.27
Volume/Cap:	0.84	0.98	0.23	0.98	0.44	0.17	0.98	0.58	0.80	0.80	0.82	0.98
Delay/Veh:	48.4	49.0	14.2	95.3	27.0	14.9	69.6	25.7	36.0	50.5	35.1	71.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	49.0	14.2	95.3	27.0	14.9	69.6	25.7	36.0	50.5	35.1	71.5
LOS by Move:	D	D	B	F	C	B	E	C	D	D	D	E
DesignQueue:	10	23	5	6	9	3	13	13	15	7	16	16

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Rutgers Ave / Telegraph Canyon Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 9 Average Delay (sec/veh): 15.6
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	2	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	0	0	0	170	0	270	230	1130	0	0	1400	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	170	0	270	230	1130	0	0	1400	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	195	0	309	263	1293	0	0	1602	309
Reduct Vol:	0	0	0	0	0	40	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	269	263	1293	0	0	1602	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	195	0	269	263	1293	0	0	1602	309

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	1.00	0.92	0.96
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	2.53	0.47
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	1900	4417	852

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.15	0.25	0.00	0.00	0.36	0.36
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.21	0.00	0.21	0.19	0.64	0.00	0.00	0.45	0.45
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.80	0.80	0.40	0.00	0.00	0.80	0.80
Delay/Veh:	0.0	0.0	0.0	22.2	0.0	35.4	36.5	5.4	0.0	0.0	16.1	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.2	0.0	35.4	36.5	5.4	0.0	0.0	16.1	16.1
LOS by Move:	A	A	A	C	A	D	D	A	A	A	B	B
DesignQueue:	0	0	0	5	0	7	7	6	0	0	13	13

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 SR-125 SB Ramps / Otay Lakes Rd

Cycle (sec): 65 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 9 Average Delay (sec/veh): 6.1
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	210	0	60	0	1350	60	0	1140	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	210	0	60	0	1350	60	0	1140	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00
PHF Volume:	0	0	0	240	0	69	0	1545	69	0	1304	0
Reduct Vol:	0	0	0	0	0	10	0	0	10	0	0	20
Reduced Vol:	0	0	0	240	0	59	0	1545	59	0	1304	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	240	0	59	0	1545	59	0	1304	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	1583	0	5083	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.04	0.00	0.30	0.04	0.00	0.26	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.16	0.00	0.16	0.00	0.70	0.70	0.00	0.70	0.00
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.23	0.00	0.43	0.05	0.00	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	25.1	0.0	24.2	0.0	4.3	3.1	0.0	4.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.1	0.0	24.2	0.0	4.3	3.1	0.0	4.0	0.0
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
DesignQueue:	0	0	0	4	0	2	0	7	1	0	6	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 SR-125 NB Ramps / Otay Lakes Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 9 Average Delay (sec/veh): 3.0
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	3	0	1	1

Volume Module:

Base Vol:	20	0	70	0	0	0	0	1360	300	0	1320	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	70	0	0	0	0	1360	300	0	1320	550
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00	0.87	0.87	0.87
PHF Volume:	23	0	80	0	0	0	0	1556	0	0	1510	629
Reduct Vol:	0	0	10	0	0	0	0	0	30	0	0	80
Reduced Vol:	23	0	70	0	0	0	0	1556	0	0	1510	549
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	23	0	70	0	0	0	0	1556	0	0	1510	549

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	0.83
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1769	0	2786	0	0	0	0	5083	1900	0	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.03	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.30	0.35
Crit Moves:			****					****				****
Green/Cycle:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.86	0.00	0.00	0.86	0.86
Volume/Cap:	0.21	0.00	0.41	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.35	0.41
Delay/Veh:	50.0	0.0	51.2	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.7	1.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	0.0	51.2	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.7	1.9
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
DesignQueue:	1	0	2	0	0	0	0	5	0	0	5	5

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Eastlake Pkwy / Otay Lakes Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 12 Average Delay (sec/veh): 32.2
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	3	0	2	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	610	410	250	70	280	230	420	690	320	210	850	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	610	410	250	70	280	230	420	690	320	210	850	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	691	464	283	79	317	260	476	781	362	238	962	113
Reduct Vol:	0	0	30	0	0	30	0	0	50	0	0	15
Reduced Vol:	691	464	253	79	317	230	476	781	312	238	962	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	691	464	253	79	317	230	476	781	312	238	962	98

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.73	0.90	0.93	0.97
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	2.00	2.00	2.73	0.27
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	2786	3432	4831	493

Capacity Analysis Module:

Vol/Sat:	0.20	0.13	0.16	0.02	0.09	0.15	0.14	0.15	0.11	0.07	0.20	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.24	0.38	0.48	0.09	0.23	0.40	0.16	0.29	0.53	0.10	0.23	0.23
Volume/Cap:	0.85	0.35	0.33	0.26	0.38	0.37	0.85	0.52	0.21	0.68	0.85	0.85
Delay/Veh:	41.4	20.1	14.7	38.6	29.4	19.6	48.5	26.8	11.2	44.3	38.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	20.1	14.7	38.6	29.4	19.6	48.5	26.8	11.2	44.3	38.8	38.8
LOS by Move:	D	C	B	D	C	B	D	C	B	D	D	D
DesignQueue:	14	8	7	2	7	7	11	11	4	6	15	15

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Lane Ave / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 5 Average Delay (sec/veh): 13.1
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	2	0	3	0	0	2

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	0	0	0	60	0	230	530	340	0	0	900	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	230	530	340	0	0	900	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	69	0	263	606	389	0	0	1030	149
Reduct Vol:	0	0	0	0	0	55	0	0	0	0	0	0
Reduced Vol:	0	0	0	69	0	208	606	389	0	0	1030	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	69	0	208	606	389	0	0	1030	149

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	1.00	0.86	0.90	0.89	1.00	1.00	0.92	0.96
Lanes:	0.00	0.00	0.00	1.25	0.00	1.75	2.00	3.00	0.00	0.00	2.63	0.37
Final Sat.:	0	0	0	2036	0	2859	3432	5083	0	0	4628	668

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.07	0.18	0.08	0.00	0.00	0.22	0.22
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.14	0.34	0.78	0.00	0.00	0.43	0.43
Volume/Cap:	0.00	0.00	0.00	0.24	0.00	0.51	0.51	0.10	0.00	0.00	0.51	0.51
Delay/Veh:	0.0	0.0	0.0	23.0	0.0	24.7	16.1	1.7	0.0	0.0	12.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.0	0.0	24.7	16.1	1.7	0.0	0.0	12.6	12.6
LOS by Move:	A	A	A	C	A	C	B	A	A	A	B	B
DesignQueue:	0	0	0	2	0	3	7	1	0	0	8	8

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Fenton St / Otay Lakes Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.411
Loss Time (sec): 6 Average Delay (sec/veh): 12.0
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	0	2

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	0	0	0	80	0	30	160	250	0	0	840	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	80	0	30	160	250	0	0	840	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	89	0	33	177	277	0	0	932	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	89	0	33	177	277	0	0	932	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	89	0	33	177	277	0	0	932	266

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	1.00	0.91	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.36	0.64
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	0	4060	1160

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.02	0.10	0.05	0.00	0.00	0.23	0.23
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.24	0.80	0.00	0.00	0.56	0.56
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.17	0.41	0.07	0.00	0.00	0.41	0.41
Delay/Veh:	0.0	0.0	0.0	33.7	0.0	31.9	26.0	1.7	0.0	0.0	10.2	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.7	0.0	31.9	26.0	1.7	0.0	0.0	10.2	10.2
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
DesignQueue:	0	0	0	4	0	1	6	1	0	0	9	9

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Hunte Pkwy / Otay Lakes Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 12 Average Delay (sec/veh): 30.0
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	380	630	40	30	440	290	290	190	290	260	590	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	630	40	30	440	290	290	190	290	260	590	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	435	721	46	34	503	332	332	217	332	297	675	263
Reduct Vol:	0	0	10	0	0	80	0	0	0	0	0	15
Reduced Vol:	435	721	36	34	503	252	332	217	332	297	675	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	435	721	36	34	503	252	332	217	332	297	675	248

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.85	0.89	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	3216	1693	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.13	0.20	0.02	0.01	0.14	0.16	0.10	0.07	0.20	0.09	0.13	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.38	0.38	0.09	0.25	0.25	0.17	0.28	0.28	0.11	0.23	0.23
Volume/Cap:	0.58	0.54	0.06	0.11	0.58	0.64	0.58	0.24	0.70	0.76	0.58	0.69
Delay/Veh:	31.0	21.3	17.0	35.8	29.0	32.3	34.3	23.7	30.3	44.7	30.0	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	21.3	17.0	35.8	29.0	32.3	34.3	23.7	30.3	44.7	30.0	35.5
LOS by Move:	C	C	B	D	C	C	C	C	C	D	C	D
DesignQueue:	9	12	1	1	10	9	7	4	12	7	9	9

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Woods Dr / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.872
Loss Time (sec): 1 Average Delay (sec/veh): 16.3
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	5	18	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1 0	0	1	0	1	0	2 1	0	1	0

Volume Module:

Base Vol:	10	10	10	120	10	370	130	220	30	10	230	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	10	120	10	370	130	220	30	10	230	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	11	11	11	137	11	423	149	252	34	11	263	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	11	11	137	11	423	149	252	34	11	263	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	11	11	137	11	423	149	252	34	11	263	275

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.92	0.92	0.93	0.84	0.84	0.93	0.93	0.96	0.93	0.86	0.90
Lanes:	0.34	0.33	0.33	1.00	0.03	0.97	1.00	2.65	0.35	1.00	2.00	1.00
Final Sat.:	583	583	583	1769	42	1548	1769	4666	636	1769	3265	1719

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.08	0.27	0.27	0.08	0.05	0.05	0.01	0.08	0.16
Crit Moves:	****			****			****				****	
Green/Cycle:	0.33	0.30	0.30	0.52	0.49	0.49	0.24	0.33	0.33	0.14	0.23	0.23
Volume/Cap:	0.07	0.07	0.07	0.17	0.56	0.56	0.35	0.16	0.16	0.05	0.35	0.70
Delay/Veh:	20.5	15.0	15.0	7.5	11.8	11.8	19.6	14.4	14.4	22.6	19.6	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	15.0	15.0	7.5	11.8	11.8	19.6	14.4	14.4	22.6	19.6	24.3
LOS by Move:	C	B	B	A	B	B	B	B	B	C	B	C
DesignQueue:	1	1	1	2	8	8	4	2	2	0	4	7

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Lake Crest Dr / Otay Lakes Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.448

Loss Time (sec): 9 Average Delay (sec/veh): 24.9

Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	0	0	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	1	0	1	1	0	3

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	430	0	10	0	0	0	0	190	180	30	50	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	0	10	0	0	0	0	190	180	30	50	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	492	0	11	0	0	0	0	217	206	34	57	0
Reduct Vol:	0	0	5	0	0	0	0	0	40	0	0	0
Reduced Vol:	492	0	6	0	0	0	0	217	166	34	57	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	492	0	6	0	0	0	0	217	166	34	57	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.98	0.83	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	1900	1862	1583	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.10	0.02	0.01	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.62	0.00	0.62	0.00	0.00	0.00	0.00	0.26	0.26	0.04	0.30	0.00
Volume/Cap:	0.45	0.00	0.01	0.00	0.00	0.00	0.00	0.45	0.40	0.45	0.04	0.00
Delay/Veh:	12.2	0.0	8.7	0.0	0.0	0.0	0.0	37.8	37.3	60.1	29.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	0.0	8.7	0.0	0.0	0.0	0.0	37.8	37.3	60.1	29.4	0.0
LOS by Move:	B	A	A	A	A	A	A	D	D	E	C	A
DesignQueue:	13	0	0	0	0	0	0	11	8	2	1	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 Wueste Rd / Otay Lakes Rd

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C [18.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	10	0	40	0	0	0	0	480	100	110	460	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	40	0	0	0	0	480	100	110	460	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	11	0	46	0	0	0	0	549	114	126	526	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	0	46	0	0	0	0	549	114	126	526	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1384	1384	606	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	664	xxxx	xxxxx
Potent Cap.:	158	143	497	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	925	xxxx	xxxxx
Move Cap.:	140	122	497	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	925	xxxx	xxxxx
Volume/Cap.:	0.08	0.00	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	329	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx			
Shrd ConDel:	xxxxx	18.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx			
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*			
ApproachDel:	18.2		xxxxxxx			xxxxxxx			xxxxxxx						
ApproachLOS:	C		*			*			*						

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 Campo Rd/SR-94 / Otay Lakes Road/Honey Springs Rd

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C [17.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	200	610	0	0	130	60	20	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	610	0	0	130	60	20	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	229	698	0	0	149	69	23	0	46	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	229	698	0	0	149	69	23	0	46	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	217	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1339	xxxx	183	xxxx	xxxx	xxxxxx
Potent Cap.:	1352	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	169	xxxx	859	xxxx	xxxx	xxxxxx
Move Cap.:	1352	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	147	xxxx	859	xxxx	xxxx	xxxxxx
Volume/Cap.:	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	0.05	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.6	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.5	xxxx	0.2	xxxx	xxxx	xxxxxx			
Control Del:	8.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	34.0	xxxx	9.4	xxxxxx	xxxx	xxxxxx			
LOS by Move:	A	*	*	*	*	*	D	*	A	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.6			xxxxxx					
ApproachLOS:		*			*			C			*				

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 East Palomar St / Olympic Pkwy

Cycle (sec): 75 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 11 Average Delay (sec/veh): 27.7
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	2	0	3	0	1	1

Volume Module: >> Count Date: 22 Sep 2005 << AM Peak

Base Vol:	150	240	250	310	340	180	150	960	170	90	1390	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	240	250	310	340	180	150	960	170	90	1390	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	172	275	286	355	389	206	172	1098	195	103	1590	286
Reduct Vol:	0	0	0	0	0	0	0	0	20	0	0	30
Reduced Vol:	172	275	286	355	389	206	172	1098	175	103	1590	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	275	286	355	389	206	172	1098	175	103	1590	256

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.90	0.93	0.93	0.90	0.89	0.83	0.93	0.89	0.83
Lanes:	1.00	1.00	1.00	2.00	1.31	0.69	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1769	1720	1720	3432	2308	1222	3432	5083	1583	1769	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.10	0.16	0.17	0.10	0.17	0.17	0.05	0.22	0.11	0.06	0.31	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.29	0.29	0.11	0.28	0.28	0.07	0.35	0.35	0.11	0.39	0.39
Volume/Cap:	0.81	0.55	0.57	0.96	0.60	0.60	0.75	0.62	0.32	0.54	0.81	0.42
Delay/Veh:	52.4	23.0	23.3	69.2	24.4	24.4	47.3	21.1	18.3	35.0	23.1	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	23.0	23.3	69.2	24.4	24.4	47.3	21.1	18.3	35.0	23.1	17.3
LOS by Move:	D	C	C	E	C	C	D	C	B	D	C	B
DesignQueue:	6	8	9	7	9	9	3	12	5	4	16	7

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 SR-125 SB Ramps / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 8 Average Delay (sec/veh): 5.4
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	2	0	0	0	0	0

Volume Module:

Base Vol:	0	0	0	160	0	180	0	1380	140	0	1560	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	180	0	1380	140	0	1560	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	0	0	0	174	0	196	0	1500	152	0	1696	0
Reduct Vol:	0	0	0	0	0	10	0	0	20	0	0	20
Reduced Vol:	0	0	0	174	0	186	0	1500	132	0	1696	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	174	0	186	0	1500	132	0	1696	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.73	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3432	0	2786	0	5083	1583	0	5083	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.07	0.00	0.30	0.08	0.00	0.33	0.00
Crit Moves:						****	****			****		
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.14	0.00	0.72	0.72	0.00	0.72	0.00
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.46	0.00	0.41	0.12	0.00	0.46	0.00
Delay/Veh:	0.0	0.0	0.0	23.6	0.0	24.4	0.0	3.4	2.6	0.0	3.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.6	0.0	24.4	0.0	3.4	2.6	0.0	3.6	0.0
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
DesignQueue:	0	0	0	3	0	3	0	6	1	0	6	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 SR-125 NB Ramps / Olympic Pkwy

Cycle (sec): 70 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 9 Average Delay (sec/veh): 5.5
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	0	0	0	0	3	0	1	0

Volume Module:

Base Vol:	190	0	80	0	0	0	0	1210	330	0	1480	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	80	0	0	0	0	1210	330	0	1480	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	211	0	89	0	0	0	0	1342	0	0	1642	488
Reduct Vol:	0	0	10	0	0	0	0	0	40	0	0	60
Reduced Vol:	211	0	79	0	0	0	0	1342	0	0	1642	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	211	0	79	0	0	0	0	1342	0	0	1642	428

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	0.73
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3432	0	1583	0	0	0	0	5083	1900	0	5083	2786

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.05	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.32	0.15
Crit Moves:	****						****			****		
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.73	0.00	0.00	0.73	0.73
Volume/Cap:	0.44	0.00	0.36	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.44	0.21
Delay/Veh:	28.3	0.0	28.3	0.0	0.0	0.0	0.0	3.5	0.0	0.0	3.8	3.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	0.0	28.3	0.0	0.0	0.0	0.0	3.5	0.0	0.0	3.8	3.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
DesignQueue:	4	0	3	0	0	0	0	5	0	0	7	3

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Eastlake Pkwy / Olympic Pkwy

Cycle (sec): 95 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 12 Average Delay (sec/veh): 32.4
Optimal Cycle: 64 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	21	0	5	21	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	2	0	3	0	1	2

Volume Module: >> Count Date: 27 Sep 2005 << AM Peak

Base Vol:	470	450	120	70	380	290	290	740	380	260	1320	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	450	120	70	380	290	290	740	380	260	1320	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	527	504	134	78	426	325	325	829	426	291	1479	213
Reduct Vol:	0	0	10	0	0	45	0	0	20	0	0	20
Reduced Vol:	527	504	124	78	426	280	325	829	406	291	1479	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	527	504	124	78	426	280	325	829	406	291	1479	193

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.89	0.73	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	5083	1583	3432	5083	2786	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.15	0.10	0.08	0.02	0.08	0.10	0.09	0.16	0.26	0.08	0.29	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.33	0.44	0.08	0.22	0.34	0.11	0.35	0.35	0.12	0.35	0.35
Volume/Cap:	0.83	0.30	0.18	0.29	0.38	0.30	0.83	0.47	0.73	0.73	0.83	0.35
Delay/Veh:	45.9	23.9	16.0	41.9	31.7	23.5	54.5	24.1	31.9	47.3	31.4	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	23.9	16.0	41.9	31.7	23.5	54.5	24.1	31.9	47.3	31.4	23.1
LOS by Move:	D	C	B	D	C	C	D	C	C	D	C	C
DesignQueue:	12	7	4	2	7	6	8	11	15	7	20	7

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Hunte Pkwy / Olympic Pkwy

Cycle (sec): 95 Critical Vol./Cap.(X): 0.431

Loss Time (sec): 12 Average Delay (sec/veh): 27.4

Optimal Cycle: 64 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: >> Count Date: 22 Sep 2005 << AM Peak

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns and 4 rows of data including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Olympic Vista Rd / Olympic Pkwy

Cycle (sec): 75 Critical Vol./Cap.(X): 0.462

Loss Time (sec): 12 Average Delay (sec/veh): 26.8

Optimal Cycle: 60 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Olympic Pkwy / Wueste Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.109
Loss Time (sec): 0 Average Delay (sec/veh): 6.3
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	12	0	5	12	0	0	0	0	0	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	30	10	110	150	0	0	0	0	30	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	30	10	110	150	0	0	0	0	30	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	34	11	126	172	0	0	0	0	34	0	11
Reduct Vol:	0	0	10	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	34	1	126	172	0	0	0	0	34	0	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	34	1	126	172	0	0	0	0	34	0	11

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.83	0.93	0.98	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1862	1583	1769	1862	0	0	0	0	1769	0	1583

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.00	0.07	0.09	0.00	0.00	0.00	0.00	0.02	0.00	0.01
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.20	0.20	0.63	0.83	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	0.09	0.00	0.11	0.11	0.00	0.00	0.00	0.00	0.11	0.00	0.04
Delay/Veh:	0.0	19.7	19.2	4.5	1.0	0.0	0.0	0.0	0.0	21.2	0.0	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.7	19.2	4.5	1.0	0.0	0.0	0.0	0.0	21.2	0.0	20.8
LOS by Move:	A	B	B	A	A	A	A	A	A	C	A	C
DesignQueue:	0	1	0	2	1	0	0	0	0	1	0	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Lake Crest Dr / Wueste Rd

Cycle (sec): 130 Critical Vol./Cap.(X): 0.127
Loss Time (sec): 9 Average Delay (sec/veh): 12.4
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	12	0	5	12	0	0	0	0	0	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	140	50	10	180	0	0	0	0	20	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	140	50	10	180	0	0	0	0	20	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	160	57	11	206	0	0	0	0	23	0	46
Reduct Vol:	0	0	15	0	0	0	0	0	0	0	0	5
Reduced Vol:	0	160	42	11	206	0	0	0	0	23	0	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	160	42	11	206	0	0	0	0	23	0	41

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.83	0.93	0.98	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1862	1583	1769	1862	0	0	0	0	1769	0	1583

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.03	0.01	0.11	0.00	0.00	0.00	0.00	0.01	0.00	0.03
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.68	0.68	0.05	0.73	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.00	0.13	0.04	0.13	0.15	0.00	0.00	0.00	0.00	0.06	0.00	0.13
Delay/Veh:	0.0	7.5	7.0	59.6	5.5	0.0	0.0	0.0	0.0	41.9	0.0	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.5	7.0	59.6	5.5	0.0	0.0	0.0	0.0	41.9	0.0	42.6
LOS by Move:	A	A	A	E	A	A	A	A	A	D	A	D
DesignQueue:	0	4	1	1	4	0	0	0	0	1	0	2

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 La Media Rd / Otay Mesa Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 12 Average Delay (sec/veh): 37.2
Optimal Cycle: 70 Level Of Service: D

Street Name:	La Media Rd						Otay Mesa Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	3	0	1	0

Volume Module:

Base Vol:	170	320	120	170	220	180	170	650	220	210	680	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	320	120	170	220	180	170	650	220	210	680	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	195	366	137	195	252	206	195	744	252	240	778	252
Reduct Vol:	0	0	0	0	0	0	0	0	70	0	0	0
Reduced Vol:	195	366	137	195	252	206	195	744	182	240	778	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	366	137	195	252	206	195	744	182	240	778	252

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.94	0.94	0.93	0.91	0.91	0.93	0.89	0.83	0.93	0.90	0.94
Lanes:	1.00	0.73	0.27	1.00	0.55	0.45	1.00	3.00	1.00	1.00	2.29	0.71
Final Sat.:	1769	1299	487	1769	955	782	1769	5083	1583	1769	3927	1271

Capacity Analysis Module:

Vol/Sat:	0.11	0.28	0.28	0.11	0.26	0.26	0.11	0.15	0.11	0.14	0.20	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.35	0.35	0.14	0.35	0.35	0.13	0.19	0.19	0.17	0.23	0.23
Volume/Cap:	0.76	0.80	0.80	0.80	0.76	0.76	0.86	0.78	0.61	0.80	0.86	0.86
Delay/Veh:	45.2	30.2	30.2	49.9	28.7	28.7	60.9	35.1	33.6	45.6	36.1	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	30.2	30.2	49.9	28.7	28.7	60.9	35.1	33.6	45.6	36.1	36.1
LOS by Move:	D	C	C	D	C	C	E	D	C	D	D	D
DesignQueue:	8	16	16	8	14	14	8	10	7	9	13	13

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 SR-125 SB / Otay Road

Cycle (sec): 90 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 0 Average Delay (sec/veh): 11.7
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	0	3	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	260	0	240	0	910	0	0	1090	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	260	0	240	0	910	0	0	1090	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	297	0	275	0	1041	0	0	1247	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	297	0	275	0	1041	0	0	1247	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	297	0	275	0	1041	0	0	1247	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	1.00	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	0	0	5083	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.17	0.00	0.20	0.00	0.00	0.25	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.59	0.00	0.00	0.59	0.00
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.42	0.00	0.35	0.00	0.00	0.42	0.00
Delay/Veh:	0.0	0.0	0.0	17.0	0.0	19.1	0.0	9.8	0.0	0.0	10.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.0	0.0	19.1	0.0	9.8	0.0	0.0	10.3	0.0
LOS by Move:	A	A	A	B	A	B	A	A	A	A	B	A
DesignQueue:	0	0	0	5	0	8	0	8	0	0	10	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 SR-125 NB / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.422
Loss Time (sec): 9 Average Delay (sec/veh): 2.6
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	2

Volume Module:

Base Vol:	0	0	0	0	0	0	60	1110	0	0	1090	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	60	1110	0	0	1090	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	0	0	0	69	1270	0	0	1247	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	25
Reduced Vol:	0	0	0	0	0	0	69	1270	0	0	1247	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	69	1270	0	0	1247	170

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	1.00	1.00	0.93	0.96
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	1769	3538	0	0	5278	1828

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.36	0.00	0.00	0.24	0.09
Crit Moves:								****			****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.85	0.00	0.00	0.73	0.73
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.42	0.00	0.00	0.32	0.13
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	25.1	1.1	0.0	0.0	2.9	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	25.1	1.1	0.0	0.0	2.9	2.4
LOS by Move:	A	A	A	A	A	A	C	A	A	A	A	A
DesignQueue:	0	0	0	0	0	0	2	4	0	0	4	2

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Ellis Road / Otay mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 0 Average Delay (sec/veh): 26.2
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	350	0	440	320	800	0	0	840	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	350	0	440	320	800	0	0	840	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	400	0	503	366	915	0	0	961	515
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	400	0	503	366	915	0	0	961	515
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	400	0	503	366	915	0	0	961	515

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.93	1.00	1.00	0.93	0.93
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.30	0.70
Final Sat.:	0	0	0	1769	0	1583	1769	3538	0	0	2299	1232

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.32	0.21	0.26	0.00	0.00	0.42	0.42
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.34	0.00	0.34	0.22	0.66	0.00	0.00	0.44	0.44
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.94	0.94	0.39	0.00	0.00	0.94	0.94
Delay/Veh:	0.0	0.0	0.0	20.0	0.0	44.8	54.4	4.7	0.0	0.0	27.8	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.0	0.0	44.8	54.4	4.7	0.0	0.0	27.8	27.8
LOS by Move:	A	A	A	C	A	D	D	A	A	A	C	C
DesignQueue:	0	0	0	9	0	12	10	6	0	0	15	15

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Campo Rd/SR-94 / Melody Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.571

Loss Time (sec): 6 Average Delay (sec/veh): 7.3

Optimal Cycle: 60 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 10 rows of adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #40 Campo Rd/SR-94 / Maxfield Rd

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C [15.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 12 columns representing traffic volumes and adjustment factors for each approach.

Critical Gap Module:

Table with 12 columns showing critical gap values and follow-up times for each approach.

Capacity Module:

Table with 12 columns showing capacity metrics such as conflict volume, potential capacity, and volume/capacity ratios.

Level Of Service Module:

Table with 12 columns showing Level of Service (LOS) calculations, including 2Way95thQ, Control Del, LOS by Move, Shared Queue, and Shared LOS.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Proctor Valley Rd/Jefferson Rd / Campo Rd/SR-94

Cycle (sec): 75 Critical Vol./Cap.(X): 0.725

Loss Time (sec): 9 Average Delay (sec/veh): 22.0

Optimal Cycle: 60 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 10 rows of volume-related metrics.

Saturation Flow Module: Table with 12 columns and 5 rows showing saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns and 10 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Project Drwy #1 @ Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.183
Loss Time (sec): 9 Average Delay (sec/veh): 0.8
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected			Protected			Protected			Protected								
Rights:	Include			Include			Include			Include								
Min. Green:	0	0	0	10	0	0	5	12	0	0	12	0						
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0						
Lanes:	0	0	1	0	1	0	2	0	0	0	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	460	0	0	480	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	460	0	0	480	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	526	0	0	549	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	526	0	0	549	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	526	0	0	549	0	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	1.00	1.00	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3724	0	1900	3538	0	0	0	0	1900	0	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****								
Green/Cycle:	0.00	0.85	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.17	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
DesignQueue:	0	1	0	0	2	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #43 Project Drwy #2 @ Otay Lakes Rd

Average Delay (sec/veh): 14.9 Worst Case Level Of Service: C [15.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	1	0	0	0	1

Volume Module:

Base Vol:	0	460	0	0	480	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	460	0	0	480	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	526	0	0	549	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	526	0	0	549	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	6.5	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	0	xxxxx	263	0	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	896	xxxxx	690	896	1085	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	896	xxxxx	367	896	1085	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.59	xxxx	0.00	0.61	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	3.9	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	14.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	B	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	896	xxxx	896	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	4.3	xxxx	4.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	15.2	xxxx	15.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	C	*	C	*	*	*	*	*	*			
ApproachDel:	14.6			15.2			xxxxxxx			xxxxxxx					
ApproachLOS:		B			C			*			*				

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #44 Project Drwy #3 @ Otay Lakes Rd

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	480	0	0	460	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	480	0	0	460	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	0	0	0	0	549	0	0	526	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	549	0	0	526	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	1076	xxxx	526	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	243	xxxx	552	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	243	xxxx	552	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxxx	xxxx	xxxx	0.00	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Scenario Report

Scenario: 2025 Base - PM
Command: 2025 Base - PM
Volume: 2025 Base - PM
Geometry: 2025
Impact Fee: Default Impact Fee
Trip Generation: No Build
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

 Otay Ranch Village 13
 Year 2025 Base Conditions
 PM Peak Hour

Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	470	880	110	380	830	220	170	970	490	120	590	200
2 Hunte Pkwy /	190	110	130	40	90	90	320	560	270	130	320	100
3 I-805 SB Ramp	0	0	1470	0	0	0	0	1270	250	480	930	0
4 I-805 NB Ramp	300	0	590	0	0	0	530	2390	0	0	1120	1320
5 Oleander Ave	180	80	70	180	100	80	140	2310	190	100	1800	90
6 Paseo Del Rey	10	10	10	170	10	170	220	1860	40	20	1760	140
7 Medical Cente	530	0	290	0	0	0	0	2030	450	210	1420	0
8 Paseo Ladera	140	60	110	40	60	90	150	1830	390	190	1450	130
9 Paseo Rancher	450	1100	250	240	640	270	230	1240	380	300	1120	340
10 Oaty Lakes Rd	190	1030	350	280	870	230	290	1430	270	340	1220	310
11 Rutgers Ave /	0	0	0	170	0	270	240	2130	0	0	1400	270
12 SR-125 SB Ram	0	0	0	450	0	140	0	1610	40	0	1560	70
13 SR-125 NB Ram	40	0	110	0	0	0	0	1960	170	0	1670	390
14 Eastlake Pkwy	560	520	270	180	610	260	490	880	740	290	700	100
15 Lane Ave / Ot	0	0	0	240	0	610	430	670	0	0	540	80
16 Fenton St / O	0	0	0	220	0	180	180	530	0	0	440	150
17 Hunte Pkwy /	210	140	240	150	250	220	220	580	320	170	360	60
18 Woods Dr / Ot	40	10	10	10	10	80	100	730	50	10	480	50
19 Lake Crest Dr	180	0	20	0	0	0	0	480	270	20	350	0
20 Wueste Rd / O	10	0	20	0	0	0	0	420	50	20	470	0
21 Campo Rd/SR-9	60	250	0	0	580	40	80	0	100	0	0	0
22 East Palomar	120	130	140	320	300	220	230	1350	200	190	1070	420
23 SR-125 SB Ram	0	0	0	260	0	180	0	1540	270	0	1510	200
24 SR-125 NB Ram	200	0	170	0	0	0	0	1540	260	0	1510	270
25 Eastlake Pkwy	340	560	250	210	730	290	390	1360	500	340	1240	220
26 Hunte Pkwy /	170	220	110	210	610	300	380	1210	180	40	1230	100
27 Olympic Vista	120	40	50	30	20	170	330	870	180	30	850	40
28 Olympic Pkwy	0	150	60	50	110	0	0	0	0	20	0	10
29 Lake Crest Dr	0	280	60	10	190	0	0	0	0	40	0	50
35 La Media Rd /	150	370	160	190	340	170	190	690	230	180	550	190
36 SR-125 SB / O	0	0	0	280	0	260	0	1380	0	0	1390	0
37 SR-125 NB / O	0	0	0	0	0	0	380	1280	0	0	1390	410
38 Ellis Road /	0	0	0	400	0	420	220	990	0	0	1250	330
39 Campo Rd/SR-9	40	310	50	50	530	40	30	70	30	50	120	60
40 Campo Rd/SR-9	10	380	0	0	620	50	30	0	30	0	0	0
41 Proctor Valle	150	110	40	60	90	30	40	580	140	20	350	70
42 Project Drwy	0	470	0	0	420	0	0	0	0	0	0	0
43 Project Drwy	0	470	0	0	420	0	0	0	0	0	0	0
44 Project Drwy	0	0	0	0	0	0	0	420	0	0	470	0

 Otay Ranch Village 13
 Year 2025 Base Conditions
 PM Peak Hour

 Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	470	880	110	380	830	220	170	970	490	120	590	200
2 Hunte Pkwy /	190	110	130	40	90	90	320	560	270	130	320	100
3 I-805 SB Ramp	0	0	1470	0	0	0	0	1270	250	480	930	0
4 I-805 NB Ramp	300	0	590	0	0	0	530	2390	0	0	1120	1320
5 Oleander Ave	180	80	70	180	100	80	140	2310	190	100	1800	90
6 Paseo Del Rey	10	10	10	170	10	170	220	1860	40	20	1760	140
7 Medical Cente	530	0	290	0	0	0	0	2030	450	210	1420	0
8 Paseo Ladera	140	60	110	40	60	90	150	1830	390	190	1450	130
9 Paseo Rancher	450	1100	250	240	640	270	230	1240	380	300	1120	340
10 Oaty Lakes Rd	190	1030	350	280	870	230	290	1430	270	340	1220	310
11 Rutgers Ave /	0	0	0	170	0	270	240	2130	0	0	1400	270
12 SR-125 SB Ram	0	0	0	450	0	140	0	1610	40	0	1560	70
13 SR-125 NB Ram	40	0	110	0	0	0	0	1960	170	0	1670	390
14 Eastlake Pkwy	560	520	270	180	610	260	490	880	740	290	700	100
15 Lane Ave / Ot	0	0	0	240	0	610	430	670	0	0	540	80
16 Fenton St / O	0	0	0	220	0	180	180	530	0	0	440	150
17 Hunte Pkwy /	210	140	240	150	250	220	220	580	320	170	360	60
18 Woods Dr / Ot	40	10	10	10	10	80	100	730	50	10	480	50
19 Lake Crest Dr	180	0	20	0	0	0	0	480	270	20	350	0
20 Wueste Rd / O	10	0	20	0	0	0	0	420	50	20	470	0
21 Campo Rd/SR-9	60	250	0	0	580	40	80	0	100	0	0	0
22 East Palomar	120	130	140	320	300	220	230	1350	200	190	1070	420
23 SR-125 SB Ram	0	0	0	260	0	180	0	1540	270	0	1510	200
24 SR-125 NB Ram	200	0	170	0	0	0	0	1540	260	0	1510	270
25 Eastlake Pkwy	340	560	250	210	730	290	390	1360	500	340	1240	220
26 Hunte Pkwy /	170	220	110	210	610	300	380	1210	180	40	1230	100
27 Olympic Vista	120	40	50	30	20	170	330	870	180	30	850	40
28 Olympic Pkwy	0	150	60	50	110	0	0	0	0	20	0	10
29 Lake Crest Dr	0	280	60	10	190	0	0	0	0	40	0	50
35 La Media Rd /	150	370	160	190	340	170	190	690	230	180	550	190
36 SR-125 SB / O	0	0	0	280	0	260	0	1380	0	0	1390	0
37 SR-125 NB / O	0	0	0	0	0	0	380	1280	0	0	1390	410
38 Ellis Road /	0	0	0	400	0	420	220	990	0	0	1250	330
39 Campo Rd/SR-9	40	310	50	50	530	40	30	70	30	50	120	60
40 Campo Rd/SR-9	10	380	0	0	620	50	30	0	30	0	0	0
41 Proctor Valle	150	110	40	60	90	30	40	580	140	20	350	70
42 Project Drwy	0	470	0	0	420	0	0	0	0	0	0	0
43 Project Drwy	0	470	0	0	420	0	0	0	0	0	0	0
44 Project Drwy	0	0	0	0	0	0	0	420	0	0	470	0

 Otay Ranch Village 13
 Year 2025 Base Conditions
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection		Base		Future		Change in
		LOS	Del/ Veh	LOS	Del/ Veh	
# 1	Otay Lakes Rd / East H St	D	35.1 0.727	D	35.1 0.727	+ 0.000 D/V
# 2	Hunte Pkwy / Proctor Valley Rd	C	33.6 0.527	C	33.6 0.527	+ 0.000 D/V
# 3	I-805 SB Ramps / Telegraph Can	D	40.4 0.979	D	40.4 0.979	+ 0.000 D/V
# 4	I-805 NB Ramps / Telegraph Can	C	26.9 0.890	C	26.9 0.890	+ 0.000 D/V
# 5	Oleander Ave / Telegraph Canyo	C	23.8 0.779	C	23.8 0.779	+ 0.000 D/V
# 6	Paseo Del Rey / Telegraph Cany	D	35.4 0.663	D	35.4 0.663	+ 0.000 D/V
# 7	Medical Center Dr / Telegraph	B	18.0 0.857	B	18.0 0.857	+ 0.000 D/V
# 8	Paseo Ladera / Telegraph Canyo	D	37.6 0.783	D	37.6 0.783	+ 0.000 D/V
# 9	Paseo Ranchero/Heritage Rd / T	D	46.1 0.942	D	46.1 0.942	+ 0.000 D/V
# 10	Oaty Lakes Rd/La Media Rd / Te	D	40.8 0.964	D	40.8 0.964	+ 0.000 D/V
# 11	Rutgers Ave / Telegraph Canyon	B	14.8 0.795	B	14.8 0.795	+ 0.000 D/V
# 12	SR-125 SB Ramps / Otay Lakes R	A	9.9 0.571	A	9.9 0.571	+ 0.000 D/V
# 13	SR-125 NB Ramps / Otay Lakes R	A	3.8 0.500	A	3.8 0.500	+ 0.000 D/V
# 14	Eastlake Pkwy / Otay Lakes Rd	C	31.8 0.806	C	31.8 0.806	+ 0.000 D/V
# 15	Lane Ave / Otay Lakes Rd	B	14.7 0.533	B	14.7 0.533	+ 0.000 D/V
# 16	Fenton St / Otay Lakes Rd	B	17.5 0.420	B	17.5 0.420	+ 0.000 D/V
# 17	Hunte Pkwy / Otay Lakes Rd	C	27.6 0.348	C	27.6 0.348	+ 0.000 D/V
# 18	Woods Dr / Otay Lakes Rd	B	11.1 0.658	B	11.1 0.658	+ 0.000 D/V
# 19	Lake Crest Dr / Otay Lakes Rd	B	14.9 0.459	B	14.9 0.459	+ 0.000 D/V
# 20	Wueste Rd / Otay Lakes Rd	C	15.3 0.049	C	15.3 0.049	+ 0.000 D/V
# 21	Campo Rd/SR-94 / Otay Lakes Ro	C	23.4 0.420	C	23.4 0.420	+ 0.000 D/V
# 22	East Palomar St / Olympic Pkwy	C	31.3 0.704	C	31.3 0.704	+ 0.000 D/V
# 23	SR-125 SB Ramps / Olympic Pkwy	A	6.4 0.472	A	6.4 0.472	+ 0.000 D/V

 Otay Ranch Village 13
 Year 2025 Base Conditions
 PM Peak Hour

Intersection		Base		Future			Change in
		LOS	Veh C	LOS	Veh	C	
# 24 SR-125 NB Ramps / Olympic Pkwy	A	8.0	0.517	A	8.0	0.517	+ 0.000 D/V
# 25 Eastlake Pkwy / Olympic Pkwy	C	33.8	0.807	C	33.8	0.807	+ 0.000 D/V
# 26 Hunte Pkwy / Olympic Pkwy	C	34.1	0.749	C	34.1	0.749	+ 0.000 D/V
# 27 Olympic Vista Rd / Olympic Pkw	C	25.9	0.524	C	25.9	0.524	+ 0.000 D/V
# 28 Olympic Pkwy / Wueste Rd	A	6.0	0.137	A	6.0	0.137	+ 0.000 D/V
# 29 Lake Crest Dr / Wueste Rd	B	10.6	0.220	B	10.6	0.220	+ 0.000 D/V
# 35 La Media Rd / Otay Mesa Rd	D	41.4	0.882	D	41.4	0.882	+ 0.000 D/V
# 36 SR-125 SB / Otay Road	B	11.2	0.501	B	11.2	0.501	+ 0.000 D/V
# 37 SR-125 NB / Otay Mesa Road	A	8.8	0.652	A	8.8	0.652	+ 0.000 D/V
# 38 Ellis Road / Otay mesa Road	C	24.3	0.947	C	24.3	0.947	+ 0.000 D/V
# 39 Campo Rd/SR-94 / Melody Rd	B	10.5	0.632	B	10.5	0.632	+ 0.000 D/V
# 40 Campo Rd/SR-94 / Maxfield Rd	C	20.3	0.169	C	20.3	0.169	+ 0.000 D/V
# 41 Proctor Valley Rd/Jefferson Rd	C	25.2	0.809	C	25.2	0.809	+ 0.000 D/V
# 42 Project Drwy #1 @ Otay Lakes R	A	0.8	0.160	A	0.8	0.160	+ 0.000 D/V
# 43 Project Drwy #2 @ Otay Lakes R	B	14.9	0.600	B	14.9	0.600	+ 0.000 D/V
# 44 Project Drwy #3 @ Otay Lakes R	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Otay Lakes Rd / East H St

Cycle (sec): 85 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 12 Average Delay (sec/veh): 35.1
Optimal Cycle: 64 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	5	18	0	5	18	0	5	24	0	5	24	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0

Volume Module: >> Count Date: 20 Oct 2005 <<

Base Vol:	470	880	110	380	830	220	170	970	490	120	590	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	880	110	380	830	220	170	970	490	120	590	200
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	521	976	0	421	921	0	189	1076	543	133	654	222
Reduct Vol:	0	0	20	0	0	45	0	0	100	0	0	40
Reduced Vol:	521	976	0	421	921	0	189	1076	443	133	654	182
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	521	976	0	421	921	0	189	1076	443	133	654	182

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	1.00	0.90	0.89	1.00	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	5083	1900	3432	5083	1900	1769	3538	1583	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.15	0.19	0.00	0.12	0.18	0.00	0.11	0.30	0.28	0.08	0.18	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.28	0.00	0.16	0.24	0.00	0.14	0.34	0.34	0.08	0.28	0.28
Volume/Cap:	0.76	0.69	0.00	0.77	0.76	0.00	0.76	0.90	0.83	0.90	0.66	0.41
Delay/Veh:	37.2	29.1	0.0	40.6	33.1	0.0	48.3	36.0	36.2	83.9	28.4	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	29.1	0.0	40.6	33.1	0.0	48.3	36.0	36.2	83.9	28.4	25.3
LOS by Move:	D	C	A	D	C	A	D	D	D	F	C	C
DesignQueue:	11	13	0	9	13	0	8	19	15	6	12	6

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Hunte Pkwy / Proctor Valley Rd

Cycle (sec): 115 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 12 Average Delay (sec/veh): 33.6
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	0	1	0	3	0	1	0

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Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	190	110	130	40	90	90	320	560	270	130	320	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	110	130	40	90	90	320	560	270	130	320	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	213	123	146	45	101	101	359	628	303	146	359	112
Reduct Vol:	0	0	15	0	0	0	0	0	70	0	0	0
Reduced Vol:	213	123	131	45	101	101	359	628	233	146	359	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	123	131	45	101	101	359	628	233	146	359	112

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.83	0.93	0.91	0.91	0.93	0.89	0.83	0.90	0.90	0.94
Lanes:	2.00	1.00	1.00	1.00	0.50	0.50	1.00	3.00	1.00	2.00	2.31	0.69
Final Sat.:	3432	1862	1583	1769	861	861	1769	5083	1583	3432	3965	1239

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Capacity Analysis Module:

Vol/Sat:	0.06	0.07	0.08	0.03	0.12	0.12	0.20	0.12	0.15	0.04	0.09	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.27	0.27	0.07	0.22	0.22	0.38	0.43	0.43	0.13	0.17	0.17
Volume/Cap:	0.53	0.24	0.30	0.39	0.53	0.53	0.53	0.29	0.34	0.33	0.53	0.53
Delay/Veh:	49.0	32.7	33.4	53.7	40.8	40.8	28.1	21.5	22.3	46.2	44.0	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	32.7	33.4	53.7	40.8	40.8	28.1	21.5	22.3	46.2	44.0	44.0
LOS by Move:	D	C	C	D	D	D	C	C	C	D	D	D
DesignQueue:	6	6	6	3	10	10	15	9	9	4	9	9

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 I-805 SB Ramps / Telegraph Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.979
Loss Time (sec): 9 Average Delay (sec/veh): 40.4
Optimal Cycle: 170 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	0	0	0	2	0	1	2

Volume Module: >> Count Date: 13 Oct 2005 <<

Base Vol:	0	0	1470	0	0	0	0	1270	250	480	930	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1470	0	0	0	0	1270	250	480	930	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	1664	0	0	0	0	1438	283	543	1053	0
Reduct Vol:	0	0	315	0	0	185	0	0	55	0	0	0
Reduced Vol:	0	0	1349	0	0	0	0	1438	228	543	1053	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1349	0	0	0	0	1438	228	543	1053	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.73	1.00	1.00	1.00	1.00	0.93	0.83	0.90	0.93	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	2786	0	0	0	0	3538	1583	3432	3538	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.41	0.14	0.16	0.30	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.42	0.42	0.16	0.58	0.00
Volume/Cap:	0.00	0.00	0.98	0.00	0.00	0.00	0.00	0.98	0.35	0.98	0.52	0.00
Delay/Veh:	0.0	0.0	44.1	0.0	0.0	0.0	0.0	47.4	20.3	74.5	13.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	44.1	0.0	0.0	0.0	0.0	47.4	20.3	74.5	13.0	0.0
LOS by Move:	A	A	D	A	A	A	A	D	C	E	B	A
DesignQueue:	0	0	24	0	0	0	0	27	8	14	14	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 I-805 NB Ramps / Telegraph Canyon Rd

Cycle (sec): 105 Critical Vol./Cap.(X): 0.890

Loss Time (sec): 9 Average Delay (sec/veh): 26.9

Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	10	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	2	0	3	0	0	2

Volume Module: >> Count Date: 29 Sep 2005 <<

Base Vol:	300	0	590	0	0	0	530	2390	0	0	1120	1320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	0	590	0	0	0	530	2390	0	0	1120	1320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	336	0	661	0	0	0	594	2678	0	0	1255	1479
Reduct Vol:	0	0	105	0	0	0	0	0	0	0	0	250
Reduced Vol:	336	0	556	0	0	0	594	2678	0	0	1255	1229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	336	0	556	0	0	0	594	2678	0	0	1255	1229

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	0.90	0.89	1.00	1.00	0.93	0.73
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	2.00	2.00
Final Sat.:	1773	0	2786	0	0	0	3432	5083	0	0	3538	2786

Capacity Analysis Module:

Vol/Sat:	0.19	0.00	0.20	0.00	0.00	0.00	0.17	0.53	0.00	0.00	0.35	0.44
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.00	0.22	0.00	0.00	0.00	0.19	0.69	0.00	0.00	0.50	0.50
Volume/Cap:	0.85	0.00	0.89	0.00	0.00	0.00	0.89	0.76	0.00	0.00	0.72	0.89
Delay/Veh:	54.3	0.0	54.3	0.0	0.0	0.0	55.3	11.7	0.0	0.0	22.1	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	0.0	54.3	0.0	0.0	0.0	55.3	11.7	0.0	0.0	22.1	31.5
LOS by Move:	D	A	D	A	A	A	E	B	A	A	C	C
DesignQueue:	16	0	15	0	0	0	15	21	0	0	21	23

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oleander Ave / Telegraph Canyon Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.779

Loss Time (sec): 9 Average Delay (sec/veh): 23.8

Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	2

Volume Module: >> Count Date: 27 Sep 2005 <<

Base Vol:	180	80	70	180	100	80	140	2310	190	100	1800	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	80	70	180	100	80	140	2310	190	100	1800	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	200	89	78	200	111	89	155	2562	211	111	1996	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	89	78	200	111	89	155	2562	211	111	1996	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	89	78	200	111	89	155	2562	211	111	1996	100

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.47	0.91	0.91	0.53	0.91	0.91	0.93	0.93	0.97	0.93	0.94	0.97
Lanes:	1.00	0.53	0.47	1.00	0.56	0.44	1.00	2.78	0.22	1.00	2.86	0.14
Final Sat.:	886	924	808	1002	965	772	1769	4934	406	1769	5106	255

Capacity Analysis Module:

Vol/Sat:	0.23	0.10	0.10	0.20	0.11	0.11	0.09	0.52	0.52	0.06	0.39	0.39
Crit Moves:				****			****			****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.12	0.58	0.58	0.07	0.53	0.53
Volume/Cap:	0.91	0.39	0.39	0.81	0.47	0.47	0.74	0.90	0.90	0.90	0.74	0.74
Delay/Veh:	68.6	27.2	27.2	47.5	28.0	28.0	49.3	19.8	19.8	90.6	16.6	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.6	27.2	27.2	47.5	28.0	28.0	49.3	19.8	19.8	90.6	16.6	16.6
LOS by Move:	E	C	C	D	C	C	D	B	B	F	B	B
DesignQueue:	7	6	6	7	7	7	7	22	22	5	18	18

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Paseo Del Rey / Telegraph Canyon Rd

Cycle (sec): 145 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 12 Average Delay (sec/veh): 35.4
Optimal Cycle: 74 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	10	10	10	170	10	170	220	1860	40	20	1760	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	10	170	10	170	220	1860	40	20	1760	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	11	11	11	189	11	189	244	2063	44	22	1952	155
Reduct Vol:	0	0	0	0	0	30	0	0	0	0	0	0
Reduced Vol:	11	11	11	189	11	159	244	2063	44	22	1952	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	11	11	189	11	159	244	2063	44	22	1952	155

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.94	0.94	0.83	0.93	0.94	0.98	0.93	0.93	0.97
Lanes:	0.34	0.33	0.33	1.89	0.11	1.00	1.00	2.94	0.06	1.00	2.79	0.21
Final Sat.:	583	583	583	3359	198	1583	1769	5270	113	1769	4946	393

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.06	0.06	0.10	0.14	0.39	0.39	0.01	0.39	0.39
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.14	0.14	0.15	0.15	0.15	0.16	0.57	0.57	0.05	0.46	0.46
Volume/Cap:	0.13	0.13	0.13	0.37	0.37	0.66	0.86	0.69	0.69	0.25	0.86	0.86
Delay/Veh:	54.3	54.3	54.3	55.8	55.8	64.8	81.1	22.6	22.6	67.7	38.1	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	54.3	54.3	55.8	55.8	64.8	81.1	22.6	22.6	67.7	38.1	38.1
LOS by Move:	D	D	D	E	E	E	F	C	C	E	D	D
DesignQueue:	2	2	2	7	7	11	17	28	28	2	35	35

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Medical Center Dr / Telegraph Canyon Rd

Cycle (sec): 65 Critical Vol./Cap.(X): 0.857

Loss Time (sec): 9 Average Delay (sec/veh): 18.0

Optimal Cycle: 71 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	0	0	0	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	0	0	0	0	3	0	1	0

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	530	0	290	0	0	0	0	2030	450	210	1420	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	0	290	0	0	0	0	2030	450	210	1420	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	582	0	318	0	0	0	0	2229	494	231	1559	0
Reduct Vol:	0	0	50	0	0	0	0	0	110	0	0	0
Reduced Vol:	582	0	268	0	0	0	0	2229	384	231	1559	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	582	0	268	0	0	0	0	2229	384	231	1559	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.83	0.93	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3432	0	1583	0	0	0	0	5083	1583	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.44	0.24	0.13	0.31	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.51	0.51	0.15	0.66	0.00
Volume/Cap:	0.86	0.00	0.86	0.00	0.00	0.00	0.00	0.86	0.47	0.86	0.46	0.00
Delay/Veh:	35.7	0.0	45.4	0.0	0.0	0.0	0.0	16.9	10.7	49.7	5.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	0.0	45.4	0.0	0.0	0.0	0.0	16.9	10.7	49.7	5.4	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	A	A
DesignQueue:	9	0	8	0	0	0	0	16	7	7	8	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Paseo Ladera / Telegraph Canyon Rd

Cycle (sec): 145 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 12 Average Delay (sec/veh): 37.6
Optimal Cycle: 81 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	1	0	2

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	140	60	110	40	60	90	150	1830	390	190	1450	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	60	110	40	60	90	150	1830	390	190	1450	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	157	67	123	45	67	101	168	2051	437	213	1625	146
Reduct Vol:	0	0	10	0	0	15	0	0	0	0	0	0
Reduced Vol:	157	67	113	45	67	86	168	2051	437	213	1625	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	67	113	45	67	86	168	2051	437	213	1625	146

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.92	0.95	0.93	0.93	0.97
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.49	0.51	1.00	2.76	0.24
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	4334	924	1769	4896	439

Capacity Analysis Module:

Vol/Sat:	0.09	0.04	0.07	0.03	0.04	0.05	0.10	0.47	0.47	0.12	0.33	0.33
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.20	0.20	0.05	0.14	0.14	0.15	0.54	0.54	0.14	0.52	0.52
Volume/Cap:	0.88	0.18	0.36	0.54	0.25	0.37	0.64	0.88	0.88	0.88	0.64	0.64
Delay/Veh:	101.1	48.6	50.9	74.3	55.5	57.1	63.0	33.3	33.3	90.9	25.2	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.1	48.6	50.9	74.3	55.5	57.1	63.0	33.3	33.3	90.9	25.2	25.2
LOS by Move:	F	D	D	E	E	E	E	C	C	F	C	C
DesignQueue:	12	4	7	3	5	6	12	36	36	15	26	26

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Paseo Ranchero/Heritage Rd / Telegraph Canyon Rd

Cycle (sec): 95 Critical Vol./Cap.(X): 0.942

Loss Time (sec): 12 Average Delay (sec/veh): 46.1

Optimal Cycle: 129 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	3	0	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	450	1100	250	240	640	270	230	1240	380	300	1120	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1100	250	240	640	270	230	1240	380	300	1120	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	504	1233	280	269	717	303	258	1390	426	336	1255	381
Reduct Vol:	0	0	20	0	0	0	0	0	80	0	0	0
Reduced Vol:	504	1233	260	269	717	303	258	1390	346	336	1255	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	504	1233	260	269	717	303	258	1390	346	336	1255	381

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.94	0.94	0.90	0.89	0.83	0.90	0.90	0.95
Lanes:	2.00	2.00	1.00	2.00	1.41	0.59	2.00	3.00	1.00	2.00	2.32	0.68
Final Sat.:	3432	3538	1583	3432	2501	1055	3432	5083	1583	3432	3996	1213

Capacity Analysis Module:

Vol/Sat:	0.15	0.35	0.16	0.08	0.29	0.29	0.08	0.27	0.22	0.10	0.31	0.31
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.38	0.38	0.08	0.30	0.30	0.08	0.30	0.30	0.11	0.33	0.33
Volume/Cap:	0.94	0.93	0.44	0.93	0.94	0.94	0.94	0.90	0.72	0.90	0.94	0.94
Delay/Veh:	64.8	39.7	22.7	77.3	47.6	47.6	82.4	39.1	34.6	65.4	41.5	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.8	39.7	22.7	77.3	47.6	47.6	82.4	39.1	34.6	65.4	41.5	41.5
LOS by Move:	E	D	C	E	D	D	F	D	C	E	D	D
DesignQueue:	12	23	9	7	20	20	7	20	13	8	22	22

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Oaty Lakes Rd/La Media Rd / Telegraph Canyon Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.964

Loss Time (sec): 12 Average Delay (sec/veh): 40.8

Optimal Cycle: 138 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	1	2	0	3	0	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	190	1030	350	280	870	230	290	1430	270	340	1220	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1030	350	280	870	230	290	1430	270	340	1220	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	211	1142	388	311	965	255	322	1586	299	377	1353	344
Reduct Vol:	0	0	60	0	0	45	0	0	45	0	0	80
Reduced Vol:	211	1142	328	311	965	210	322	1586	254	377	1353	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	211	1142	328	311	965	210	322	1586	254	377	1353	264

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.73	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	2.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	2786	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.06	0.32	0.12	0.09	0.27	0.13	0.09	0.31	0.16	0.11	0.27	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.34	0.45	0.09	0.35	0.46	0.11	0.32	0.32	0.11	0.32	0.32
Volume/Cap:	0.78	0.96	0.26	0.96	0.78	0.29	0.82	0.96	0.50	0.96	0.82	0.51
Delay/Veh:	54.1	47.5	15.6	81.0	29.4	15.1	52.1	44.4	25.3	75.7	31.5	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	47.5	15.6	81.0	29.4	15.1	52.1	44.4	25.3	75.7	31.5	25.6
LOS by Move:	D	D	B	F	C	B	D	D	C	E	C	C
DesignQueue:	5	22	5	7	18	6	8	21	9	9	18	9

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Rutgers Ave / Telegraph Canyon Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.795
Loss Time (sec): 9 Average Delay (sec/veh): 14.8
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	2	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	0	0	0	170	0	270	240	2130	0	0	1400	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	170	0	270	240	2130	0	0	1400	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	189	0	299	266	2362	0	0	1553	299
Reduct Vol:	0	0	0	0	0	25	0	0	0	0	0	0
Reduced Vol:	0	0	0	189	0	274	266	2362	0	0	1553	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	189	0	274	266	2362	0	0	1553	299

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	1.00	0.92	0.96
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	2.53	0.47
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	1900	4417	852

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.15	0.46	0.00	0.00	0.35	0.35
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.19	0.63	0.00	0.00	0.44	0.44
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.79	0.79	0.74	0.00	0.00	0.79	0.79
Delay/Veh:	0.0	0.0	0.0	21.5	0.0	34.2	35.5	8.5	0.0	0.0	16.4	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.5	0.0	34.2	35.5	8.5	0.0	0.0	16.4	16.4
LOS by Move:	A	A	A	C	A	C	D	A	A	A	B	B
DesignQueue:	0	0	0	5	0	7	7	12	0	0	13	13

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 SR-125 SB Ramps / Otay Lakes Rd

Cycle (sec): 65 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 9 Average Delay (sec/veh): 9.9
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	450	0	140	0	1610	40	0	1560	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	450	0	140	0	1610	40	0	1560	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00
PHF Volume:	0	0	0	494	0	154	0	1768	44	0	1713	0
Reduct Vol:	0	0	0	0	0	15	0	0	10	0	0	10
Reduced Vol:	0	0	0	494	0	139	0	1768	34	0	1713	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	494	0	139	0	1768	34	0	1713	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	1583	0	5083	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.09	0.00	0.35	0.02	0.00	0.34	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.61	0.61	0.00	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.35	0.00	0.57	0.04	0.00	0.55	0.00
Delay/Veh:	0.0	0.0	0.0	22.1	0.0	20.4	0.0	7.9	5.1	0.0	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.1	0.0	20.4	0.0	7.9	5.1	0.0	7.7	0.0
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
DesignQueue:	0	0	0	7	0	4	0	10	0	0	10	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 SR-125 NB Ramps / Otay Lakes Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 9 Average Delay (sec/veh): 3.8
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	3	0	0	1

Volume Module:

Base Vol:	40	0	110	0	0	0	0	1960	170	0	1670	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	0	110	0	0	0	0	1960	170	0	1670	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91
PHF Volume:	44	0	121	0	0	0	0	2152	0	0	1834	428
Reduct Vol:	0	0	20	0	0	0	0	0	15	0	0	45
Reduced Vol:	44	0	101	0	0	0	0	2152	0	0	1834	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	44	0	101	0	0	0	0	2152	0	0	1834	383

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	0.83
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1769	0	2786	0	0	0	0	5083	1900	0	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.04	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.36	0.24
Crit Moves:			****					****			****	
Green/Cycle:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.85	0.00	0.00	0.85	0.85
Volume/Cap:	0.34	0.00	0.50	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.43	0.29
Delay/Veh:	50.2	0.0	51.1	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.1	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	0.0	51.1	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.1	1.8
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
DesignQueue:	3	0	3	0	0	0	0	8	0	0	7	4

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Eastlake Pkwy / Otay Lakes Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 12 Average Delay (sec/veh): 31.8
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	3	0	2	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	560	520	270	180	610	260	490	880	740	290	700	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	520	270	180	610	260	490	880	740	290	700	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	621	577	299	200	677	288	543	976	821	322	776	111
Reduct Vol:	0	0	30	0	0	80	0	0	155	0	0	0
Reduced Vol:	621	577	269	200	677	208	543	976	666	322	776	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	621	577	269	200	677	208	543	976	666	322	776	111

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.73	0.90	0.92	0.96
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	2.00	2.00	2.64	0.36
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	2786	3432	4634	662

Capacity Analysis Module:

Vol/Sat:	0.18	0.16	0.17	0.06	0.19	0.13	0.16	0.19	0.24	0.09	0.17	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.37	0.50	0.09	0.24	0.43	0.20	0.28	0.50	0.13	0.21	0.21
Volume/Cap:	0.81	0.44	0.34	0.63	0.81	0.30	0.81	0.70	0.48	0.73	0.81	0.81
Delay/Veh:	39.2	21.6	13.9	43.4	38.1	16.9	41.6	30.8	15.0	43.6	38.3	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	21.6	13.9	43.4	38.1	16.9	41.6	30.8	15.0	43.6	38.3	38.3
LOS by Move:	D	C	B	D	D	B	D	C	B	D	D	D
DesignQueue:	13	10	7	5	14	6	12	14	10	7	13	13

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Lane Ave / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 5 Average Delay (sec/veh): 14.7
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	2	0	3	0	0	2

Volume Module:

Base Vol:	0	0	0	240	0	610	430	670	0	0	540	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	240	0	610	430	670	0	0	540	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	275	0	698	492	767	0	0	618	92
Reduct Vol:	0	0	0	0	0	115	0	0	0	0	0	0
Reduced Vol:	0	0	0	275	0	583	492	767	0	0	618	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	275	0	583	492	767	0	0	618	92

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.87	1.00	0.87	0.90	0.89	1.00	1.00	0.92	0.96
Lanes:	0.00	0.00	0.00	1.32	0.00	1.68	2.00	3.00	0.00	0.00	2.63	0.37
Final Sat.:	0	0	0	2172	0	2764	3432	5083	0	0	4613	683

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.21	0.14	0.15	0.00	0.00	0.13	0.13
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.40	0.27	0.52	0.00	0.00	0.25	0.25
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.53	0.53	0.29	0.00	0.00	0.53	0.53
Delay/Veh:	0.0	0.0	0.0	12.6	0.0	14.2	19.3	8.2	0.0	0.0	19.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.6	0.0	14.2	19.3	8.2	0.0	0.0	19.8	19.8
LOS by Move:	A	A	A	B	A	B	B	A	A	A	B	B
DesignQueue:	0	0	0	4	0	7	6	5	0	0	6	6

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Fenton St / Otay Lakes Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 6 Average Delay (sec/veh): 17.5
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	0	2

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	0	0	0	220	0	180	180	530	0	0	440	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	0	180	180	530	0	0	440	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	252	0	206	206	606	0	0	503	172
Reduct Vol:	0	0	0	0	0	10	0	0	0	0	0	0
Reduced Vol:	0	0	0	252	0	196	206	606	0	0	503	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	252	0	196	206	606	0	0	503	172

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	1.00	0.90	0.94
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.26	0.74
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	0	3872	1320

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.12	0.12	0.12	0.00	0.00	0.13	0.13
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.34	0.00	0.34	0.28	0.59	0.00	0.00	0.31	0.31
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.37	0.42	0.20	0.00	0.00	0.42	0.42
Delay/Veh:	0.0	0.0	0.0	20.9	0.0	20.4	24.2	7.8	0.0	0.0	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.9	0.0	20.4	24.2	7.8	0.0	0.0	22.1	22.1
LOS by Move:	A	A	A	C	A	C	C	A	A	A	C	C
DesignQueue:	0	0	0	8	0	6	7	4	0	0	7	7

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Hunte Pkwy / Otay Lakes Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.348
Loss Time (sec): 12 Average Delay (sec/veh): 27.6
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	2	1	0	3

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	210	140	240	150	250	220	220	580	320	170	360	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	140	240	150	250	220	220	580	320	170	360	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	235	157	269	168	280	247	247	650	359	190	403	67
Reduct Vol:	0	0	10	0	0	20	0	0	0	0	0	10
Reduced Vol:	235	157	259	168	280	227	247	650	359	190	403	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	157	259	168	280	227	247	650	359	190	403	57

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.88	0.93	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	3350	1763	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.07	0.04	0.16	0.05	0.08	0.14	0.07	0.19	0.20	0.06	0.08	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.35	0.35	0.08	0.25	0.25	0.20	0.33	0.33	0.09	0.22	0.22
Volume/Cap:	0.36	0.13	0.46	0.58	0.32	0.58	0.36	0.59	0.62	0.61	0.36	0.16
Delay/Veh:	30.2	18.6	21.8	40.5	26.4	30.3	29.6	24.3	24.7	40.5	28.2	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	18.6	21.8	40.5	26.4	30.3	29.6	24.3	24.7	40.5	28.2	27.0
LOS by Move:	C	B	C	D	C	C	C	C	C	D	C	C
DesignQueue:	5	3	8	4	5	8	5	11	12	4	6	2

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Woods Dr / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 1 Average Delay (sec/veh): 11.1
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	5	18	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	2	1	0	0

Volume Module:

Base Vol:	40	10	10	10	10	80	100	730	50	10	480	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	10	10	10	80	100	730	50	10	480	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	46	11	11	11	11	92	114	835	57	11	549	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	11	11	11	11	92	114	835	57	11	549	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	11	11	11	11	92	114	835	57	11	549	57

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.93	0.93	0.93	0.85	0.85	0.93	0.94	0.97	0.93	0.93	0.97
Lanes:	0.66	0.17	0.17	1.00	0.11	0.89	1.00	2.81	0.19	1.00	2.73	0.27
Final Sat.:	1174	293	293	1769	179	1435	1769	5003	343	1769	4821	502

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.01	0.06	0.06	0.06	0.17	0.17	0.01	0.11	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.34	0.30	0.30	0.38	0.34	0.34	0.18	0.52	0.52	0.08	0.42	0.42
Volume/Cap:	0.13	0.13	0.13	0.02	0.19	0.19	0.37	0.32	0.32	0.08	0.27	0.27
Delay/Veh:	18.0	15.4	15.4	19.1	14.2	14.2	22.5	8.5	8.5	25.6	11.3	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.0	15.4	15.4	19.1	14.2	14.2	22.5	8.5	8.5	25.6	11.3	11.3
LOS by Move:	B	B	B	B	B	B	C	A	A	C	B	B
DesignQueue:	2	2	2	0	2	2	3	5	5	0	4	4

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Lake Crest Dr / Otay Lakes Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 9 Average Delay (sec/veh): 14.9
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	0	0	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	1	0	1	1	0	3

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	180	0	20	0	0	0	0	480	270	20	350	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	0	20	0	0	0	0	480	270	20	350	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	206	0	23	0	0	0	0	549	309	23	400	0
Reduct Vol:	0	0	5	0	0	0	0	0	50	0	0	0
Reduced Vol:	206	0	18	0	0	0	0	549	259	23	400	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	0	18	0	0	0	0	549	259	23	400	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.98	0.83	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	1900	1862	1583	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.12	0.00	0.01	0.00	0.00	0.00	0.00	0.29	0.16	0.01	0.08	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.63	0.63	0.04	0.67	0.00
Volume/Cap:	0.47	0.00	0.05	0.00	0.00	0.00	0.00	0.47	0.26	0.31	0.12	0.00
Delay/Veh:	39.0	0.0	34.2	0.0	0.0	0.0	0.0	11.7	9.8	58.2	6.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	0.0	34.2	0.0	0.0	0.0	0.0	11.7	9.8	58.2	6.9	0.0
LOS by Move:	D	A	C	A	A	A	A	B	A	E	A	A
DesignQueue:	11	0	1	0	0	0	0	15	7	1	3	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 Wueste Rd / Otay Lakes Rd

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C[15.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	10	0	20	0	0	0	0	420	50	20	470	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	20	0	0	0	0	420	50	20	470	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	11	0	23	0	0	0	0	481	57	23	538	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	0	23	0	0	0	0	481	57	23	538	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1093	1093	509	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	538	xxxx	xxxxx
Potent Cap.:	237	214	564	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1030	xxxx	xxxxx
Move Cap.:	233	210	564	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1030	xxxx	xxxxx
Volume/Cap:	0.05	0.00	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	383	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx			
Shrd ConDel:	xxxxx	15.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx			
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*			
ApproachDel:	15.3			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	C			*			*			*					

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #21 Campo Rd/SR-94 / Otay Lakes Road/Honey Springs Rd

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: C [23.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	60	250	0	0	580	40	80	0	100	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	250	0	0	580	40	80	0	100	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	69	286	0	0	664	46	92	0	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	69	286	0	0	664	46	92	0	114	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	709	xxxx	xxxxx	xxxx	xxxx	xxxxx	1110	xxxx	686	xxxx	xxxx	xxxxx
Potent Cap.:	890	xxxx	xxxxx	xxxx	xxxx	xxxxx	232	xxxx	447	xxxx	xxxx	xxxxx
Move Cap.:	890	xxxx	xxxxx	xxxx	xxxx	xxxxx	218	xxxx	447	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.42	xxxx	0.26	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.9	xxxx	1.0	xxxx	xxxx	xxxxx			
Control Del:	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	33.0	xxxx	15.8	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	D	*	C	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			23.4			xxxxxxx					
ApproachLOS:	*			*			C			*					

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 East Palomar St / Olympic Pkwy

Cycle (sec): 75 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 11 Average Delay (sec/veh): 31.3
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	2	0	3	0	1	1

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	120	130	140	320	300	220	230	1350	200	190	1070	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	130	140	320	300	220	230	1350	200	190	1070	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	133	144	155	355	333	244	255	1497	222	211	1187	466
Reduct Vol:	0	0	0	0	0	0	0	0	60	0	0	50
Reduced Vol:	133	144	155	355	333	244	255	1497	162	211	1187	416
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	144	155	355	333	244	255	1497	162	211	1187	416

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.90	0.92	0.92	0.90	0.89	0.83	0.93	0.89	0.83
Lanes:	1.00	1.00	1.00	2.00	1.15	0.85	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1769	1717	1717	3432	2013	1476	3432	5083	1583	1769	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.09	0.10	0.17	0.17	0.07	0.29	0.10	0.12	0.23	0.26
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.28	0.28	0.11	0.31	0.31	0.10	0.33	0.33	0.13	0.36	0.36
Volume/Cap:	0.90	0.30	0.32	0.90	0.53	0.53	0.73	0.90	0.31	0.90	0.65	0.73
Delay/Veh:	79.8	21.4	21.6	56.0	21.8	21.8	40.7	31.3	19.3	65.9	21.1	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.8	21.4	21.6	56.0	21.8	21.8	40.7	31.3	19.3	65.9	21.1	26.0
LOS by Move:	E	C	C	E	C	C	D	C	B	E	C	C
DesignQueue:	5	4	5	7	9	9	5	17	5	8	12	12

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 SR-125 SB Ramps / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 8 Average Delay (sec/veh): 6.4
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	2	0	0	0	0	0

Volume Module:

Base Vol:	0	0	0	260	0	180	0	1540	270	0	1510	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	260	0	180	0	1540	270	0	1510	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00
PHF Volume:	0	0	0	285	0	198	0	1691	296	0	1658	0
Reduct Vol:	0	0	0	0	0	20	0	0	5	0	0	5
Reduced Vol:	0	0	0	285	0	178	0	1691	291	0	1658	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	285	0	178	0	1691	291	0	1658	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.73	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3432	0	2786	0	5083	1583	0	5083	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.06	0.00	0.33	0.18	0.00	0.33	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.00	0.69	0.69	0.00	0.69	0.00
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.36	0.00	0.48	0.27	0.00	0.47	0.00
Delay/Veh:	0.0	0.0	0.0	22.8	0.0	22.2	0.0	4.4	3.7	0.0	4.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.8	0.0	22.2	0.0	4.4	3.7	0.0	4.4	0.0
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
DesignQueue:	0	0	0	4	0	3	0	7	3	0	7	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 SR-125 NB Ramps / Olympic Pkwy

Cycle (sec): 70 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 9 Average Delay (sec/veh): 8.0
Optimal Cycle: 60 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes.

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Volume Module: Table with 12 columns for volume and adjustment factors across four approaches.

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Saturation Flow Module: Table with 12 columns for saturation flow and adjustment factors.

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Capacity Analysis Module: Table with 12 columns for capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Eastlake Pkwy / Olympic Pkwy

Cycle (sec): 95 Critical Vol./Cap.(X): 0.807

Loss Time (sec): 12 Average Delay (sec/veh): 33.8

Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	21	0	5	21	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	2	0	3	0	1	2

Volume Module: >> Count Date: 27 Sep 2005 <<

Base Vol:	340	560	250	210	730	290	390	1360	500	340	1240	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	560	250	210	730	290	390	1360	500	340	1240	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	381	628	280	235	818	325	437	1524	560	381	1390	247
Reduct Vol:	0	0	15	0	0	50	0	0	50	0	0	20
Reduced Vol:	381	628	265	235	818	275	437	1524	510	381	1390	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	381	628	265	235	818	275	437	1524	510	381	1390	227

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.89	0.73	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	5083	1583	3432	5083	2786	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.11	0.12	0.17	0.07	0.16	0.10	0.13	0.30	0.32	0.11	0.27	0.14
Crit Moves:	****			****			****		****	****		
Green/Cycle:	0.13	0.27	0.40	0.08	0.22	0.39	0.17	0.39	0.39	0.13	0.35	0.35
Volume/Cap:	0.83	0.46	0.42	0.82	0.73	0.26	0.77	0.78	0.83	0.83	0.77	0.40
Delay/Veh:	52.6	29.1	20.8	59.4	36.8	20.0	44.4	27.5	36.0	52.6	29.4	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	29.1	20.8	59.4	36.8	20.0	44.4	27.5	36.0	52.6	29.4	23.6
LOS by Move:	D	C	C	E	D	B	D	C	D	D	C	C
DesignQueue:	9	9	9	6	13	5	10	20	18	9	19	8

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Hunte Pkwy / Olympic Pkwy

Cycle (sec): 95 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 12 Average Delay (sec/veh): 34.1
Optimal Cycle: 66 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	21	0	5	21	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	0	2	0	2	1	0	2

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	170	220	110	210	610	300	380	1210	180	40	1230	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	220	110	210	610	300	380	1210	180	40	1230	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	190	247	123	235	684	336	426	1356	202	45	1378	112
Reduct Vol:	0	0	0	0	0	70	0	0	0	0	0	20
Reduced Vol:	190	247	123	235	684	266	426	1356	202	45	1378	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	247	123	235	684	266	426	1356	202	45	1378	92

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.93	0.90	0.93	0.83	0.90	0.92	0.96	0.90	0.93	0.83
Lanes:	2.00	2.03	0.97	2.00	2.00	1.00	2.00	2.62	0.38	2.00	2.00	1.00
Final Sat.:	3432	3418	1709	3432	3538	1583	3432	4610	686	3432	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.06	0.07	0.07	0.07	0.19	0.17	0.12	0.29	0.29	0.01	0.39	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.22	0.22	0.08	0.24	0.38	0.14	0.49	0.49	0.09	0.44	0.44
Volume/Cap:	0.93	0.33	0.33	0.89	0.81	0.45	0.89	0.60	0.60	0.15	0.89	0.13
Delay/Veh:	87.5	31.2	31.2	72.6	40.2	22.7	58.8	18.0	18.0	40.3	31.7	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.5	31.2	31.2	72.6	40.2	22.7	58.8	18.0	18.0	40.3	31.7	16.1
LOS by Move:	F	C	C	E	D	C	E	B	B	D	C	B
DesignQueue:	5	5	5	6	15	9	10	16	16	1	24	3

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Olympic Vista Rd / Olympic Pkwy

Cycle (sec): 75 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 12 Average Delay (sec/veh): 25.9
Optimal Cycle: 60 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 22 Sep 2005 <<

Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns representing different traffic movements. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing different traffic movements. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and Design Queue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Olympic Pkwy / Wueste Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.137

Loss Time (sec): 0 Average Delay (sec/veh): 6.0

Optimal Cycle: 60 Level Of Service: A

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table showing various volume and adjustment factors such as Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table showing saturation flow factors including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table showing capacity analysis factors such as Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Lake Crest Dr / Wueste Rd

Cycle (sec): 130 Critical Vol./Cap.(X): 0.220
Loss Time (sec): 9 Average Delay (sec/veh): 10.6
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	12	0	5	12	0	0	0	0	0	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	280	60	10	190	0	0	0	0	40	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	280	60	10	190	0	0	0	0	40	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	320	69	11	217	0	0	0	0	46	0	57
Reduct Vol:	0	0	5	0	0	0	0	0	0	0	0	15
Reduced Vol:	0	320	64	11	217	0	0	0	0	46	0	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	320	64	11	217	0	0	0	0	46	0	42

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.83	0.93	0.98	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1862	1583	1769	1862	0	0	0	0	1769	0	1583

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.04	0.01	0.12	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.77	0.77	0.04	0.81	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.00	0.22	0.05	0.17	0.14	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Delay/Veh:	0.0	4.1	3.5	61.7	2.7	0.0	0.0	0.0	0.0	52.2	0.0	52.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.1	3.5	61.7	2.7	0.0	0.0	0.0	0.0	52.2	0.0	52.3
LOS by Move:	A	A	A	E	A	A	A	A	A	D	A	D
DesignQueue:	0	6	1	1	3	0	0	0	0	3	0	3

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 La Media Rd / Otay Mesa Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 12 Average Delay (sec/veh): 41.4
Optimal Cycle: 91 Level Of Service: D

Street Name:	La Media Rd						Otay Mesa Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	3	0	1	1

Volume Module:	La Media Rd			La Media Rd			Otay Mesa Rd			Otay Mesa Rd		
Base Vol:	150	370	160	190	340	170	190	690	230	180	550	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	370	160	190	340	170	190	690	230	180	550	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	172	423	183	217	389	195	217	789	263	206	629	217
Reduct Vol:	0	0	0	0	0	0	0	0	50	0	0	0
Reduced Vol:	172	423	183	217	389	195	217	789	213	206	629	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	172	423	183	217	389	195	217	789	213	206	629	217

Saturation Flow Module:	La Media Rd			La Media Rd			Otay Mesa Rd			Otay Mesa Rd		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.94	0.94	0.93	0.93	0.93	0.93	0.89	0.83	0.93	0.90	0.94
Lanes:	1.00	0.70	0.30	1.00	0.67	0.33	1.00	3.00	1.00	1.00	2.26	0.74
Final Sat.:	1769	1241	537	1769	1179	590	1769	5083	1583	1769	3855	1332

Capacity Analysis Module:	La Media Rd			La Media Rd			Otay Mesa Rd			Otay Mesa Rd		
Vol/Sat:	0.10	0.34	0.34	0.12	0.33	0.33	0.12	0.16	0.13	0.12	0.16	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.39	0.39	0.14	0.40	0.40	0.14	0.20	0.20	0.12	0.19	0.19
Volume/Cap:	0.82	0.89	0.89	0.89	0.82	0.82	0.89	0.77	0.67	0.93	0.87	0.87
Delay/Veh:	55.5	36.2	36.2	63.3	28.3	28.3	63.3	33.9	34.9	76.5	40.2	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	36.2	36.2	63.3	28.3	28.3	63.3	33.9	34.9	76.5	40.2	40.2
LOS by Move:	E	D	D	E	C	C	E	C	C	E	D	D
DesignQueue:	7	18	18	9	17	17	9	11	8	8	11	11

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 SR-125 SB / Otay Road

Cycle (sec): 90 Critical Vol./Cap.(X): 0.501
Loss Time (sec): 0 Average Delay (sec/veh): 11.2
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	0	3	0

Volume Module:

Base Vol:	0	0	0	280	0	260	0	1380	0	0	1390	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	280	0	260	0	1380	0	0	1390	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	320	0	297	0	1579	0	0	1590	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	297	0	1579	0	0	1590	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	320	0	297	0	1579	0	0	1590	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	1.00	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	0	0	5083	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.19	0.00	0.31	0.00	0.00	0.31	0.00
Crit Moves:						****	****			****		
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.38	0.00	0.62	0.00	0.00	0.62	0.00
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.50	0.00	0.50	0.00	0.00	0.50	0.00
Delay/Veh:	0.0	0.0	0.0	19.5	0.0	22.3	0.0	9.3	0.0	0.0	9.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.5	0.0	22.3	0.0	9.3	0.0	0.0	9.3	0.0
LOS by Move:	A	A	A	B	A	C	A	A	A	A	A	A
DesignQueue:	0	0	0	5	0	10	0	12	0	0	12	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 SR-125 NB / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 9 Average Delay (sec/veh): 8.8
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	0	0	0	380	1280	0	0	1390	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	380	1280	0	0	1390	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	0	0	0	435	1465	0	0	1590	469
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	435	1465	0	0	1590	469
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	435	1465	0	0	1590	469

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	1.00	1.00	0.91	0.95
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	1769	3538	0	0	5163	1799

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.41	0.00	0.00	0.31	0.26
Crit Moves:							****			****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.85	0.00	0.00	0.47	0.47
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.65	0.49	0.00	0.00	0.65	0.55
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	17.7	1.3	0.0	0.0	12.5	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	17.7	1.3	0.0	0.0	12.5	11.5
LOS by Move:	A	A	A	A	A	A	B	A	A	A	B	B
DesignQueue:	0	0	0	0	0	0	10	4	0	0	11	9

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Ellis Road / Otay mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.947
Loss Time (sec): 0 Average Delay (sec/veh): 24.3
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	400	0	420	220	990	0	0	1250	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	400	0	420	220	990	0	0	1250	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	458	0	481	252	1133	0	0	1430	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	458	0	481	252	1133	0	0	1430	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	458	0	481	252	1133	0	0	1430	378

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.93	1.00	1.00	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.58	0.42
Final Sat.:	0	0	0	1769	0	1583	1769	3538	0	0	2855	754

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.30	0.14	0.32	0.00	0.00	0.50	0.50
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.32	0.00	0.32	0.15	0.68	0.00	0.00	0.53	0.53
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.95	0.95	0.47	0.00	0.00	0.95	0.95
Delay/Veh:	0.0	0.0	0.0	27.0	0.0	47.0	66.1	4.7	0.0	0.0	24.0	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.0	0.0	47.0	66.1	4.7	0.0	0.0	24.0	24.0
LOS by Move:	A	A	A	C	A	D	E	A	A	A	C	C
DesignQueue:	0	0	0	11	0	12	7	7	0	0	16	16

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Campo Rd/SR-94 / Melody Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.632

Loss Time (sec): 6 Average Delay (sec/veh): 10.5

Optimal Cycle: 60 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with 12 columns representing different volume metrics. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #40 Campo Rd/SR-94 / Maxfield Rd

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[20.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors across four approaches.

Critical Gap Module: Table with 6 columns for gap and follow-up times across four approaches.

Capacity Module: Table with 12 columns for capacity and volume/capacity ratios across four approaches.

Level Of Service Module: Table with 12 columns for LOS metrics across four approaches.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Proctor Valley Rd/Jefferson Rd / Campo Rd/SR-94

Cycle (sec): 75 Critical Vol./Cap.(X): 0.809

Loss Time (sec): 9 Average Delay (sec/veh): 25.2

Optimal Cycle: 64 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows of data.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 12 rows of data.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Project Drwy #1 @ Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.160
Loss Time (sec): 9 Average Delay (sec/veh): 0.8
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected			Protected			Protected			Protected								
Rights:	Include			Include			Include			Include								
Min. Green:	0	0	0	10	0	0	5	12	0	0	12	0						
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0						
Lanes:	0	0	1	0	1	0	2	0	0	0	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	470	0	0	420	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	470	0	0	420	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	538	0	0	481	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	538	0	0	481	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	538	0	0	481	0	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	1.00	1.00	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3724	0	1900	3538	0	0	0	0	1900	0	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****								
Green/Cycle:	0.00	0.85	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.17	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
DesignQueue:	0	1	0	0	1	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #43 Project Drwy #2 @ Otay Lakes Rd

Average Delay (sec/veh): 14.2 Worst Case Level Of Service: B[14.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	1	0	1	0	0	0	1

Volume Module:

Base Vol:	0	470	0	0	420	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	470	0	0	420	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	538	0	0	481	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	538	0	0	481	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	6.5	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	0	xxxxx	269	0	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	896	xxxxx	684	896	1085	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	896	xxxxx	357	896	1085	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.60	xxxx	0.00	0.54	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	4.1	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	14.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	B	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	896	xxxx	896	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	3.3	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	13.6	xxxx	13.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	B	*	B	*	*	*	*	*	*			
ApproachDel:	14.9			13.6			xxxxxxx			xxxxxxx					
ApproachLOS:	B			B			*			*					

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #44 Project Drwy #3 @ Otay Lakes Rd

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	420	0	0	470	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	420	0	0	470	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	0	0	0	0	481	0	0	538	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	481	0	0	538	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	1018	xxxx	538	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	263	xxxx	543	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	263	xxxx	543	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxxx	xxxx	xxxx	0.00	xxxx	0.00	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
AM Peak Hour

Scenario Report
Scenario: 2025 Base plus Project - AM
Command: 2025 Base plus Project - AM
Volume: 2025 Base - AM
Geometry: 2025
Impact Fee: Default Impact Fee
Trip Generation: Project AM
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 AM Peak Hour

 Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	350	900	70	200	680	290	290	450	320	130	860	270
2 Hunte Pkwy /	510	190	250	50	50	120	370	730	460	350	790	240
3 I-805 SB Ramp	0	0	1030	0	0	0	0	1220	360	560	1140	0
4 I-805 NB Ramp	320	0	610	0	0	0	660	1610	0	0	1320	1590
5 Oleander Ave	170	80	100	80	70	50	90	1800	170	90	2360	90
6 Paseo Del Rey	10	10	10	110	10	110	180	1660	50	50	1910	160
7 Medical Cente	390	0	230	0	0	0	0	1480	510	260	2070	0
8 Paseo Ladera	290	170	130	90	100	200	130	1520	190	190	1880	180
9 Paseo Rancher	250	650	190	240	640	270	230	1240	260	280	1120	340
10 Oaty Lakes Rd	380	1100	320	200	380	140	500	850	400	260	970	440
11 Rutgers Ave /	0	0	0	170	0	270	230	1130	0	0	1400	270
12 SR-125 SB Ram	0	0	0	210	0	60	0	1350	60	0	1140	120
13 SR-125 NB Ram	20	0	70	0	0	0	0	1360	300	0	1320	550
14 Eastlake Pkwy	610	410	250	70	280	230	420	690	320	210	850	100
15 Lane Ave / Ot	0	0	0	60	0	230	530	340	0	0	900	130
16 Fenton St / O	0	0	0	80	0	30	160	250	0	0	840	240
17 Hunte Pkwy /	380	630	40	30	440	290	290	190	290	260	590	230
18 Woods Dr / Ot	10	10	10	120	10	370	130	220	30	10	230	240
19 Lake Crest Dr	430	0	10	0	0	0	0	190	180	30	50	0
20 Wueste Rd / O	10	0	40	0	0	0	0	480	100	110	460	0
21 Campo Rd/SR-9	200	610	0	0	130	60	20	0	40	0	0	0
22 East Palomar	150	240	250	310	340	180	150	960	170	90	1390	250
23 SR-125 SB Ram	0	0	0	160	0	180	0	1380	140	0	1560	110
24 SR-125 NB Ram	190	0	80	0	0	0	0	1210	330	0	1480	440
25 Eastlake Pkwy	470	450	120	70	380	290	290	740	380	260	1320	190
26 Hunte Pkwy /	100	280	90	210	570	330	220	580	280	90	470	90
27 Olympic Vista	130	60	80	120	120	350	310	380	190	40	370	20
28 Olympic Pkwy	0	30	10	110	150	0	0	0	0	30	0	10
29 Lake Crest Dr	0	140	50	10	180	0	0	0	0	20	0	40
35 La Media Rd /	170	320	120	170	220	180	170	650	220	210	680	220
36 SR-125 SB / O	0	0	0	260	0	240	0	910	0	0	1090	0
37 SR-125 NB / O	0	0	0	0	0	0	60	1110	0	0	1090	170
38 Ellis Road /	0	0	0	350	0	440	320	800	0	0	840	450
39 Campo Rd/SR-9	20	650	20	30	230	30	30	20	40	20	50	50
40 Campo Rd/SR-9	10	660	0	0	260	10	10	0	10	0	0	0
41 Proctor Valle	140	150	10	30	110	50	30	220	50	20	550	30
42 Project Drwy	0	460	0	0	480	0	0	0	0	0	0	0
43 Project Drwy	0	460	0	0	480	0	0	0	0	0	0	0
44 Project Drwy	0	0	0	0	0	0	0	480	0	0	460	0

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 AM Peak Hour

 Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	372	922	70	200	692	290	290	450	332	130	860	270
2 Hunte Pkwy /	550	190	250	50	50	120	370	730	481	350	790	240
3 I-805 SB Ramp	0	0	1082	0	0	0	0	1226	360	560	1151	0
4 I-805 NB Ramp	320	0	610	0	0	0	660	1668	0	0	1331	1688
5 Oleander Ave	170	80	100	80	70	50	90	1858	170	90	2469	90
6 Paseo Del Rey	10	10	10	110	10	110	180	1718	50	50	2019	160
7 Medical Cente	390	0	236	0	0	0	0	1538	510	271	2179	0
8 Paseo Ladera	290	170	136	90	100	200	130	1583	190	201	2000	180
9 Paseo Rancher	250	650	190	246	640	270	230	1309	260	280	1251	351
10 Oaty Lakes Rd	380	1100	326	229	380	140	500	925	400	271	1112	495
11 Rutgers Ave /	0	0	0	170	0	270	230	1239	0	0	1607	270
12 SR-125 SB Ram	0	0	0	246	0	60	0	1459	60	0	1347	149
13 SR-125 NB Ram	20	0	85	0	0	0	0	1506	300	0	1556	619
14 Eastlake Pkwy	610	410	262	82	280	230	420	863	320	232	1177	122
15 Lane Ave / Ot	0	0	0	83	0	230	530	536	0	0	1270	174
16 Fenton St / O	0	0	0	80	0	30	160	469	0	0	1254	240
17 Hunte Pkwy /	380	630	148	57	440	290	290	409	290	464	1004	281
18 Woods Dr / Ot	10	10	10	149	10	370	130	573	30	10	899	295
19 Lake Crest Dr	430	0	33	0	0	0	0	572	180	74	773	0
20 Wueste Rd / O	10	0	144	0	0	0	0	885	100	306	1227	0
21 Campo Rd/SR-9	223	610	0	0	130	95	85	0	84	0	0	0
22 East Palomar	150	240	256	316	340	180	150	989	170	101	1445	261
23 SR-125 SB Ram	0	0	0	160	0	180	0	1420	140	0	1636	190
24 SR-125 NB Ram	190	0	122	0	0	0	0	1250	330	0	1636	440
25 Eastlake Pkwy	470	450	166	70	380	290	290	840	380	347	1509	190
26 Hunte Pkwy /	100	280	125	210	570	497	308	638	280	155	579	90
27 Olympic Vista	130	60	80	120	120	350	310	472	190	40	544	20
28 Olympic Pkwy	0	122	10	132	324	0	0	0	0	30	0	22
29 Lake Crest Dr	0	140	154	10	180	0	0	0	0	216	0	40
35 La Media Rd /	170	320	143	170	220	180	170	650	220	254	680	220
36 SR-125 SB / O	0	0	0	282	0	284	0	933	0	0	1090	0
37 SR-125 NB / O	0	0	0	0	0	0	83	1132	0	0	1090	182
38 Ellis Road /	0	0	0	350	0	452	342	800	0	0	840	450
39 Campo Rd/SR-9	42	672	20	30	242	30	30	20	52	20	50	50
40 Campo Rd/SR-9	10	682	0	0	272	10	10	0	10	0	0	0
41 Proctor Valle	140	150	10	36	110	50	30	226	50	20	561	41
42 Project Drwy	0	1195	4	120	869	0	0	0	0	8	0	228
43 Project Drwy	0	468	59	386	490	0	0	0	0	112	0	731
44 Project Drwy	0	0	0	0	0	4	2	600	0	0	523	0

 Otay Ranch Village 13
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Impact Analysis Report
 Level Of Service

Intersection		Base		Future		Change in
		Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Otay Lakes Rd / East H St	D	36.3	0.856	D 36.9	0.868	+ 0.609 D/V
# 2 Hunte Pkwy / Proctor Valley Rd	D	45.6	0.840	D 47.8	0.855	+ 2.168 D/V
# 3 I-805 SB Ramps / Telegraph Can	C	22.4	0.808	C 23.8	0.833	+ 1.411 D/V
# 4 I-805 NB Ramps / Telegraph Can	D	46.6	1.048	D 53.3	1.092	+ 6.665 D/V
# 5 Oleander Ave / Telegraph Canyo	C	20.8	0.784	C 22.3	0.810	+ 1.524 D/V
# 6 Paseo Del Rey / Telegraph Cany	C	34.8	0.674	D 36.6	0.699	+ 1.871 D/V
# 7 Medical Center Dr / Telegraph	B	14.8	0.742	B 15.3	0.770	+ 0.475 D/V
# 8 Paseo Ladera / Telegraph Canyo	D	50.0	0.845	D 52.7	0.873	+ 2.659 D/V
# 9 Paseo Ranchero/Heritage Rd / T	D	37.8	0.885	D 39.5	0.920	+ 1.758 D/V
# 10 Oaty Lakes Rd/La Media Rd / Te	D	43.6	0.981	D 49.7	1.038	+ 6.174 D/V
# 11 Rutgers Ave / Telegraph Canyon	B	15.6	0.802	B 16.6	0.853	+ 1.030 D/V
# 12 SR-125 SB Ramps / Otay Lakes R	A	6.1	0.434	A 6.5	0.476	+ 0.474 D/V
# 13 SR-125 NB Ramps / Otay Lakes R	A	3.0	0.405	A 3.2	0.466	+ 0.295 D/V
# 14 Eastlake Pkwy / Otay Lakes Rd	C	32.2	0.725	D 39.5	0.811	+ 7.389 D/V
# 15 Lane Ave / Otay Lakes Rd	B	13.1	0.515	B 12.3	0.615	-0.783 D/V
# 16 Fenton St / Otay Lakes Rd	B	12.0	0.411	A 9.7	0.503	-2.311 D/V
# 17 Hunte Pkwy / Otay Lakes Rd	C	30.0	0.580	C 31.4	0.658	+ 1.428 D/V
# 18 Woods Dr / Otay Lakes Rd	B	16.3	0.872	B 15.4	0.936	-0.820 D/V
# 19 Lake Crest Dr / Otay Lakes Rd	C	24.9	0.448	C 25.8	0.732	+ 0.962 D/V
# 20 Wueste Rd / Otay Lakes Rd	C	18.2	0.136	F OVRFL	2.291	+985.480 D/V
# 21 Campo Rd/SR-94 / Otay Lakes Ro	C	17.6	0.169	E 49.6	0.752	+31.980 D/V
# 22 East Palomar St / Olympic Pkwy	C	27.7	0.736	C 27.7	0.750	+ 0.044 D/V
# 23 SR-125 SB Ramps / Olympic Pkwy	A	5.4	0.462	A 5.3	0.481	-0.092 D/V

 Otay Ranch Village 13
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Intersection		Base		Future			Change in
		LOS	Veh C	LOS	Veh	C	
# 24 SR-125 NB Ramps / Olympic Pkwy	A	5.5	0.441	A	6.2	0.500	+ 0.708 D/V
# 25 Eastlake Pkwy / Olympic Pkwy	C	32.4	0.713	C	34.7	0.761	+ 2.312 D/V
# 26 Hunte Pkwy / Olympic Pkwy	C	27.4	0.431	C	28.2	0.515	+ 0.827 D/V
# 27 Olympic Vista Rd / Olympic Pkw	C	26.8	0.462	C	27.5	0.524	+ 0.772 D/V
# 28 Olympic Pkwy / Wueste Rd	A	6.3	0.109	A	6.4	0.180	+ 0.032 D/V
# 29 Lake Crest Dr / Wueste Rd	B	12.4	0.127	C	24.2	0.266	+11.788 D/V
# 35 La Media Rd / Otay Mesa Rd	D	37.2	0.793	D	38.4	0.846	+ 1.224 D/V
# 36 SR-125 SB / Otay Road	B	11.7	0.419	B	13.1	0.451	+ 1.389 D/V
# 37 SR-125 NB / Otay Mesa Road	A	2.6	0.422	A	3.2	0.431	+ 0.566 D/V
# 38 Ellis Road / Otay mesa Road	C	26.2	0.943	C	29.4	0.966	+ 3.168 D/V
# 39 Campo Rd/SR-94 / Melody Rd	A	7.3	0.571	A	7.7	0.612	+ 0.393 D/V
# 40 Campo Rd/SR-94 / Maxfield Rd	C	15.4	0.048	C	15.9	0.050	+ 0.505 D/V
# 41 Proctor Valley Rd/Jefferson Rd	C	22.0	0.725	C	22.6	0.745	+ 0.638 D/V
# 42 Project Drwy #1 @ Otay Lakes R	A	0.8	0.183	B	14.1	0.719	+13.269 D/V
# 43 Project Drwy #2 @ Otay Lakes R	C	15.2	0.613	F	OVRFL	2.730	+ 1.1E+0308
# 44 Project Drwy #3 @ Otay Lakes R	A	0.0	0.000	B	12.2	0.009	+12.238 D/V

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Otay Lakes Rd / East H St

Cycle (sec): 85 Critical Vol./Cap.(X): 0.868
 Loss Time (sec): 12 Average Delay (sec/veh): 36.9
 Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	5	18	0	5	18	0	5	24	0	5	24	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

Volume Module:

Base Vol:	350	900	70	200	680	290	290	450	320	130	860	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	900	70	200	680	290	290	450	320	130	860	270
Added Vol:	22	22	0	0	12	0	0	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	372	922	70	200	692	290	290	450	332	130	860	270
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.00	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	426	1055	0	229	792	0	332	515	380	149	984	309
Reduct Vol:	0	0	10	0	0	60	0	0	80	0	0	70
Reduced Vol:	426	1055	0	229	792	0	332	515	300	149	984	239
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	426	1055	0	229	792	0	332	515	300	149	984	239

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	1.00	0.90	0.89	1.00	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	5083	1900	3432	5083	1900	1769	3538	1583	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.12	0.21	0.00	0.07	0.16	0.00	0.19	0.15	0.19	0.08	0.28	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.26	0.00	0.08	0.21	0.00	0.21	0.39	0.39	0.12	0.31	0.31
Volume/Cap:	0.91	0.78	0.00	0.80	0.74	0.00	0.91	0.37	0.48	0.72	0.91	0.49
Delay/Veh:	58.2	32.1	0.0	53.0	34.0	0.0	59.3	18.4	19.9	47.5	39.9	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.2	32.1	0.0	53.0	34.0	0.0	59.3	18.4	19.9	47.5	39.9	25.0
LOS by Move:	E	C	A	D	C	A	E	B	B	D	D	C
DesignQueue:	9	14	0	5	11	0	13	8	9	6	18	8

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Hunte Pkwy / Proctor Valley Rd

Cycle (sec): 115 Critical Vol./Cap.(X): 0.855
 Loss Time (sec): 12 Average Delay (sec/veh): 47.8
 Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	0	1	0	3	0	1	2

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	510	190	250	50	50	120	370	730	460	350	790	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	510	190	250	50	50	120	370	730	460	350	790	240
Added Vol:	40	0	0	0	0	0	0	0	21	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	550	190	250	50	50	120	370	730	481	350	790	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	629	217	286	57	57	137	423	835	550	400	904	275
Reduct Vol:	0	0	40	0	0	0	0	0	40	0	0	0
Reduced Vol:	629	217	246	57	57	137	423	835	510	400	904	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	629	217	246	57	57	137	423	835	510	400	904	275

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.83	0.93	0.88	0.88	0.93	0.89	0.83	0.90	0.90	0.95
Lanes:	2.00	1.00	1.00	1.00	0.29	0.71	1.00	3.00	1.00	2.00	2.32	0.68
Final Sat.:	3432	1862	1583	1769	490	1175	1769	5083	1583	3432	3995	1214

Capacity Analysis Module:

Vol/Sat:	0.18	0.12	0.16	0.03	0.12	0.12	0.24	0.16	0.32	0.12	0.23	0.23
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.31	0.31	0.07	0.18	0.18	0.26	0.38	0.38	0.14	0.25	0.25
Volume/Cap:	0.91	0.38	0.50	0.44	0.64	0.64	0.91	0.44	0.86	0.86	0.91	0.91
Delay/Veh:	61.0	31.4	33.2	53.3	48.0	48.0	62.9	27.0	45.0	63.3	51.7	51.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	31.4	33.2	53.3	48.0	48.0	62.9	27.0	45.0	63.3	51.7	51.7
LOS by Move:	E	C	C	D	D	D	E	C	D	E	D	D
DesignQueue:	17	10	11	3	10	10	21	13	22	12	21	21

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 I-805 SB Ramps / Telegraph Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 9 Average Delay (sec/veh): 23.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	2	0	1	0

Volume Module: >> Count Date: 13 Oct 2005 <<

Base Vol:	0	0	1030	0	0	0	0	1220	360	560	1140	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1030	0	0	0	0	1220	360	560	1140	0
Added Vol:	0	0	52	0	0	0	0	6	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1082	0	0	0	0	1226	360	560	1151	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	1238	0	0	0	0	1403	412	641	1317	0
Reduct Vol:	0	0	230	0	0	120	0	0	65	0	0	0
Reduced Vol:	0	0	1008	0	0	0	0	1403	347	641	1317	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1008	0	0	0	0	1403	347	641	1317	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.73	1.00	1.00	1.00	1.00	0.93	0.83	0.90	0.93	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	2786	0	0	0	0	3538	1583	3432	3538	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.40	0.22	0.19	0.37	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.48	0.48	0.22	0.70	0.00
Volume/Cap:	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.83	0.46	0.83	0.53	0.00
Delay/Veh:	0.0	0.0	30.2	0.0	0.0	0.0	0.0	26.5	18.0	44.8	7.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	30.2	0.0	0.0	0.0	0.0	26.5	18.0	44.8	7.4	0.0
LOS by Move:	A	A	C	A	A	A	A	C	B	D	A	A
DesignQueue:	0	0	20	0	0	0	0	24	11	15	13	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 I-805 NB Ramps / Telegraph Canyon Rd

Cycle (sec): 105 Critical Vol./Cap.(X): 1.092
Loss Time (sec): 9 Average Delay (sec/veh): 53.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns representing different traffic scenarios. Rows include Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table with 12 columns representing different traffic scenarios. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns representing different traffic scenarios. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Oleander Ave / Telegraph Canyon Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.810
 Loss Time (sec): 9 Average Delay (sec/veh): 22.3
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	2

Volume Module: >> Count Date: 27 Sep 2005 <<

Base Vol:	170	80	100	80	70	50	90	1800	170	90	2360	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	80	100	80	70	50	90	1800	170	90	2360	90
Added Vol:	0	0	0	0	0	0	0	58	0	0	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	80	100	80	70	50	90	1858	170	90	2469	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	195	92	114	92	80	57	103	2126	195	103	2825	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	92	114	92	80	57	103	2126	195	103	2825	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	195	92	114	92	80	57	103	2126	195	103	2825	103

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.90	0.90	0.46	0.92	0.92	0.93	0.93	0.97	0.93	0.94	0.98
Lanes:	1.00	0.44	0.56	1.00	0.58	0.42	1.00	2.76	0.24	1.00	2.90	0.10
Final Sat.:	1102	759	949	868	1018	727	1769	4882	447	1769	5184	189

Capacity Analysis Module:

Vol/Sat:	0.18	0.12	0.12	0.11	0.08	0.08	0.06	0.44	0.44	0.06	0.54	0.54
Crit Moves:	****			****			****			****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.06	0.57	0.57	0.08	0.58	0.58
Volume/Cap:	0.71	0.49	0.49	0.43	0.32	0.32	0.93	0.76	0.76	0.76	0.93	0.93
Delay/Veh:	37.9	28.3	28.3	28.3	26.6	26.6	104.0	15.1	15.1	59.7	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	28.3	28.3	28.3	26.6	26.6	104.0	15.1	15.1	59.7	22.0	22.0
LOS by Move:	D	C	C	C	C	C	F	B	B	E	C	C
DesignQueue:	7	8	8	3	5	5	5	18	18	5	23	23

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Paseo Del Rey / Telegraph Canyon Rd

Cycle (sec): 145 Critical Vol./Cap.(X): 0.699
 Loss Time (sec): 12 Average Delay (sec/veh): 36.6
 Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	2	1	0	2

Volume Module: >> Count Date: 27 Sep 2005 <<

Base Vol:	10	10	10	110	10	110	180	1660	50	50	1910	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	10	110	10	110	180	1660	50	50	1910	160
Added Vol:	0	0	0	0	0	0	0	58	0	0	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	10	110	10	110	180	1718	50	50	2019	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	11	11	11	126	11	126	206	1966	57	57	2310	183
Reduct Vol:	0	0	0	0	0	20	0	0	0	0	0	0
Reduced Vol:	11	11	11	126	11	106	206	1966	57	57	2310	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	11	11	126	11	106	206	1966	57	57	2310	183

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.94	0.94	0.83	0.93	0.94	0.98	0.93	0.93	0.97
Lanes:	0.34	0.33	0.33	1.83	0.17	1.00	1.00	2.92	0.08	1.00	2.79	0.21
Final Sat.:	583	583	583	3263	297	1583	1769	5226	152	1769	4948	392

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.04	0.04	0.07	0.12	0.38	0.38	0.03	0.47	0.47
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.13	0.57	0.57	0.05	0.50	0.50
Volume/Cap:	0.14	0.14	0.14	0.27	0.27	0.46	0.93	0.65	0.65	0.61	0.93	0.93
Delay/Veh:	54.3	54.3	54.3	55.4	55.4	58.3	104.1	21.5	21.5	78.8	40.2	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	54.3	54.3	55.4	55.4	58.3	104.1	21.5	21.5	78.8	40.2	40.2
LOS by Move:	D	D	D	E	E	E	F	C	C	E	D	D
DesignQueue:	2	2	2	5	5	7	15	26	26	4	39	39

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Medical Center Dr / Telegraph Canyon Rd

Cycle (sec): 65 Critical Vol./Cap.(X): 0.770

Loss Time (sec): 9 Average Delay (sec/veh): 15.3

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	0	0	0	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	0	0	0	0	3	0	1	0

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	390	0	230	0	0	0	0	1480	510	260	2070	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	0	230	0	0	0	0	1480	510	260	2070	0
Added Vol:	0	0	6	0	0	0	0	58	0	11	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	0	236	0	0	0	0	1538	510	271	2179	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	446	0	270	0	0	0	0	1760	584	310	2493	0
Reduct Vol:	0	0	45	0	0	0	0	0	95	0	0	0
Reduced Vol:	446	0	225	0	0	0	0	1760	489	310	2493	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	446	0	225	0	0	0	0	1760	489	310	2493	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.83	0.93	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3432	0	1583	0	0	0	0	5083	1583	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.13	0.00	0.14	0.00	0.00	0.00	0.00	0.35	0.31	0.18	0.49	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.45	0.45	0.23	0.68	0.00
Volume/Cap:	0.70	0.00	0.77	0.00	0.00	0.00	0.00	0.77	0.69	0.77	0.72	0.00
Delay/Veh:	28.4	0.0	37.0	0.0	0.0	0.0	0.0	16.7	17.1	32.3	7.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	0.0	37.0	0.0	0.0	0.0	0.0	16.7	17.1	32.3	7.4	0.0
LOS by Move:	C	A	D	A	A	A	A	B	B	C	A	A
DesignQueue:	7	0	7	0	0	0	0	14	10	9	12	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Paseo Ladera / Telegraph Canyon Rd

Cycle (sec): 145 Critical Vol./Cap.(X): 0.873

Loss Time (sec): 12 Average Delay (sec/veh): 52.7

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	1	0	2

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	290	170	130	90	100	200	130	1520	190	190	1880	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	170	130	90	100	200	130	1520	190	190	1880	180
Added Vol:	0	0	6	0	0	0	0	63	0	11	120	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	170	136	90	100	200	130	1583	190	201	2000	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	332	195	156	103	114	229	149	1811	217	230	2288	206
Reduct Vol:	0	0	20	0	0	40	0	0	0	0	0	0
Reduced Vol:	332	195	136	103	114	189	149	1811	217	230	2288	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	332	195	136	103	114	189	149	1811	217	230	2288	206

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.93	0.96	0.93	0.93	0.97
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.69	0.31	1.00	2.76	0.24
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	4743	569	1769	4894	440

Capacity Analysis Module:

Vol/Sat:	0.19	0.10	0.09	0.06	0.06	0.12	0.08	0.38	0.38	0.13	0.47	0.47
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.24	0.24	0.10	0.14	0.14	0.09	0.43	0.43	0.15	0.49	0.49
Volume/Cap:	0.96	0.43	0.35	0.60	0.42	0.82	0.96	0.89	0.89	0.89	0.96	0.96
Delay/Veh:	94.7	47.0	46.0	68.2	57.6	81.1	125.0	42.8	42.8	89.5	45.2	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.7	47.0	46.0	68.2	57.6	81.1	125.0	42.8	42.8	89.5	45.2	45.2
LOS by Move:	F	D	D	E	E	F	F	D	D	F	D	D
DesignQueue:	23	12	8	8	8	13	11	36	36	16	40	40

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Paseo Ranchero/Heritage Rd / Telegraph Canyon Rd

Cycle (sec): 95 Critical Vol./Cap.(X): 0.920

Loss Time (sec): 12 Average Delay (sec/veh): 39.5

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0	1	1	2	0	3	0	1	2	0	2	1	0

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Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	250	650	190	240	640	270	230	1240	260	280	1120	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	650	190	240	640	270	230	1240	260	280	1120	340
Added Vol:	0	0	0	6	0	0	0	69	0	0	131	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	650	190	246	640	270	230	1309	260	280	1251	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	286	744	217	281	732	309	263	1498	297	320	1431	402
Reduct Vol:	0	0	25	0	0	0	0	0	40	0	0	0
Reduced Vol:	286	744	192	281	732	309	263	1498	257	320	1431	402
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	286	744	192	281	732	309	263	1498	257	320	1431	402

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.94	0.94	0.90	0.89	0.83	0.90	0.91	0.95
Lanes:	2.00	2.00	1.00	2.00	1.41	0.59	2.00	3.00	1.00	2.00	2.36	0.64
Final Sat.:	3432	3538	1583	3432	2501	1055	3432	5083	1583	3432	4076	1144

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Capacity Analysis Module:

Vol/Sat:	0.08	0.21	0.12	0.08	0.29	0.29	0.08	0.29	0.16	0.09	0.35	0.35
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.30	0.30	0.11	0.32	0.32	0.08	0.35	0.35	0.11	0.38	0.38
Volume/Cap:	0.92	0.71	0.41	0.74	0.92	0.92	0.92	0.83	0.46	0.83	0.92	0.92
Delay/Veh:	74.0	31.8	27.2	48.6	43.2	43.2	76.2	31.7	24.3	55.9	35.5	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.0	31.8	27.2	48.6	43.2	43.2	76.2	31.7	24.3	55.9	35.5	35.5
LOS by Move:	E	C	C	D	D	D	E	C	C	E	D	D
DesignQueue:	7	15	7	7	20	20	7	20	9	8	23	23

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Oaty Lakes Rd/La Media Rd / Telegraph Canyon Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.038

Loss Time (sec): 12 Average Delay (sec/veh): 49.7

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	2	0	2	2	0	3	2	0	3

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	380	1100	320	200	380	140	500	850	400	260	970	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	1100	320	200	380	140	500	850	400	260	970	440
Added Vol:	0	0	6	29	0	0	0	75	0	11	142	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	1100	326	229	380	140	500	925	400	271	1112	495
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	435	1259	373	262	435	160	572	1058	458	310	1272	566
Reduct Vol:	0	0	65	0	0	40	0	0	45	0	0	90
Reduced Vol:	435	1259	308	262	435	120	572	1058	413	310	1272	476
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	435	1259	308	262	435	120	572	1058	413	310	1272	476

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.73	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	2.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	2786	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.13	0.36	0.11	0.08	0.12	0.08	0.17	0.21	0.26	0.09	0.25	0.30
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.34	0.46	0.07	0.27	0.43	0.16	0.33	0.33	0.12	0.29	0.29
Volume/Cap:	0.87	1.04	0.24	1.04	0.46	0.18	1.04	0.62	0.78	0.78	0.86	1.04
Delay/Veh:	52.1	65.9	14.9	108.7	27.7	15.9	86.4	25.9	34.2	48.2	35.8	84.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	65.9	14.9	108.7	27.7	15.9	86.4	25.9	34.2	48.2	35.8	84.2
LOS by Move:	D	E	B	F	C	B	F	C	C	D	D	F
DesignQueue:	10	24	5	6	9	3	13	14	15	7	18	18

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Rutgers Ave / Telegraph Canyon Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.853
 Loss Time (sec): 9 Average Delay (sec/veh): 16.6
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	2	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	0	0	0	170	0	270	230	1130	0	0	1400	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	170	0	270	230	1130	0	0	1400	270
Added Vol:	0	0	0	0	0	0	0	109	0	0	207	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	170	0	270	230	1239	0	0	1607	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	195	0	309	263	1418	0	0	1839	309
Reduct Vol:	0	0	0	0	0	40	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	269	263	1418	0	0	1839	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	195	0	269	263	1418	0	0	1839	309

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	1.00	0.92	0.96
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	2.58	0.42
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	1900	4520	760

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.15	0.28	0.00	0.00	0.41	0.41
Crit Moves:						****	****			****		
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.17	0.65	0.00	0.00	0.48	0.48
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.85	0.85	0.43	0.00	0.00	0.85	0.85
Delay/Veh:	0.0	0.0	0.0	23.5	0.0	42.8	44.0	5.2	0.0	0.0	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.5	0.0	42.8	44.0	5.2	0.0	0.0	16.9	16.9
LOS by Move:	A	A	A	C	A	D	D	A	A	A	B	B
DesignQueue:	0	0	0	5	0	7	8	7	0	0	14	14

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 SR-125 SB Ramps / Otay Lakes Rd

Cycle (sec): 65 Critical Vol./Cap.(X): 0.476
 Loss Time (sec): 9 Average Delay (sec/veh): 6.5
 Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	210	0	60	0	1350	60	0	1140	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	210	0	60	0	1350	60	0	1140	120
Added Vol:	0	0	0	36	0	0	0	109	0	0	207	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	246	0	60	0	1459	60	0	1347	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00
PHF Volume:	0	0	0	281	0	69	0	1669	69	0	1541	0
Reduct Vol:	0	0	0	0	0	10	0	0	10	0	0	20
Reduced Vol:	0	0	0	281	0	59	0	1669	59	0	1541	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	281	0	59	0	1669	59	0	1541	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	1583	0	5083	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.04	0.00	0.33	0.04	0.00	0.30	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.69	0.69	0.00	0.69	0.00
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.22	0.00	0.48	0.05	0.00	0.44	0.00
Delay/Veh:	0.0	0.0	0.0	24.9	0.0	23.5	0.0	4.8	3.3	0.0	4.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.9	0.0	23.5	0.0	4.8	3.3	0.0	4.6	0.0
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
DesignQueue:	0	0	0	4	0	2	0	7	1	0	7	0

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 SR-125 NB Ramps / Otay Lakes Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.466
 Loss Time (sec): 9 Average Delay (sec/veh): 3.2
 Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	3	0	1	0

Volume Module:

Base Vol:	20	0	70	0	0	0	0	1360	300	0	1320	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	70	0	0	0	0	1360	300	0	1320	550
Added Vol:	0	0	15	0	0	0	0	146	0	0	236	69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	85	0	0	0	0	1506	300	0	1556	619
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00	0.87	0.87	0.87
PHF Volume:	23	0	97	0	0	0	0	1723	0	0	1780	708
Reduct Vol:	0	0	10	0	0	0	0	0	30	0	0	80
Reduced Vol:	23	0	87	0	0	0	0	1723	0	0	1780	628
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	23	0	87	0	0	0	0	1723	0	0	1780	628

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	0.83
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1769	0	2786	0	0	0	0	5083	1900	0	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.03	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.35	0.40
Crit Moves:	****						****			****		
Green/Cycle:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.85	0.00	0.00	0.85	0.85
Volume/Cap:	0.19	0.00	0.47	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.41	0.47
Delay/Veh:	49.3	0.0	51.2	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	0.0	51.2	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	2.3
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
DesignQueue:	1	0	3	0	0	0	0	6	0	0	7	6

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
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AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Eastlake Pkwy / Otay Lakes Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.811

Loss Time (sec): 12 Average Delay (sec/veh): 39.5

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0

Volume Module:	>>	Count	Date:	4 Oct 2005	<<							
Base Vol:	610	410	250	70	280	230	420	690	320	210	850	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	610	410	250	70	280	230	420	690	320	210	850	100
Added Vol:	0	0	12	12	0	0	0	173	0	22	327	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	610	410	262	82	280	230	420	863	320	232	1177	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	691	464	297	93	317	260	476	977	362	263	1333	138
Reduct Vol:	0	0	30	0	0	30	0	0	50	0	0	15
Reduced Vol:	691	464	267	93	317	230	476	977	312	263	1333	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	691	464	267	93	317	230	476	977	312	263	1333	123

Saturation Flow Module:	
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.90 0.93 0.83 0.90 0.93 0.83 0.90 0.89 0.73 0.90 0.93 0.97
Lanes:	2.00 2.00 1.00 2.00 2.00 1.00 2.00 3.00 2.00 2.00 2.75 0.25
Final Sat.:	3432 3538 1583 3432 3538 1583 3432 5083 2786 3432 4878 451

Capacity Analysis Module:	
Vol/Sat:	0.20 0.13 0.17 0.03 0.09 0.15 0.14 0.19 0.11 0.08 0.27 0.27
Crit Moves:	**** **** **** ****
Green/Cycle:	0.21 0.36 0.47 0.08 0.23 0.38 0.14 0.31 0.52 0.12 0.28 0.28
Volume/Cap:	0.97 0.37 0.36 0.32 0.38 0.39 0.97 0.62 0.22 0.65 0.97 0.97
Delay/Veh:	61.2 21.6 15.3 39.4 29.4 20.9 70.7 27.5 12.0 41.7 48.1 48.1
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	61.2 21.6 15.3 39.4 29.4 20.9 70.7 27.5 12.0 41.7 48.1 48.1
LOS by Move:	E C B D C C E C B D D D
DesignQueue:	15 8 7 2 7 7 11 13 4 6 19 19

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Lane Ave / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 5 Average Delay (sec/veh): 12.3
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	2	0	3	0	0	2

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	0	0	0	60	0	230	530	340	0	0	900	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	230	530	340	0	0	900	130
Added Vol:	0	0	0	23	0	0	0	196	0	0	370	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	83	0	230	530	536	0	0	1270	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	95	0	263	606	613	0	0	1453	199
Reduct Vol:	0	0	0	0	0	55	0	0	0	0	0	0
Reduced Vol:	0	0	0	95	0	208	606	613	0	0	1453	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	95	0	208	606	613	0	0	1453	199

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.87	1.00	0.87	0.90	0.89	1.00	1.00	0.93	0.96
Lanes:	0.00	0.00	0.00	1.31	0.00	1.69	2.00	3.00	0.00	0.00	2.65	0.35
Final Sat.:	0	0	0	2161	0	2775	3432	5083	0	0	4663	639

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.08	0.18	0.12	0.00	0.00	0.31	0.31
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.29	0.79	0.00	0.00	0.51	0.51
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.61	0.61	0.15	0.00	0.00	0.61	0.61
Delay/Veh:	0.0	0.0	0.0	24.5	0.0	27.3	19.7	1.5	0.0	0.0	11.0	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.5	0.0	27.3	19.7	1.5	0.0	0.0	11.0	11.0
LOS by Move:	A	A	A	C	A	C	B	A	A	A	B	B
DesignQueue:	0	0	0	2	0	4	8	2	0	0	10	10

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
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AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Fenton St / Otay Lakes Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 6 Average Delay (sec/veh): 9.7
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	0	2

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	0	0	0	80	0	30	160	250	0	0	840	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	80	0	30	160	250	0	0	840	240
Added Vol:	0	0	0	0	0	0	0	219	0	0	414	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	30	160	469	0	0	1254	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	89	0	33	177	520	0	0	1391	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	89	0	33	177	520	0	0	1391	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	89	0	33	177	520	0	0	1391	266

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	1.00	0.92	0.96
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	0	4423	846

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.02	0.10	0.10	0.00	0.00	0.31	0.31
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.20	0.83	0.00	0.00	0.63	0.63
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.21	0.50	0.12	0.00	0.00	0.50	0.50
Delay/Veh:	0.0	0.0	0.0	36.4	0.0	33.8	29.6	1.4	0.0	0.0	8.3	8.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.4	0.0	33.8	29.6	1.4	0.0	0.0	8.3	8.3
LOS by Move:	A	A	A	D	A	C	C	A	A	A	A	A
DesignQueue:	0	0	0	4	0	1	6	2	0	0	10	10

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
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 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Hunte Pkwy / Otay Lakes Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.658
 Loss Time (sec): 12 Average Delay (sec/veh): 31.4
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	2	1	0	3

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	380	630	40	30	440	290	290	190	290	260	590	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	630	40	30	440	290	290	190	290	260	590	230
Added Vol:	0	0	108	27	0	0	0	219	0	204	414	51
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	630	148	57	440	290	290	409	290	464	1004	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	435	721	169	65	503	332	332	468	332	531	1149	322
Reduct Vol:	0	0	10	0	0	80	0	0	0	0	0	15
Reduced Vol:	435	721	159	65	503	252	332	468	332	531	1149	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	435	721	159	65	503	252	332	468	332	531	1149	307

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.87	0.92	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	3318	1747	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.13	0.20	0.10	0.02	0.14	0.16	0.10	0.14	0.19	0.15	0.23	0.19
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.35	0.35	0.08	0.25	0.25	0.13	0.21	0.21	0.22	0.30	0.30
Volume/Cap:	0.70	0.59	0.29	0.23	0.58	0.64	0.75	0.67	0.90	0.70	0.75	0.64
Delay/Veh:	36.4	23.7	20.6	36.9	29.0	32.3	42.5	32.2	44.3	33.6	28.8	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	23.7	20.6	36.9	29.0	32.3	42.5	32.2	44.3	33.6	28.8	28.6
LOS by Move:	D	C	C	D	C	C	D	C	D	D	C	C
DesignQueue:	9	12	5	1	10	9	7	9	13	10	15	11

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
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 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Woods Dr / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.936
 Loss Time (sec): 1 Average Delay (sec/veh): 15.4
 Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	5	18	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	2	1	0	2	1

Volume Module:

Base Vol:	10	10	10	120	10	370	130	220	30	10	230	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	10	120	10	370	130	220	30	10	230	240
Added Vol:	0	0	0	29	0	0	0	353	0	0	669	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	10	149	10	370	130	573	30	10	899	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	11	11	11	170	11	423	149	656	34	11	1029	338
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	11	11	170	11	423	149	656	34	11	1029	338
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	11	11	170	11	423	149	656	34	11	1029	338

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.92	0.92	0.93	0.84	0.84	0.93	0.94	0.97	0.93	0.90	0.94
Lanes:	0.34	0.33	0.33	1.00	0.03	0.97	1.00	2.86	0.14	1.00	2.28	0.72
Final Sat.:	583	583	583	1769	42	1548	1769	5095	267	1769	3914	1284

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.10	0.27	0.27	0.08	0.13	0.13	0.01	0.26	0.26
Crit Moves:	****			****			****			****		
Green/Cycle:	0.33	0.30	0.30	0.45	0.42	0.42	0.13	0.38	0.38	0.16	0.41	0.41
Volume/Cap:	0.07	0.07	0.07	0.25	0.65	0.65	0.65	0.34	0.34	0.04	0.65	0.65
Delay/Veh:	17.8	15.0	15.0	10.2	16.1	16.1	31.2	13.4	13.4	21.5	15.1	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	15.0	15.0	10.2	16.1	16.1	31.2	13.4	13.4	21.5	15.1	15.1
LOS by Move:	B	B	B	B	B	B	C	B	B	C	B	B
DesignQueue:	1	1	1	3	9	9	4	5	5	0	10	10

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Lake Crest Dr / Otay Lakes Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 9 Average Delay (sec/veh): 25.8
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	0	0	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	1	0	1	1	0	3

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	430	0	10	0	0	0	0	190	180	30	50	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	0	10	0	0	0	0	190	180	30	50	0
Added Vol:	0	0	23	0	0	0	0	382	0	44	723	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	430	0	33	0	0	0	0	572	180	74	773	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	492	0	38	0	0	0	0	654	206	85	884	0
Reduct Vol:	0	0	5	0	0	0	0	0	40	0	0	0
Reduced Vol:	492	0	33	0	0	0	0	654	166	85	884	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	492	0	33	0	0	0	0	654	166	85	884	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.98	0.83	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	1900	1862	1583	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.28	0.00	0.02	0.00	0.00	0.00	0.00	0.35	0.10	0.05	0.17	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.38	0.00	0.38	0.00	0.00	0.00	0.00	0.48	0.48	0.07	0.55	0.00
Volume/Cap:	0.73	0.00	0.05	0.00	0.00	0.00	0.00	0.73	0.22	0.73	0.32	0.00
Delay/Veh:	36.1	0.0	23.6	0.0	0.0	0.0	0.0	28.2	18.3	76.3	15.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.1	0.0	23.6	0.0	0.0	0.0	0.0	28.2	18.3	76.3	15.1	0.0
LOS by Move:	D	A	C	A	A	A	A	C	B	E	B	A
DesignQueue:	22	0	1	0	0	0	0	25	6	5	10	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Wueste Rd / Otay Lakes Rd

Average Delay (sec/veh): 59.9 Worst Case Level Of Service: F[1003.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	10	0	40	0	0	0	0	480	100	110	460	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	40	0	0	0	0	480	100	110	460	0
Added Vol:	0	0	104	0	0	0	0	405	0	196	767	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	144	0	0	0	0	885	100	306	1227	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	11	0	165	0	0	0	0	1013	114	350	1404	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	0	165	0	0	0	0	1013	114	350	1404	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	3174	3174	1070	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1127	xxxx	xxxxx
Potent Cap.:	12	10	269	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	620	xxxx	xxxxx
Move Cap.:	5	3	269	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	620	xxxx	xxxxx
Volume/Cap:	2.29	0.00	0.61	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.56	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	61	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	18.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx
Shrd ConDel:	xxxxx	1004	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.1	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	C	*	*
ApproachDel:	1003.7			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #21 Campo Rd/SR-94 / Otay Lakes Road/Honey Springs Rd

Average Delay (sec/veh): 8.4 Worst Case Level Of Service: E[49.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	200	610	0	0	130	60	20	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	610	0	0	130	60	20	0	40	0	0	0
Added Vol:	23	0	0	0	0	35	65	0	44	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	610	0	0	130	95	85	0	84	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	255	698	0	0	149	109	97	0	96	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	255	698	0	0	149	109	97	0	96	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	257	xxxx	xxxxx	xxxx	xxxx	xxxxx	1411	xxxx	203	xxxx	xxxx	xxxxx
Potent Cap.:	1307	xxxx	xxxxx	xxxx	xxxx	xxxxx	152	xxxx	838	xxxx	xxxx	xxxxx
Move Cap.:	1307	xxxx	xxxxx	xxxx	xxxx	xxxxx	129	xxxx	838	xxxx	xxxx	xxxxx
Volume/Cap:	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	0.75	xxxx	0.11	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.4	xxxx	0.4	xxxx	xxxx	xxxxx			
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	88.9	xxxx	9.9	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	F	*	A	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			49.6			xxxxxxx					
ApproachLOS:	*			*			E			*					

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
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AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 East Palomar St / Olympic Pkwy

Cycle (sec): 75 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 11 Average Delay (sec/veh): 27.7
Optimal Cycle: 60 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 22 Sep 2005 << AM Peak

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 SR-125 SB Ramps / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.481
 Loss Time (sec): 8 Average Delay (sec/veh): 5.3
 Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	2	0	0	0	0	0

Volume Module:

Base Vol:	0	0	0	160	0	180	0	1380	140	0	1560	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	180	0	1380	140	0	1560	110
Added Vol:	0	0	0	0	0	0	0	40	0	0	76	80
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	180	0	1420	140	0	1636	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	0	0	0	174	0	196	0	1543	152	0	1778	0
Reduct Vol:	0	0	0	0	0	10	0	0	20	0	0	20
Reduced Vol:	0	0	0	174	0	186	0	1543	132	0	1778	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	174	0	186	0	1543	132	0	1778	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.73	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3432	0	2786	0	5083	1583	0	5083	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.07	0.00	0.30	0.08	0.00	0.35	0.00
Crit Moves:						****	****			****		
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.14	0.00	0.73	0.73	0.00	0.73	0.00
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.48	0.00	0.42	0.11	0.00	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	23.9	0.0	24.8	0.0	3.3	2.5	0.0	3.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.9	0.0	24.8	0.0	3.3	2.5	0.0	3.5	0.0
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
DesignQueue:	0	0	0	3	0	3	0	6	1	0	6	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 SR-125 NB Ramps / Olympic Pkwy

Cycle (sec): 70 Critical Vol./Cap.(X): 0.500
 Loss Time (sec): 9 Average Delay (sec/veh): 6.2
 Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	0	0	0	0	3	0	1	0

Volume Module:

Base Vol:	190	0	80	0	0	0	0	1210	330	0	1480	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	0	80	0	0	0	0	1210	330	0	1480	440
Added Vol:	0	0	42	0	0	0	0	40	0	0	156	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	0	122	0	0	0	0	1250	330	0	1636	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	211	0	135	0	0	0	0	1386	0	0	1815	488
Reduct Vol:	0	0	10	0	0	0	0	0	40	0	0	60
Reduced Vol:	211	0	125	0	0	0	0	1386	0	0	1815	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	211	0	125	0	0	0	0	1386	0	0	1815	428

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	0.73
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3432	0	1583	0	0	0	0	5083	1900	0	5083	2786

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.08	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.36	0.15
Crit Moves:	****						****			****		
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.71	0.00	0.00	0.71	0.71
Volume/Cap:	0.39	0.00	0.50	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.50	0.22
Delay/Veh:	26.9	0.0	28.5	0.0	0.0	0.0	0.0	4.0	0.0	0.0	4.6	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	0.0	28.5	0.0	0.0	0.0	0.0	4.0	0.0	0.0	4.6	3.5
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
DesignQueue:	4	0	4	0	0	0	0	6	0	0	8	3

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Eastlake Pkwy / Olympic Pkwy

Cycle (sec): 95 Critical Vol./Cap.(X): 0.761

Loss Time (sec): 12 Average Delay (sec/veh): 34.7

Optimal Cycle: OPTIMIZED Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 27 Sep 2005 << AM Peak

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Hunte Pkwy / Olympic Pkwy

Cycle (sec): 95 Critical Vol./Cap.(X): 0.515
 Loss Time (sec): 12 Average Delay (sec/veh): 28.2
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	21	0	5	21	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	2	0	2	1	0	2

Volume Module: >> Count Date: 22 Sep 2005 << AM Peak

Base Vol:	100	280	90	210	570	330	220	580	280	90	470	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	280	90	210	570	330	220	580	280	90	470	90
Added Vol:	0	0	35	0	0	167	88	58	0	65	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	280	125	210	570	497	308	638	280	155	579	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	114	320	143	240	652	569	352	730	320	177	662	103
Reduct Vol:	0	0	0	0	0	90	0	0	0	0	0	30
Reduced Vol:	114	320	143	240	652	479	352	730	320	177	662	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	320	143	240	652	479	352	730	320	177	662	73

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.93	0.90	0.93	0.83	0.90	0.89	0.93	0.90	0.93	0.83
Lanes:	2.00	2.11	0.89	2.00	2.00	1.00	2.00	2.12	0.88	2.00	2.00	1.00
Final Sat.:	3432	3560	1589	3432	3538	1583	3432	3578	1570	3432	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.03	0.09	0.09	0.07	0.18	0.30	0.10	0.20	0.20	0.05	0.19	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.22	0.22	0.13	0.28	0.47	0.19	0.42	0.42	0.10	0.34	0.34
Volume/Cap:	0.50	0.41	0.41	0.55	0.66	0.65	0.55	0.48	0.48	0.51	0.55	0.14
Delay/Veh:	44.5	31.9	31.9	40.5	31.7	21.3	36.1	19.9	19.9	41.8	26.1	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	31.9	31.9	40.5	31.7	21.3	36.1	19.9	19.9	41.8	26.1	21.8
LOS by Move:	D	C	C	D	C	C	D	B	B	D	C	C
DesignQueue:	3	7	7	6	14	14	8	12	12	4	13	3

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
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Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Olympic Vista Rd / Olympic Pkwy

Cycle (sec): 75 Critical Vol./Cap.(X): 0.524

Loss Time (sec): 12 Average Delay (sec/veh): 27.5

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	18	0	5	18	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	2	0	1	1	0	1

Volume Module:

Base Vol:	130	60	80	120	120	350	310	380	190	40	370	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	60	80	120	120	350	310	380	190	40	370	20
Added Vol:	0	0	0	0	0	0	0	92	0	0	174	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	60	80	120	120	350	310	472	190	40	544	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	146	67	90	134	134	392	347	529	213	45	610	22
Reduct Vol:	0	0	0	0	0	65	0	0	0	0	0	0
Reduced Vol:	146	67	90	134	134	327	347	529	213	45	610	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	67	90	134	134	327	347	529	213	45	610	22

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.98	0.83	0.90	0.94	0.94	0.93	0.98	0.98
Lanes:	1.00	0.43	0.57	1.00	1.00	1.00	2.00	1.43	0.57	1.00	1.93	0.07
Final Sat.:	1769	729	972	1769	1862	1583	3432	2541	1023	1769	3574	131

Capacity Analysis Module:

Vol/Sat:	0.08	0.09	0.09	0.08	0.07	0.21	0.10	0.21	0.21	0.03	0.17	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.24	0.24	0.13	0.28	0.28	0.17	0.36	0.36	0.11	0.29	0.29
Volume/Cap:	0.87	0.38	0.38	0.58	0.26	0.75	0.58	0.59	0.59	0.22	0.58	0.58
Delay/Veh:	68.6	24.5	24.5	34.3	21.4	31.8	29.9	20.4	20.4	30.8	23.3	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.6	24.5	24.5	34.3	21.4	31.8	29.9	20.4	20.4	30.8	23.3	23.3
LOS by Move:	E	C	C	C	C	C	C	C	C	C	C	C
DesignQueue:	6	5	5	5	4	10	6	11	11	2	10	10

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Olympic Pkwy / Wueste Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.180
 Loss Time (sec): 0 Average Delay (sec/veh): 6.4
 Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	12	0	5	12	0	0	0	0	0	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	30	10	110	150	0	0	0	0	30	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	30	10	110	150	0	0	0	0	30	0	10
Added Vol:	0	92	0	22	174	0	0	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	122	10	132	324	0	0	0	0	30	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	140	11	151	371	0	0	0	0	34	0	25
Reduct Vol:	0	0	10	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	140	1	151	371	0	0	0	0	34	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	140	1	151	371	0	0	0	0	34	0	25

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.83	0.93	0.98	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1862	1583	1769	1862	0	0	0	0	1769	0	1583

Capacity Analysis Module:

Vol/Sat:	0.00	0.07	0.00	0.09	0.20	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.42	0.42	0.47	0.89	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Volume/Cap:	0.00	0.18	0.00	0.18	0.22	0.00	0.00	0.00	0.00	0.18	0.00	0.15
Delay/Veh:	0.0	11.1	10.2	9.1	0.5	0.0	0.0	0.0	0.0	24.8	0.0	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.1	10.2	9.1	0.5	0.0	0.0	0.0	0.0	24.8	0.0	24.7
LOS by Move:	A	B	B	A	A	A	A	A	A	C	A	C
DesignQueue:	0	3	0	3	1	0	0	0	0	1	0	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Lake Crest Dr / Wueste Rd

Cycle (sec): 130 Critical Vol./Cap.(X): 0.266
Loss Time (sec): 9 Average Delay (sec/veh): 24.2
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	12	0	5	12	0	0	0	0	0	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	140	50	10	180	0	0	0	0	20	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	140	50	10	180	0	0	0	0	20	0	40
Added Vol:	0	0	104	0	0	0	0	0	0	196	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	140	154	10	180	0	0	0	0	216	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	160	176	11	206	0	0	0	0	247	0	46
Reduct Vol:	0	0	15	0	0	0	0	0	0	0	0	5
Reduced Vol:	0	160	161	11	206	0	0	0	0	247	0	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	160	161	11	206	0	0	0	0	247	0	41

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.83	0.93	0.98	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1862	1583	1769	1862	0	0	0	0	1769	0	1583

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.10	0.01	0.11	0.00	0.00	0.00	0.00	0.14	0.00	0.03
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.38	0.38	0.04	0.41	0.00	0.00	0.00	0.00	0.52	0.00	0.52
Volume/Cap:	0.00	0.23	0.27	0.17	0.27	0.00	0.00	0.00	0.00	0.27	0.00	0.05
Delay/Veh:	0.0	27.8	28.4	61.7	25.2	0.0	0.0	0.0	0.0	17.9	0.0	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.8	28.4	61.7	25.2	0.0	0.0	0.0	0.0	17.9	0.0	15.6
LOS by Move:	A	C	C	E	C	A	A	A	A	B	A	B
DesignQueue:	0	7	7	1	9	0	0	0	0	9	0	1

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 La Media Rd / Otay Mesa Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 12 Average Delay (sec/veh): 38.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	La Media Rd						Otay Mesa Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	3	0	1	0

Volume Module:												
Base Vol:	170	320	120	170	220	180	170	650	220	210	680	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	320	120	170	220	180	170	650	220	210	680	220
Added Vol:	0	0	23	0	0	0	0	0	0	44	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	320	143	170	220	180	170	650	220	254	680	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	195	366	164	195	252	206	195	744	252	291	778	252
Reduct Vol:	0	0	0	0	0	0	0	0	70	0	0	0
Reduced Vol:	195	366	164	195	252	206	195	744	182	291	778	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	366	164	195	252	206	195	744	182	291	778	252

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.91	0.91	0.93	0.89	0.83	0.93	0.90	0.94
Lanes:	1.00	0.69	0.31	1.00	0.55	0.45	1.00	3.00	1.00	1.00	2.29	0.71
Final Sat.:	1769	1228	549	1769	955	782	1769	5083	1583	1769	3927	1271

Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.30	0.11	0.26	0.26	0.11	0.15	0.11	0.16	0.20	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.35	0.35	0.13	0.33	0.33	0.13	0.19	0.19	0.19	0.24	0.24
Volume/Cap:	0.79	0.86	0.86	0.86	0.79	0.79	0.82	0.78	0.61	0.86	0.82	0.82
Delay/Veh:	49.1	36.6	36.6	61.7	31.4	31.4	52.8	35.1	33.6	51.4	32.8	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	36.6	36.6	61.7	31.4	31.4	52.8	35.1	33.6	51.4	32.8	32.8
LOS by Move:	D	D	D	E	C	C	D	D	C	D	C	C
DesignQueue:	8	17	17	8	14	14	8	10	7	11	13	13

Otay Ranch Village 13
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Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 SR-125 SB / Otay Road

Cycle (sec): 90 Critical Vol./Cap.(X): 0.451
 Loss Time (sec): 0 Average Delay (sec/veh): 13.1
 Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	0	3	0

Volume Module:

Base Vol:	0	0	0	260	0	240	0	910	0	0	1090	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	260	0	240	0	910	0	0	1090	0
Added Vol:	0	0	0	22	0	44	0	23	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	282	0	284	0	933	0	0	1090	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	323	0	325	0	1068	0	0	1247	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	323	0	325	0	1068	0	0	1247	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	323	0	325	0	1068	0	0	1247	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	1.00	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	0	0	5083	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.21	0.00	0.21	0.00	0.00	0.25	0.00
Crit Moves:						****	****			****		
Green/Cycle:	0.00	0.00	0.00	0.46	0.00	0.46	0.00	0.54	0.00	0.00	0.54	0.00
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.45	0.00	0.39	0.00	0.00	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	14.8	0.0	17.2	0.0	11.9	0.0	0.0	12.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.8	0.0	17.2	0.0	11.9	0.0	0.0	12.5	0.0
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
DesignQueue:	0	0	0	5	0	9	0	9	0	0	11	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 SR-125 NB / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 9 Average Delay (sec/veh): 3.2
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	0	0	0	60	1110	0	0	1090	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	60	1110	0	0	1090	170
Added Vol:	0	0	0	0	0	0	23	22	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	83	1132	0	0	1090	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	0	0	0	95	1295	0	0	1247	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	25
Reduced Vol:	0	0	0	0	0	0	95	1295	0	0	1247	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	0	0	0	95	1295	0	0	1247	183

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	1.00	1.00	0.92	0.96
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	1769	3538	0	0	5270	1827

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.37	0.00	0.00	0.24	0.10
Crit Moves:							****			****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.85	0.00	0.00	0.69	0.69
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.43	0.00	0.00	0.34	0.14
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	23.3	1.2	0.0	0.0	3.8	3.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	23.3	1.2	0.0	0.0	3.8	3.2
LOS by Move:	A	A	A	A	A	A	C	A	A	A	A	A
DesignQueue:	0	0	0	0	0	0	3	4	0	0	5	2

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Ellis Road / Otay mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.966
 Loss Time (sec): 0 Average Delay (sec/veh): 29.4
 Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	350	0	440	320	800	0	0	840	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	350	0	440	320	800	0	0	840	450
Added Vol:	0	0	0	0	0	12	22	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	350	0	452	342	800	0	0	840	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	400	0	517	391	915	0	0	961	515
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	400	0	517	391	915	0	0	961	515
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	400	0	517	391	915	0	0	961	515

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.93	1.00	1.00	0.93	0.93
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.30	0.70
Final Sat.:	0	0	0	1769	0	1583	1769	3538	0	0	2299	1232

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.33	0.22	0.26	0.00	0.00	0.42	0.42
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.34	0.00	0.34	0.23	0.66	0.00	0.00	0.43	0.43
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.97	0.97	0.39	0.00	0.00	0.97	0.97
Delay/Veh:	0.0	0.0	0.0	19.9	0.0	49.8	58.7	4.7	0.0	0.0	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.9	0.0	49.8	58.7	4.7	0.0	0.0	32.2	32.2
LOS by Move:	A	A	A	B	A	D	E	A	A	A	C	C
DesignQueue:	0	0	0	9	0	12	11	6	0	0	16	16

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Campo Rd/SR-94 / Melody Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.612
 Loss Time (sec): 6 Average Delay (sec/veh): 7.7
 Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	0	0	10	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	0	1	0	0

Volume Module:

Base Vol:	20	650	20	30	230	30	30	20	40	20	50	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	650	20	30	230	30	30	20	40	20	50	50
Added Vol:	22	22	0	0	12	0	0	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	672	20	30	242	30	30	20	52	20	50	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	48	769	23	34	277	34	34	23	59	23	57	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	769	23	34	277	34	34	23	59	23	57	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	769	23	34	277	34	34	23	59	23	57	57

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.87	0.87	0.87	0.80	0.87	0.87	0.87	0.87	0.87
Lanes:	0.06	0.91	0.03	0.10	0.80	0.10	1.00	0.28	0.72	0.17	0.41	0.42
Final Sat.:	103	1644	49	165	1331	165	1527	461	1200	275	688	688

Capacity Analysis Module:

Vol/Sat:	0.47	0.47	0.47	0.21	0.21	0.21	0.02	0.05	0.05	0.08	0.08	0.08
Crit Moves:	****									****		
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.73	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.64	0.64	0.64	0.28	0.28	0.28	0.13	0.30	0.30	0.50	0.50	0.50
Delay/Veh:	5.1	5.1	5.1	2.8	2.8	2.8	21.6	22.5	22.5	24.1	24.1	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.1	5.1	5.1	2.8	2.8	2.8	21.6	22.5	22.5	24.1	24.1	24.1
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
DesignQueue:	8	8	8	3	3	3	1	2	2	4	4	4

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #40 Campo Rd/SR-94 / Maxfield Rd

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C [15.9]

Table with columns: Approach: North Bound, South Bound, East Bound, West Bound; Movement: L - T - R; Control: Uncontrolled, Stop Sign; Rights: Include; Lanes: 1 0 0 1 0

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
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 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #41 Proctor Valley Rd/Jefferson Rd / Campo Rd/SR-94

Cycle (sec): 75 Critical Vol./Cap.(X): 0.745
 Loss Time (sec): 9 Average Delay (sec/veh): 22.6
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	12	0	0	12	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	0	1	0	0

Volume Module:

Base Vol:	140	150	10	30	110	50	30	220	50	20	550	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	150	10	30	110	50	30	220	50	20	550	30
Added Vol:	0	0	0	6	0	0	0	6	0	0	11	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	150	10	36	110	50	30	226	50	20	561	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	160	172	11	41	126	57	34	259	57	23	642	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	172	11	41	126	57	34	259	57	23	642	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	172	11	41	126	57	34	259	57	23	642	47

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.69	0.69	0.86	0.86	0.86	0.93	0.95	0.95	0.93	0.97	0.97
Lanes:	0.47	0.50	0.03	0.18	0.56	0.26	1.00	0.82	0.18	1.00	0.93	0.07
Final Sat.:	610	654	44	300	916	416	1769	1484	328	1769	1718	126

Capacity Analysis Module:

Vol/Sat:	0.26	0.26	0.26	0.14	0.14	0.14	0.02	0.17	0.17	0.01	0.37	0.37
Crit Moves:	****			****			****			****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.07	0.39	0.39	0.15	0.48	0.48
Volume/Cap:	0.78	0.78	0.78	0.41	0.41	0.41	0.29	0.44	0.44	0.09	0.78	0.78
Delay/Veh:	31.3	31.3	31.3	19.7	19.7	19.7	34.7	17.1	17.1	27.5	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	31.3	19.7	19.7	19.7	34.7	17.1	17.1	27.5	20.9	20.9
LOS by Move:	C	C	C	B	B	B	C	B	B	C	C	C
DesignQueue:	10	10	10	6	6	6	1	8	8	1	17	17

 Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
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AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Project Drwy #1 @ Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.719

Loss Time (sec): 9 Average Delay (sec/veh): 14.1

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	0	5	12	0	0	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	460	0	0	480	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	460	0	0	480	0	0	0	0	0	0	0
Added Vol:	0	735	4	120	389	0	0	0	0	8	0	228
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1195	4	120	869	0	0	0	0	8	0	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	1367	5	137	994	0	0	0	0	9	0	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1367	5	137	994	0	0	0	0	9	0	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1367	5	137	994	0	0	0	0	9	0	261

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	0.93	0.93	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3712	12	1769	3538	0	0	0	0	1769	0	1583

Capacity Analysis Module:

Vol/Sat:	0.00	0.37	0.37	0.08	0.28	0.00	0.00	0.00	0.00	0.01	0.00	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.47	0.47	0.17	0.64	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.78	0.78	0.47	0.44	0.00	0.00	0.00	0.00	0.02	0.00	0.78
Delay/Veh:	0.0	15.6	15.6	23.8	5.6	0.0	0.0	0.0	0.0	18.8	0.0	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.6	15.6	23.8	5.6	0.0	0.0	0.0	0.0	18.8	0.0	33.6
LOS by Move:	A	B	B	C	A	A	A	A	A	B	A	C
DesignQueue:	0	13	13	4	7	0	0	0	0	0	0	7

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #43 Project Drwy #2 @ Otay Lakes Rd

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled							
Rights:	Include			Include			Include			Include							
Lanes:	0	0	1	0	0	1	0	1	0	1	0	1	0	0	0	1	0

Volume Module:

Base Vol:	0	460	0	0	480	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	460	0	0	480	0	0	0	0	0	0
Added Vol:	0	8	59	386	10	0	0	0	0	112	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	468	59	386	490	0	0	0	0	112	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	535	68	442	561	0	0	0	0	128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	535	68	442	561	0	0	0	0	128	0

Critical Gap Module:

Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxxx	1093	0	976	674	418	xxxxx	xxxxx	xxxxx	0	xxxxx	xxxxx
Potent Cap.:	xxxxx	214	1085	230	376	635	xxxxx	xxxxx	xxxxx	1623	xxxxx	xxxxx
Move Cap.:	xxxxx	196	1085	0	344	635	xxxxx	xxxxx	xxxxx	1623	xxxxx	xxxxx
Volume/Cap:	xxxxx	2.73	0.06	xxxxx	1.63	0.00	xxxxx	xxxxx	xxxxx	0.08	xxxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	0.3	xxxxx	xxxxxx			
Control Del:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	7.4	xxxxx	xxxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxxx	xxxxx	216	0	xxxxx	344	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx			
SharedQueue:	xxxxxx	xxxxx	52.7	xxxxxx	xxxxx	33.4	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx			
Shrd ConDel:	xxxxxx	xxxxx	853.6	xxxxxx	xxxxx	323.9	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx			
Shared LOS:	*	*	F	*	*	F	*	*	*	*	*	*			
ApproachDel:	853.6			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	F			F			*			*					

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #44 Project Drwy #3 @ Otay Lakes Rd

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[12.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	0	1	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	480	0	0	460	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	480	0	0	460	0
Added Vol:	0	0	0	0	0	4	2	120	0	0	63	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	4	2	600	0	0	523	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	0	0	5	2	686	0	0	598	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	5	2	686	0	0	598	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1289	xxxx	598	598	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	181	xxxx	502	978	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	180	xxxx	502	978	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.2	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxxx			12.2			xxxxxxx			xxxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Scheme Summary

Control Data

Control Data and Model Parameters

Resort Village Driveway 2	2025 Synthetic Flow Profile (veh)
Resort Village Driveway 2	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Left Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	Yes
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle ?
1	Otay Lakes Road	0	0	10.99	1	23.98	1	54.99	129.92	13.50
2	Project Driveway 2	120	0	10.99	1	31.99	1	98.00	149.93	10.00
3	Otay Lakes Road	240	0	10.99	1	27.99	1	84.97	129.92	12.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1
2	Project Driveway 2	189.96	16.01	1	13.00	1	12.01	1
3	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Otay Lakes Road	0	1.000	0	1.000	12.00	1792	0	12.01	1794	0
2	Project Driveway 2	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0
3	Otay Lakes Road	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0

Bypass Geometry

Bypass Approach Geometry (ft)

Leg	Leg Names	Bypass Type	Bypass Flows	V	nv	Vb	nvb	Vt	nvt
1	Otay Lakes Road	Exclusive	506	10.99	1	12	1	12	1

Bypass Entry and Exit Geometry (ft)

Leg	Leg Names	Entry Geometry						Leg	Leg Names	Exit Lanes	
		Eb	neb	Lb	Lt	Rb	Phib			nex	Nmx
1	Otay Lakes Road	12	1	0	130	66.0002 8512	30	2	Project Driveway 2	1	2

Bypass Entry Capacity Modifiers and Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Calibration	
		Capacity + or -	Cross Walk Factor	Intercept + or -	Slope Factor
1	Otay Lakes Road	0	1.000	0	1.000

Traffic Flow Data (veh/hr)

2025 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows				Flow Modifiers	
		Bypass	Exit-1	Exit-2	U-Turn	Trucks %	Flow Factor
1	Otay Lakes Road	506	0	370	0	2.0	1.00
2	Project Driveway 2	0	731	21	0	2.0	1.00
3	Otay Lakes Road	0	23	500	0	2.0	1.00

2025 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Otay Lakes Road	0.750	1.125	0.750	0	30	60
2	Project Driveway 2	0.750	1.125	0.750	0	30	60
3	Otay Lakes Road	0.750	1.125	0.750	0	30	60

Operational Results

2025 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Otay Lakes Road	Exclusive	506	370	500	500	44	855	984	0.6181	0.3885
2	Project Driveway 2	None		752		370	1006		1073		0.7311
3	Otay Lakes Road	None		523		21	1101		1240		0.4319

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	Exclusive	10.83	5.75	8.69	5.33	1.93	B	A	A
2	Project Driveway 2	None		11.41	11.41		8.55		B	B
3	Otay Lakes Road	None		4.87	4.87		2.23		A	A

2025 AM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Otay Lakes Road	Exclusive	571	417	564	564	50	826	951	0.7093	0.4445
2	Project Driveway 2	None		848		417	1133		1049		0.8316
3	Otay Lakes Road	None		590		24	1240		1239		0.4815

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	Exclusive	12.69	6.22	9.96	5.33	1.93	B	A	A
2	Project Driveway 2	None		13.86	13.86		8.55		B	B
3	Otay Lakes Road	None		5.14	5.14		2.23		A	A

Approach Flow Profile

2025 AM Peak - Approach Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 2	Otay Lakes Road
0.0 - 7.5	91.10	78.20	54.39
7.5 - 15.0	106.06	91.04	63.32
15.0 - 22.5	117.37	100.76	70.07
22.5 - 30.0	123.47	106.00	73.72
30.0 - 37.5	123.47	106.00	73.72
37.5 - 45.0	117.37	100.76	70.07
45.0 - 52.5	106.06	91.04	63.32
52.5 - 60.0	91.10	78.20	54.39
Peak 15 min	123.47	106.00	73.72
Peak 60 min	109.50	94.00	65.38

Exit Flow Profile

2025 AM Peak - Exit Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 2	Otay Lakes Road
0.0 - 7.5	4.57	104.43	114.36
7.5 - 15.0	5.32	121.34	132.92
15.0 - 22.5	5.88	134.27	147.05
22.5 - 30.0	6.19	141.40	154.79
30.0 - 37.5	6.20	141.73	155.11
37.5 - 45.0	5.90	135.03	147.75
45.0 - 52.5	5.35	122.41	133.89
52.5 - 60.0	4.59	105.15	114.94
0-60	44	1006	1101
%Trucks	2.00	2.00	2.00

Economics

Economic Input Data

2025 - Vehicle Delay Parameters

Peaks	Peak / Day	Days / Year	Delay Cost (\$ / hour)
AM Peak	1	325	15.00
OFF Peak	14	325	15.00
PM Peak	1	325	15.00

2025 - Accident Severity Proportions and Costs

Accident Type	Proportion (%)	Cost (\$)
Fatal Vehicle Accident	0.3	0
Incapacitating Vehicle Accident	17.7	0
Non-incapacitating Vehicle Accident	82	0
Damage Only Vehicle Accident	100	0
Pedestrian Injury Accident	100	0

Economics - Results Data

2025 Delay and Accident Costs

Peak	Delay Costs		Accident Costs			Total Costs	
	Delays Veh.hrs	Costs (\$)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs (\$/year)
AM	1691.52	25373	Vehicles Injury	0.00	0	Vehicle Delay Cost	25373
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	0.00	0	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	1691.52	25373	Totals	0.00	0	TOTAL COST	25373

Global Results

Performance and Accidents

2025 AM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1645	506	2151
Capacity	veh/hr	3297	855	4152
Average Delay	sec/veh	8.06	10.83	8.71
L.O.S. (Signal)	A – F	A	B	A
L.O.S. (Unsig)	A – F	A	B	A
Total Delay	veh.hrs	3.68	1.52	5.20

Scheme Summary

Control Data

Control Data and Model Parameters

Resort Village Driveway 3	2030 Synthetic Flow Profile (veh)
Resort Village Driveway 3	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Left Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	No
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle ?
1	Otay Lakes Road	0	0	10.99	1	23.98	1	54.99	129.92	13.50
2	Project Driveway 3	120	0	10.99	1	31.99	1	98.00	149.93	10.00
3	Otay Lakes Road	240	0	10.99	1	27.99	1	84.97	129.92	12.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1
2	Project Driveway 3	189.96	16.01	1	13.00	1	12.01	1
3	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Otay Lakes Road	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0
2	Project Driveway 3	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0
3	Otay Lakes Road	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0

Traffic Flow Data (veh/hr)

2030 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows				Flow Modifiers	
		Bypass	Exit-1	Exit-2	U-Turn	Trucks %	Flow Factor
1	Otay Lakes Road	0	568	19	0	2.0	1.00
2	Project Driveway 3	0	125	33	0	2.0	1.00
3	Otay Lakes Road	0	84	446	0	2.0	1.00

2030 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Otay Lakes Road	0.750	1.125	0.750	0	30	60
2	Project Driveway 3	0.750	1.125	0.750	0	30	60
3	Otay Lakes Road	0.750	1.125	0.750	0	30	60

Operational Results

2030 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)					
			Arrival Flow		Opposing Flow		Capacity		Average VCR			
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass		
1	Otay Lakes Road	None		587		446		117		1011		0.6027
2	Project Driveway 3	None		158		19		1014		1254		0.1285
3	Otay Lakes Road	None		530		33		144		1234		0.4400

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	None		8.44	8.44		4.73		A	A
2	Project Driveway 3	None		3.19	3.19		0.43		A	A
3	Otay Lakes Road	None		4.96	4.96		2.31		A	A

2030 AM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	Otay Lakes Road	None	662		503		132	982		0.6878
2	Project Driveway 3	None	178		21		1143	1253		0.1432
3	Otay Lakes Road	None	598		37		162	1232		0.4908

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	None	9.71			4.73		A A		
2	Project Driveway 3	None	3.20			0.43		A A		
3	Otay Lakes Road	None	5.25			2.31		A A		

Approach Flow Profile

2030 AM Peak - Approach Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 3	Otay Lakes Road
0.0 - 7.5	61.04	16.43	55.12
7.5 - 15.0	71.07	19.13	64.17
15.0 - 22.5	78.65	21.17	71.01
22.5 - 30.0	82.74	22.27	74.70
30.0 - 37.5	82.74	22.27	74.70
37.5 - 45.0	78.65	21.17	71.01
45.0 - 52.5	71.07	19.13	64.17
52.5 - 60.0	61.04	16.43	55.12
Peak 15 min	82.74	22.27	74.70
Peak 60 min	73.38	19.75	66.25

Exit Flow Profile

2030 AM Peak - Exit Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 3	Otay Lakes Road
0.0 - 7.5	12.16	105.35	14.97
7.5 - 15.0	14.15	122.53	17.42
15.0 - 22.5	15.66	135.62	19.28
22.5 - 30.0	16.48	142.75	20.29
30.0 - 37.5	16.49	142.90	20.30
37.5 - 45.0	15.68	135.98	19.30
45.0 - 52.5	14.18	123.04	17.45
52.5 - 60.0	12.18	105.70	14.99
0-60	117	1014	144
%Trucks	2.00	2.00	2.00

Economics

Economic Input Data

2030 - Vehicle Delay Parameters

Peaks	Peak / Day	Days / Year	Delay Cost (\$ / hour)
AM Peak	1	325	15.00
OFF Peak	14	325	15.00
PM Peak	1	325	15.00

2030 - Accident Severity Proportions and Costs

Accident Type	Proportion (%)	Cost (\$)
Fatal Vehicle Accident	0.3	0
Incapacitating Vehicle Accident	17.7	0
Non-incapacitating Vehicle Accident	82	0
Damage Only Vehicle Accident	100	0
Pedestrian Injury Accident	100	0

Economics - Results Data

2030 Delay and Accident Costs

Peak	Delay Costs		Accident Costs			Total Costs	
	Delays Veh.hrs	Costs (\$)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs (\$/year)
AM	730.24	10954	Vehicles Injury	0.00	0	Vehicle Delay Cost	10954
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	0.00	0	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	730.24	10954	Totals	0.00	0	TOTAL COST	10954

Global Results

Performance and Accidents

2030 AM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1275		1275
Capacity	veh/hr	3499		3499
Average Delay	sec/veh	6.34		6.34
L.O.S. (Signal)	A – F	A		A
L.O.S. (Unsig)	A – F	A		A
Total Delay	veh.hrs	2.25		2.25

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
PM Peak Hour

Scenario Report
Scenario: 2025 Base plus Project - PM
Command: 2025 Base plus Project - PM
Volume: 2025 Base - PM
Geometry: 2025
Impact Fee: Default Impact Fee
Trip Generation: Project PM
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 PM Peak Hour

Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	470	880	110	380	830	220	170	970	490	120	590	200
2 Hunte Pkwy /	190	110	130	40	90	90	320	560	270	130	320	100
3 I-805 SB Ramp	0	0	1470	0	0	0	0	1270	250	480	930	0
4 I-805 NB Ramp	300	0	590	0	0	0	530	2390	0	0	1120	1320
5 Oleander Ave	180	80	70	180	100	80	140	2310	190	100	1800	90
6 Paseo Del Rey	10	10	10	170	10	170	220	1860	40	20	1760	140
7 Medical Cente	530	0	290	0	0	0	0	2030	450	210	1420	0
8 Paseo Ladera	140	60	110	40	60	90	150	1830	390	190	1450	130
9 Paseo Rancher	450	1100	250	240	640	270	230	1240	380	300	1120	340
10 Oaty Lakes Rd	190	1030	350	280	870	230	290	1430	270	340	1220	310
11 Rutgers Ave /	0	0	0	170	0	270	240	2130	0	0	1400	270
12 SR-125 SB Ram	0	0	0	450	0	140	0	1610	40	0	1560	70
13 SR-125 NB Ram	40	0	110	0	0	0	0	1960	170	0	1670	390
14 Eastlake Pkwy	560	520	270	180	610	260	490	880	740	290	700	100
15 Lane Ave / Ot	0	0	0	240	0	610	430	670	0	0	540	80
16 Fenton St / O	0	0	0	220	0	180	180	530	0	0	440	150
17 Hunte Pkwy /	210	140	240	150	250	220	220	580	320	170	360	60
18 Woods Dr / Ot	40	10	10	10	10	80	100	730	50	10	480	50
19 Lake Crest Dr	180	0	20	0	0	0	0	480	270	20	350	0
20 Wueste Rd / O	10	0	20	0	0	0	0	420	50	20	470	0
21 Campo Rd/SR-9	60	250	0	0	580	40	80	0	100	0	0	0
22 East Palomar	120	130	140	320	300	220	230	1350	200	190	1070	420
23 SR-125 SB Ram	0	0	0	260	0	180	0	1540	270	0	1510	200
24 SR-125 NB Ram	200	0	170	0	0	0	0	1540	260	0	1510	270
25 Eastlake Pkwy	340	560	250	210	730	290	390	1360	500	340	1240	220
26 Hunte Pkwy /	170	220	110	210	610	300	380	1210	180	40	1230	100
27 Olympic Vista	120	40	50	30	20	170	330	870	180	30	850	40
28 Olympic Pkwy	0	150	60	50	110	0	0	0	0	20	0	10
29 Lake Crest Dr	0	280	60	10	190	0	0	0	0	40	0	50
35 La Media Rd /	150	370	160	190	340	170	190	690	230	180	550	190
36 SR-125 SB / O	0	0	0	280	0	260	0	1380	0	0	1390	0
37 SR-125 NB / O	0	0	0	0	0	0	380	1280	0	0	1390	410
38 Ellis Road /	0	0	0	400	0	420	220	990	0	0	1250	330
39 Campo Rd/SR-9	40	310	50	50	530	40	30	70	30	50	120	60
40 Campo Rd/SR-9	10	380	0	0	620	50	30	0	30	0	0	0
41 Proctor Valle	150	110	40	60	90	30	40	580	140	20	350	70
42 Project Drwy	0	470	0	0	420	0	0	0	0	0	0	0
43 Project Drwy	0	470	0	0	420	0	0	0	0	0	0	0
44 Project Drwy	0	0	0	0	0	0	0	420	0	0	470	0

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 PM Peak Hour

 Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	485	895	110	380	858	220	170	970	518	120	590	200
2 Hunte Pkwy /	217	110	130	40	90	90	320	560	322	130	320	100
3 I-805 SB Ramp	0	0	1596	0	0	0	0	1284	250	480	937	0
4 I-805 NB Ramp	300	0	590	0	0	0	530	2530	0	0	1127	1386
5 Oleander Ave	180	80	70	180	100	80	140	2450	190	100	1873	90
6 Paseo Del Rey	10	10	10	170	10	170	220	2000	40	20	1833	140
7 Medical Cente	530	0	304	0	0	0	0	2170	450	217	1493	0
8 Paseo Ladera	140	60	124	40	60	90	150	1984	390	197	1531	130
9 Paseo Rancher	450	1100	250	254	640	270	230	1408	380	300	1208	347
10 Oaty Lakes Rd	190	1030	364	350	870	230	290	1613	270	347	1315	347
11 Rutgers Ave /	0	0	0	170	0	270	240	2397	0	0	1539	270
12 SR-125 SB Ram	0	0	0	538	0	140	0	1877	40	0	1699	90
13 SR-125 NB Ram	40	0	148	0	0	0	0	2315	170	0	1829	436
14 Eastlake Pkwy	560	520	298	208	610	260	490	1301	740	305	920	115
15 Lane Ave / Ot	0	0	0	296	0	610	430	1147	0	0	789	109
16 Fenton St / O	0	0	0	220	0	180	180	1063	0	0	719	150
17 Hunte Pkwy /	210	140	502	216	250	220	220	1113	320	307	639	94
18 Woods Dr / Ot	40	10	10	80	10	80	100	1591	50	10	930	87
19 Lake Crest Dr	180	0	76	0	0	0	0	1412	270	49	837	0
20 Wueste Rd / O	10	0	273	0	0	0	0	1408	50	152	986	0
21 Campo Rd/SR-9	116	250	0	0	580	124	124	0	129	0	0	0
22 East Palomar	120	130	154	334	300	220	230	1420	200	197	1107	427
23 SR-125 SB Ram	0	0	0	260	0	180	0	1638	270	0	1561	254
24 SR-125 NB Ram	200	0	273	0	0	0	0	1638	260	0	1615	270
25 Eastlake Pkwy	340	560	362	210	730	290	390	1603	500	399	1367	220
26 Hunte Pkwy /	170	220	194	210	610	412	595	1350	180	84	1303	100
27 Olympic Vista	120	40	50	30	20	170	330	1095	180	30	967	40
28 Olympic Pkwy	0	375	60	65	227	0	0	0	0	20	0	38
29 Lake Crest Dr	0	280	313	10	190	0	0	0	0	172	0	50
35 La Media Rd /	150	370	216	190	340	170	190	690	230	209	550	190
36 SR-125 SB / O	0	0	0	295	0	289	0	1436	0	0	1390	0
37 SR-125 NB / O	0	0	0	0	0	0	436	1295	0	0	1390	438
38 Ellis Road /	0	0	0	400	0	448	235	990	0	0	1250	330
39 Campo Rd/SR-9	55	325	50	50	558	40	30	70	58	50	120	60
40 Campo Rd/SR-9	10	395	0	0	648	50	30	0	30	0	0	0
41 Proctor Valle	150	110	40	74	90	30	40	594	140	20	357	77
42 Project Drwy	0	965	11	293	1367	0	0	0	0	6	0	153
43 Project Drwy	0	483	144	942	431	0	0	0	0	75	0	493
44 Project Drwy	0	0	0	0	0	3	5	501	0	0	624	0

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection		Base		Future		Change in
		Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Otay Lakes Rd / East H St	D	35.1	0.727	D 36.2	0.740	+ 1.092 D/V
# 2 Hunte Pkwy / Proctor Valley Rd	C	33.6	0.527	C 33.5	0.537	-0.098 D/V
# 3 I-805 SB Ramps / Telegraph Can	D	40.4	0.979	D 53.3	1.040	+12.865 D/V
# 4 I-805 NB Ramps / Telegraph Can	C	26.9	0.890	C 28.1	0.919	+ 1.202 D/V
# 5 Oleander Ave / Telegraph Canyo	C	23.8	0.779	C 25.9	0.812	+ 2.044 D/V
# 6 Paseo Del Rey / Telegraph Cany	D	35.4	0.663	D 35.8	0.679	+ 0.426 D/V
# 7 Medical Center Dr / Telegraph	B	18.0	0.857	B 20.0	0.908	+ 1.985 D/V
# 8 Paseo Ladera / Telegraph Canyo	D	37.6	0.783	D 39.9	0.823	+ 2.322 D/V
# 9 Paseo Ranchero/Heritage Rd / T	D	46.1	0.942	D 51.1	0.964	+ 5.018 D/V
# 10 Oaty Lakes Rd/La Media Rd / Te	D	40.8	0.964	D 50.7	1.039	+ 9.897 D/V
# 11 Rutgers Ave / Telegraph Canyon	B	14.8	0.795	B 15.7	0.828	+ 0.919 D/V
# 12 SR-125 SB Ramps / Otay Lakes R	A	9.9	0.571	B 11.0	0.670	+ 1.063 D/V
# 13 SR-125 NB Ramps / Otay Lakes R	A	3.8	0.500	A 4.7	0.600	+ 0.933 D/V
# 14 Eastlake Pkwy / Otay Lakes Rd	C	31.8	0.806	D 36.0	0.862	+ 4.200 D/V
# 15 Lane Ave / Otay Lakes Rd	B	14.7	0.533	B 14.4	0.603	-0.343 D/V
# 16 Fenton St / Otay Lakes Rd	B	17.5	0.420	B 15.1	0.484	-2.381 D/V
# 17 Hunte Pkwy / Otay Lakes Rd	C	27.6	0.348	D 42.3	0.964	+14.704 D/V
# 18 Woods Dr / Otay Lakes Rd	B	11.1	0.658	B 12.5	0.810	+ 1.324 D/V
# 19 Lake Crest Dr / Otay Lakes Rd	B	14.9	0.459	D 52.0	1.098	+37.098 D/V
# 20 Wueste Rd / Otay Lakes Rd	C	15.3	0.049	F OVRFL	2.523	+1448.551 D/
# 21 Campo Rd/SR-94 / Otay Lakes Ro	C	23.4	0.420	F 59.3	0.893	+35.852 D/V
# 22 East Palomar St / Olympic Pkwy	C	31.3	0.704	C 33.9	0.733	+ 2.536 D/V
# 23 SR-125 SB Ramps / Olympic Pkwy	A	6.4	0.472	A 6.2	0.504	-0.178 D/V

 Otay Ranch Village 13
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Intersection		Base		Future			Change in
		LOS	Veh C	LOS	Veh C		
# 24 SR-125 NB Ramps / Olympic Pkwy	A	8.0	0.517	B	11.4	0.619	+ 3.412 D/V
# 25 Eastlake Pkwy / Olympic Pkwy	C	33.8	0.807	D	36.7	0.865	+ 2.841 D/V
# 26 Hunte Pkwy / Olympic Pkwy	C	34.1	0.749	D	46.9	0.859	+12.797 D/V
# 27 Olympic Vista Rd / Olympic Pkw	C	25.9	0.524	C	29.5	0.606	+ 3.659 D/V
# 28 Olympic Pkwy / Wueste Rd	A	6.0	0.137	A	5.1	0.297	-0.939 D/V
# 29 Lake Crest Dr / Wueste Rd	B	10.6	0.220	B	18.0	0.366	+ 7.400 D/V
# 35 La Media Rd / Otay Mesa Rd	D	41.4	0.882	D	46.3	0.935	+ 4.891 D/V
# 36 SR-125 SB / Otay Road	B	11.2	0.501	B	12.0	0.532	+ 0.814 D/V
# 37 SR-125 NB / Otay Mesa Road	A	8.8	0.652	A	9.8	0.695	+ 0.972 D/V
# 38 Ellis Road / Otay mesa Road	C	24.3	0.947	C	28.2	0.977	+ 3.975 D/V
# 39 Campo Rd/SR-94 / Melody Rd	B	10.5	0.632	B	10.8	0.654	+ 0.347 D/V
# 40 Campo Rd/SR-94 / Maxfield Rd	C	20.3	0.169	C	21.4	0.181	+ 1.138 D/V
# 41 Proctor Valley Rd/Jefferson Rd	C	25.2	0.809	C	26.0	0.821	+ 0.834 D/V
# 42 Project Drwy #1 @ Otay Lakes R	A	0.8	0.160	B	12.7	0.707	+11.842 D/V
# 43 Project Drwy #2 @ Otay Lakes R	B	14.9	0.600	F	OVRFL	1.688	+ 1.3E+0308
# 44 Project Drwy #3 @ Otay Lakes R	A	0.0	0.000	B	13.4	0.008	+13.414 D/V

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Otay Lakes Rd / East H St

Cycle (sec): 85 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 12 Average Delay (sec/veh): 36.2
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	5	18	0	5	18	0	5	24	0	5	24	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	1	2	0	1	2

Volume Module: >> Count Date: 20 Oct 2005 <<

Base Vol:	470	880	110	380	830	220	170	970	490	120	590	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	880	110	380	830	220	170	970	490	120	590	200
Added Vol:	15	15	0	0	28	0	0	0	28	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	895	110	380	858	220	170	970	518	120	590	200
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	538	993	0	421	952	0	189	1076	575	133	654	222
Reduct Vol:	0	0	20	0	0	45	0	0	100	0	0	40
Reduced Vol:	538	993	0	421	952	0	189	1076	475	133	654	182
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	538	993	0	421	952	0	189	1076	475	133	654	182

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	1.00	0.90	0.89	1.00	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	5083	1900	3432	5083	1900	1769	3538	1583	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.16	0.20	0.00	0.12	0.19	0.00	0.11	0.30	0.30	0.08	0.18	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.28	0.00	0.16	0.24	0.00	0.14	0.34	0.34	0.08	0.28	0.28
Volume/Cap:	0.78	0.70	0.00	0.76	0.78	0.00	0.78	0.91	0.89	0.91	0.66	0.41
Delay/Veh:	38.0	29.1	0.0	40.1	33.6	0.0	50.6	37.0	44.1	86.0	28.4	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	29.1	0.0	40.1	33.6	0.0	50.6	37.0	44.1	86.0	28.4	25.3
LOS by Move:	D	C	A	D	C	A	D	D	D	F	C	C
DesignQueue:	11	13	0	9	13	0	8	19	16	6	12	6

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Hunte Pkwy / Proctor Valley Rd

Cycle (sec): 115 Critical Vol./Cap.(X): 0.537
 Loss Time (sec): 12 Average Delay (sec/veh): 33.5
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	0	1	0	3	0	1	0

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	190	110	130	40	90	90	320	560	270	130	320	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	110	130	40	90	90	320	560	270	130	320	100
Added Vol:	27	0	0	0	0	0	0	0	52	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	110	130	40	90	90	320	560	322	130	320	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	243	123	146	45	101	101	359	628	361	146	359	112
Reduct Vol:	0	0	15	0	0	0	0	0	70	0	0	0
Reduced Vol:	243	123	131	45	101	101	359	628	291	146	359	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	123	131	45	101	101	359	628	291	146	359	112

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.83	0.93	0.91	0.91	0.93	0.89	0.83	0.90	0.90	0.94
Lanes:	2.00	1.00	1.00	1.00	0.50	0.50	1.00	3.00	1.00	2.00	2.31	0.69
Final Sat.:	3432	1862	1583	1769	861	861	1769	5083	1583	3432	3965	1239

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.08	0.03	0.12	0.12	0.20	0.12	0.18	0.04	0.09	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.28	0.28	0.07	0.22	0.22	0.38	0.44	0.44	0.10	0.17	0.17
Volume/Cap:	0.54	0.23	0.29	0.38	0.54	0.54	0.54	0.28	0.42	0.41	0.54	0.54
Delay/Veh:	47.9	31.9	32.6	53.3	41.4	41.4	28.8	20.5	22.4	48.9	44.4	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	31.9	32.6	53.3	41.4	41.4	28.8	20.5	22.4	48.9	44.4	44.4
LOS by Move:	D	C	C	D	D	D	C	C	C	D	D	D
DesignQueue:	7	6	6	3	10	10	15	8	11	4	9	9

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 I-805 SB Ramps / Telegraph Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.040
 Loss Time (sec): 9 Average Delay (sec/veh): 53.3
 Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	2	0	1	2

Volume Module: >> Count Date: 13 Oct 2005 <<

Base Vol:	0	0	1470	0	0	0	0	1270	250	480	930	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1470	0	0	0	0	1270	250	480	930	0
Added Vol:	0	0	126	0	0	0	0	14	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1596	0	0	0	0	1284	250	480	937	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	1807	0	0	0	0	1454	283	543	1061	0
Reduct Vol:	0	0	315	0	0	185	0	0	55	0	0	0
Reduced Vol:	0	0	1492	0	0	0	0	1454	228	543	1061	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1492	0	0	0	0	1454	228	543	1061	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.73	1.00	1.00	1.00	1.00	0.93	0.83	0.90	0.93	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	2786	0	0	0	0	3538	1583	3432	3538	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.41	0.14	0.16	0.30	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.40	0.40	0.15	0.55	0.00
Volume/Cap:	0.00	0.00	1.04	0.00	0.00	0.00	0.00	1.04	0.36	1.04	0.55	0.00
Delay/Veh:	0.0	0.0	59.2	0.0	0.0	0.0	0.0	65.5	21.7	92.6	15.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	59.2	0.0	0.0	0.0	0.0	65.5	21.7	92.6	15.0	0.0
LOS by Move:	A	A	E	A	A	A	A	E	C	F	B	A
DesignQueue:	0	0	26	0	0	0	0	29	8	14	15	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 I-805 NB Ramps / Telegraph Canyon Rd

Cycle (sec): 105 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 9 Average Delay (sec/veh): 28.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	10	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	2	0	3	0	0	2

Volume Module: >> Count Date: 29 Sep 2005 <<

Base Vol:	300	0	590	0	0	0	530	2390	0	0	1120	1320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	0	590	0	0	0	530	2390	0	0	1120	1320
Added Vol:	0	0	0	0	0	0	0	140	0	0	7	66
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	0	590	0	0	0	530	2530	0	0	1127	1386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	336	0	661	0	0	0	594	2835	0	0	1263	1553
Reduct Vol:	0	0	105	0	0	0	0	0	0	0	0	250
Reduced Vol:	336	0	556	0	0	0	594	2835	0	0	1263	1303
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	336	0	556	0	0	0	594	2835	0	0	1263	1303

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	0.90	0.89	1.00	1.00	0.93	0.73
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	2.00	2.00
Final Sat.:	1773	0	2786	0	0	0	3432	5083	0	0	3538	2786

Capacity Analysis Module:

Vol/Sat:	0.19	0.00	0.20	0.00	0.00	0.00	0.17	0.56	0.00	0.00	0.36	0.47
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.00	0.22	0.00	0.00	0.00	0.19	0.70	0.00	0.00	0.51	0.51
Volume/Cap:	0.87	0.00	0.92	0.00	0.00	0.00	0.92	0.80	0.00	0.00	0.70	0.92
Delay/Veh:	58.9	0.0	59.5	0.0	0.0	0.0	60.2	12.3	0.0	0.0	21.0	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	0.0	59.5	0.0	0.0	0.0	60.2	12.3	0.0	0.0	21.0	33.7
LOS by Move:	E	A	E	A	A	A	E	B	A	A	C	C
DesignQueue:	16	0	15	0	0	0	15	21	0	0	21	24

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Oleander Ave / Telegraph Canyon Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.812

Loss Time (sec): 9 Average Delay (sec/veh): 25.9

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	2

Volume Module: >> Count Date: 27 Sep 2005 <<

Base Vol:	180	80	70	180	100	80	140	2310	190	100	1800	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	80	70	180	100	80	140	2310	190	100	1800	90
Added Vol:	0	0	0	0	0	0	0	140	0	0	73	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	80	70	180	100	80	140	2450	190	100	1873	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	200	89	78	200	111	89	155	2717	211	111	2077	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	89	78	200	111	89	155	2717	211	111	2077	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	89	78	200	111	89	155	2717	211	111	2077	100

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.47	0.91	0.91	0.53	0.91	0.91	0.93	0.93	0.97	0.93	0.94	0.97
Lanes:	1.00	0.53	0.47	1.00	0.56	0.44	1.00	2.79	0.21	1.00	2.87	0.13
Final Sat.:	886	924	808	1002	965	772	1769	4956	384	1769	5116	246

Capacity Analysis Module:

Vol/Sat:	0.23	0.10	0.10	0.20	0.11	0.11	0.09	0.55	0.55	0.06	0.41	0.41
Crit Moves:				****			****			****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.12	0.58	0.58	0.07	0.53	0.53
Volume/Cap:	0.91	0.39	0.39	0.81	0.47	0.47	0.76	0.94	0.94	0.94	0.76	0.76
Delay/Veh:	68.6	27.2	27.2	47.5	28.0	28.0	52.1	23.6	23.6	105.0	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.6	27.2	27.2	47.5	28.0	28.0	52.1	23.6	23.6	105.0	16.9	16.9
LOS by Move:	E	C	C	D	C	C	D	C	C	F	B	B
DesignQueue:	7	6	6	7	7	7	7	23	23	5	19	19

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Paseo Del Rey / Telegraph Canyon Rd

Cycle (sec): 145 Critical Vol./Cap.(X): 0.679
 Loss Time (sec): 12 Average Delay (sec/veh): 35.8
 Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0	1	0	2	1	0	2

Volume Module:

Base Vol:	10	10	10	170	10	170	220	1860	40	20	1760	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	10	170	10	170	220	1860	40	20	1760	140
Added Vol:	0	0	0	0	0	0	0	140	0	0	73	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	10	170	10	170	220	2000	40	20	1833	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	11	11	11	189	11	189	244	2218	44	22	2033	155
Reduct Vol:	0	0	0	0	0	30	0	0	0	0	0	0
Reduced Vol:	11	11	11	189	11	159	244	2218	44	22	2033	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	11	11	189	11	159	244	2218	44	22	2033	155

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.94	0.94	0.83	0.93	0.94	0.98	0.93	0.93	0.97
Lanes:	0.34	0.33	0.33	1.89	0.11	1.00	1.00	2.94	0.06	1.00	2.79	0.21
Final Sat.:	583	583	583	3359	198	1583	1769	5278	106	1769	4961	379

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.06	0.06	0.10	0.14	0.42	0.42	0.01	0.41	0.41
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.14	0.14	0.15	0.15	0.15	0.16	0.58	0.58	0.05	0.47	0.47
Volume/Cap:	0.13	0.13	0.13	0.38	0.38	0.68	0.88	0.73	0.73	0.26	0.88	0.88
Delay/Veh:	54.3	54.3	54.3	56.3	56.3	66.4	85.0	23.2	23.2	68.3	38.7	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	54.3	54.3	56.3	56.3	66.4	85.0	23.2	23.2	68.3	38.7	38.7
LOS by Move:	D	D	D	E	E	E	F	C	C	E	D	D
DesignQueue:	2	2	2	7	7	11	17	30	30	2	36	36

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #7 Medical Center Dr / Telegraph Canyon Rd

Cycle (sec): 65 Critical Vol./Cap.(X): 0.908
 Loss Time (sec): 9 Average Delay (sec/veh): 20.0
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	0	0	0	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	0	0	0	0	3	0	1	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	530	0	290	0	0	0	0	2030	450	210	1420	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	0	290	0	0	0	0	2030	450	210	1420	0
Added Vol:	0	0	14	0	0	0	0	140	0	7	73	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	530	0	304	0	0	0	0	2170	450	217	1493	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	582	0	334	0	0	0	0	2383	494	238	1639	0
Reduct Vol:	0	0	50	0	0	0	0	0	110	0	0	0
Reduced Vol:	582	0	284	0	0	0	0	2383	384	238	1639	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	582	0	284	0	0	0	0	2383	384	238	1639	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.83	0.93	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3432	0	1583	0	0	0	0	5083	1583	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.17	0.00	0.18	0.00	0.00	0.00	0.00	0.47	0.24	0.13	0.32	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.52	0.52	0.15	0.66	0.00
Volume/Cap:	0.86	0.00	0.91	0.00	0.00	0.00	0.00	0.91	0.47	0.91	0.49	0.00
Delay/Veh:	36.0	0.0	54.3	0.0	0.0	0.0	0.0	19.5	10.5	59.7	5.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	0.0	54.3	0.0	0.0	0.0	0.0	19.5	10.5	59.7	5.5	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	E	A	A
DesignQueue:	9	0	9	0	0	0	0	17	7	8	8	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Paseo Ladera / Telegraph Canyon Rd

Cycle (sec): 145 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 12 Average Delay (sec/veh): 39.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	1	0	2

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	140	60	110	40	60	90	150	1830	390	190	1450	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	60	110	40	60	90	150	1830	390	190	1450	130
Added Vol:	0	0	14	0	0	0	0	154	0	7	81	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	60	124	40	60	90	150	1984	390	197	1531	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	157	67	139	45	67	101	168	2223	437	221	1716	146
Reduct Vol:	0	0	10	0	0	15	0	0	0	0	0	0
Reduced Vol:	157	67	129	45	67	86	168	2223	437	221	1716	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	157	67	129	45	67	86	168	2223	437	221	1716	146

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.92	0.96	0.93	0.93	0.97
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.52	0.48	1.00	2.77	0.23
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	4399	865	1769	4917	418

Capacity Analysis Module:

Vol/Sat:	0.09	0.04	0.08	0.03	0.04	0.05	0.10	0.51	0.51	0.12	0.35	0.35
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.19	0.19	0.05	0.14	0.14	0.14	0.54	0.54	0.13	0.53	0.53
Volume/Cap:	0.93	0.19	0.42	0.55	0.25	0.37	0.66	0.93	0.93	0.93	0.66	0.66
Delay/Veh:	114.5	49.1	52.2	75.4	55.5	57.1	64.6	36.9	36.9	101.9	24.9	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.5	49.1	52.2	75.4	55.5	57.1	64.6	36.9	36.9	101.9	24.9	24.9
LOS by Move:	F	D	D	E	E	E	E	D	D	F	C	C
DesignQueue:	12	4	9	3	5	6	12	39	39	16	27	27

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Paseo Ranchero/Heritage Rd / Telegraph Canyon Rd

Cycle (sec): 95 Critical Vol./Cap.(X): 0.964

Loss Time (sec): 12 Average Delay (sec/veh): 51.1

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	2	0	3	0	2	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	450	1100	250	240	640	270	230	1240	380	300	1120	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	1100	250	240	640	270	230	1240	380	300	1120	340
Added Vol:	0	0	0	14	0	0	0	168	0	0	88	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	1100	250	254	640	270	230	1408	380	300	1208	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	504	1233	280	285	717	303	258	1578	426	336	1354	389
Reduct Vol:	0	0	20	0	0	0	0	0	80	0	0	0
Reduced Vol:	504	1233	260	285	717	303	258	1578	346	336	1354	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	504	1233	260	285	717	303	258	1578	346	336	1354	389

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.94	0.94	0.90	0.89	0.83	0.90	0.91	0.95
Lanes:	2.00	2.00	1.00	2.00	1.41	0.59	2.00	3.00	1.00	2.00	2.35	0.65
Final Sat.:	3432	3538	1583	3432	2501	1055	3432	5083	1583	3432	4055	1165

Capacity Analysis Module:

Vol/Sat:	0.15	0.35	0.16	0.08	0.29	0.29	0.08	0.31	0.22	0.10	0.33	0.33
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.36	0.36	0.09	0.30	0.30	0.08	0.32	0.32	0.10	0.35	0.35
Volume/Cap:	0.96	0.96	0.45	0.96	0.96	0.96	0.97	0.96	0.68	0.96	0.97	0.97
Delay/Veh:	70.2	45.7	23.6	84.2	52.3	52.3	89.0	46.2	31.6	81.0	44.3	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.2	45.7	23.6	84.2	52.3	52.3	89.0	46.2	31.6	81.0	44.3	44.3
LOS by Move:	E	D	C	F	D	D	F	D	C	F	D	D
DesignQueue:	12	24	9	7	20	20	7	22	13	8	23	23

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Oaty Lakes Rd/La Media Rd / Telegraph Canyon Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.039

Loss Time (sec): 12 Average Delay (sec/veh): 50.7

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	2	0	2	2	0	3	2	0	3

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	190	1030	350	280	870	230	290	1430	270	340	1220	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1030	350	280	870	230	290	1430	270	340	1220	310
Added Vol:	0	0	14	70	0	0	0	183	0	7	95	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1030	364	350	870	230	290	1613	270	347	1315	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	211	1142	404	388	965	255	322	1789	299	385	1459	385
Reduct Vol:	0	0	60	0	0	45	0	0	45	0	0	80
Reduced Vol:	211	1142	344	388	965	210	322	1789	254	385	1459	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	211	1142	344	388	965	210	322	1789	254	385	1459	305

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.73	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	2.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	2786	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.06	0.32	0.12	0.11	0.27	0.13	0.09	0.35	0.16	0.11	0.29	0.19
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.31	0.42	0.11	0.34	0.45	0.11	0.34	0.34	0.11	0.34	0.34
Volume/Cap:	0.80	1.04	0.29	1.04	0.80	0.29	0.85	1.04	0.47	1.04	0.85	0.57
Delay/Veh:	56.2	68.7	17.5	97.0	30.5	15.8	56.1	62.2	24.1	97.3	32.1	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.2	68.7	17.5	97.0	30.5	15.8	56.1	62.2	24.1	97.3	32.1	26.0
LOS by Move:	E	E	B	F	C	B	E	E	C	F	C	C
DesignQueue:	5	23	6	9	18	6	8	24	9	9	19	11

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Rutgers Ave / Telegraph Canyon Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 9 Average Delay (sec/veh): 15.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	2	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	0	0	0	170	0	270	240	2130	0	0	1400	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	170	0	270	240	2130	0	0	1400	270
Added Vol:	0	0	0	0	0	0	0	267	0	0	139	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	170	0	270	240	2397	0	0	1539	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	189	0	299	266	2659	0	0	1707	299
Reduct Vol:	0	0	0	0	0	25	0	0	0	0	0	0
Reduced Vol:	0	0	0	189	0	274	266	2659	0	0	1707	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	189	0	274	266	2659	0	0	1707	299

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	1.00	0.92	0.96
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	2.57	0.43
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	1900	4492	788

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.15	0.52	0.00	0.00	0.38	0.38
Crit Moves:						****	****			****		
Green/Cycle:	0.00	0.00	0.00	0.21	0.00	0.21	0.18	0.64	0.00	0.00	0.46	0.46
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.83	0.83	0.82	0.00	0.00	0.83	0.83
Delay/Veh:	0.0	0.0	0.0	22.2	0.0	38.4	39.8	9.8	0.0	0.0	16.7	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.2	0.0	38.4	39.8	9.8	0.0	0.0	16.7	16.7
LOS by Move:	A	A	A	C	A	D	D	A	A	A	B	B
DesignQueue:	0	0	0	5	0	8	8	13	0	0	14	14

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 SR-125 SB Ramps / Otay Lakes Rd

Cycle (sec): 65 Critical Vol./Cap.(X): 0.670
 Loss Time (sec): 9 Average Delay (sec/veh): 11.0
 Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	450	0	140	0	1610	40	0	1560	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	450	0	140	0	1610	40	0	1560	70
Added Vol:	0	0	0	88	0	0	0	267	0	0	139	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	538	0	140	0	1877	40	0	1699	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00
PHF Volume:	0	0	0	591	0	154	0	2061	44	0	1865	0
Reduct Vol:	0	0	0	0	0	15	0	0	10	0	0	10
Reduced Vol:	0	0	0	591	0	139	0	2061	34	0	1865	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	591	0	139	0	2061	34	0	1865	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	1583	0	5083	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.09	0.00	0.41	0.02	0.00	0.37	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.00	0.60	0.60	0.00	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.34	0.00	0.67	0.04	0.00	0.61	0.00
Delay/Veh:	0.0	0.0	0.0	23.7	0.0	20.2	0.0	9.1	5.2	0.0	8.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.7	0.0	20.2	0.0	9.1	5.2	0.0	8.4	0.0
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
DesignQueue:	0	0	0	9	0	4	0	12	0	0	11	0

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 SR-125 NB Ramps / Otay Lakes Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.600
 Loss Time (sec): 9 Average Delay (sec/veh): 4.7
 Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	3	0	1	0

Volume Module:

Base Vol:	40	0	110	0	0	0	0	1960	170	0	1670	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	0	110	0	0	0	0	1960	170	0	1670	390
Added Vol:	0	0	38	0	0	0	0	355	0	0	159	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	0	148	0	0	0	0	2315	170	0	1829	436
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91
PHF Volume:	44	0	162	0	0	0	0	2542	0	0	2008	479
Reduct Vol:	0	0	20	0	0	0	0	0	15	0	0	45
Reduced Vol:	44	0	142	0	0	0	0	2542	0	0	2008	434
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	44	0	142	0	0	0	0	2542	0	0	2008	434

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	0.83
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1769	0	2786	0	0	0	0	5083	1900	0	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.40	0.27
Crit Moves:	****						****			****		
Green/Cycle:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.83	0.00	0.00	0.83	0.83
Volume/Cap:	0.29	0.00	0.60	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.47	0.33
Delay/Veh:	48.3	0.0	52.7	0.0	0.0	0.0	0.0	3.3	0.0	0.0	2.6	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	0.0	52.7	0.0	0.0	0.0	0.0	3.3	0.0	0.0	2.6	2.3
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
DesignQueue:	2	0	5	0	0	0	0	11	0	0	8	5

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Eastlake Pkwy / Otay Lakes Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.862

Loss Time (sec): 12 Average Delay (sec/veh): 36.0

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	560	520	270	180	610	260	490	880	740	290	700	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	520	270	180	610	260	490	880	740	290	700	100
Added Vol:	0	0	28	28	0	0	0	421	0	15	220	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	560	520	298	208	610	260	490	1301	740	305	920	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	621	577	331	231	677	288	543	1443	821	338	1020	128
Reduct Vol:	0	0	30	0	0	80	0	0	155	0	0	0
Reduced Vol:	621	577	301	231	677	208	543	1443	666	338	1020	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	621	577	301	231	677	208	543	1443	666	338	1020	128

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.73	0.90	0.93	0.96
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	2.00	2.00	2.68	0.32
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	2786	3432	4718	590

Capacity Analysis Module:

Vol/Sat:	0.18	0.16	0.19	0.07	0.19	0.13	0.16	0.28	0.24	0.10	0.22	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.21	0.34	0.45	0.10	0.23	0.41	0.18	0.32	0.52	0.11	0.25	0.25
Volume/Cap:	0.88	0.48	0.42	0.68	0.82	0.32	0.88	0.90	0.46	0.90	0.88	0.88
Delay/Veh:	46.6	23.6	17.1	44.9	39.2	18.1	49.3	36.3	13.7	62.4	39.6	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	23.6	17.1	44.9	39.2	18.1	49.3	36.3	13.7	62.4	39.6	39.6
LOS by Move:	D	C	B	D	D	B	D	D	B	E	D	D
DesignQueue:	13	10	9	5	14	6	12	19	10	8	16	16

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Lane Ave / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.603
 Loss Time (sec): 5 Average Delay (sec/veh): 14.4
 Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	2	0	3	0	0	2

Volume Module:

Base Vol:	0	0	0	240	0	610	430	670	0	0	540	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	240	0	610	430	670	0	0	540	80
Added Vol:	0	0	0	56	0	0	0	477	0	0	249	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	296	0	610	430	1147	0	0	789	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	339	0	698	492	1312	0	0	903	125
Reduct Vol:	0	0	0	0	0	115	0	0	0	0	0	0
Reduced Vol:	0	0	0	339	0	583	492	1312	0	0	903	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	339	0	583	492	1312	0	0	903	125

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.87	1.00	0.87	0.90	0.89	1.00	1.00	0.93	0.96
Lanes:	0.00	0.00	0.00	1.37	0.00	1.63	2.00	3.00	0.00	0.00	2.65	0.35
Final Sat.:	0	0	0	2263	0	2701	3432	5083	0	0	4658	644

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.22	0.14	0.26	0.00	0.00	0.19	0.19
Crit Moves:						****	****			****		
Green/Cycle:	0.00	0.00	0.00	0.36	0.00	0.36	0.24	0.56	0.00	0.00	0.32	0.32
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.60	0.60	0.46	0.00	0.00	0.60	0.60
Delay/Veh:	0.0	0.0	0.0	14.7	0.0	16.5	21.6	8.0	0.0	0.0	17.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.7	0.0	16.5	21.6	8.0	0.0	0.0	17.8	17.8
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	B
DesignQueue:	0	0	0	5	0	8	7	8	0	0	8	8

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
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PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Fenton St / Otay Lakes Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 6 Average Delay (sec/veh): 15.1
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	0	2

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	0	0	0	220	0	180	180	530	0	0	440	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	0	180	180	530	0	0	440	150
Added Vol:	0	0	0	0	0	0	0	533	0	0	279	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	220	0	180	180	1063	0	0	719	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	252	0	206	206	1216	0	0	823	172
Reduct Vol:	0	0	0	0	0	10	0	0	0	0	0	0
Reduced Vol:	0	0	0	252	0	196	206	1216	0	0	823	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	252	0	196	206	1216	0	0	823	172

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	1.00	0.92	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	0	4351	908

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.12	0.12	0.24	0.00	0.00	0.19	0.19
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.29	0.24	0.63	0.00	0.00	0.39	0.39
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.42	0.48	0.38	0.00	0.00	0.48	0.48
Delay/Veh:	0.0	0.0	0.0	24.0	0.0	23.4	27.0	7.2	0.0	0.0	18.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.0	0.0	23.4	27.0	7.2	0.0	0.0	18.5	18.5
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
DesignQueue:	0	0	0	8	0	6	7	8	0	0	10	10

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Hunte Pkwy / Otay Lakes Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.964
Loss Time (sec): 12 Average Delay (sec/veh): 42.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0								
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	2	1	0	2	0	3	0	1

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	210	140	240	150	250	220	220	580	320	170	360	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	140	240	150	250	220	220	580	320	170	360	60
Added Vol:	0	0	262	66	0	0	0	533	0	137	279	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	140	502	216	250	220	220	1113	320	307	639	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	235	157	563	242	280	247	247	1247	359	344	716	105
Reduct Vol:	0	0	10	0	0	20	0	0	0	0	0	10
Reduced Vol:	235	157	553	242	280	227	247	1247	359	344	716	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	157	553	242	280	227	247	1247	359	344	716	95

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.91	0.95	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.35	0.65	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	4054	1166	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.07	0.04	0.35	0.07	0.08	0.14	0.07	0.31	0.31	0.10	0.14	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.36	0.36	0.07	0.34	0.34	0.11	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.72	0.12	0.96	0.96	0.23	0.42	0.67	0.96	0.96	0.96	0.45	0.19
Delay/Veh:	45.3	18.1	55.1	85.8	20.1	22.1	41.2	42.8	42.8	75.8	23.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	18.1	55.1	85.8	20.1	22.1	41.2	42.8	42.8	75.8	23.3	21.3
LOS by Move:	D	B	E	F	C	C	D	D	D	E	C	C
DesignQueue:	5	3	18	6	5	7	5	19	19	8	9	3

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Woods Dr / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 1 Average Delay (sec/veh): 12.5
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	5	18	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0	1	0	2	1	0	2

Volume Module:

Base Vol:	40	10	10	10	10	80	100	730	50	10	480	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	10	10	10	80	100	730	50	10	480	50
Added Vol:	0	0	0	70	0	0	0	861	0	0	450	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	10	10	80	10	80	100	1591	50	10	930	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	46	11	11	92	11	92	114	1820	57	11	1064	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	11	11	92	11	92	114	1820	57	11	1064	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	11	11	92	11	92	114	1820	57	11	1064	100

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.93	0.93	0.93	0.85	0.85	0.93	0.94	0.98	0.93	0.93	0.97
Lanes:	0.66	0.17	0.17	1.00	0.11	0.89	1.00	2.91	0.09	1.00	2.75	0.25
Final Sat.:	1174	293	293	1769	179	1435	1769	5214	164	1769	4873	456

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.05	0.06	0.06	0.06	0.35	0.35	0.01	0.22	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.34	0.30	0.30	0.38	0.34	0.34	0.17	0.52	0.52	0.08	0.43	0.43
Volume/Cap:	0.13	0.13	0.13	0.15	0.19	0.19	0.39	0.68	0.68	0.08	0.50	0.50
Delay/Veh:	18.0	15.4	15.4	13.3	14.2	14.2	23.2	11.4	11.4	25.6	12.5	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.0	15.4	15.4	13.3	14.2	14.2	23.2	11.4	11.4	25.6	12.5	12.5
LOS by Move:	B	B	B	B	B	B	C	B	B	C	B	B
DesignQueue:	2	2	2	2	2	2	3	11	11	0	8	8

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Lake Crest Dr / Otay Lakes Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.098
 Loss Time (sec): 9 Average Delay (sec/veh): 52.0
 Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	0	0	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	1	0	1	1	0	3

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	180	0	20	0	0	0	0	480	270	20	350	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	0	20	0	0	0	0	480	270	20	350	0
Added Vol:	0	0	56	0	0	0	0	932	0	29	487	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	0	76	0	0	0	0	1412	270	49	837	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	206	0	87	0	0	0	0	1616	309	56	958	0
Reduct Vol:	0	0	5	0	0	0	0	0	50	0	0	0
Reduced Vol:	206	0	82	0	0	0	0	1616	259	56	958	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	0	82	0	0	0	0	1616	259	56	958	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.98	0.83	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	1900	1862	1583	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.12	0.00	0.05	0.00	0.00	0.00	0.00	0.87	0.16	0.03	0.19	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.78	0.78	0.04	0.82	0.00
Volume/Cap:	1.11	0.00	0.50	0.00	0.00	0.00	0.00	1.11	0.21	0.76	0.23	0.00
Delay/Veh:	153.8	0.0	53.1	0.0	0.0	0.0	0.0	74.7	3.6	93.2	2.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	153.8	0.0	53.1	0.0	0.0	0.0	0.0	74.7	3.6	93.2	2.4	0.0
LOS by Move:	F	A	D	A	A	A	A	E	A	F	A	A
DesignQueue:	13	0	5	0	0	0	0	31	4	4	4	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Wueste Rd / Otay Lakes Rd

Average Delay (sec/veh): 145.0 Worst Case Level Of Service: F[1463.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	10	0	20	0	0	0	0	420	50	20	470	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	20	0	0	0	0	420	50	20	470	0
Added Vol:	0	0	253	0	0	0	0	988	0	132	516	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	273	0	0	0	0	1408	50	152	986	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	11	0	312	0	0	0	0	1611	57	174	1128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	0	312	0	0	0	0	1611	57	174	1128	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	3116	3116	1640	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1668	xxxx	xxxxx
Potent Cap.:	13	11	124	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	385	xxxx	xxxxx
Move Cap.:	8	6	124	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	385	xxxx	xxxxx
Volume/Cap:	1.49	0.00	2.52	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.45	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	81	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	34.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	1464	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.8	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	C	*	*
ApproachDel:	1463.9			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #21 Campo Rd/SR-94 / Otay Lakes Road/Honey Springs Rd

Average Delay (sec/veh): 12.2 Worst Case Level Of Service: F[59.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	60	250	0	0	580	40	80	0	100	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	250	0	0	580	40	80	0	100	0	0	0
Added Vol:	56	0	0	0	0	84	44	0	29	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	250	0	0	580	124	124	0	129	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	133	286	0	0	664	142	142	0	148	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	133	286	0	0	664	142	142	0	148	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	xxxx	6.2	xxxx	xxxx	xxxx
FollowUpTim:	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	xxxx	3.3	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	805	xxxx	xxxx	xxxx	xxxx	xxxx	1286	xxxx	735	xxxx	xxxx	xxxx
Potent Cap.:	819	xxxx	xxxx	xxxx	xxxx	xxxx	181	xxxx	420	xxxx	xxxx	xxxx
Move Cap.:	819	xxxx	xxxx	xxxx	xxxx	xxxx	159	xxxx	420	xxxx	xxxx	xxxx
Volume/Cap:	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	0.89	xxxx	0.35	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.6	xxxx	xxxx	xxxx	xxxx	xxxx	6.3	xxxx	1.6	xxxx	xxxx	xxxx			
Control Del:	10.2	xxxx	xxxx	xxxx	xxxx	xxxx	102.1	xxxx	18.2	xxxx	xxxx	xxxx			
LOS by Move:	B	*	*	*	*	*	F	*	C	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			59.3			xxxxxx					
ApproachLOS:	*			*			F			*					

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 East Palomar St / Olympic Pkwy

Cycle (sec): 75 Critical Vol./Cap.(X): 0.733
 Loss Time (sec): 11 Average Delay (sec/veh): 33.9
 Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	2	0	3	0	1	1

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	120	130	140	320	300	220	230	1350	200	190	1070	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	130	140	320	300	220	230	1350	200	190	1070	420
Added Vol:	0	0	14	14	0	0	0	70	0	7	37	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	130	154	334	300	220	230	1420	200	197	1107	427
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	133	144	171	370	333	244	255	1575	222	219	1228	474
Reduct Vol:	0	0	0	0	0	0	0	0	60	0	0	50
Reduced Vol:	133	144	171	370	333	244	255	1575	162	219	1228	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	133	144	171	370	333	244	255	1575	162	219	1228	424

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.90	0.92	0.92	0.90	0.89	0.83	0.93	0.89	0.83
Lanes:	1.00	1.00	1.00	2.00	1.15	0.85	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1769	1711	1711	3432	2013	1476	3432	5083	1583	1769	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.10	0.11	0.17	0.17	0.07	0.31	0.10	0.12	0.24	0.27
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.28	0.28	0.11	0.31	0.31	0.10	0.33	0.33	0.13	0.36	0.36
Volume/Cap:	0.90	0.30	0.36	0.94	0.53	0.53	0.75	0.94	0.31	0.94	0.67	0.75
Delay/Veh:	80.0	21.4	21.8	64.4	21.8	21.8	41.4	35.9	19.2	76.0	21.3	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.0	21.4	21.8	64.4	21.8	21.8	41.4	35.9	19.2	76.0	21.3	26.4
LOS by Move:	E	C	C	E	C	C	D	D	B	E	C	C
DesignQueue:	5	4	5	7	9	9	5	18	5	8	13	12

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 SR-125 SB Ramps / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 8 Average Delay (sec/veh): 6.2
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	2	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	260	0	180	0	1540	270	0	1510	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	260	0	180	0	1540	270	0	1510	200
Added Vol:	0	0	0	0	0	0	0	98	0	0	51	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	260	0	180	0	1638	270	0	1561	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00
PHF Volume:	0	0	0	285	0	198	0	1798	296	0	1714	0
Reduct Vol:	0	0	0	0	0	20	0	0	5	0	0	5
Reduced Vol:	0	0	0	285	0	178	0	1798	291	0	1714	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	285	0	178	0	1798	291	0	1714	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.73	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3432	0	2786	0	5083	1583	0	5083	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.06	0.00	0.35	0.18	0.00	0.34	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.16	0.00	0.16	0.00	0.70	0.70	0.00	0.70	0.00
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.39	0.00	0.50	0.26	0.00	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	23.5	0.0	22.9	0.0	4.2	3.4	0.0	4.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.5	0.0	22.9	0.0	4.2	3.4	0.0	4.1	0.0
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
DesignQueue:	0	0	0	4	0	3	0	7	3	0	7	0

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 SR-125 NB Ramps / Olympic Pkwy

Cycle (sec): 70 Critical Vol./Cap.(X): 0.619
 Loss Time (sec): 9 Average Delay (sec/veh): 11.4
 Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	0	0	0	0	3	0	1	0

Volume Module:

Base Vol:	200	0	170	0	0	0	0	1540	260	0	1510	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	0	170	0	0	0	0	1540	260	0	1510	270
Added Vol:	0	0	103	0	0	0	0	98	0	0	105	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	0	273	0	0	0	0	1638	260	0	1615	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.00	0.89	0.89	0.89
PHF Volume:	224	0	306	0	0	0	0	1835	0	0	1810	303
Reduct Vol:	0	0	15	0	0	0	0	0	10	0	0	20
Reduced Vol:	224	0	291	0	0	0	0	1835	0	0	1810	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	224	0	291	0	0	0	0	1835	0	0	1810	283

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	0.73
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3432	0	1583	0	0	0	0	5083	1900	0	5083	2786

Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.18	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.36	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.57	0.00	0.00	0.57	0.57
Volume/Cap:	0.22	0.00	0.62	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.62	0.18
Delay/Veh:	18.6	0.0	23.7	0.0	0.0	0.0	0.0	10.4	0.0	0.0	10.2	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	0.0	23.7	0.0	0.0	0.0	0.0	10.4	0.0	0.0	10.2	7.1
LOS by Move:	B	A	C	A	A	A	A	B	A	A	B	A
DesignQueue:	3	0	8	0	0	0	0	12	0	0	12	3

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Eastlake Pkwy / Olympic Pkwy

Cycle (sec): 95 Critical Vol./Cap.(X): 0.865

Loss Time (sec): 12 Average Delay (sec/veh): 36.7

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	21	0	5	21	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	2	0	3	0	1	2

Volume Module: >> Count Date: 27 Sep 2005 <<

Base Vol:	340	560	250	210	730	290	390	1360	500	340	1240	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	560	250	210	730	290	390	1360	500	340	1240	220
Added Vol:	0	0	112	0	0	0	0	243	0	59	127	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	340	560	362	210	730	290	390	1603	500	399	1367	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	381	628	406	235	818	325	437	1796	560	447	1532	247
Reduct Vol:	0	0	15	0	0	50	0	0	50	0	0	20
Reduced Vol:	381	628	391	235	818	275	437	1796	510	447	1532	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	381	628	391	235	818	275	437	1796	510	447	1532	227

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.89	0.73	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	5083	1583	3432	5083	2786	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.11	0.12	0.25	0.07	0.16	0.10	0.13	0.35	0.32	0.13	0.30	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.26	0.40	0.08	0.22	0.38	0.16	0.39	0.39	0.14	0.37	0.37
Volume/Cap:	0.91	0.47	0.61	0.84	0.73	0.26	0.81	0.91	0.83	0.91	0.81	0.38
Delay/Veh:	65.0	29.8	24.1	63.5	36.8	20.5	47.4	34.4	35.7	61.2	29.4	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.0	29.8	24.1	63.5	36.8	20.5	47.4	34.4	35.7	61.2	29.4	22.2
LOS by Move:	E	C	C	E	D	C	D	C	D	E	C	C
DesignQueue:	9	9	13	6	13	5	10	23	18	11	20	8

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Hunte Pkwy / Olympic Pkwy

Cycle (sec): 95 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 12 Average Delay (sec/veh): 46.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	21	0	5	21	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	2	1	0	2	0

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	170	220	110	210	610	300	380	1210	180	40	1230	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	220	110	210	610	300	380	1210	180	40	1230	100
Added Vol:	0	0	84	0	0	112	215	140	0	44	73	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	220	194	210	610	412	595	1350	180	84	1303	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	190	247	217	235	684	462	667	1513	202	94	1460	112
Reduct Vol:	0	0	0	0	0	70	0	0	0	0	0	20
Reduced Vol:	190	247	217	235	684	392	667	1513	202	94	1460	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	247	217	235	684	392	667	1513	202	94	1460	92

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.87	0.91	0.90	0.93	0.83	0.90	0.93	0.96	0.90	0.93	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.66	0.34	2.00	2.00	1.00
Final Sat.:	3432	3290	1732	3432	3538	1583	3432	4678	624	3432	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.06	0.07	0.13	0.07	0.19	0.25	0.19	0.32	0.32	0.03	0.41	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.22	0.22	0.07	0.23	0.42	0.19	0.50	0.50	0.08	0.40	0.40
Volume/Cap:	0.96	0.34	0.57	1.04	0.84	0.59	1.04	0.64	0.64	0.33	1.04	0.15
Delay/Veh:	97.7	31.3	33.9	113.5	42.8	22.9	83.4	17.8	17.8	41.9	62.1	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.7	31.3	33.9	113.5	42.8	22.9	83.4	17.8	17.8	41.9	62.1	18.3
LOS by Move:	F	C	C	F	D	C	F	B	B	D	E	B
DesignQueue:	5	5	9	6	15	13	15	17	17	2	27	3

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Olympic Vista Rd / Olympic Pkwy

Cycle (sec): 75 Critical Vol./Cap.(X): 0.606

Loss Time (sec): 12 Average Delay (sec/veh): 29.5

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	18	0	5	18	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	2	0	1	1	0	1

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	120	40	50	30	20	170	330	870	180	30	850	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	40	50	30	20	170	330	870	180	30	850	40
Added Vol:	0	0	0	0	0	0	0	225	0	0	117	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	40	50	30	20	170	330	1095	180	30	967	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	137	46	57	34	23	195	378	1253	206	34	1106	46
Reduct Vol:	0	0	0	0	0	40	0	0	0	0	0	0
Reduced Vol:	137	46	57	34	23	155	378	1253	206	34	1106	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	137	46	57	34	23	155	378	1253	206	34	1106	46

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.90	0.93	0.98	0.83	0.90	0.96	0.96	0.93	0.97	0.97
Lanes:	1.00	0.44	0.56	1.00	1.00	1.00	2.00	1.72	0.28	1.00	1.92	0.08
Final Sat.:	1769	759	949	1769	1862	1583	3432	3131	515	1769	3555	147

Capacity Analysis Module:

Vol/Sat:	0.08	0.06	0.06	0.02	0.01	0.10	0.11	0.40	0.40	0.02	0.31	0.31
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.26	0.26	0.07	0.24	0.24	0.13	0.45	0.45	0.07	0.38	0.38
Volume/Cap:	0.90	0.24	0.24	0.27	0.05	0.41	0.82	0.90	0.90	0.29	0.82	0.82
Delay/Veh:	77.5	22.4	22.4	34.2	22.0	24.7	42.8	26.0	26.0	34.7	25.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.5	22.4	22.4	34.2	22.0	24.7	42.8	26.0	26.0	34.7	25.0	25.0
LOS by Move:	E	C	C	C	C	C	D	C	C	C	C	C
DesignQueue:	5	3	3	1	1	5	7	19	19	1	16	16

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Olympic Pkwy / Wueste Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.297
Loss Time (sec): 0 Average Delay (sec/veh): 5.1
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	12	0	5	12	0	0	0	0	0	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	150	60	50	110	0	0	0	0	20	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	150	60	50	110	0	0	0	0	20	0	10
Added Vol:	0	225	0	15	117	0	0	0	0	0	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	375	60	65	227	0	0	0	0	20	0	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	429	69	74	260	0	0	0	0	23	0	43
Reduct Vol:	0	0	15	0	0	0	0	0	0	0	0	5
Reduced Vol:	0	429	54	74	260	0	0	0	0	23	0	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	429	54	74	260	0	0	0	0	23	0	38

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.83	0.93	0.98	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1862	1583	1769	1862	0	0	0	0	1769	0	1583

Capacity Analysis Module:

Vol/Sat:	0.00	0.23	0.03	0.04	0.14	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.78	0.78	0.14	0.92	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.30	0.04	0.30	0.15	0.00	0.00	0.00	0.00	0.16	0.00	0.30
Delay/Veh:	0.0	2.1	1.6	23.7	0.3	0.0	0.0	0.0	0.0	26.1	0.0	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.1	1.6	23.7	0.3	0.0	0.0	0.0	0.0	26.1	0.0	27.2
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	C
DesignQueue:	0	3	0	2	1	0	0	0	0	1	0	1

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
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PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Lake Crest Dr / Wueste Rd

Cycle (sec): 130 Critical Vol./Cap.(X): 0.366

Loss Time (sec): 9 Average Delay (sec/veh): 18.0

Optimal Cycle: 60 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 La Media Rd / Otay Mesa Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.935
Loss Time (sec): 12 Average Delay (sec/veh): 46.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	La Media Rd						Otay Mesa Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	3	0	1	1

Volume Module:

Base Vol:	150	370	160	190	340	170	190	690	230	180	550	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	370	160	190	340	170	190	690	230	180	550	190
Added Vol:	0	0	56	0	0	0	0	0	0	29	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	370	216	190	340	170	190	690	230	209	550	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	172	423	247	217	389	195	217	789	263	239	629	217
Reduct Vol:	0	0	0	0	0	0	0	0	50	0	0	0
Reduced Vol:	172	423	247	217	389	195	217	789	213	239	629	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	423	247	217	389	195	217	789	213	239	629	217

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.89	0.83	0.93	0.90	0.94
Lanes:	1.00	0.63	0.37	1.00	0.67	0.33	1.00	3.00	1.00	1.00	2.26	0.74
Final Sat.:	1769	1111	649	1769	1179	590	1769	5083	1583	1769	3855	1332

Capacity Analysis Module:

Vol/Sat:	0.10	0.38	0.38	0.12	0.33	0.33	0.12	0.16	0.13	0.14	0.16	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.39	0.39	0.13	0.40	0.40	0.13	0.19	0.19	0.14	0.20	0.20
Volume/Cap:	0.82	0.96	0.96	0.96	0.82	0.82	0.95	0.83	0.72	0.96	0.82	0.82
Delay/Veh:	55.9	49.2	49.2	84.5	28.6	28.6	79.3	37.4	38.7	81.4	36.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.9	49.2	49.2	84.5	28.6	28.6	79.3	37.4	38.7	81.4	36.3	36.3
LOS by Move:	E	D	D	F	C	C	E	D	D	F	D	D
DesignQueue:	7	20	20	9	17	17	9	11	8	9	11	11

Otay Ranch Village 13
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Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 SR-125 SB / Otay Road

Cycle (sec): 90 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 0 Average Delay (sec/veh): 12.0
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	0	3	0

Volume Module:

Base Vol:	0	0	0	280	0	260	0	1380	0	0	1390	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	280	0	260	0	1380	0	0	1390	0
Added Vol:	0	0	0	15	0	29	0	56	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	295	0	289	0	1436	0	0	1390	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	338	0	331	0	1643	0	0	1590	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	338	0	331	0	1643	0	0	1590	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	338	0	331	0	1643	0	0	1590	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	1.00	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	0	0	5083	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.21	0.00	0.32	0.00	0.00	0.31	0.00
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.39	0.00	0.39	0.00	0.61	0.00	0.00	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.53	0.00	0.53	0.00	0.00	0.52	0.00
Delay/Veh:	0.0	0.0	0.0	18.5	0.0	21.9	0.0	10.4	0.0	0.0	10.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.5	0.0	21.9	0.0	10.4	0.0	0.0	10.2	0.0
LOS by Move:	A	A	A	B	A	C	A	B	A	A	B	A
DesignQueue:	0	0	0	5	0	11	0	13	0	0	12	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 SR-125 NB / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 9 Average Delay (sec/veh): 9.8
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	0	0	0	380	1280	0	0	1390	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	380	1280	0	0	1390	410
Added Vol:	0	0	0	0	0	0	56	15	0	0	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	436	1295	0	0	1390	438
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	0	0	0	499	1482	0	0	1590	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	499	1482	0	0	1590	501
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	499	1482	0	0	1590	501

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	1.00	1.00	0.90	0.94
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	1769	3538	0	0	5149	1795

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.42	0.00	0.00	0.31	0.28
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.85	0.00	0.00	0.44	0.44
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.70	0.49	0.00	0.00	0.70	0.63
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	17.7	1.3	0.0	0.0	14.1	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	17.7	1.3	0.0	0.0	14.1	13.2
LOS by Move:	A	A	A	A	A	A	B	A	A	A	B	B
DesignQueue:	0	0	0	0	0	0	11	4	0	0	11	10

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Ellis Road / Otay mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.977
 Loss Time (sec): 0 Average Delay (sec/veh): 28.2
 Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	400	0	420	220	990	0	0	1250	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	400	0	420	220	990	0	0	1250	330
Added Vol:	0	0	0	0	0	28	15	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	400	0	448	235	990	0	0	1250	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	458	0	513	269	1133	0	0	1430	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	458	0	513	269	1133	0	0	1430	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	458	0	513	269	1133	0	0	1430	378

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.93	1.00	1.00	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.58	0.42
Final Sat.:	0	0	0	1769	0	1583	1769	3538	0	0	2855	754

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.32	0.15	0.32	0.00	0.00	0.50	0.50
Crit Moves:						****	****			****		
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.16	0.67	0.00	0.00	0.51	0.51
Volume/Cap:	0.00	0.00	0.00	0.78	0.00	0.98	0.98	0.48	0.00	0.00	0.98	0.98
Delay/Veh:	0.0	0.0	0.0	24.8	0.0	53.1	72.9	5.0	0.0	0.0	30.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.8	0.0	53.1	72.9	5.0	0.0	0.0	30.0	30.0
LOS by Move:	A	A	A	C	A	D	E	A	A	A	C	C
DesignQueue:	0	0	0	11	0	12	8	7	0	0	17	17

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Campo Rd/SR-94 / Melody Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.654

Loss Time (sec): 6 Average Delay (sec/veh): 10.8

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	0	0	10	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	40	310	50	50	530	40	30	70	30	50	120	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	310	50	50	530	40	30	70	30	50	120	60
Added Vol:	15	15	0	0	28	0	0	0	28	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	325	50	50	558	40	30	70	58	50	120	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	63	372	57	57	638	46	34	80	66	57	137	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	372	57	57	638	46	34	80	66	57	137	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	372	57	57	638	46	34	80	66	57	137	69

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	0.91	0.91	0.91	0.80	0.91	0.91	0.86	0.86	0.86
Lanes:	0.13	0.75	0.12	0.08	0.86	0.06	1.00	0.55	0.45	0.22	0.52	0.26
Final Sat.:	203	1201	185	134	1497	107	1523	949	786	354	848	424

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.31	0.31	0.31	0.43	0.43	0.43	0.02	0.08	0.08	0.16	0.16	0.16
Crit Moves:				****						****		
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.47	0.47	0.47	0.65	0.65	0.65	0.09	0.34	0.34	0.65	0.65	0.65
Delay/Veh:	5.6	5.6	5.6	7.7	7.7	7.7	17.5	19.0	19.0	24.1	24.1	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.6	5.6	5.6	7.7	7.7	7.7	17.5	19.0	19.0	24.1	24.1	24.1
LOS by Move:	A	A	A	A	A	A	B	B	B	C	C	C
DesignQueue:	6	6	6	10	10	10	1	4	4	7	7	7

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #40 Campo Rd/SR-94 / Maxfield Rd

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[21.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	10	380	0	0	620	50	30	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	380	0	0	620	50	30	0	30	0	0	0
Added Vol:	0	15	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	395	0	0	648	50	30	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	11	452	0	0	741	57	34	0	34	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	452	0	0	741	57	34	0	34	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	799	xxxx	xxxx	xxxx	xxxx	xxxx	1245	1245	770	1262	1273	452
Potent Cap.:	824	xxxx	xxxx	xxxx	xxxx	xxxx	192	174	401	147	167	608
Move Cap.:	824	xxxx	xxxx	xxxx	xxxx	xxxx	190	172	401	133	165	608
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	0.00	0.09	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxx	xxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	9.4	xxxx	xxxx	xxxx	xxxx	xxxx	28.1	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	A	*	*	*	*	*	D	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	401	xxxx	0	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	14.8	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	B	*	*	*
ApproachDel:	xxxxxx			xxxxxx			21.4			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Proctor Valley Rd/Jefferson Rd / Campo Rd/SR-94

Cycle (sec): 75 Critical Vol./Cap.(X): 0.821

Loss Time (sec): 9 Average Delay (sec/veh): 26.0

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	12	0	0	12	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	0	1	0	0

Volume Module:

Base Vol:	150	110	40	60	90	30	40	580	140	20	350	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	110	40	60	90	30	40	580	140	20	350	70
Added Vol:	0	0	0	14	0	0	0	14	0	0	7	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	110	40	74	90	30	40	594	140	20	357	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	166	122	44	82	100	33	44	659	155	22	396	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	122	44	82	100	33	44	659	155	22	396	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	122	44	82	100	33	44	659	155	22	396	85

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.67	0.75	0.75	0.75	0.93	0.95	0.95	0.93	0.95	0.95
Lanes:	0.50	0.37	0.13	0.38	0.47	0.15	1.00	0.81	0.19	1.00	0.82	0.18
Final Sat.:	641	470	171	540	657	219	1769	1463	345	1769	1490	321

Capacity Analysis Module:

Vol/Sat:	0.26	0.26	0.26	0.15	0.15	0.15	0.03	0.45	0.45	0.01	0.27	0.27
Crit Moves:	****			****			****			****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.12	0.52	0.52	0.07	0.47	0.47
Volume/Cap:	0.87	0.87	0.87	0.51	0.51	0.51	0.21	0.87	0.87	0.19	0.57	0.57
Delay/Veh:	44.3	44.3	44.3	22.9	22.9	22.9	30.5	25.1	25.1	33.9	15.5	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	44.3	44.3	22.9	22.9	22.9	30.5	25.1	25.1	33.9	15.5	15.5
LOS by Move:	D	D	D	C	C	C	C	C	C	C	B	B
DesignQueue:	10	10	10	6	6	6	2	19	19	1	11	11

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Project Drwy #1 @ Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.707
 Loss Time (sec): 9 Average Delay (sec/veh): 12.7
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	0	0	5	12	0	0	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	470	0	0	420	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	470	0	0	420	0	0	0	0	0	0	0
Added Vol:	0	495	11	293	947	0	0	0	0	6	0	153
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	965	11	293	1367	0	0	0	0	6	0	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	1104	13	335	1564	0	0	0	0	7	0	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1104	13	335	1564	0	0	0	0	7	0	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1104	13	335	1564	0	0	0	0	7	0	175

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	0.93	0.93	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.98	0.02	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3675	42	1769	3538	0	0	0	0	1769	0	1583

Capacity Analysis Module:

Vol/Sat:	0.00	0.30	0.30	0.19	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.11
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.43	0.43	0.27	0.69	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Volume/Cap:	0.00	0.71	0.71	0.71	0.64	0.00	0.00	0.00	0.00	0.02	0.00	0.71
Delay/Veh:	0.0	15.7	15.7	24.7	5.6	0.0	0.0	0.0	0.0	21.5	0.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.7	15.7	24.7	5.6	0.0	0.0	0.0	0.0	21.5	0.0	33.0
LOS by Move:	A	B	B	C	A	A	A	A	A	C	A	C
DesignQueue:	0	12	12	9	9	0	0	0	0	0	0	5

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #43 Project Drwy #2 @ Otay Lakes Rd

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled								
Rights:	Include			Include			Include			Include								
Lanes:	0	0	1	0	0	1	0	1	0	1	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	0	470	0	0	420	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	470	0	0	420	0	0	0	0	0	0	0
Added Vol:	0	13	144	942	11	0	0	0	0	75	0	493
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	483	144	942	431	0	0	0	0	75	0	493
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	553	165	1078	493	0	0	0	0	86	0	564
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	553	165	1078	493	0	0	0	0	86	0	564

Critical Gap Module:

Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxxx	736	0	812	454	282	xxxxx	xxxxx	xxxxx	0	xxxxx	xxxxx
Potent Cap.:	xxxxx	347	1085	297	502	757	xxxxx	xxxxx	xxxxx	1623	xxxxx	xxxxx
Move Cap.:	xxxxx	327	1085	0	474	757	xxxxx	xxxxx	xxxxx	1623	xxxxx	xxxxx
Volume/Cap:	xxxxx	1.69	0.15	xxxxx	1.04	0.00	xxxxx	xxxxx	xxxxx	0.05	xxxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	0.2	xxxxx	xxxxxx			
Control Del:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	7.3	xxxxx	xxxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxxx	xxxxx	390	0	xxxxx	474	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx			
SharedQueue:	xxxxxx	xxxxx	46.7	xxxxxx	xxxxx	14.8	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx			
Shrd ConDel:	xxxxxx	xxxxx	411.5	xxxxxx	xxxxx	81.8	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx			
Shared LOS:	*	*	F	*	*	F	*	*	*	*	*	*	*		
ApproachDel:	411.5			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	F			F			*			*					

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #44 Project Drwy #3 @ Otay Lakes Rd

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[13.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	0	1	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	420	0	0	0	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	420	0	0	0	470
Added Vol:	0	0	0	0	0	3	5	81	0	0	0	154
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	3	5	501	0	0	0	624
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	0	0	3	6	573	0	0	0	714
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	3	6	573	0	0	0	714

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1299	xxxx	714	714	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	178	xxxx	431	886	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	177	xxxx	431	886	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxxx	xxxx	13.4	9.1	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	9.1	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*			
ApproachDel:	xxxxxxx			13.4			xxxxxxx			xxxxxxx					
ApproachLOS:	*			B			*			*					

Note: Queue reported is the number of cars per lane.

Scheme Summary

Control Data

Control Data and Model Parameters

Resort Village Driveway 2	2025 Synthetic Flow Profile (veh)
Resort Village Driveway 2	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Left Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	Yes
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle ?
1	Otay Lakes Road	0	0	10.99	1	23.98	1	54.99	129.92	13.50
2	Project Driveway 2	120	0	10.99	1	31.99	1	98.00	149.93	10.00
3	Otay Lakes Road	240	0	10.99	1	27.99	1	84.97	129.92	12.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1
2	Project Driveway 2	189.96	16.01	1	13.00	1	12.01	1
3	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Otay Lakes Road	0	1.000	0	1.000	12.00	1792	0	12.01	1794	0
2	Project Driveway 2	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0
3	Otay Lakes Road	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0

Bypass Geometry

Bypass Approach Geometry (ft)

Leg	Leg Names	Bypass Type	Bypass Flows	V	nv	Vb	nvb	Vt	nvt
1	Otay Lakes Road	Exclusive	431	10.99	1	12	1	12	1

Bypass Entry and Exit Geometry (ft)

Leg	Leg Names	Entry Geometry						Leg	Leg Names	Exit Lanes	
		Eb	neb	Lb	Lt	Rb	Phib			nex	Nmx
1	Otay Lakes Road	12	1	0	130	66.0002 8934	30	2	Project Driveway 2	1	2

Bypass Entry Capacity Modifiers and Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Calibration	
		Capacity + or -	Cross Walk Factor	Intercept + or -	Slope Factor
1	Otay Lakes Road	0	1.000	0	1.000

Traffic Flow Data (veh/hr)

2025 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows				Flow Modifiers	
		Bypass	Exit-1	Exit-2	U-Turn	Trucks %	Flow Factor
1	Otay Lakes Road	431	0	930	0	2.0	1.00
2	Project Driveway 2	0	473	15	0	2.0	1.00
3	Otay Lakes Road	0	24	354	0	2.0	1.00

2025 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Otay Lakes Road	0.750	1.125	0.750	0	30	60
2	Project Driveway 2	0.750	1.125	0.750	0	30	60
3	Otay Lakes Road	0.750	1.125	0.750	0	30	60

Operational Results

2025 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Otay Lakes Road	Exclusive	431	930	354	354	39	767	981	0.5860	1.1138
2	Project Driveway 2	None		488		926	785		786		0.6496
3	Otay Lakes Road	None		378		15	1399		1243		0.3108

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	Exclusive	11.05	70.30	51.54	4.49	71.33	B	F	F
2	Project Driveway 2	None		11.97	11.97		5.55		B	B
3	Otay Lakes Road	None		4.04	4.04		1.31		A	A

2025 PM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Otay Lakes Road	Exclusive	486	1049	399	399	44	748	959	0.6673	1.2475
2	Project Driveway 2	None		550		959	884		769		0.7360
3	Otay Lakes Road	None		426		17	1491		1242		0.3463

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	Exclusive	12.56	81.14	59.42	4.49	66.27	B	F	F
2	Project Driveway 2	None		13.70	13.70		5.55		B	B
3	Otay Lakes Road	None		4.16	4.16		1.31		A	A

Approach Flow Profile

2025 PM Peak - Approach Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 2	Otay Lakes Road
0.0 - 7.5	141.53	50.75	39.31
7.5 - 15.0	164.78	59.08	45.76
15.0 - 22.5	182.35	65.39	50.65
22.5 - 30.0	191.84	68.78	53.28
30.0 - 37.5	191.84	68.78	53.28
37.5 - 45.0	182.35	65.39	50.65
45.0 - 52.5	164.78	59.08	45.76
52.5 - 60.0	141.53	50.75	39.31
Peak 15 min	191.84	68.78	53.28
Peak 60 min	170.12	61.00	47.25

Exit Flow Profile

2025 PM Peak - Exit Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 2	Otay Lakes Road
0.0 - 7.5	4.05	81.49	145.45
7.5 - 15.0	4.70	94.64	166.31
15.0 - 22.5	5.20	104.76	180.30
22.5 - 30.0	5.48	110.35	186.17
30.0 - 37.5	5.50	110.60	186.48
37.5 - 45.0	5.23	105.35	184.52
45.0 - 52.5	4.74	95.52	180.18
52.5 - 60.0	4.08	82.08	169.27
0-60	39	785	1399
%Trucks	2.00	2.00	2.00

Economics

Economic Input Data

2025 - Vehicle Delay Parameters

Peaks	Peak / Day	Days / Year	Delay Cost (\$ / hour)
AM Peak	1	325	15.00
OFF Peak	14	325	15.00
PM Peak	1	325	15.00

2025 - Accident Severity Proportions and Costs

Accident Type	Proportion (%)	Cost (\$)
Fatal Vehicle Accident	0.3	0
Incapacitating Vehicle Accident	17.7	0
Non-incapacitating Vehicle Accident	82	0
Damage Only Vehicle Accident	100	0
Pedestrian Injury Accident	100	0

Economics - Results Data

2025 Delay and Accident Costs

Peak	Delay Costs		Accident Costs			Total Costs	
	Delays Veh.hrs	Costs (\$)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs (\$/year)
AM	1691.52	25373	Vehicles Injury	0.00	0	Vehicle Delay Cost	130332
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	6997.30	104960	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	8688.82	130332	Totals	0.00	0	TOTAL COST	130332

Global Results

Performance and Accidents

2025 PM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1796	431	2227
Capacity	veh/hr	3010	767	3777
Average Delay	sec/veh	40.50	11.05	34.80
L.O.S. (Signal)	A – F	D	B	C
L.O.S. (Unsig)	A – F	E	B	D
Total Delay	veh.hrs	20.21	1.32	21.53

Scheme Summary

Control Data

Control Data and Model Parameters

Resort Village Driveway 3	2030 Synthetic Flow Profile (veh)
Resort Village Driveway 3	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Left Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	No
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle ?
1	Otay Lakes Road	0	0	10.99	1	23.98	1	54.99	129.92	13.50
2	Project Driveway 3	120	0	10.99	1	31.99	1	98.00	149.93	10.00
3	Otay Lakes Road	240	0	10.99	1	27.99	1	84.97	129.92	12.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1
2	Project Driveway 3	189.96	16.01	1	13.00	1	12.01	1
3	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Otay Lakes Road	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0
2	Project Driveway 3	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0
3	Otay Lakes Road	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0

Traffic Flow Data (veh/hr)

2030 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows				Flow Modifiers	
		Bypass	Exit-1	Exit-2	U-Turn	Trucks %	Flow Factor
1	Otay Lakes Road	0	479	47	0	2.0	1.00
2	Project Driveway 3	0	84	21	0	2.0	1.00
3	Otay Lakes Road	0	120	393	0	2.0	1.00

2030 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Otay Lakes Road	0.750	1.125	0.750	0	30	60
2	Project Driveway 3	0.750	1.125	0.750	0	30	60
3	Otay Lakes Road	0.750	1.125	0.750	0	30	60

Operational Results

2030 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)					
			Arrival Flow		Opposing Flow		Capacity		Average VCR			
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass		
1	Otay Lakes Road	None		526		393		141		1038		0.5238
2	Project Driveway 3	None		105		47		872		1240		0.0864
3	Otay Lakes Road	None		513		21		131		1240		0.4235

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	None		6.91	6.91		3.37		A	A
2	Project Driveway 3	None		3.09	3.09		0.27		A	A
3	Otay Lakes Road	None		4.80	4.80		2.16		A	A

2030 PM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Exit Flow	Entry	Bypass	Entry
1	Otay Lakes Road	None	593		443		159	1012		0.5955
2	Project Driveway 3	None	118		53		983	1237		0.0964
3	Otay Lakes Road	None	578		24		148	1238		0.4722

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	None	7.69		7.69	3.37		A A A		
2	Project Driveway 3	None	3.09		3.09	0.27		A A A		
3	Otay Lakes Road	None	5.06		5.06	2.16		A A A		

Approach Flow Profile

2030 PM Peak - Approach Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 3	Otay Lakes Road
0.0 - 7.5	54.70	10.92	53.35
7.5 - 15.0	63.68	12.71	62.11
15.0 - 22.5	70.48	14.07	68.73
22.5 - 30.0	74.14	14.80	72.31
30.0 - 37.5	74.14	14.80	72.31
37.5 - 45.0	70.48	14.07	68.73
45.0 - 52.5	63.68	12.71	62.11
52.5 - 60.0	54.70	10.92	53.35
Peak 15 min	74.14	14.80	72.31
Peak 60 min	65.75	13.13	64.13

Exit Flow Profile

2030 PM Peak - Exit Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 3	Otay Lakes Road
0.0 - 7.5	14.65	90.61	13.62
7.5 - 15.0	17.05	105.41	15.84
15.0 - 22.5	18.88	116.68	17.54
22.5 - 30.0	19.87	122.81	18.45
30.0 - 37.5	19.87	122.90	18.46
37.5 - 45.0	18.90	116.91	17.56
45.0 - 52.5	17.09	105.74	15.88
52.5 - 60.0	14.68	90.85	13.64
0-60	141	872	131
%Trucks	2.00	2.00	2.00

Economics

Economic Input Data

2030 - Vehicle Delay Parameters

Peaks	Peak / Day	Days / Year	Delay Cost (\$ / hour)
AM Peak	1	325	15.00
OFF Peak	14	325	15.00
PM Peak	1	325	15.00

2030 - Accident Severity Proportions and Costs

Accident Type	Proportion (%)	Cost (\$)
Fatal Vehicle Accident	0.3	0
Incapacitating Vehicle Accident	17.7	0
Non-incapacitating Vehicle Accident	82	0
Damage Only Vehicle Accident	100	0
Pedestrian Injury Accident	100	0

Economics - Results Data

2030 Delay and Accident Costs

Peak	Delay Costs		Accident Costs			Total Costs	
	Delays Veh.hrs	Costs (\$)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs (\$/year)
AM	730.24	10954	Vehicles Injury	0.00	0	Vehicle Delay Cost	19654
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	580.05	8701	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	1310.29	19654	Totals	0.00	0	TOTAL COST	19654

Global Results

Performance and Accidents

2030 PM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1144		1144
Capacity	veh/hr	3518		3518
Average Delay	sec/veh	5.62		5.62
L.O.S. (Signal)	A – F	A		A
L.O.S. (Unsig)	A – F	A		A
Total Delay	veh.hrs	1.78		1.78

Appendix Q

Two-Lane Highway Analysis Worksheets – Cumulative (Year 2025) Traffic Conditions

HCS+: Two-Lane Highways Release 5.3

Phone: Fax:
E-Mail:

Two-Way Two-Lane Highway Segment Analysis

Analyst Phuong Nguyen
Agency/Co. CRA
Date Performed 05/05/2011
Analysis Time Period
Highway SR-94
From/To North of Otay Lakes Rd
Jurisdiction
Analysis Year 2025
Description Village 13

Input Data

Highway class Class 1
Shoulder width 6.0 ft Peak-hour factor, PHF 0.92
Lane width 12.0 ft % Trucks and buses 5 %
Segment length 4.9 mi % Recreational vehicles 5 %
Terrain type Level % No-passing zones 0 %
Grade: Length mi Access points/mi 2 /mi
 Up/down %

Two-way hourly volume, V 1422 veh/h
Directional split 67 / 33 %

Average Travel Speed

Grade adjustment factor, fG 1.00
PCE for trucks, ET 1.1
PCE for RVs, ER 1.0
Heavy-vehicle adjustment factor, 0.995
Two-way flow rate,(note-1) vp 1553 pc/h
Highest directional split proportion (note-2) 1041 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, SFM - mi/h
Observed volume, Vf - veh/h
Estimated Free-Flow Speed:
Base free-flow speed, BFFS 55.0 mi/h
Adj. for lane and shoulder width, fLS 0.0 mi/h
Adj. for access points, fA 0.5 mi/h

Free-flow speed, FFS	54.5	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	42.4	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00
PCE for trucks, ET	1.0
PCE for RVs, ER	1.0
Heavy-vehicle adjustment factor, fHV	1.000
Two-way flow rate,(note-1) vp	1546 pc/h
Highest directional split proportion (note-2)	1036
Base percent time-spent-following, BPTSF	74.3 %
Adj.for directional distribution and no-passing zones, fd/np	0.0
Percent time-spent-following, PTSF	74.3 %

Level of Service and Other Performance Measures

Level of service, LOS	D
Volume to capacity ratio, v/c	0.49
Peak 15-min vehicle-miles of travel, VMT15	1893 veh-mi
Peak-hour vehicle-miles of travel, VMT60	6968 veh-mi
Peak 15-min total travel time, TT15	44.6 veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Two-Lane Highways Release 5.3

Phone: Fax:
E-Mail:

Two-Way Two-Lane Highway Segment Analysis

Analyst Phuong Nguyen
Agency/Co. Fehr & Peers
Date Performed 05/07/2011
Analysis Time Period
Highway SR-94
From/To South of Otay Lakes Rd
Jurisdiction
Analysis Year 2025
Description Village 13

Input Data

Highway class Class 1
Shoulder width 6.0 ft Peak-hour factor, PHF 0.92
Lane width 12.0 ft % Trucks and buses 5 %
Segment length 10.0 mi % Recreational vehicles 5 %
Terrain type Level % No-passing zones 0 %
Grade: Length mi Access points/mi 1 /mi
Up/down %

Two-way hourly volume, V 1502 veh/h
Directional split 67 / 33 %

Average Travel Speed

Grade adjustment factor, fG 1.00
PCE for trucks, ET 1.1
PCE for RVs, ER 1.0
Heavy-vehicle adjustment factor, 0.995
Two-way flow rate,(note-1) vp 1641 pc/h
Highest directional split proportion (note-2) 1099 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, SFM - mi/h
Observed volume, Vf - veh/h
Estimated Free-Flow Speed:
Base free-flow speed, BFFS 55.0 mi/h
Adj. for lane and shoulder width, fLS 0.0 mi/h
Adj. for access points, fA 0.3 mi/h

Free-flow speed, FFS	54.8	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	42.0	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00
PCE for trucks, ET	1.0
PCE for RVs, ER	1.0
Heavy-vehicle adjustment factor, fHV	1.000
Two-way flow rate,(note-1) vp	1633 pc/h
Highest directional split proportion (note-2)	1094
Base percent time-spent-following, BPTSF	76.2 %
Adj.for directional distribution and no-passing zones, fd/np	0.0
Percent time-spent-following, PTSF	76.2 %

Level of Service and Other Performance Measures

Level of service, LOS	D
Volume to capacity ratio, v/c	0.51
Peak 15-min vehicle-miles of travel, VMT15	4082 veh-mi
Peak-hour vehicle-miles of travel, VMT60	15020 veh-mi
Peak 15-min total travel time, TT15	97.2 veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

Appendix R

Ramp Intersection Capacity Analysis Worksheets – Cumulative (Year 2025) Traffic Conditions

RAMP INTERSECTION CAPACITY ANALYSIS
2025 + Project Buildout

Ramp Intersection	Peak Hour	ILV / Hour	Description
I-805 SB Ramps / Telegraph Canyon Road	AM	1,416	1200-1500: (At Capacity)
	PM	1,612	>1500: (Over Capacity)
I-805 NB Ramps / Telegraph Canyon Road	AM	1,469	1200-1500: (At Capacity)
	PM	1,238	1200-1500: (At Capacity)
SR-125 SB Ramps / Otay Lakes Road	AM	885	<1200: (Under Capacity)
	PM	1,225	1200-1500: (At Capacity)
SR-125 NB Ramps / Otay Lakes Road	AM	955	<1200: (Under Capacity)
	PM	1,171	<1200: (Under Capacity)
SR-125 SB Ramps / Olympic Parkway	AM	954	<1200: (Under Capacity)
	PM	1,041	<1200: (Under Capacity)
SR-125 NB Ramps / Olympic Parkway	AM	921	<1200: (Under Capacity)
	PM	1,130	<1200: (Under Capacity)
SR-125 SB Ramps / Main Street	AM	0	<1200: (Under Capacity)
	PM	0	<1200: (Under Capacity)
SR-125 NB Ramps / Main Street	AM	0	<1200: (Under Capacity)
	PM	0	<1200: (Under Capacity)
SR-125 SB Ramps / Otay Valley Road	AM	0	<1200: (Under Capacity)
	PM	0	<1200: (Under Capacity)
SR-125 SB Ramps / Otay Valley Road	AM	0	<1200: (Under Capacity)
	PM	0	<1200: (Under Capacity)
SR-125 SB Ramps / Otay Mesa Road	AM	624	<1200: (Under Capacity)
	PM	740	<1200: (Under Capacity)
SR-125 SB Ramps / Otay Mesa Road	AM	432	<1200: (Under Capacity)
	PM	869	<1200: (Under Capacity)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

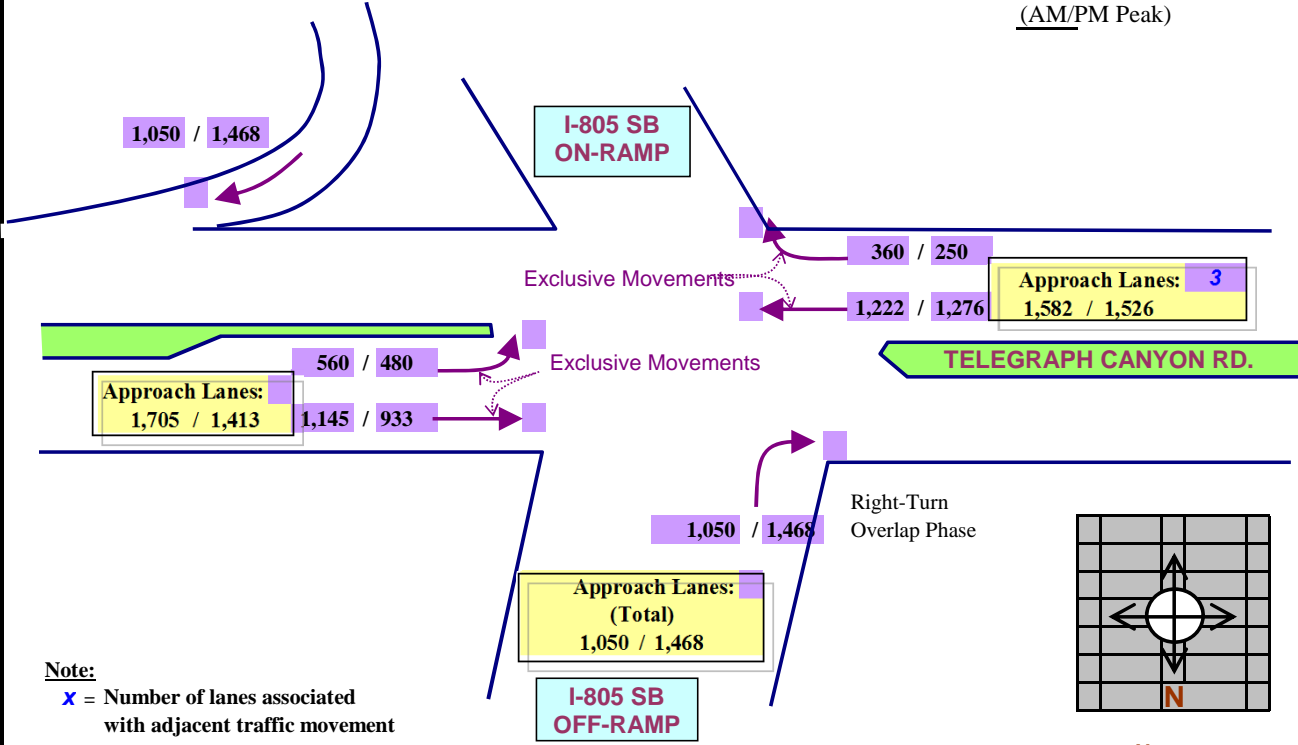
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OTAY RANCH VILLAGE 13

LOCATION: I-805 SB / TELEGRAPH CANYON RD.

Scenario: 2025 + Project Buildout

(AM/PM Peak)

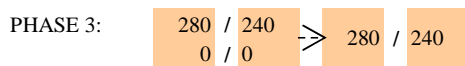
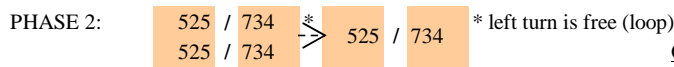
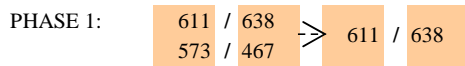
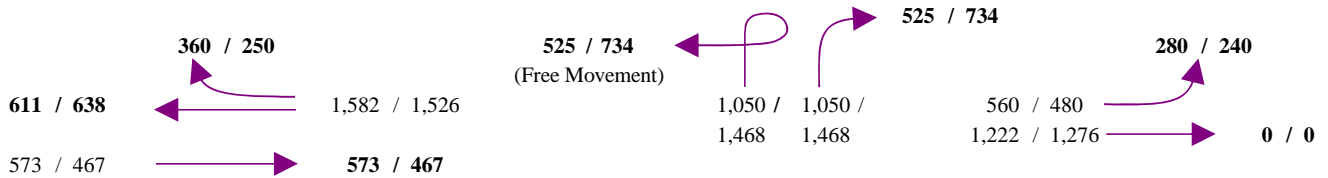


Note:

x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



OPERATING LEVEL:

ILV/HR. = **1,416** in AM ==> ILV: BETWEEN 1,200 & 1,500
and **1,612** in PM ==> ILV >1,500

TOTAL = 1,416 / 1,612 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : AT CAPACITY (in AM)
& OVER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

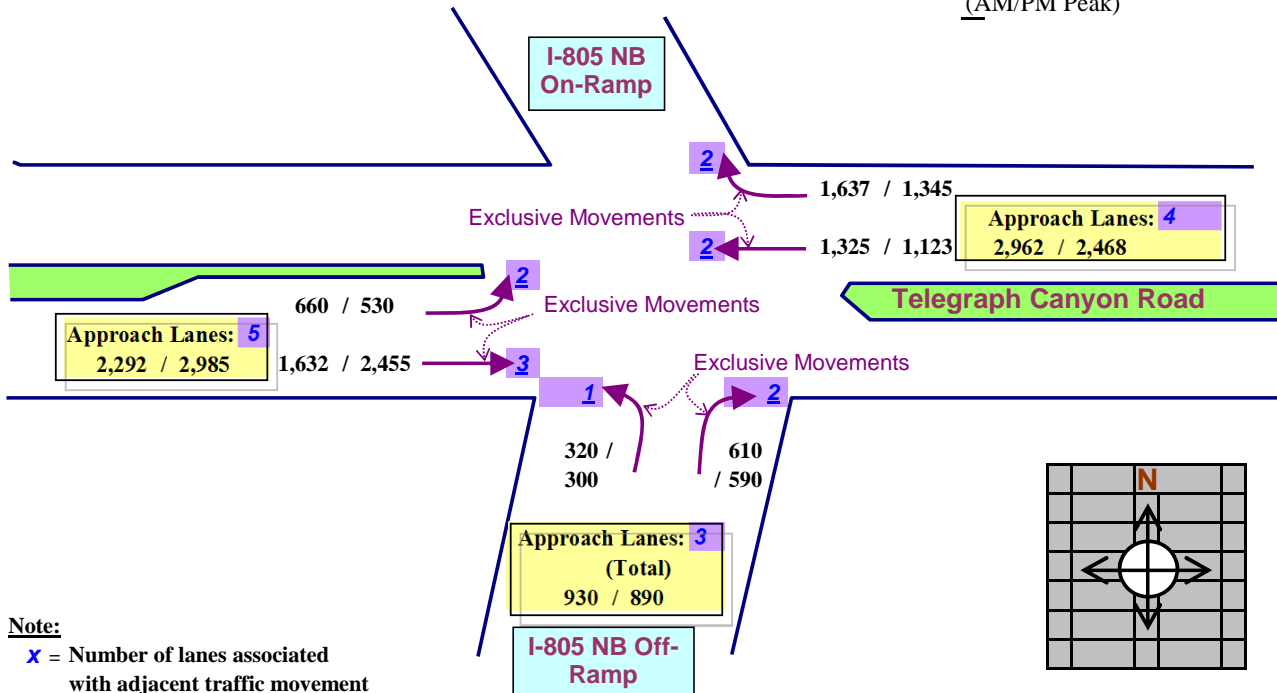
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

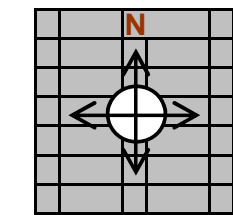
PROJECT: OTAY RANCH VILLAGE 13

LOCATION: I-805 NB / TELEGRAPH CANYON RD. **Scenario:** 2025 + Project Buildout

(AM/PM Peak)

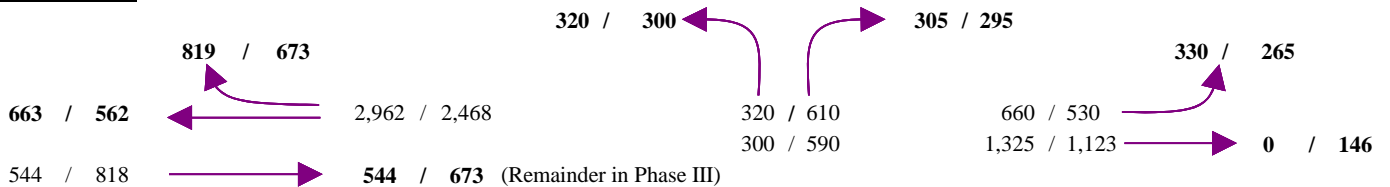


Note:
x = Number of lanes associated with adjacent traffic movement



(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:

819	/	673
544	/	673

 ⇒

819	/	673
-----	---	-----

PHASE 2:

320	/	300
305	/	295

 ⇒

320	/	300
-----	---	-----

PHASE 3:

330	/	265
0	/	146

 ⇒

330	/	265
-----	---	-----

OPERATING LEVEL:

ILV/HR. = **1,469** in AM ⇒ ILV: BETWEEN 1,200 & 1,500
 and **1,238** in PM ⇒ Also BETWEEN 1,200 & 1,500

TOTAL = 1,469 / 1,238 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : AT CAPACITY (in AM)
 & AT CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

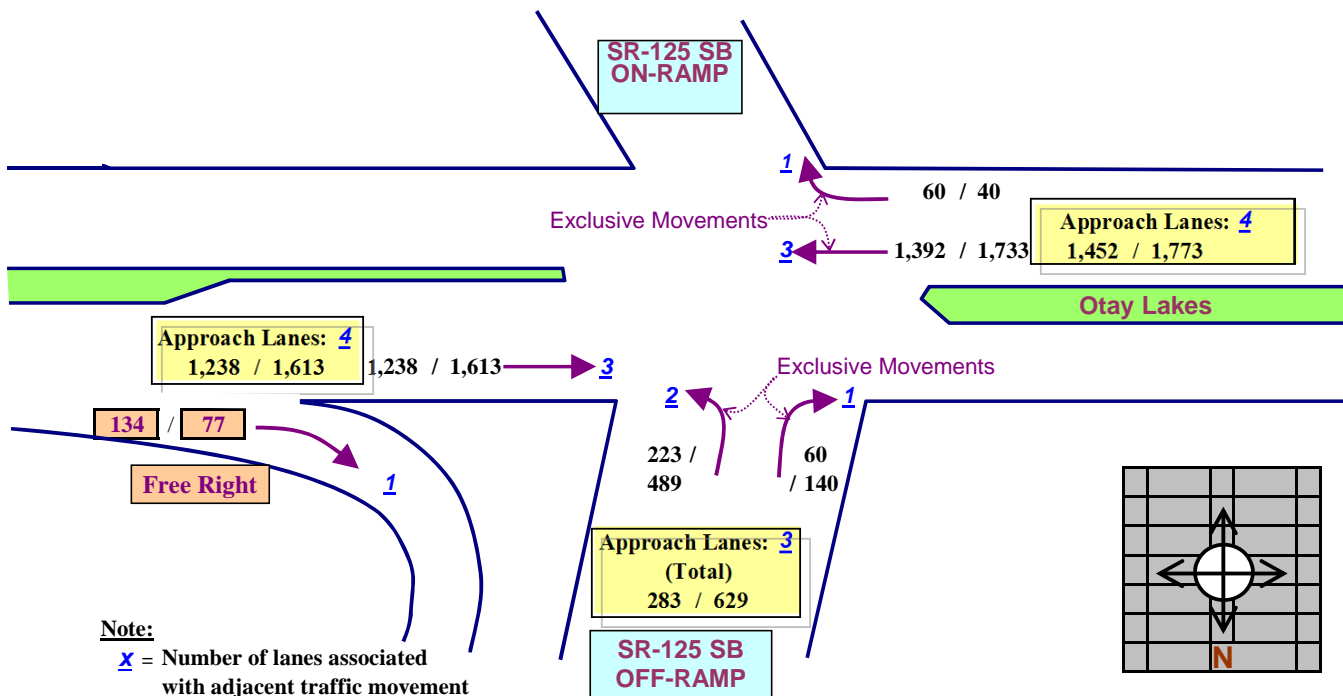
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** 2025 + Project Buildout

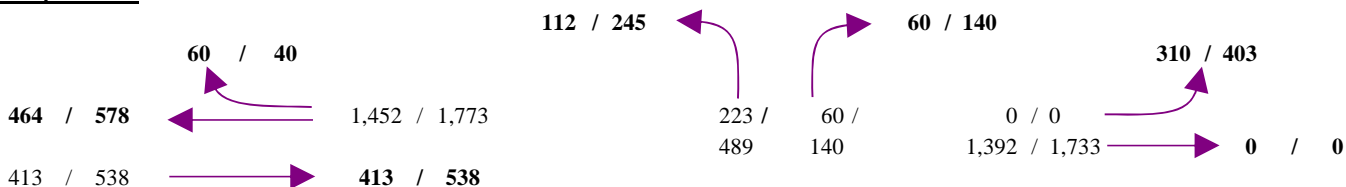
(AM/PM Peak)

LOCATION: SR-125 SB / Otay Lakes



(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:

464	/	578
413	/	538

 >>

464	/	578
-----	---	-----

PHASE 2:

112	/	245
60	/	140

 >>

112	/	245
-----	---	-----

PHASE 3:

310	/	403
0	/	0

 >>

310	/	403
-----	---	-----

OPERATING LEVEL:

ILV/HR. = **885** in AM ==> ILV: <1,200M
and **1,225** in PM ==> ILV BETWEEN 1,200 & 1,500

TOTAL = 885 / 1,225 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& AT CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

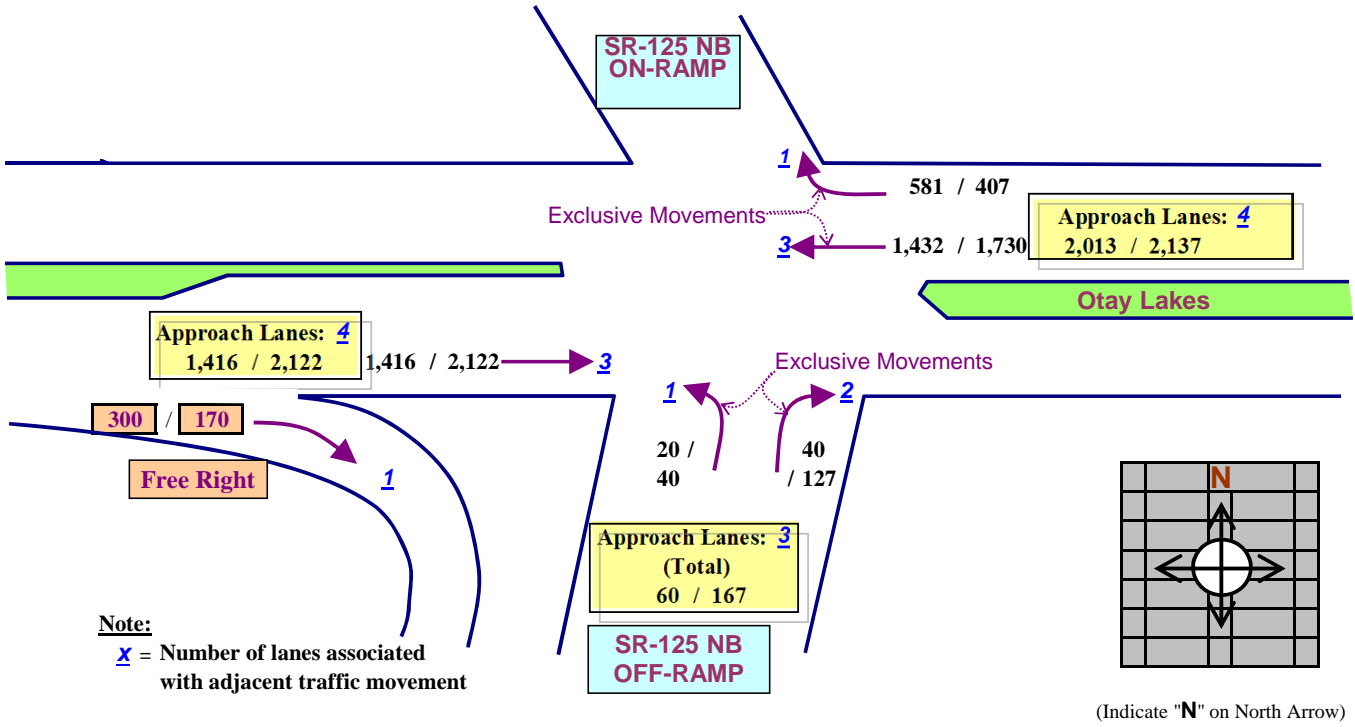
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

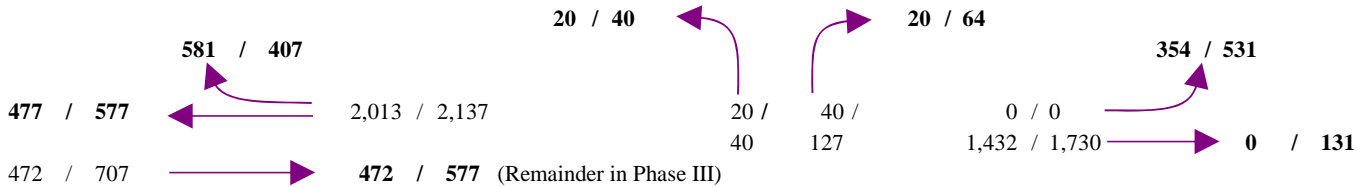
PROJECT: Otay Ranch Village 13 **Scenario:** 2025 + Project Buildout

(AM/PM Peak)

LOCATION: SR-125 NB / Otay Lakes



ILV per Lane:



PHASE 1:

581 / 577	>>	581 / 577
472 / 577	>>	

PHASE 2:

20 / 40	>>	20 / 64
20 / 64	>>	

PHASE 3:

354 / 531	>>	354 / 531
0 / 131	>>	

OPERATING LEVEL:

ILV/HR. = **955** in AM ==> ILV: <1,200M
and **1,171** in PM ==> ILV <1,200

TOTAL = 955 / 1,171 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

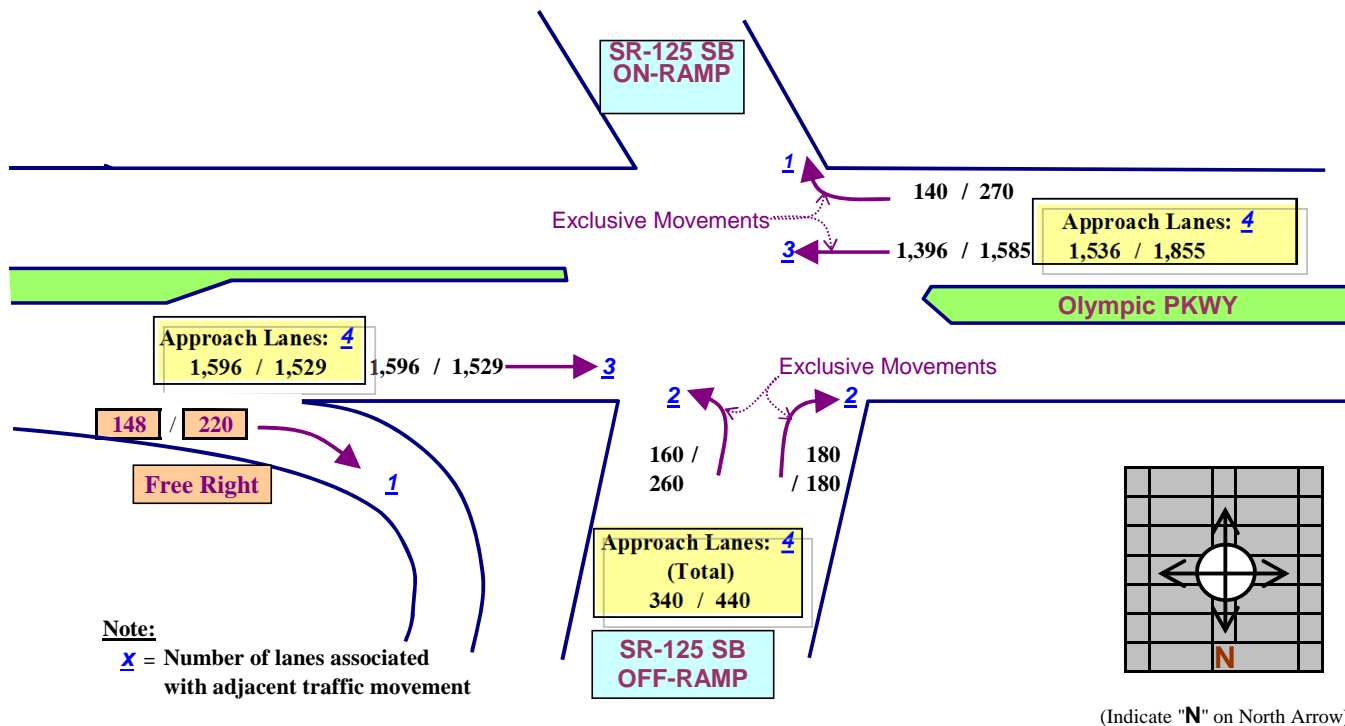
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

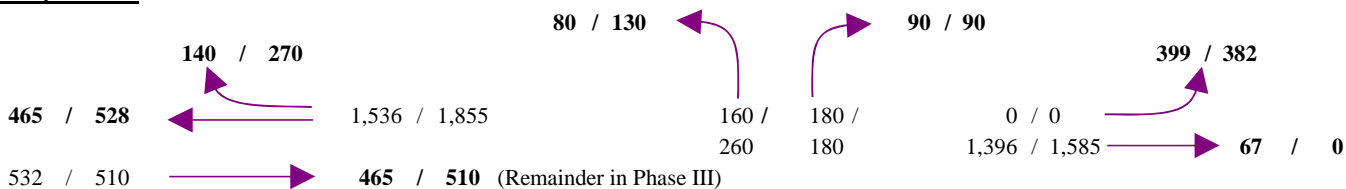
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** 2025 + Project Buildout
(AM/PM Peak)

LOCATION: SR-125 SB / Olympic PKWY



ILV per Lane:



PHASE 1:

465 / 528	>>	465 / 528
465 / 510	>>	

PHASE 2:

80 / 130	>>	90 / 130
90 / 90	>>	

PHASE 3:

399 / 382	>>	399 / 382
67 / 0	>>	

OPERATING LEVEL:

ILV/HR. = **954** in AM ==> ILV: <1,200M
 and **1,041** in PM ==> ILV <1,200

TOTAL = 954 / 1,041 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

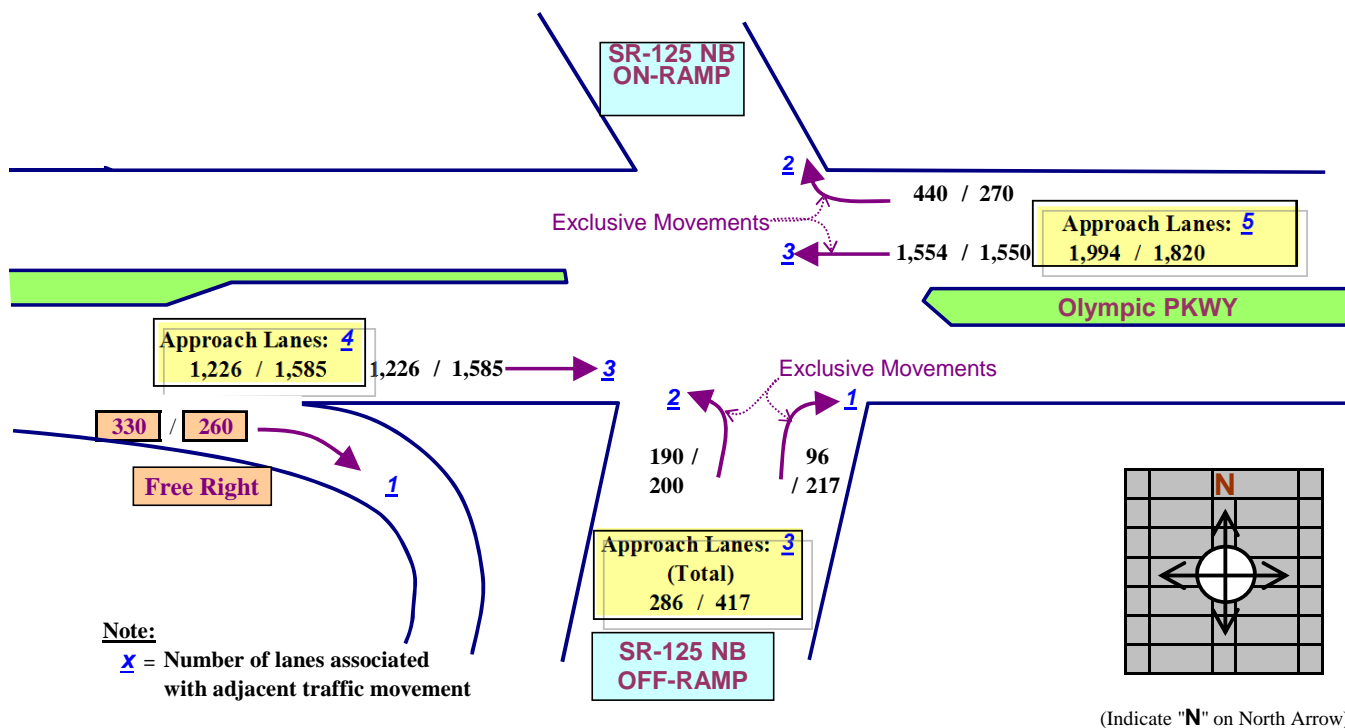
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

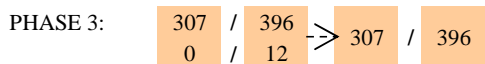
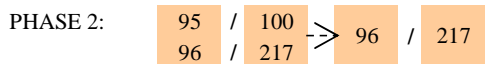
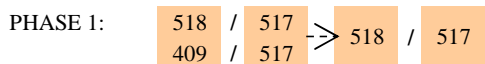
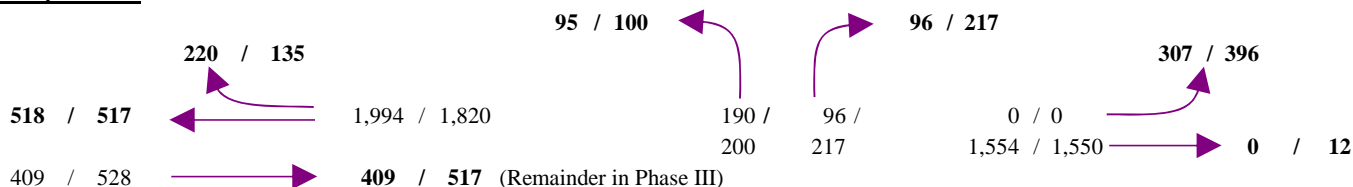
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** 2025 + Project Buildout
(AM/PM Peak)

LOCATION: SR-125 NB / Olympic PKWY



ILV per Lane:



OPERATING LEVEL:

ILV/HR. = **921** in AM ==> ILV: <1,200M
 and **1,130** in PM ==> ILV <1,200

TOTAL = 921 / 1,130 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

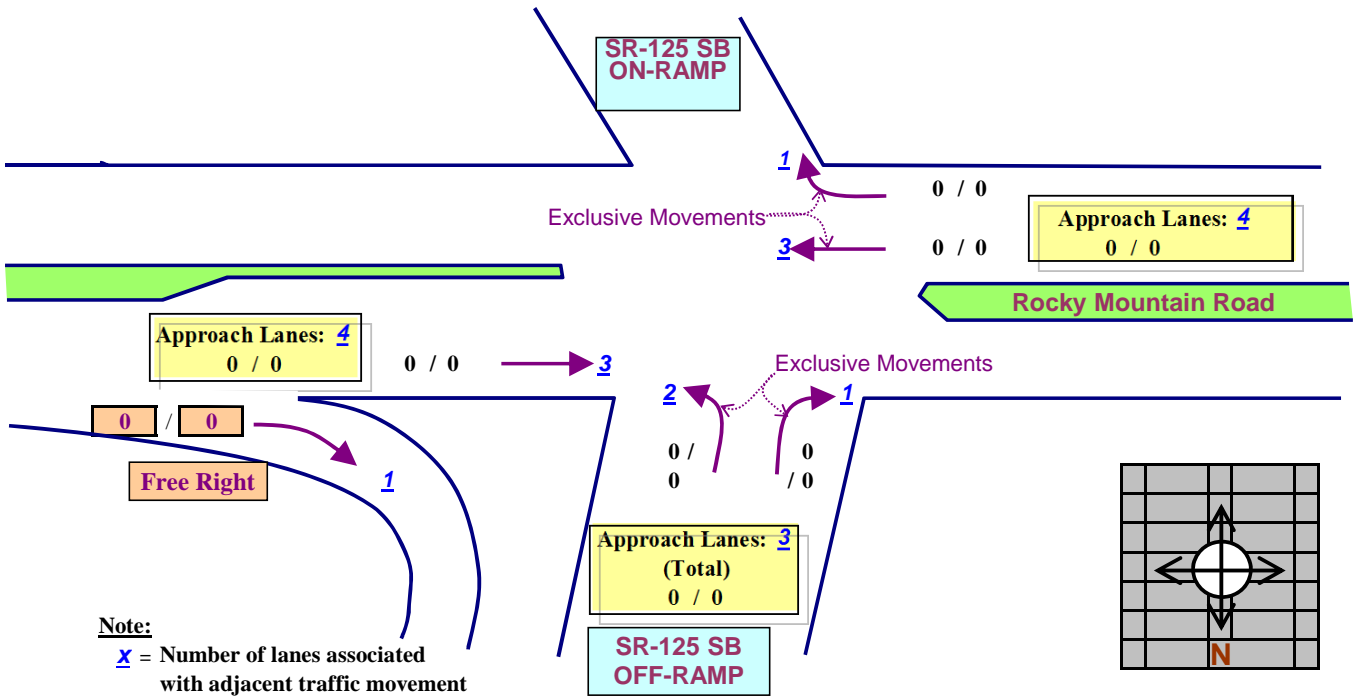
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** 2025 + Project Buildout

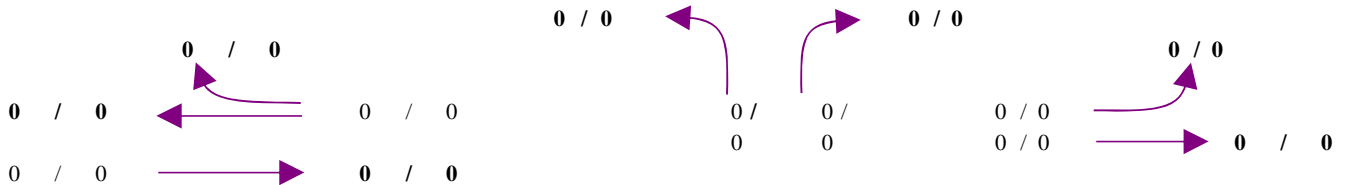
(AM/PM Peak) _____

LOCATION: SR-125 SB / Rocky Mountain Road



Note:
x = Number of lanes associated with adjacent traffic movement

ILV per Lane:



PHASE 1:	0 / 0	0 / 0	0 / 0
PHASE 2:	0 / 0	0 / 0	0 / 0
PHASE 3:	0 / 0	0 / 0	0 / 0

OPERATING LEVEL:
 ILV/HR. = 0 in AM ==> ILV: <1,200M
 and 0 in PM ==> ILV <1,200

TOTAL = 0 / 0 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

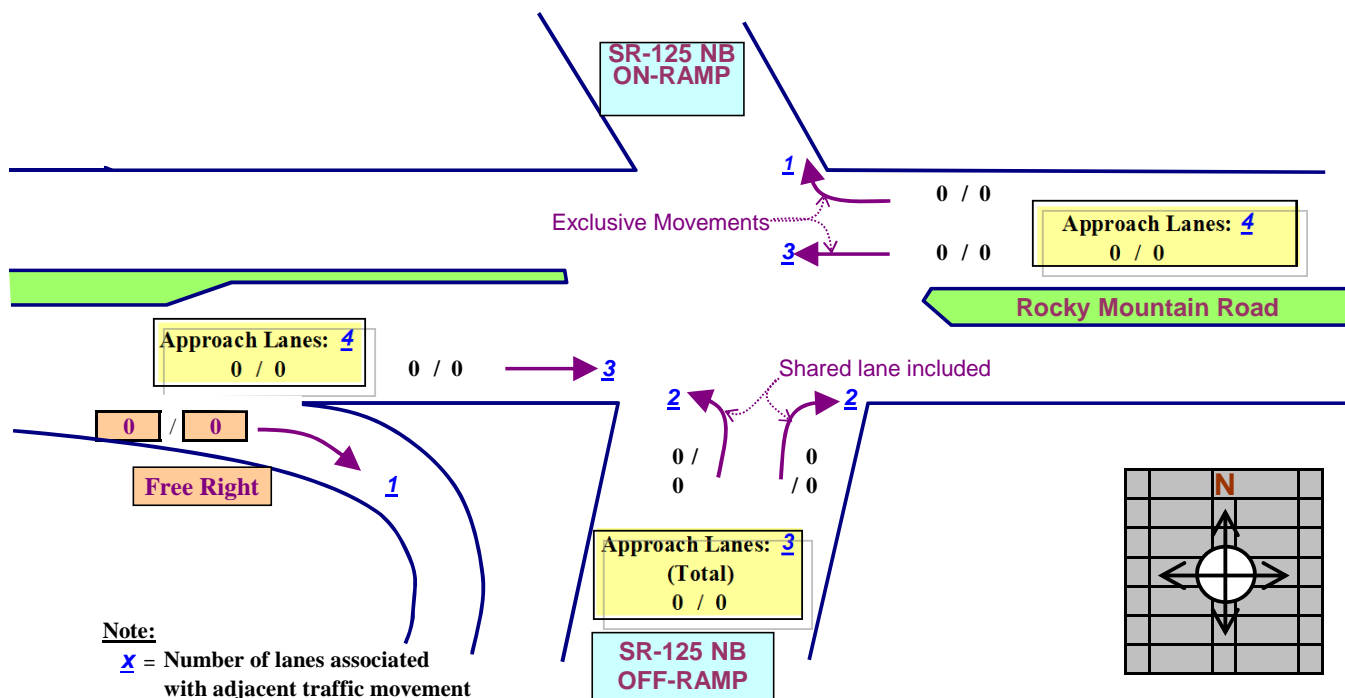
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

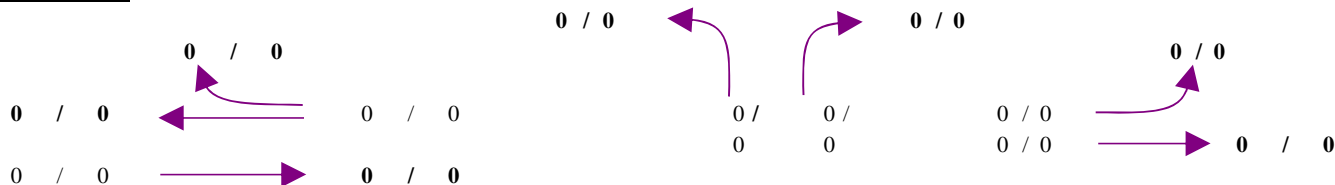
PROJECT: Otay Ranch Village 13 **Scenario:** 2025 + Project Buildout
(AM/PM Peak)

LOCATION: SR-125 NB / Main Street



(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:	0 / 0	0 / 0	0 / 0
PHASE 2:	0 / 0	0 / 0	0 / 0
PHASE 3:	0 / 0	0 / 0	0 / 0

OPERATING LEVEL:
 ILV/HR. = 0 in AM ==> ILV: <1,200M
 and 0 in PM ==> ILV <1,200

TOTAL = 0 / 0 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

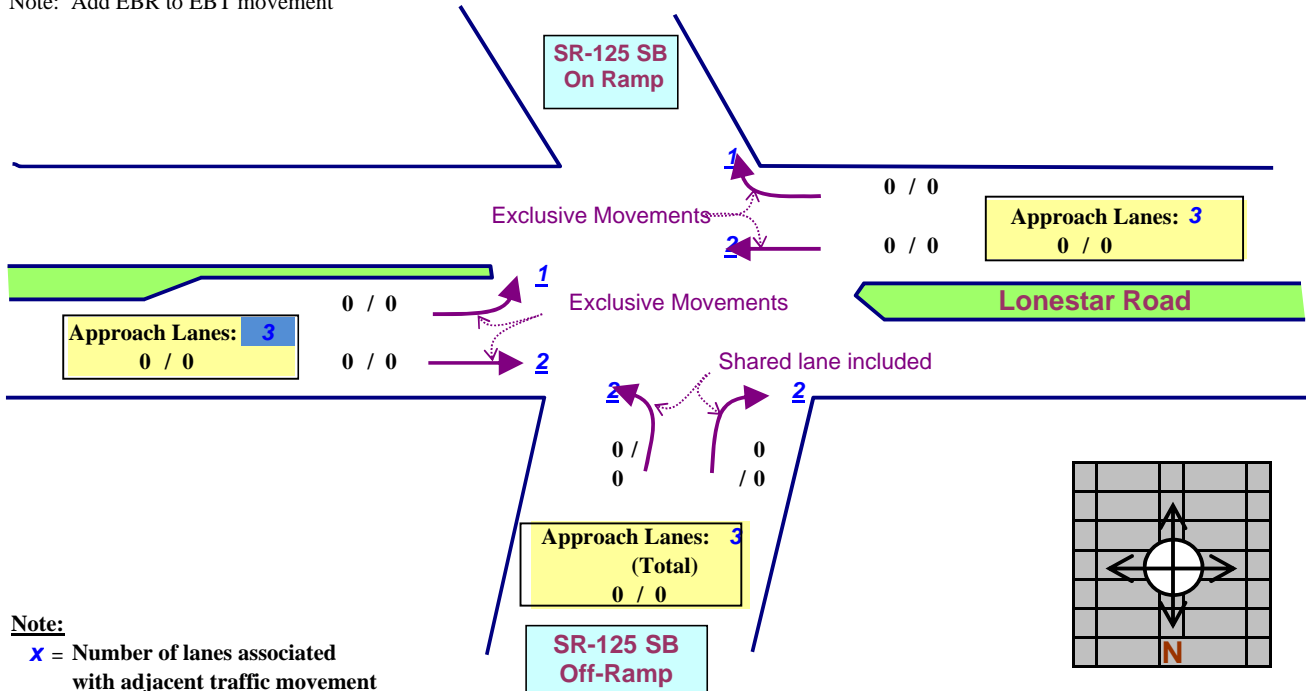
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: SR-125 SB Ramps / Otay Valley Road

Scenario: 2025 + Project Buildout (AM/PM Peak)

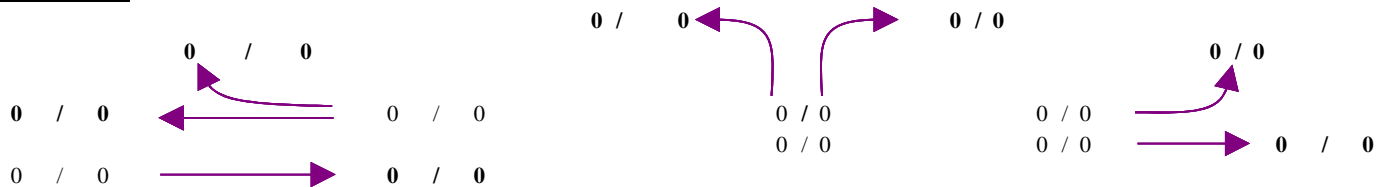
Note: Add EBR to EBT movement



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:	0 / 0	0 / 0	⇒	0 / 0	0 / 0
PHASE 2:	0 / 0	0 / 0	⇒	0 / 0	0 / 0
PHASE 3:	0 / 0	0 / 0	⇒	0 / 0	0 / 0

OPERATING LEVEL:

ILV/HR. = 0 in AM ==> ILV: <1,200M
 and 0 in PM ==> ILV <1,200

TOTAL = 0 / 0 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

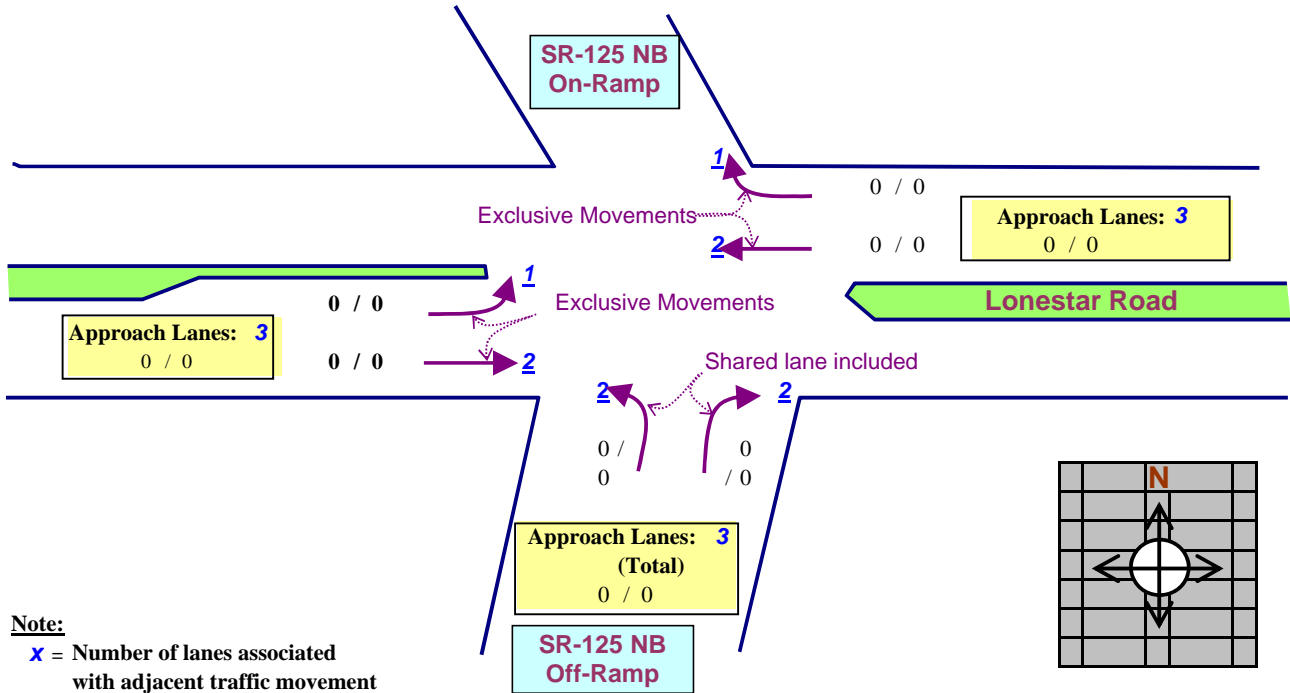
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

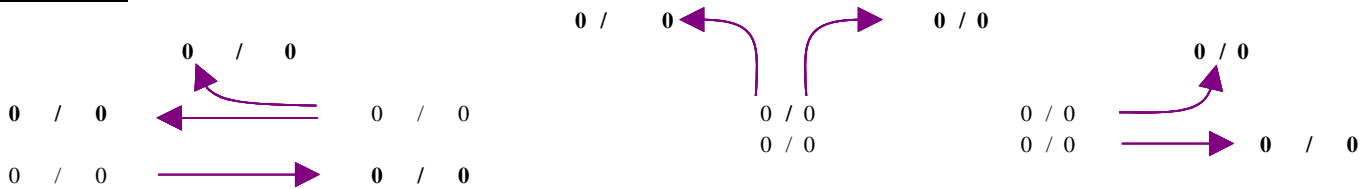
LOCATION: SR-125 NB Ramps / Otoy Valley Road

Scenario: 2025 + Project Buildout (AM/PM Peak)



(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:	0 / 0	0 / 0	0 / 0	0 / 0
PHASE 2:	0 / 0	0 / 0	0 / 0	0 / 0
PHASE 3:	0 / 0	0 / 0	0 / 0	0 / 0

OPERATING LEVEL:

ILV/HR. = **0** in AM ==> ILV: <1,200M
and **0** in PM ==> ILV <1,200

TOTAL = 0 / 0 ILV/HR. in the AM / PM peak hours

**THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)**

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

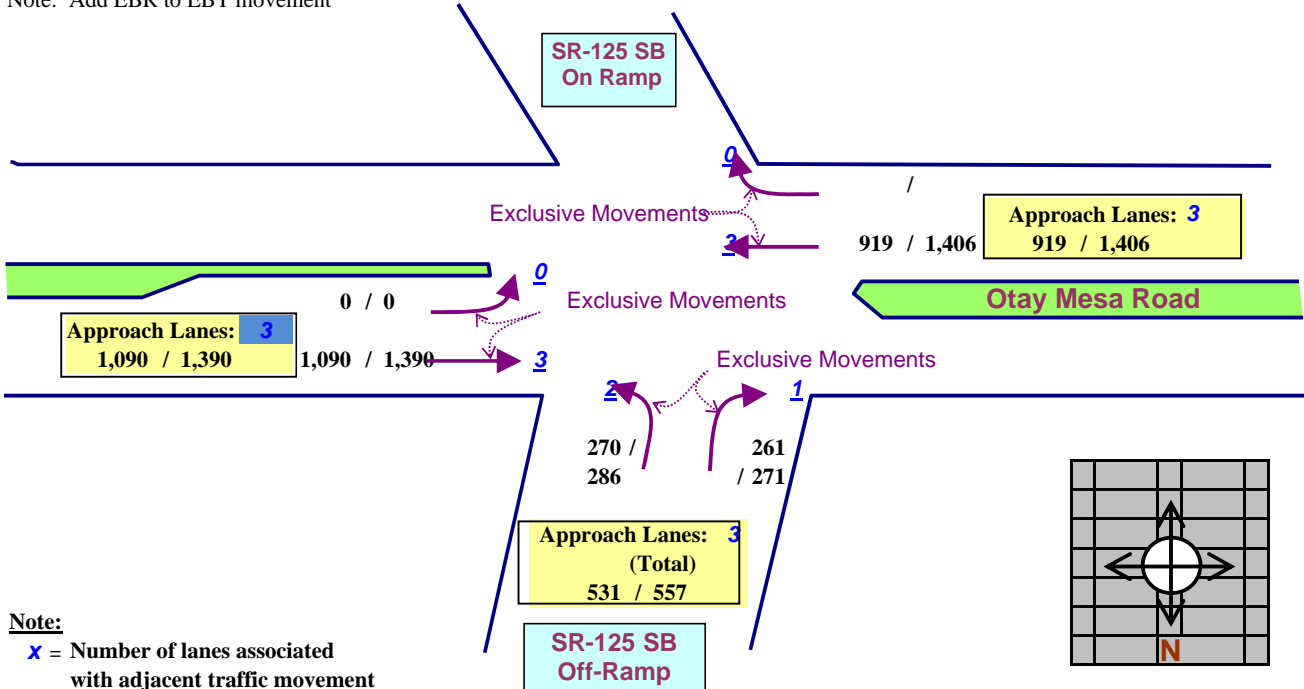
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: 58. SR-125 SB Ramps / Otay Mesa Road (City of SD)

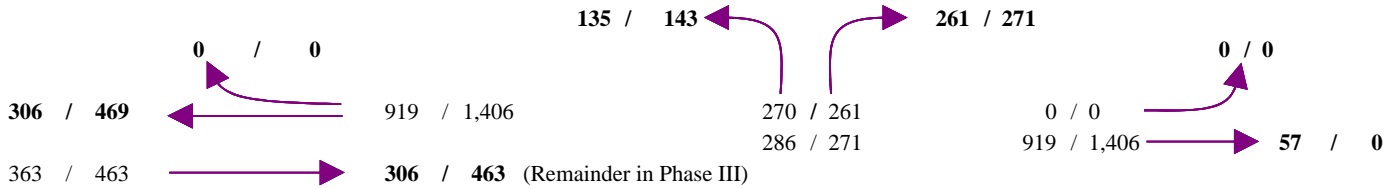
Scenario: 2025 + Project Buildout (AM/PM Peak)

Note: Add EBR to EBT movement



Note:
x = Number of lanes associated with adjacent traffic movement

ILV per Lane:



PHASE 1:	306 / 306	/	469 / 463	⇒	306 / 469
PHASE 2:	135 / 261	/	143 / 271	⇒	261 / 271
PHASE 3:	0 / 57	/	0 / 0	⇒	57 / 0

OPERATING LEVEL:

ILV/HR. = **624** in AM ==> ILV: <1,200M
 and **740** in PM ==> ILV <1,200

TOTAL = 624 / 740 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

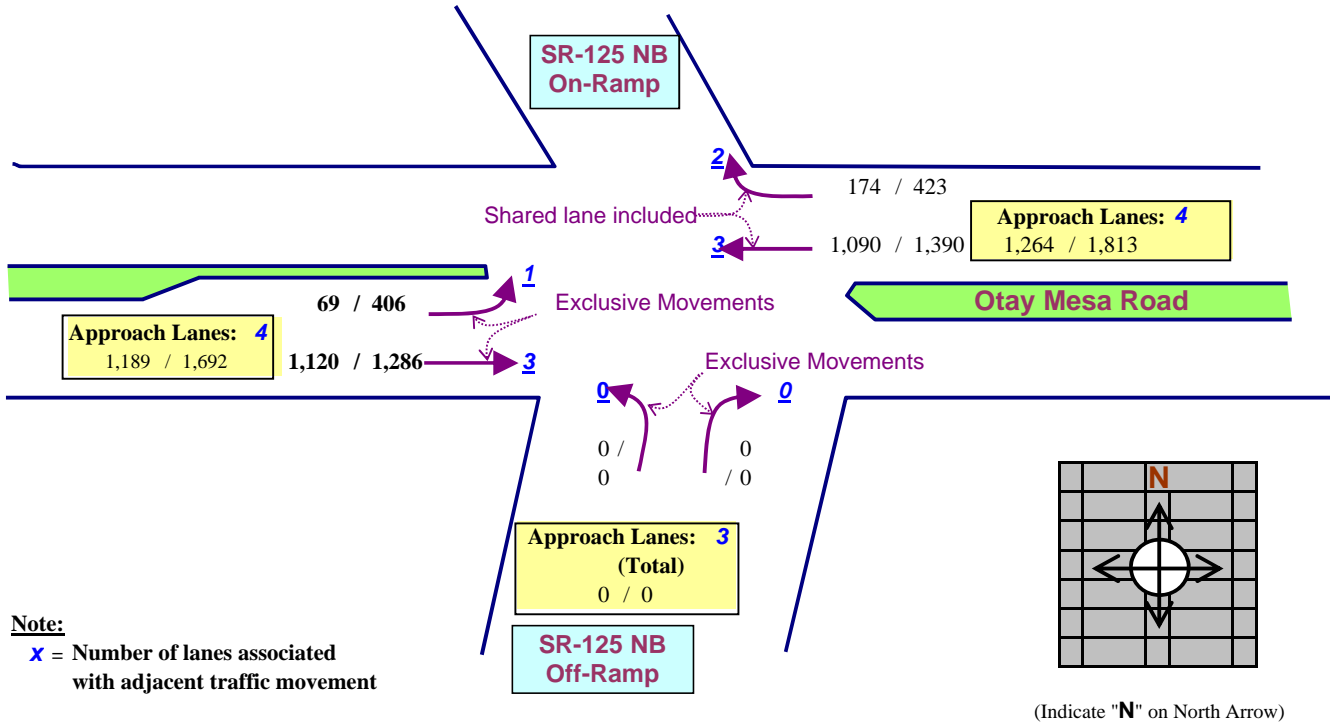
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

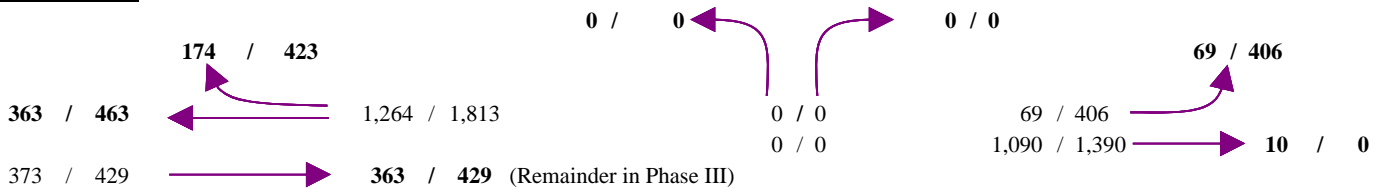
PROJECT: University Villages

LOCATION: 59. SR-125 NB Ramps / Otay Mesa Road (City of SD)

Scenario: 2025 + Project Buildout (AM/PM Peak)



ILV per Lane:



PHASE 1:	363 / 463	363 / 429	363 / 463
PHASE 2:	0 / 0	0 / 0	0 / 0
PHASE 3:	69 / 406	10 / 0	69 / 406

OPERATING LEVEL:

ILV/HR. = **432** in AM ==> ILV: <1,200M
 and **869** in PM ==> ILV <1,200

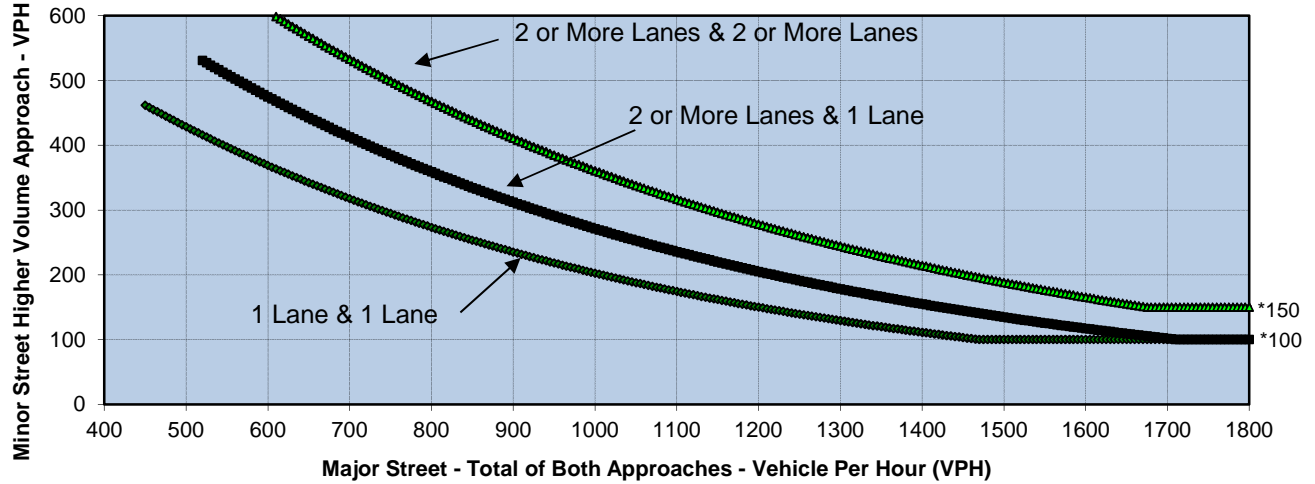
TOTAL = 432 / 869 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

Appendix S

Signal Warrants @ Otay Lakes Road/Wueste Road and Otay Lakes Road/SR-94 – Cumulative (year 2025) Traffic Conditions

**Figure 4C-3
Warrant 3, Peak Hour**



* Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

Major Street **Otay Lakes Road**
Minor Street **Wueste Road**

Project **Resort Village**
Scenario **Cumulative 2025**
Peak Hour **AM**

Turn Movement Volumes

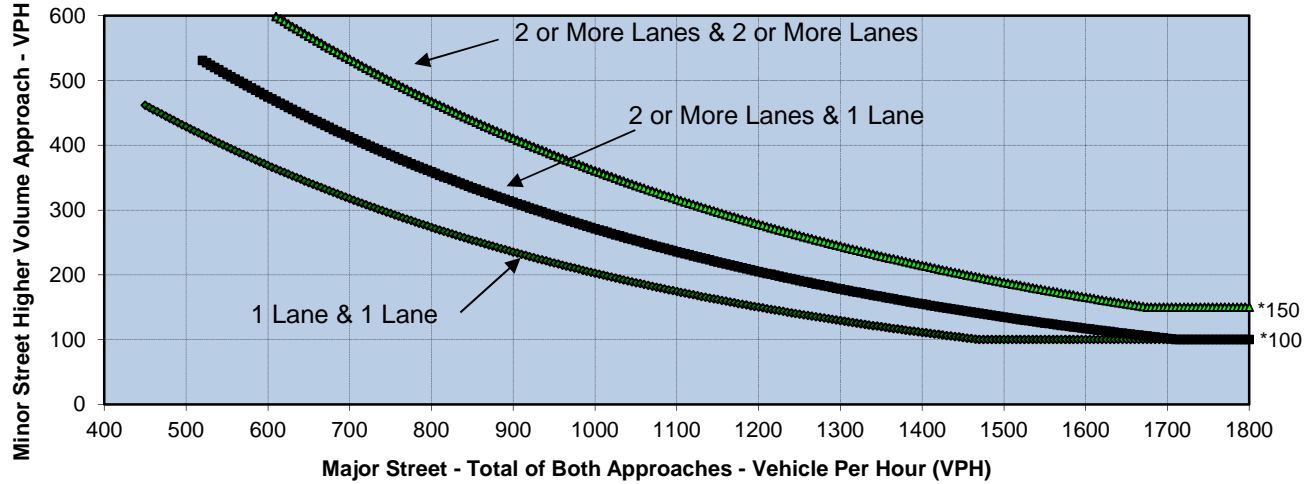
	NB	SB	EB	WB
Left	10	0	0	295
Through	0	0	880	1,216
Right	138	0	100	0
Total	148	0	980	1,511

Major Street Direction

North/South
x East/West

	Major Street Otay Lakes Road	Minor Street Wueste Road	<u>Warrant Met</u>
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	2,491	148	

**Figure 4C-3
Warrant 3, Peak Hour**



* Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

Major Street **Otay Lakes Road**
Minor Street **Wueste Road**

Project **Resort Village**
Scenario **Cumulative 2025**
Peak Hour **PM**

Turn Movement Volumes

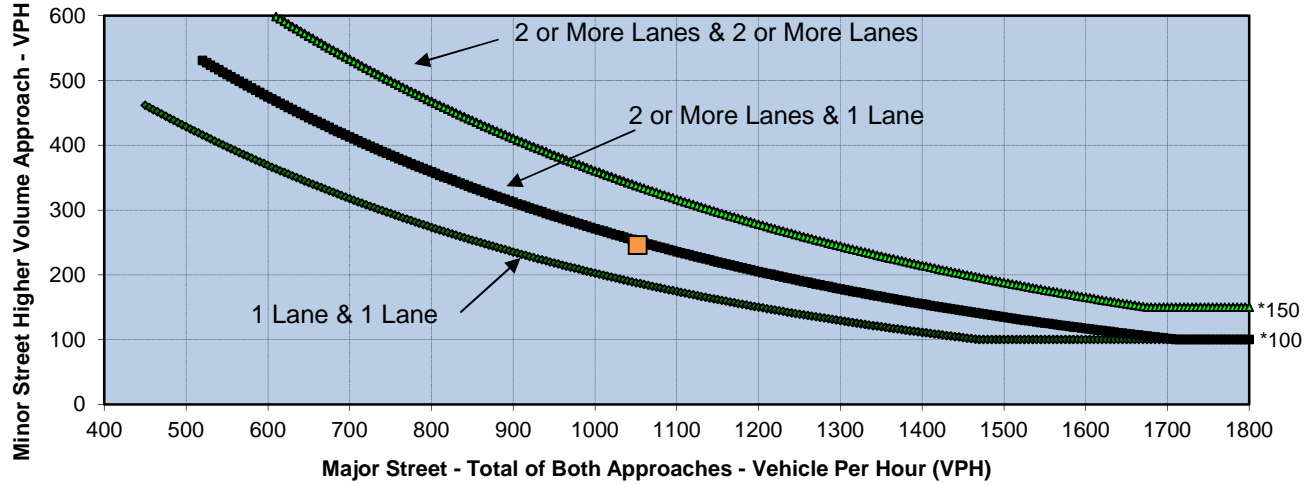
	NB	SB	EB	WB
Left	10	0	0	145
Through	0	0	1,394	979
Right	259	0	50	0
Total	269	0	1,444	1,124

Major Street Direction

North/South
x East/West

	Major Street Otay Lakes Road	Minor Street Wueste Road	Warrant Met
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	2,568	269	

**Figure 4C-3
Warrant 3, Peak Hour**



* Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

Major Street **SR-94**
Minor Street **Otay Lakes Road**

Project **Resort Village**
Scenario **Cumulative 2025**
Peak Hour **AM**

Turn Movement Volumes

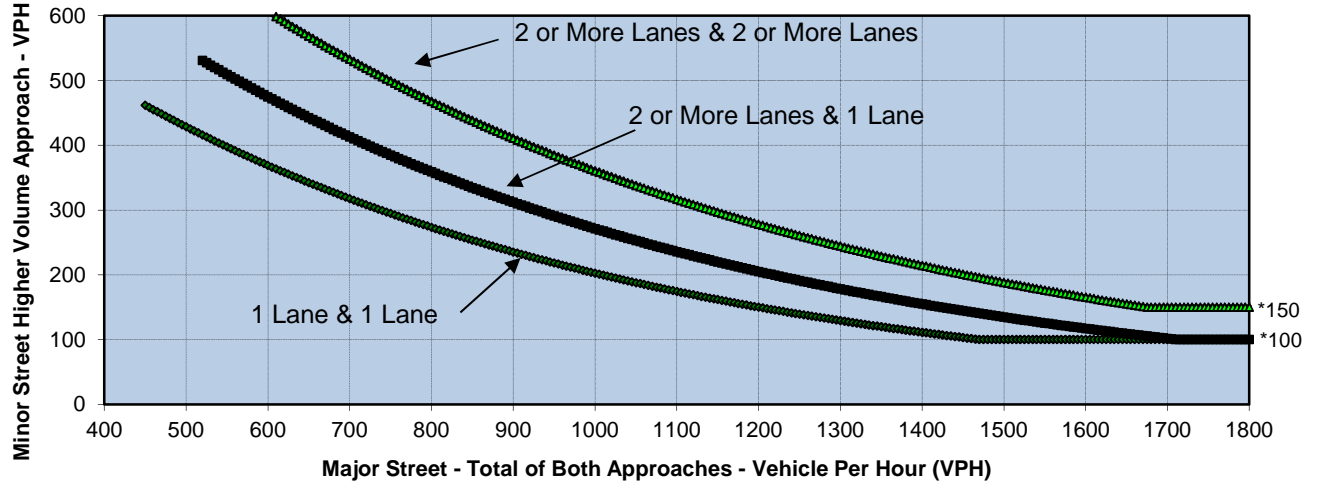
	NB	SB	EB	WB
Left	223	0	117	0
Through	610	89	0	0
Right	0	130	129	0
Total	833	219	246	0

Major Street Direction

x North/South
East/West

	Major Street	Minor Street	<u>Warrant Met</u>
	SR-94	Otay Lakes Road	
Number of Approach Lanes	1	1	<u>YES</u>
Traffic Volume (VPH) *	1,052	246	

**Figure 4C-3
Warrant 3, Peak Hour**



* Note: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

Major Street **SR-94**
Minor Street **Otay Lakes Road**

Project **Resort Village**
Scenario **Cumulative 2025**
Peak Hour **PM**

Turn Movement Volumes

	NB	SB	EB	WB
Left	116	0	117	0
Through	250	590	0	0
Right	0	110	129	0
Total	366	700	246	0

Major Street Direction

North/South
x East/West

	Major Street	Minor Street	Warrant Met
	SR-94	Otay Lakes Road	
Number of Approach Lanes	1	1	YES
Traffic Volume (VPH) *	246	700	

Appendix T

Mitigated Peak Hour Intersection Capacity Worksheets – Cumulative (Year 2025) Traffic Conditions

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
AM Peak Hour - Mitigation

Scenario Report
Scenario: 2025 Base plus Project - AM
Command: 2025 Base plus Project - AM
Volume: 2025 Base - AM
Geometry: 2025
Impact Fee: Default Impact Fee
Trip Generation: Project AM
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 AM Peak Hour - Mitigation

Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
20 Wueste Rd / O	10	0	40	0	0	0	0	480	100	110	460	0
21 Campo Rd/SR-9	200	610	0	0	130	60	20	0	40	0	0	0

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 AM Peak Hour - Mitigation

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
20 Wueste Rd / O	10	0	144	0	0	0	0	885	100	306	1227	0
21 Campo Rd/SR-9	223	610	0	0	130	95	85	0	84	0	0	0

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 AM Peak Hour - Mitigation

Impact Analysis Report
 Level Of Service

Intersection	LOS	Base		LOS	Future		Change
		Veh	C		Veh	C	
# 20 Wueste Rd / Otay Lakes Rd	A	5.2	0.294	A	8.4	0.625	+ 3.270 D/V
# 21 Campo Rd/SR-94 / Otay Lakes Ro	A	5.5	0.404	A	8.2	0.436	+ 2.712 D/V

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
AM Peak Hour - Mitigation

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Wueste Rd / Otay Lakes Rd

Cycle (sec): 55 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 1 Average Delay (sec/veh): 8.4
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	1	0	2

Volume Module:

Base Vol:	10	0	40	0	0	0	0	480	100	110	460	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	40	0	0	0	0	480	100	110	460	0
Added Vol:	0	0	104	0	0	0	0	405	0	196	767	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	144	0	0	0	0	885	100	306	1227	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	11	0	165	0	0	0	0	1013	114	350	1404	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	165	0	0	0	0	1013	114	350	1404	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	0	165	0	0	0	0	1013	114	350	1404	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	0.85	1.00	1.00	1.00	1.00	0.97	0.97	0.93	0.93	1.00
Lanes:	0.06	0.00	0.94	0.00	0.00	0.00	0.00	1.80	0.20	1.00	2.00	0.00
Final Sat.:	105	0	1517	0	0	0	0	3296	372	1769	3538	0

Capacity Analysis Module:

Vol/Sat:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.31	0.31	0.20	0.40	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.49	0.49	0.32	0.81	0.00
Volume/Cap:	0.63	0.00	0.63	0.00	0.00	0.00	0.00	0.63	0.63	0.63	0.49	0.00
Delay/Veh:	25.4	0.0	25.4	0.0	0.0	0.0	0.0	11.0	11.0	18.2	1.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	0.0	25.4	0.0	0.0	0.0	0.0	11.0	11.0	18.2	1.8	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	B	A	A
DesignQueue:	5	0	5	0	0	0	0	9	9	8	5	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 AM Peak Hour - Mitigation

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Campo Rd/SR-94 / Otay Lakes Road/Honey Springs Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.436
 Loss Time (sec): 0 Average Delay (sec/veh): 8.2
 Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	200	610	0	0	130	60	20	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	610	0	0	130	60	20	0	40	0	0	0
Added Vol:	23	0	0	0	0	35	65	0	44	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	610	0	0	130	95	85	0	84	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	255	698	0	0	149	109	97	0	96	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	698	0	0	149	109	97	0	96	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	255	698	0	0	149	109	97	0	96	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	1.00	1.00	0.92	0.92	0.93	1.00	0.83	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.58	0.42	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1769	1862	0	0	1015	741	1769	0	1583	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.37	0.00	0.00	0.15	0.15	0.05	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.43	0.86	0.00	0.00	0.43	0.43	0.14	0.00	0.14	0.00	0.00	0.00
Volume/Cap:	0.34	0.44	0.00	0.00	0.34	0.34	0.39	0.00	0.44	0.00	0.00	0.00
Delay/Veh:	11.8	1.1	0.0	0.0	11.5	11.5	24.6	0.0	25.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	1.1	0.0	0.0	11.5	11.5	24.6	0.0	25.0	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	C	A	C	A	A	A
DesignQueue:	5	4	0	0	5	5	3	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
PM Peak Hour - Mitigation

Scenario Report
Scenario: 2025 Base plus Project - PM
Command: 2025 Base plus Project - PM
Volume: 2025 Base - PM
Geometry: 2025
Impact Fee: Default Impact Fee
Trip Generation: Project PM
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 PM Peak Hour - Mitigation

Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
20 Wueste Rd / O	10	0	20	0	0	0	0	420	50	20	470	0
21 Campo Rd/SR-9	60	250	0	0	580	40	80	0	100	0	0	0

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 PM Peak Hour - Mitigation

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
20 Wueste Rd / O	10	0	273	0	0	0	0	1408	50	152	986	0
21 Campo Rd/SR-9	116	250	0	0	580	124	124	0	129	0	0	0

 Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 PM Peak Hour - Mitigation

Impact Analysis Report
 Level Of Service

Intersection	Base LOS	Base		Future LOS	Future		Change in
		Veh	C		Veh	C	
# 20 Wueste Rd / Otay Lakes Rd	A	2.0	0.180	B	10.3	0.749	+ 8.360 D/V
# 21 Campo Rd/SR-94 / Otay Lakes Ro	A	7.3	0.496	B	10.6	0.612	+ 3.275 D/V

Otay Ranch Village 13
 Year 2025 Base Plus Project Conditions
 PM Peak Hour - Mitigation

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Wueste Rd / Otay Lakes Rd

Cycle (sec): 56 Critical Vol./Cap.(X): 0.749
 Loss Time (sec): 0 Average Delay (sec/veh): 10.3
 Optimal Cycle: 91 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	0	0	1	1	0	2

Volume Module:

Base Vol:	10	0	20	0	0	0	0	420	50	20	470	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	20	0	0	0	0	420	50	20	470	0
Added Vol:	0	0	253	0	0	0	0	988	0	132	516	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	273	0	0	0	0	1408	50	152	986	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	11	0	312	0	0	0	0	1611	57	174	1128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	312	0	0	0	0	1611	57	174	1128	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	0	312	0	0	0	0	1611	57	174	1128	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	0.85	1.00	1.00	1.00	1.00	0.98	0.98	0.93	0.93	1.00
Lanes:	0.04	0.00	0.96	0.00	0.00	0.00	0.00	1.93	0.07	1.00	2.00	0.00
Final Sat.:	57	0	1560	0	0	0	0	3578	127	1769	3538	0

Capacity Analysis Module:

Vol/Sat:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.45	0.45	0.10	0.32	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.60	0.60	0.13	0.73	0.00
Volume/Cap:	0.75	0.00	0.75	0.00	0.00	0.00	0.00	0.75	0.75	0.75	0.44	0.00
Delay/Veh:	25.9	0.0	25.9	0.0	0.0	0.0	0.0	9.5	9.5	36.1	3.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	0.0	25.9	0.0	0.0	0.0	0.0	9.5	9.5	36.1	3.1	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	D	A	A
DesignQueue:	8	0	8	0	0	0	0	12	12	5	5	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Year 2025 Base Plus Project Conditions
PM Peak Hour - Mitigation

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Campo Rd/SR-94 / Otay Lakes Road/Honey Springs Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.612

Loss Time (sec): 0 Average Delay (sec/veh): 10.6

Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	0	0	1	0	0	0

Volume Module:

Base Vol:	60	250	0	0	580	40	80	0	100	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	250	0	0	580	40	80	0	100	0	0	0
Added Vol:	56	0	0	0	0	84	44	0	29	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	250	0	0	580	124	124	0	129	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	133	286	0	0	664	142	142	0	148	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	286	0	0	664	142	142	0	148	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	286	0	0	664	142	142	0	148	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	1.00	1.00	0.96	0.96	0.93	1.00	0.83	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.82	0.18	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1769	1862	0	0	1497	320	1769	0	1583	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.08	0.15	0.00	0.00	0.44	0.44	0.08	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.12	0.85	0.00	0.00	0.72	0.72	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.61	0.18	0.00	0.00	0.61	0.61	0.53	0.00	0.61	0.00	0.00	0.00
Delay/Veh:	30.0	0.9	0.0	0.0	4.9	4.9	25.3	0.0	28.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	0.9	0.0	0.0	4.9	4.9	25.3	0.0	28.3	0.0	0.0	0.0
LOS by Move:	C	A	A	A	A	A	C	A	C	A	A	A
DesignQueue:	4	2	0	0	8	8	4	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

Appendix U

Peak Hour Intersection Capacity Worksheets – Future Year 2030 Base Conditions

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Scenario Report

Scenario:	2030 Base - AM
Command:	2030 Base - AM
Volume:	2030 Base - AM
Geometry:	2030
Impact Fee:	Default Impact Fee
Trip Generation:	No Project
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

 Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	580	355	310	155	185	200	185	815	160	190	925	90
2 Hunte Pkwy /	180	40	110	130	160	110	110	1110	285	190	890	120
3 I-805 SB Ramp	0	0	1300	0	0	650	0	1270	450	500	1190	0
4 I-805 NB Ramp	410	0	650	0	0	0	730	1840	0	0	1280	1610
5 Oleander Ave	250	60	80	60	50	80	80	2280	130	80	2110	60
6 Paseo Del Rey	10	10	10	100	10	110	130	2270	20	20	2130	130
7 Medical Cente	410	0	245	0	0	0	0	1895	520	260	2280	0
8 Paseo Ladera	240	160	140	90	90	220	80	1660	100	120	2100	70
9 Paseo Rancher	425	1085	350	230	785	265	240	1040	435	260	935	180
10 Oaty Lakes Rd	490	1065	495	165	655	255	520	925	405	225	910	320
11 Rutgers Ave /	0	0	0	150	0	230	240	1300	0	0	1225	180
12 SR-125 SB Ram	0	0	0	150	0	50	0	1480	110	0	1360	170
13 SR-125 NB Ram	70	0	50	0	0	0	0	1420	210	0	1460	470
14 Eastlake Pkwy	850	320	210	40	200	160	300	790	310	160	890	110
15 Lane Ave / Ot	0	0	0	130	0	290	420	560	0	0	810	170
16 Fenton St / O	0	0	0	30	0	20	80	580	0	0	1070	100
17 Hunte Pkwy /	360	520	70	140	490	490	210	270	120	150	340	100
18 Woods Dr / Ot	0	0	0	130	0	270	80	390	0	0	670	210
19 Lake Crest Dr	370	0	50	0	0	0	0	410	210	60	610	0
20 Wueste Rd / O	30	0	30	0	0	0	0	410	80	30	580	0
21 Campo Rd/SR-9	140	600	20	10	280	80	60	20	110	40	40	30
22 East Palomar	255	345	315	400	465	180	105	930	85	115	990	250
23 SR-125 SB Ram	0	0	0	270	5	175	0	1420	225	0	1180	270
24 SR-125 NB Ram	190	5	195	0	0	0	0	1255	435	0	1260	430
25 Eastlake Pkwy	470	615	145	150	275	310	200	820	255	190	1165	110
26 Hunte Pkwy /	320	205	185	210	245	265	360	705	350	300	595	105
27 Olympic Vista	85	20	5	35	50	300	325	410	195	20	490	50
28 Olympic Pkwy	0	85	80	155	245	0	0	0	0	50	0	30
29 Lake Crest Dr	0	190	125	35	390	0	0	0	0	5	0	65
30 SR-125 SB ram	0	0	0	190	5	200	0	1490	965	0	1730	600
31 SR-125 NB ram	345	5	265	0	0	0	0	1405	275	0	1980	265
32 Eastlake Pkwy	315	260	100	350	275	360	235	870	190	70	1410	460
33 SR-125 SB ram	50	0	40	0	0	0	0	355	135	95	585	0
34 SR-125 NB ram	50	0	15	0	0	0	0	355	40	85	620	0
35 La Media Rd /	185	295	170	245	250	315	285	940	350	235	995	350
36 SR-125 SB / O	0	0	0	295	0	300	0	1040	0	0	1295	0
37 SR125 NB / Ot	0	0	0	0	0	0	135	1205	0	0	1295	220
38 Ellis Road /	0	0	0	370	0	535	390	815	0	0	980	500
39 Campo Rd/SR-9	30	615	35	45	260	45	55	45	60	40	70	80
40 Campo Rd/SR-9	15	700	0	0	310	20	10	0	15	0	0	0
41 Proctor Valle	240	185	40	80	130	70	25	260	100	30	600	95
42 Project Drwy	0	610	0	0	540	0	0	0	0	0	0	0
43 Project Drwy	0	510	0	0	440	0	0	0	0	0	0	0
44 Project Drwy	0	0	0	0	0	0	0	440	0	0	510	0

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

 Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	580	355	310	155	185	200	185	815	160	190	925	90
2 Hunte Pkwy /	180	40	110	130	160	110	110	1110	285	190	890	120
3 I-805 SB Ramp	0	0	1300	0	0	650	0	1270	450	500	1190	0
4 I-805 NB Ramp	410	0	650	0	0	0	730	1840	0	0	1280	1610
5 Oleander Ave	250	60	80	60	50	80	80	2280	130	80	2110	60
6 Paseo Del Rey	10	10	10	100	10	110	130	2270	20	20	2130	130
7 Medical Cente	410	0	245	0	0	0	0	1895	520	260	2280	0
8 Paseo Ladera	240	160	140	90	90	220	80	1660	100	120	2100	70
9 Paseo Rancher	425	1085	350	230	785	265	240	1040	435	260	935	180
10 Oaty Lakes Rd	490	1065	495	165	655	255	520	925	405	225	910	320
11 Rutgers Ave /	0	0	0	150	0	230	240	1300	0	0	1225	180
12 SR-125 SB Ram	0	0	0	150	0	50	0	1480	110	0	1360	170
13 SR-125 NB Ram	70	0	50	0	0	0	0	1420	210	0	1460	470
14 Eastlake Pkwy	850	320	210	40	200	160	300	790	310	160	890	110
15 Lane Ave / Ot	0	0	0	130	0	290	420	560	0	0	810	170
16 Fenton St / O	0	0	0	30	0	20	80	580	0	0	1070	100
17 Hunte Pkwy /	360	520	70	140	490	490	210	270	120	150	340	100
18 Woods Dr / Ot	0	0	0	130	0	270	80	390	0	0	670	210
19 Lake Crest Dr	370	0	50	0	0	0	0	410	210	60	610	0
20 Wueste Rd / O	30	0	30	0	0	0	0	410	80	30	580	0
21 Campo Rd/SR-9	140	600	20	10	280	80	60	20	110	40	40	30
22 East Palomar	255	345	315	400	465	180	105	930	85	115	990	250
23 SR-125 SB Ram	0	0	0	270	5	175	0	1420	225	0	1180	270
24 SR-125 NB Ram	190	5	195	0	0	0	0	1255	435	0	1260	430
25 Eastlake Pkwy	470	615	145	150	275	310	200	820	255	190	1165	110
26 Hunte Pkwy /	320	205	185	210	245	265	360	705	350	300	595	105
27 Olympic Vista	85	20	5	35	50	300	325	410	195	20	490	50
28 Olympic Pkwy	0	85	80	155	245	0	0	0	0	50	0	30
29 Lake Crest Dr	0	190	125	35	390	0	0	0	0	5	0	65
30 SR-125 SB ram	0	0	0	190	5	200	0	1490	965	0	1730	600
31 SR-125 NB ram	345	5	265	0	0	0	0	1405	275	0	1980	265
32 Eastlake Pkwy	315	260	100	350	275	360	235	870	190	70	1410	460
33 SR-125 SB ram	50	0	40	0	0	0	0	355	135	95	585	0
34 SR-125 NB ram	50	0	15	0	0	0	0	355	40	85	620	0
35 La Media Rd /	185	295	170	245	250	315	285	940	350	235	995	350
36 SR-125 SB / O	0	0	0	295	0	300	0	1040	0	0	1295	0
37 SR125 NB / Ot	0	0	0	0	0	0	135	1205	0	0	1295	220
38 Ellis Road /	0	0	0	370	0	535	390	815	0	0	980	500
39 Campo Rd/SR-9	30	615	35	45	260	45	55	45	60	40	70	80
40 Campo Rd/SR-9	15	700	0	0	310	20	10	0	15	0	0	0
41 Proctor Valle	240	185	40	80	130	70	25	260	100	30	600	95
42 Project Drwy	0	610	0	0	540	0	0	0	0	0	0	0
43 Project Drwy	0	510	0	0	440	0	0	0	0	0	0	0
44 Project Drwy	0	0	0	0	0	0	0	440	0	0	510	0

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection		Base		Future		Change in
		Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1	Otay Lakes Rd / East H St	D	40.4 0.743	D	40.4 0.743	+ 0.000 D/V
# 2	Hunte Pkwy / Proctor Valley Rd	C	28.2 0.483	C	28.2 0.483	+ 0.000 D/V
# 3	I-805 SB Ramps / Telegraph Can	C	31.1 0.959	C	31.1 0.959	+ 0.000 D/V
# 4	I-805 NB Ramps / Telegraph Can	D	49.9 1.085	D	49.9 1.085	+ 0.000 D/V
# 5	Oleander Ave / Telegraph Canyo	C	28.5 0.908	C	28.5 0.908	+ 0.000 D/V
# 6	Paseo Del Rey / Telegraph Cany	C	30.0 0.667	C	30.0 0.667	+ 0.000 D/V
# 7	Medical Center Dr / Telegraph	B	17.9 0.834	B	17.9 0.834	+ 0.000 D/V
# 8	Paseo Ladera / Telegraph Canyo	D	39.4 0.798	D	39.4 0.798	+ 0.000 D/V
# 9	Paseo Ranchero/Heritage Rd / T	D	44.7 0.989	D	44.7 0.989	+ 0.000 D/V
# 10	Oaty Lakes Rd/La Media Rd / Te	D	36.5 0.877	D	36.5 0.877	+ 0.000 D/V
# 11	Rutgers Ave / Telegraph Canyon	B	13.1 0.702	B	13.1 0.702	+ 0.000 D/V
# 12	SR-125 SB Ramps / Otay Lakes R	A	4.4 0.451	A	4.4 0.451	+ 0.000 D/V
# 13	SR-125 NB Ramps / Otay Lakes R	A	4.5 0.407	A	4.5 0.407	+ 0.000 D/V
# 14	Eastlake Pkwy / Otay Lakes Rd	D	39.3 0.737	D	39.3 0.737	+ 0.000 D/V
# 15	Lane Ave / Otay Lakes Rd	B	19.3 0.504	B	19.3 0.504	+ 0.000 D/V
# 16	Fenton St / Otay Lakes Rd	A	6.4 0.358	A	6.4 0.358	+ 0.000 D/V
# 17	Hunte Pkwy / Otay Lakes Rd	C	27.3 0.656	C	27.3 0.656	+ 0.000 D/V
# 18	Woods Dr / Otay Lakes Rd	B	11.2 0.479	B	11.2 0.479	+ 0.000 D/V
# 19	Lake Crest Dr / Otay Lakes Rd	B	17.7 0.471	B	17.7 0.471	+ 0.000 D/V
# 20	Wueste Rd / Otay Lakes Rd	A	4.7 0.196	A	4.7 0.196	+ 0.000 D/V
# 21	Campo Rd/SR-94 / Otay Lakes Ro	C	21.3 0.547	C	21.3 0.547	+ 0.000 D/V
# 22	East Palomar St / Olympic Pkwy	C	30.1 0.750	C	30.1 0.750	+ 0.000 D/V
# 23	SR-125 SB Ramps / Olympic Pkwy	A	9.5 0.463	A	9.5 0.463	+ 0.000 D/V

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Intersection		Base		Future			Change in
		LOS	Veh C	LOS	Veh C		
# 24 SR-125 NB Ramps / Olympic Pkwy	A	8.4	0.483	A	8.4	0.483	+ 0.000 D/V
# 25 Eastlake Pkwy / Olympic Pkwy	C	28.6	0.638	C	28.6	0.638	+ 0.000 D/V
# 26 Hunte Pkwy / Olympic Pkwy	C	30.4	0.586	C	30.4	0.586	+ 0.000 D/V
# 27 Olympic Vista Rd / Olympic Pkw	C	26.2	0.418	C	26.2	0.418	+ 0.000 D/V
# 28 Olympic Pkwy / Wueste Rd	B	15.1	0.205	B	15.1	0.205	+ 0.000 D/V
# 29 Lake Crest Dr / Wueste Rd	A	8.3	0.219	A	8.3	0.219	+ 0.000 D/V
# 30 SR-125 SB ramps / Rock Mountai	B	13.2	0.885	B	13.2	0.885	+ 0.000 D/V
# 31 SR-125 NB ramps / Rock Mountai	B	18.1	0.755	B	18.1	0.755	+ 0.000 D/V
# 32 Eastlake Pkwy / Rock Mountain	C	34.7	0.641	C	34.7	0.641	+ 0.000 D/V
# 33 SR-125 SB ramps / Otay Valley	B	11.4	0.336	B	11.4	0.336	+ 0.000 D/V
# 34 SR-125 NB ramps / Otay Valley	A	8.5	0.292	A	8.5	0.292	+ 0.000 D/V
# 35 La Media Rd / Otay Mesa Rd	D	43.6	0.801	D	43.6	0.801	+ 0.000 D/V
# 36 SR-125 SB / Otay Mesa Road	A	8.5	0.508	A	8.5	0.508	+ 0.000 D/V
# 37 SR125 NB / Otay Mesa Road	B	10.3	0.553	B	10.3	0.553	+ 0.000 D/V
# 38 Ellis Road / Otay Mesa Road	C	30.1	0.970	C	30.1	0.970	+ 0.000 D/V
# 39 Campo Rd/SR-94 / Melody Rd	A	9.6	0.598	A	9.6	0.598	+ 0.000 D/V
# 40 Campo Rd/SR-94 / Maxfield Rd	C	15.8	0.057	C	15.8	0.057	+ 0.000 D/V
# 41 Proctor Valley Rd/Jefferson Rd	D	43.0	0.917	D	43.0	0.917	+ 0.000 D/V
# 42 Project Drwy #1 @ Otay Lakes R	A	0.7	0.205	A	0.7	0.205	+ 0.000 D/V
# 43 Project Drwy #2 @ Otay Lakes R	A	0.1	0.313	A	0.1	0.313	+ 0.000 D/V
# 44 Project Drwy #3 @ Otay Lakes R	C	16.2	0.651	C	16.2	0.651	+ 0.000 D/V

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Otay Lakes Rd / East H St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 12 Average Delay (sec/veh): 40.4
Optimal Cycle: 66 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	5	18	0	5	18	0	5	24	0	5	24	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

Volume Module:

Base Vol:	580	355	310	155	185	200	185	815	160	190	925	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	580	355	310	155	185	200	185	815	160	190	925	90
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.00	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	664	406	0	177	212	0	212	932	183	217	1058	103
Reduct Vol:	0	0	20	0	0	75	0	0	90	0	0	75
Reduced Vol:	664	406	0	177	212	0	212	932	93	217	1058	28
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	664	406	0	177	212	0	212	932	93	217	1058	28

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	1.00	0.90	0.89	1.00	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	5083	1900	3432	5083	1900	1769	3538	1583	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.19	0.08	0.00	0.05	0.04	0.00	0.12	0.26	0.06	0.12	0.30	0.02
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.31	0.00	0.09	0.18	0.00	0.14	0.33	0.33	0.15	0.34	0.34
Volume/Cap:	0.87	0.26	0.00	0.58	0.23	0.00	0.87	0.81	0.18	0.81	0.87	0.05
Delay/Veh:	48.7	25.8	0.0	46.4	35.2	0.0	70.1	35.1	24.3	57.2	38.2	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	25.8	0.0	46.4	35.2	0.0	70.1	35.1	24.3	57.2	38.2	22.1
LOS by Move:	D	C	A	D	D	A	E	D	C	E	D	C
DesignQueue:	16	6	0	5	4	0	10	20	4	11	22	1

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Hunte Pkwy / Proctor Valley Rd

Cycle (sec): 95 Critical Vol./Cap.(X): 0.483

Loss Time (sec): 12 Average Delay (sec/veh): 28.2

Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	0	1	0	3	0	1	0

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	180	40	110	130	160	110	110	1110	285	190	890	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	40	110	130	160	110	110	1110	285	190	890	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	206	46	126	149	183	126	126	1270	326	217	1018	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	46	126	149	183	126	126	1270	326	217	1018	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	46	126	149	183	126	126	1270	326	217	1018	137

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.83	0.93	0.92	0.92	0.93	0.89	0.83	0.90	0.93	0.96
Lanes:	2.00	1.00	1.00	1.00	0.59	0.41	1.00	3.00	1.00	2.00	2.66	0.34
Final Sat.:	3432	1862	1583	1769	1036	712	1769	5083	1583	3432	4672	630

Capacity Analysis Module:

Vol/Sat:	0.06	0.02	0.08	0.08	0.18	0.18	0.07	0.25	0.21	0.06	0.22	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.22	0.22	0.14	0.28	0.28	0.13	0.41	0.41	0.10	0.39	0.39
Volume/Cap:	0.78	0.11	0.36	0.61	0.63	0.63	0.56	0.61	0.50	0.61	0.56	0.56
Delay/Veh:	57.2	29.7	31.9	42.9	32.2	32.2	42.2	22.5	21.4	43.7	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	29.7	31.9	42.9	32.2	32.2	42.2	22.5	21.4	43.7	23.1	23.1
LOS by Move:	E	C	C	D	C	C	D	C	C	D	C	C
DesignQueue:	5	2	5	7	12	12	6	15	11	5	14	14

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 I-805 SB Ramps / Telegraph Canyon Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.959
Loss Time (sec): 9 Average Delay (sec/veh): 31.1
Optimal Cycle: 125 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	0	0	2	0	1	2	0

Volume Module: >> Count Date: 13 Oct 2005 <<

Base Vol:	0	0	1300	0	0	650	0	1270	450	500	1190	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1300	0	0	650	0	1270	450	500	1190	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	1487	0	0	744	0	1453	515	572	1362	0
Reduct Vol:	0	0	260	0	0	130	0	0	90	0	0	0
Reduced Vol:	0	0	1227	0	0	614	0	1453	425	572	1362	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1227	0	0	614	0	1453	425	572	1362	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.73	1.00	1.00	0.73	1.00	0.93	0.83	0.90	0.93	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	2786	0	0	2786	0	3538	1583	3432	3538	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.44	0.00	0.00	0.22	0.00	0.41	0.27	0.17	0.38	0.00
Crit Moves:			****	****			****			****		
Green/Cycle:	0.00	0.00	0.46	0.00	0.00	0.29	0.00	0.43	0.43	0.17	0.60	0.00
Volume/Cap:	0.00	0.00	0.96	0.00	0.00	0.77	0.00	0.96	0.63	0.96	0.64	0.00
Delay/Veh:	0.0	0.0	37.3	0.0	0.0	30.9	0.0	36.8	19.7	59.7	11.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	37.3	0.0	0.0	30.9	0.0	36.8	19.7	59.7	11.0	0.0
LOS by Move:	A	A	D	A	A	C	A	D	B	E	B	A
DesignQueue:	0	0	19	0	0	12	0	22	11	11	14	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 I-805 NB Ramps / Telegraph Canyon Rd

Cycle (sec): 95 Critical Vol./Cap.(X): 1.085
Loss Time (sec): 9 Average Delay (sec/veh): 49.9
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	10	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	2	0	2	0	3	0	0	2

Volume Module: >> Count Date: 29 Sep 2005 <<

Base Vol:	410	0	650	0	0	0	730	1840	0	0	1280	1610
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	0	650	0	0	0	730	1840	0	0	1280	1610
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	469	0	744	0	0	0	835	2105	0	0	1465	1842
Reduct Vol:	0	0	130	0	0	0	0	0	0	0	0	520
Reduced Vol:	469	0	614	0	0	0	835	2105	0	0	1465	1322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	469	0	614	0	0	0	835	2105	0	0	1465	1322

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	0.90	0.89	1.00	1.00	0.93	0.73
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	2.00	2.00
Final Sat.:	1773	0	2786	0	0	0	3432	5083	0	0	3538	2786

Capacity Analysis Module:

Vol/Sat:	0.26	0.00	0.22	0.00	0.00	0.00	0.24	0.41	0.00	0.00	0.41	0.47
Crit Moves:	****						****					****
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.22	0.66	0.00	0.00	0.44	0.44
Volume/Cap:	1.09	0.00	0.90	0.00	0.00	0.00	1.09	0.63	0.00	0.00	0.95	1.09
Delay/Veh:	104.2	0.0	50.3	0.0	0.0	0.0	95.0	9.7	0.0	0.0	38.1	79.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.2	0.0	50.3	0.0	0.0	0.0	95.0	9.7	0.0	0.0	38.1	79.0
LOS by Move:	F	A	D	A	A	A	F	A	A	A	D	E
DesignQueue:	20	0	15	0	0	0	19	15	0	0	26	25

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oleander Ave / Telegraph Canyon Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.908

Loss Time (sec): 9 Average Delay (sec/veh): 28.5

Optimal Cycle: 112 Level Of Service: C

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, Y+R, Lanes.

Volume Module: >> Count Date: 27 Sep 2005 <<

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Paseo Del Rey / Telegraph Canyon Rd

Cycle (sec): 180 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 12 Average Delay (sec/veh): 30.0
Optimal Cycle: 74 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	2	1	0	2

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Volume Module: >> Count Date: 27 Sep 2005 <<

Base Vol:	10	10	10	100	10	110	130	2270	20	20	2130	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	10	100	10	110	130	2270	20	20	2130	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	11	11	11	114	11	126	149	2597	23	23	2437	149
Reduct Vol:	0	0	0	0	0	20	0	0	0	0	0	0
Reduced Vol:	11	11	11	114	11	106	149	2597	23	23	2437	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	11	11	114	11	106	149	2597	23	23	2437	149

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.94	0.94	0.83	0.93	0.95	0.98	0.93	0.94	0.97
Lanes:	0.34	0.33	0.33	1.82	0.18	1.00	1.00	2.97	0.03	1.00	2.83	0.17
Final Sat.:	583	583	583	3240	324	1583	1769	5347	47	1769	5043	308

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Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.04	0.04	0.07	0.08	0.49	0.49	0.01	0.48	0.48
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.10	0.66	0.66	0.04	0.60	0.60
Volume/Cap:	0.17	0.17	0.17	0.30	0.30	0.57	0.81	0.73	0.73	0.34	0.81	0.81
Delay/Veh:	72.0	72.0	72.0	73.2	73.2	79.6	101.9	20.8	20.8	87.4	30.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.0	72.0	72.0	73.2	73.2	79.6	101.9	20.8	20.8	87.4	30.0	30.0
LOS by Move:	E	E	E	E	E	E	F	C	C	F	C	C
DesignQueue:	3	3	3	6	6	9	14	35	35	2	41	41

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Medical Center Dr / Telegraph Canyon Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.834

Loss Time (sec): 9 Average Delay (sec/veh): 17.9

Optimal Cycle: 72 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: >> Count Date: 4 Oct 2005 <<

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Paseo Ladera / Telegraph Canyon Rd

Cycle (sec): 130 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 12 Average Delay (sec/veh): 39.4
Optimal Cycle: 83 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	1	0	2

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	240	160	140	90	90	220	80	1660	100	120	2100	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	160	140	90	90	220	80	1660	100	120	2100	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	275	183	160	103	103	252	92	1899	114	137	2403	80
Reduct Vol:	0	0	30	0	0	45	0	0	0	0	0	0
Reduced Vol:	275	183	130	103	103	207	92	1899	114	137	2403	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	183	130	103	103	207	92	1899	114	137	2403	80

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.94	0.97	0.93	0.94	0.98
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.84	0.16	1.00	2.91	0.09
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	5047	304	1769	5199	173

Capacity Analysis Module:

Vol/Sat:	0.16	0.10	0.08	0.06	0.06	0.13	0.05	0.38	0.38	0.08	0.46	0.46
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.25	0.25	0.09	0.16	0.16	0.06	0.48	0.48	0.10	0.52	0.52
Volume/Cap:	0.90	0.40	0.33	0.66	0.34	0.81	0.90	0.79	0.79	0.79	0.90	0.90
Delay/Veh:	79.6	41.6	40.8	67.0	49.1	69.8	118.1	30.5	30.5	78.9	32.7	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.6	41.6	40.8	67.0	49.1	69.8	118.1	30.5	30.5	78.9	32.7	32.7
LOS by Move:	E	D	D	E	D	E	F	C	C	E	C	C
DesignQueue:	17	10	7	7	6	13	6	29	29	9	34	34

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Paseo Ranchero/Heritage Rd / Telegraph Canyon Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.989
Loss Time (sec): 12 Average Delay (sec/veh): 44.7
Optimal Cycle: 152 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	3	0	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	425	1085	350	230	785	265	240	1040	435	260	935	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	425	1085	350	230	785	265	240	1040	435	260	935	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	486	1241	400	263	898	303	275	1190	498	297	1070	206
Reduct Vol:	0	0	30	0	0	0	0	0	45	0	0	0
Reduced Vol:	486	1241	370	263	898	303	275	1190	453	297	1070	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	486	1241	370	263	898	303	275	1190	453	297	1070	206

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.94	0.94	0.90	0.89	0.83	0.90	0.92	0.96
Lanes:	2.00	2.00	1.00	2.00	1.50	0.50	2.00	3.00	1.00	2.00	2.53	0.47
Final Sat.:	3432	3538	1583	3432	2678	904	3432	5083	1583	3432	4418	851

Capacity Analysis Module:

Vol/Sat:	0.14	0.35	0.23	0.08	0.34	0.34	0.08	0.23	0.29	0.09	0.24	0.24
Crit Moves:	****			****			****		****	****		
Green/Cycle:	0.14	0.40	0.40	0.09	0.34	0.34	0.09	0.29	0.29	0.09	0.28	0.28
Volume/Cap:	0.99	0.89	0.59	0.89	0.99	0.99	0.86	0.81	0.99	0.99	0.86	0.86
Delay/Veh:	74.1	31.1	21.8	64.3	51.2	51.2	57.5	31.5	69.3	87.6	33.9	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.1	31.1	21.8	64.3	51.2	51.2	57.5	31.5	69.3	87.6	33.9	33.9
LOS by Move:	E	C	C	E	D	D	E	C	E	F	C	C
DesignQueue:	11	21	11	6	20	20	6	16	16	7	16	16

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Oaty Lakes Rd/La Media Rd / Telegraph Canyon Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.877

Loss Time (sec): 12 Average Delay (sec/veh): 36.5

Optimal Cycle: 92 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	2	0	2	2	0	3	2	0	3

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	490	1065	495	165	655	255	520	925	405	225	910	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	1065	495	165	655	255	520	925	405	225	910	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	561	1219	566	189	749	292	595	1058	463	257	1041	366
Reduct Vol:	0	0	80	0	0	45	0	0	50	0	0	105
Reduced Vol:	561	1219	486	189	749	247	595	1058	413	257	1041	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	561	1219	486	189	749	247	595	1058	413	257	1041	261

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.73	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	2.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	2786	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.16	0.34	0.17	0.06	0.21	0.16	0.17	0.21	0.26	0.08	0.20	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.37	0.46	0.06	0.25	0.44	0.20	0.33	0.33	0.10	0.23	0.23
Volume/Cap:	0.89	0.93	0.38	0.87	0.86	0.35	0.89	0.63	0.79	0.79	0.89	0.71
Delay/Veh:	47.8	38.2	15.0	69.6	39.0	15.9	46.6	24.7	33.4	49.6	39.9	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	38.2	15.0	69.6	39.0	15.9	46.6	24.7	33.4	49.6	39.9	36.6
LOS by Move:	D	D	B	E	D	B	D	C	C	D	D	D
DesignQueue:	12	21	7	4	15	7	12	13	14	6	15	10

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Rutgers Ave / Telegraph Canyon Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 9 Average Delay (sec/veh): 13.1
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	0	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	0	0	0	150	0	230	240	1300	0	0	1225	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	230	240	1300	0	0	1225	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	172	0	263	275	1487	0	0	1402	206
Reduct Vol:	0	0	0	0	0	45	0	0	0	0	0	0
Reduced Vol:	0	0	0	172	0	218	275	1487	0	0	1402	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	172	0	218	275	1487	0	0	1402	206

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	1.00	0.92	0.96
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	2.63	0.37
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	1900	4618	679

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.14	0.16	0.29	0.00	0.00	0.30	0.30
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.22	0.65	0.00	0.00	0.43	0.43
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.70	0.70	0.45	0.00	0.00	0.70	0.70
Delay/Veh:	0.0	0.0	0.0	22.6	0.0	29.5	27.2	5.2	0.0	0.0	14.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.6	0.0	29.5	27.2	5.2	0.0	0.0	14.9	14.9
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
DesignQueue:	0	0	0	5	0	6	7	7	0	0	11	11

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 SR-125 SB Ramps / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 9 Average Delay (sec/veh): 4.4
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	150	0	50	0	1480	110	0	1360	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	50	0	1480	110	0	1360	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00
PHF Volume:	0	0	0	172	0	57	0	1693	126	0	1556	0
Reduct Vol:	0	0	0	0	0	10	0	0	20	0	0	35
Reduced Vol:	0	0	0	172	0	47	0	1693	106	0	1556	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	172	0	47	0	1693	106	0	1556	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	1583	0	5083	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.03	0.00	0.33	0.07	0.00	0.31	0.00
Crit Moves:				****				****			****	
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.11	0.00	0.74	0.74	0.00	0.74	0.00
Volume/Cap:	0.00	0.00	0.00	0.45	0.00	0.27	0.00	0.45	0.09	0.00	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	25.8	0.0	25.3	0.0	3.1	2.2	0.0	3.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.8	0.0	25.3	0.0	3.1	2.2	0.0	3.0	0.0
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
DesignQueue:	0	0	0	3	0	1	0	6	1	0	5	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 SR-125 NB Ramps / Otay Lakes Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 9 Average Delay (sec/veh): 4.5
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	3	0	1	1

Volume Module:

Base Vol:	70	0	50	0	0	0	0	1420	210	0	1460	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	50	0	0	0	0	1420	210	0	1460	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00	0.87	0.87	0.87
PHF Volume:	80	0	57	0	0	0	0	1625	0	0	1670	538
Reduct Vol:	0	0	10	0	0	0	0	0	40	0	0	95
Reduced Vol:	80	0	47	0	0	0	0	1625	0	0	1670	443
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	80	0	47	0	0	0	0	1625	0	0	1670	443

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	0.83
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1769	0	2786	0	0	0	0	5083	1900	0	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.02	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.33	0.28
Crit Moves:	****						****			****		
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.81	0.00	0.00	0.81	0.81
Volume/Cap:	0.41	0.00	0.15	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.41	0.35
Delay/Veh:	46.9	0.0	44.4	0.0	0.0	0.0	0.0	3.1	0.0	0.0	3.1	3.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	0.0	44.4	0.0	0.0	0.0	0.0	3.1	0.0	0.0	3.1	3.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
DesignQueue:	4	0	1	0	0	0	0	8	0	0	8	6

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Eastlake Pkwy / Otay Lakes Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 12 Average Delay (sec/veh): 39.3
Optimal Cycle: 68 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	3	0	2	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	850	320	210	40	200	160	300	790	310	160	890	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	850	320	210	40	200	160	300	790	310	160	890	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	973	366	240	46	229	183	343	904	355	183	1018	126
Reduct Vol:	0	0	40	0	0	30	0	0	60	0	0	0
Reduced Vol:	973	366	200	46	229	153	343	904	295	183	1018	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	973	366	200	46	229	153	343	904	295	183	1018	126

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.73	0.90	0.93	0.96
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	2.00	2.00	2.68	0.32
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	2786	3432	4728	584

Capacity Analysis Module:

Vol/Sat:	0.28	0.10	0.13	0.01	0.06	0.10	0.10	0.18	0.11	0.05	0.22	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.34	0.42	0.51	0.10	0.17	0.30	0.12	0.29	0.64	0.09	0.26	0.26
Volume/Cap:	0.83	0.25	0.25	0.13	0.37	0.33	0.83	0.61	0.17	0.61	0.83	0.83
Delay/Veh:	41.0	22.7	16.9	49.5	44.0	33.3	64.2	37.1	8.9	56.2	46.0	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	22.7	16.9	49.5	44.0	33.3	64.2	37.1	8.9	56.2	46.0	46.0
LOS by Move:	D	C	B	D	D	C	E	D	A	E	D	D
DesignQueue:	24	8	7	1	7	7	11	16	4	6	21	21

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Lane Ave / Otay Lakes Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 9 Average Delay (sec/veh): 19.3
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	2	0	3	0	2	1

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	0	0	0	130	0	290	420	560	0	0	810	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	290	420	560	0	0	810	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	149	0	332	481	641	0	0	927	195
Reduct Vol:	0	0	0	0	0	60	0	0	0	0	0	0
Reduced Vol:	0	0	0	149	0	272	481	641	0	0	927	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	149	0	272	481	641	0	0	927	195

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.87	1.00	0.87	0.90	0.89	1.00	1.00	0.92	0.95
Lanes:	0.00	0.00	0.00	1.35	0.00	1.65	2.00	3.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	2237	0	2721	3432	5083	0	0	4346	912

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.10	0.14	0.13	0.00	0.00	0.21	0.21
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.28	0.70	0.00	0.00	0.42	0.42
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.50	0.50	0.18	0.00	0.00	0.50	0.50
Delay/Veh:	0.0	0.0	0.0	31.1	0.0	32.6	27.7	4.6	0.0	0.0	19.2	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.1	0.0	32.6	27.7	4.6	0.0	0.0	19.2	19.2
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
DesignQueue:	0	0	0	4	0	7	9	4	0	0	12	12

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Fenton St / Otay Lakes Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 9 Average Delay (sec/veh): 6.4
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	0	2

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	0	0	0	30	0	20	80	580	0	0	1070	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	20	80	580	0	0	1070	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	34	0	23	92	664	0	0	1224	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	34	0	23	92	664	0	0	1224	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	34	0	23	92	664	0	0	1224	114

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	1.00	0.93	0.97
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.75	0.25
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	0	4874	455

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.01	0.05	0.13	0.00	0.00	0.25	0.25
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.05	0.00	0.05	0.14	0.85	0.00	0.00	0.70	0.70
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.27	0.36	0.15	0.00	0.00	0.36	0.36
Delay/Veh:	0.0	0.0	0.0	43.3	0.0	42.5	35.6	1.2	0.0	0.0	5.4	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.3	0.0	42.5	35.6	1.2	0.0	0.0	5.4	5.4
LOS by Move:	A	A	A	D	A	D	D	A	A	A	A	A
DesignQueue:	0	0	0	2	0	1	4	2	0	0	7	7

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Hunte Pkwy / Otay Lakes Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 12 Average Delay (sec/veh): 27.3
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	2	0	2	1	0	3

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	360	520	70	140	490	490	210	270	120	150	340	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	360	520	70	140	490	490	210	270	120	150	340	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	412	595	80	160	561	561	240	309	137	172	389	114
Reduct Vol:	0	0	15	0	0	100	0	0	0	0	0	20
Reduced Vol:	412	595	65	160	561	461	240	309	137	172	389	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	412	595	65	160	561	461	240	309	137	172	389	94

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.93	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.11	0.89	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	3565	1584	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.12	0.17	0.04	0.05	0.16	0.29	0.07	0.09	0.09	0.05	0.08	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.16	0.43	0.43	0.10	0.38	0.38	0.09	0.25	0.25	0.07	0.23	0.23
Volume/Cap:	0.77	0.39	0.10	0.45	0.42	0.77	0.77	0.35	0.35	0.73	0.34	0.27
Delay/Veh:	39.1	15.7	13.6	34.7	18.6	27.9	46.6	25.0	25.0	47.4	26.2	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	15.7	13.6	34.7	18.6	27.9	46.6	25.0	25.0	47.4	26.2	25.9
LOS by Move:	D	B	B	C	B	C	D	C	C	D	C	C
DesignQueue:	8	8	2	3	9	14	5	5	5	4	5	3

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Woods Dr / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 0 Average Delay (sec/veh): 11.2
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	5	18	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	130	0	270	80	390	0	0	670	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	270	80	390	0	0	670	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	149	0	309	92	446	0	0	767	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	149	0	309	92	446	0	0	767	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	149	0	309	92	446	0	0	767	240

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.95	1.00	1.00	0.90	0.94
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	2.31	0.69
Final Sat.:	0	1900	0	1769	0	1583	1769	5400	0	1900	3962	1242

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.20	0.05	0.08	0.00	0.00	0.19	0.19
Crit Moves:	****					****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.44	0.00	0.44	0.12	0.56	0.00	0.00	0.44	0.44
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.44	0.44	0.15	0.00	0.00	0.44	0.44
Delay/Veh:	0.0	0.0	0.0	10.3	0.0	12.0	26.1	6.4	0.0	0.0	11.8	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.3	0.0	12.0	26.1	6.4	0.0	0.0	11.8	11.8
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	B
DesignQueue:	0	0	0	3	0	6	3	2	0	0	7	7

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Lake Crest Dr / Otay Lakes Rd

Cycle (sec): 70 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 9 Average Delay (sec/veh): 17.7
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	0	0	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	1	0	2	0	1	0

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	370	0	50	0	0	0	0	410	210	60	610	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	0	50	0	0	0	0	410	210	60	610	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	423	0	57	0	0	0	0	469	240	69	698	0
Reduct Vol:	0	0	10	0	0	0	0	0	0	0	0	0
Reduced Vol:	423	0	47	0	0	0	0	469	240	69	698	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	423	0	47	0	0	0	0	469	240	69	698	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.83	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	1900	3538	1583	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.24	0.00	0.03	0.00	0.00	0.00	0.00	0.13	0.15	0.04	0.14	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.51	0.00	0.51	0.00	0.00	0.00	0.00	0.28	0.28	0.08	0.36	0.00
Volume/Cap:	0.47	0.00	0.06	0.00	0.00	0.00	0.00	0.47	0.54	0.47	0.38	0.00
Delay/Veh:	11.5	0.0	8.8	0.0	0.0	0.0	0.0	21.2	22.6	33.1	16.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	0.0	8.8	0.0	0.0	0.0	0.0	21.2	22.6	33.1	16.6	0.0
LOS by Move:	B	A	A	A	A	A	A	C	C	C	B	A
DesignQueue:	9	0	1	0	0	0	0	7	7	2	7	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Wueste Rd / Otay Lakes Rd

Cycle (sec): 70 Critical Vol./Cap.(X): 0.196
Loss Time (sec): 0 Average Delay (sec/veh): 4.7
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	0	0	2	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	30	0	30	0	0	0	0	410	80	30	580	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	30	0	0	0	0	410	80	30	580	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	34	0	34	0	0	0	0	469	92	34	664	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	34	0	0	0	0	469	92	34	664	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	34	0	0	0	0	469	92	34	664	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	1.00	0.82	1.00	1.00	1.00	1.00	0.93	0.83	0.93	0.89	1.00
Lanes:	0.50	0.00	0.50	0.00	0.00	0.00	0.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	779	0	779	0	0	0	0	3538	1583	1769	5083	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.13	0.06	0.02	0.13	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.68	0.68	0.10	0.78	0.00
Volume/Cap:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.20	0.09	0.20	0.17	0.00
Delay/Veh:	22.3	0.0	22.3	0.0	0.0	0.0	0.0	4.3	3.9	29.5	2.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	0.0	22.3	0.0	0.0	0.0	0.0	4.3	3.9	29.5	2.1	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	C	A	A
DesignQueue:	2	0	2	0	0	0	0	3	1	1	2	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Campo Rd/SR-94 / Otay Lakes Road/Honey Springs Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 12 Average Delay (sec/veh): 21.3
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	0	0	10	5	5	10	0	0	10	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	140	600	20	10	280	80	60	20	110	40	40	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	600	20	10	280	80	60	20	110	40	40	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	160	686	23	11	320	92	69	23	126	46	46	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	686	23	11	320	92	69	23	126	46	46	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	686	23	11	320	92	69	23	126	46	46	34

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.95	0.95	0.93	0.86	0.86	0.93	0.92	0.92
Lanes:	1.00	0.97	0.03	1.00	0.78	0.22	1.00	0.15	0.85	1.00	0.57	0.43
Final Sat.:	1769	1793	60	1769	1400	400	1769	250	1375	1769	996	747

Capacity Analysis Module:

Vol/Sat:	0.09	0.38	0.38	0.01	0.23	0.23	0.04	0.09	0.09	0.03	0.05	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.68	0.68	0.01	0.49	0.49	0.07	0.15	0.15	0.03	0.11	0.11
Volume/Cap:	0.46	0.57	0.57	0.57	0.46	0.46	0.57	0.63	0.63	0.76	0.41	0.41
Delay/Veh:	33.1	8.3	8.3	76.9	15.4	15.4	46.8	41.4	41.4	86.2	38.7	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	8.3	8.3	76.9	15.4	15.4	46.8	41.4	41.4	86.2	38.7	38.7
LOS by Move:	C	A	A	E	B	B	D	D	D	F	D	D
DesignQueue:	7	13	13	1	11	11	3	6	6	2	4	4

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 East Palomar St / Olympic Pkwy

Cycle (sec): 75 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 12 Average Delay (sec/veh): 30.1
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	2	0	3	0	1	1

Volume Module: >> Count Date: 22 Sep 2005 << AM Peak

Base Vol:	255	345	315	400	465	180	105	930	85	115	990	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	345	315	400	465	180	105	930	85	115	990	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	292	395	360	458	532	206	120	1064	97	132	1133	286
Reduct Vol:	0	0	0	0	0	0	0	0	20	0	0	35
Reduced Vol:	292	395	360	458	532	206	120	1064	77	132	1133	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	292	395	360	458	532	206	120	1064	77	132	1133	251

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.90	0.94	0.94	0.90	0.89	0.83	0.93	0.89	0.83
Lanes:	1.00	1.05	0.95	2.00	1.44	0.56	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1769	1806	1649	3432	2572	996	3432	5083	1583	1769	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.16	0.22	0.22	0.13	0.21	0.21	0.04	0.21	0.05	0.07	0.22	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.21	0.33	0.33	0.16	0.28	0.28	0.07	0.26	0.26	0.09	0.28	0.28
Volume/Cap:	0.79	0.66	0.66	0.84	0.74	0.74	0.53	0.81	0.19	0.81	0.79	0.56
Delay/Veh:	38.6	22.8	22.8	42.2	27.5	27.5	36.1	30.0	21.9	58.8	27.7	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	22.8	22.8	42.2	27.5	27.5	36.1	30.0	21.9	58.8	27.7	24.5
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
DesignQueue:	10	11	11	9	12	12	2	13	2	5	13	8

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 SR-125 SB Ramps / Olympic Pkwy

Cycle (sec): 90 Critical Vol./Cap.(X): 0.463

Loss Time (sec): 9 Average Delay (sec/veh): 9.5

Optimal Cycle: 60 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes.

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Volume Module: Table with 12 columns for different traffic movements and 12 rows for various volume and adjustment factors.

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Saturation Flow Module: Table with 12 columns for different traffic movements and 4 rows for saturation flow factors.

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Capacity Analysis Module: Table with 12 columns for different traffic movements and 12 rows for capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 SR-125 NB Ramps / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 9 Average Delay (sec/veh): 8.4
Optimal Cycle: 60 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Eastlake Pkwy / Olympic Pkwy

Cycle (sec): 85 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 12 Average Delay (sec/veh): 28.6
Optimal Cycle: 64 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	21	0	5	21	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	2	0	3	0	1	2

Volume Module: >> Count Date: 27 Sep 2005 << AM Peak

Base Vol:	470	615	145	150	275	310	200	820	255	190	1165	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	615	145	150	275	310	200	820	255	190	1165	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	538	704	166	172	315	355	229	938	292	217	1333	126
Reduct Vol:	0	0	10	0	0	55	0	0	25	0	0	35
Reduced Vol:	538	704	156	172	315	300	229	938	267	217	1333	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	538	704	156	172	315	300	229	938	267	217	1333	91

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.89	0.73	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	5083	1583	3432	5083	2786	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.16	0.14	0.10	0.05	0.06	0.11	0.07	0.18	0.17	0.06	0.26	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.20	0.36	0.44	0.09	0.25	0.33	0.08	0.33	0.33	0.08	0.33	0.33
Volume/Cap:	0.79	0.39	0.22	0.59	0.25	0.32	0.79	0.56	0.51	0.75	0.79	0.17
Delay/Veh:	38.9	20.4	14.8	40.4	25.8	21.5	52.2	23.8	23.8	48.4	28.5	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	20.4	14.8	40.4	25.8	21.5	52.2	23.8	23.8	48.4	28.5	20.4
LOS by Move:	D	C	B	D	C	C	D	C	C	D	C	C
DesignQueue:	11	8	4	4	4	6	5	11	9	5	17	3

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Hunte Pkwy / Olympic Pkwy

Cycle (sec): 80 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 12 Average Delay (sec/veh): 30.4
Optimal Cycle: 64 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	21	0	5	21	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	2	1	0	2	0

Volume Module: >> Count Date: 22 Sep 2005 << AM Peak

Base Vol:	320	205	185	210	245	265	360	705	350	300	595	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	205	185	210	245	265	360	705	350	300	595	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	366	235	212	240	280	303	412	807	400	343	681	120
Reduct Vol:	0	0	0	0	0	110	0	0	0	0	0	100
Reduced Vol:	366	235	212	240	280	193	412	807	400	343	681	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	366	235	212	240	280	193	412	807	400	343	681	20

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.86	0.91	0.90	0.93	0.83	0.90	0.88	0.93	0.90	0.93	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.04	0.96	2.00	2.00	1.00
Final Sat.:	3432	3287	1730	3432	3538	1583	3432	3426	1701	3432	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.11	0.07	0.12	0.07	0.08	0.12	0.12	0.24	0.24	0.10	0.19	0.01
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.33	0.33	0.09	0.26	0.43	0.17	0.32	0.32	0.12	0.27	0.27
Volume/Cap:	0.71	0.22	0.38	0.81	0.30	0.28	0.71	0.74	0.74	0.83	0.71	0.05
Delay/Veh:	37.1	19.7	20.9	50.8	23.8	15.0	35.6	26.3	26.3	47.3	29.0	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	19.7	20.9	50.8	23.8	15.0	35.6	26.3	26.3	47.3	29.0	21.7
LOS by Move:	D	B	C	D	C	B	D	C	C	D	C	C
DesignQueue:	7	4	7	5	5	5	8	13	13	7	12	1

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Olympic Vista Rd / Olympic Pkwy

Cycle (sec): 90 Critical Vol./Cap.(X): 0.418

Loss Time (sec): 12 Average Delay (sec/veh): 26.2

Optimal Cycle: 60 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different traffic metrics and 12 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Olympic Pkwy / Wueste Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.205
Loss Time (sec): 9 Average Delay (sec/veh): 15.1
Optimal Cycle: 60 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Lake Crest Dr / Wueste Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.219
Loss Time (sec): 9 Average Delay (sec/veh): 8.3
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	12	0	5	12	0	0	0	0	0	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	190	125	35	390	0	0	0	0	5	0	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	190	125	35	390	0	0	0	0	5	0	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	217	143	40	446	0	0	0	0	6	0	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	217	143	40	446	0	0	0	0	6	0	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	217	143	40	446	0	0	0	0	6	0	74

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.83	0.93	0.98	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1862	1583	1769	1862	0	0	0	0	1769	0	1583

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.09	0.02	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.05
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.53	0.53	0.10	0.64	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.22	0.17	0.22	0.38	0.00	0.00	0.00	0.00	0.02	0.00	0.22
Delay/Veh:	0.0	7.5	7.3	25.3	5.4	0.0	0.0	0.0	0.0	18.6	0.0	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.5	7.3	25.3	5.4	0.0	0.0	0.0	0.0	18.6	0.0	19.8
LOS by Move:	A	A	A	C	A	A	A	A	A	B	A	B
DesignQueue:	0	3	2	1	6	0	0	0	0	0	0	2

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 SR-125 SB ramps / Rock Mountain Rd

Cycle (sec): 140 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 9 Average Delay (sec/veh): 13.2
Optimal Cycle: 108 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

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Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

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Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

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Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 SR-125 NB ramps / Rock Mountain Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 9 Average Delay (sec/veh): 18.1
Optimal Cycle: 61 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different traffic scenarios and rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns and rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and rows for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Eastlake Pkwy / Rock Mountain Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 12 Average Delay (sec/veh): 34.7
Optimal Cycle: 64 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	21	0	5	21	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	315	260	100	350	275	360	235	870	190	70	1410	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	260	100	350	275	360	235	870	190	70	1410	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	360	297	114	400	315	412	269	995	217	80	1613	526
Reduct Vol:	0	0	50	0	0	120	0	0	130	0	0	20
Reduced Vol:	360	297	64	400	315	292	269	995	87	80	1613	506
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	360	297	64	400	315	292	269	995	87	80	1613	506

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.89	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	5083	1583	3432	5083	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.11	0.06	0.04	0.12	0.06	0.18	0.08	0.20	0.06	0.02	0.32	0.32
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.19	0.19	0.16	0.23	0.23	0.11	0.44	0.44	0.10	0.43	0.43
Volume/Cap:	0.84	0.31	0.21	0.73	0.27	0.82	0.73	0.45	0.13	0.23	0.73	0.74
Delay/Veh:	61.4	38.4	37.9	49.0	35.3	53.9	55.0	21.7	18.4	45.8	27.1	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	38.4	37.9	49.0	35.3	53.9	55.0	21.7	18.4	45.8	27.1	30.2
LOS by Move:	E	D	D	D	D	D	D	C	B	D	C	C
DesignQueue:	10	5	3	11	6	14	8	13	3	2	22	19

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 SR-125 SB ramps / Otay Valley Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.336
Loss Time (sec): 9 Average Delay (sec/veh): 11.4
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1! 0	1	0	0	3 0 1	0	1	2 0 1

Volume Module:

Base Vol:	50	0	40	0	0	0	0	355	135	95	585	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	40	0	0	0	0	355	135	95	585	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00
PHF Volume:	57	0	46	0	0	0	0	406	154	109	669	0
Reduct Vol:	0	0	0	0	0	0	0	0	10	0	0	5
Reduced Vol:	57	0	46	0	0	0	0	406	144	109	669	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	57	0	46	0	0	0	0	406	144	109	669	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.90	1.00	1.00	1.00	1.00	0.89	0.83	0.97	0.94	1.00
Lanes:	0.56	0.00	0.44	1.00	1.00	1.00	0.00	3.00	1.00	0.41	2.59	1.00
Final Sat.:	946	0	757	1900	1900	1900	0	5083	1583	749	4612	1900

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.08	0.09	0.15	0.15	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.25	0.25	0.42	0.67	0.00
Volume/Cap:	0.34	0.00	0.34	0.00	0.00	0.00	0.00	0.32	0.37	0.34	0.22	0.00
Delay/Veh:	22.3	0.0	22.3	0.0	0.0	0.0	0.0	18.5	19.1	11.8	3.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	0.0	22.3	0.0	0.0	0.0	0.0	18.5	19.1	11.8	3.8	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	B	A	A
DesignQueue:	3	0	3	0	0	0	0	4	4	5	3	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 SR-125 NB ramps / Otay Valley Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.292
Loss Time (sec): 9 Average Delay (sec/veh): 8.5
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	50	0	15	0	0	0	0	355	40	85	620	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	15	0	0	0	0	355	40	85	620	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00	0.87	0.87	0.87
PHF Volume:	57	0	17	0	0	0	0	406	0	97	709	0
Reduct Vol:	0	0	5	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	0	12	0	0	0	0	406	0	97	709	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	57	0	12	0	0	0	0	406	0	97	709	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	1.00	1.00	1.00	1.00	0.89	1.00	0.97	0.94	1.00
Lanes:	1.82	0.00	1.18	0.00	0.00	0.00	0.00	3.00	1.00	0.35	2.65	1.00
Final Sat.:	3177	0	2046	0	0	0	0	5083	1900	647	4720	1900

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.08	0.00	0.15	0.15	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.27	0.00	0.51	0.79	0.00
Volume/Cap:	0.29	0.00	0.10	0.00	0.00	0.00	0.00	0.29	0.00	0.29	0.19	0.00
Delay/Veh:	27.6	0.0	26.6	0.0	0.0	0.0	0.0	17.3	0.0	8.4	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	0.0	26.6	0.0	0.0	0.0	0.0	17.3	0.0	8.4	1.6	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	A	A
DesignQueue:	1	0	0	0	0	0	0	4	0	5	2	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 La Media Rd / Otay Mesa Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 12 Average Delay (sec/veh): 43.6
Optimal Cycle: 77 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	3	1	0	2

Volume Module:

Base Vol:	185	295	170	245	250	315	285	940	350	235	995	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	295	170	245	250	315	285	940	350	235	995	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	212	338	195	280	286	360	326	1076	400	269	1138	400
Reduct Vol:	0	0	90	0	0	60	0	0	90	0	0	90
Reduced Vol:	212	338	105	280	286	300	326	1076	310	269	1138	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	338	105	280	286	300	326	1076	310	269	1138	310

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.90	0.95	0.93	0.86	0.90	0.93	0.89	0.83	0.93	0.91	0.95
Lanes:	1.00	2.31	0.69	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.38	0.62
Final Sat.:	1769	3977	1232	1769	3265	1719	1769	5083	1583	1769	4106	1120

Capacity Analysis Module:

Vol/Sat:	0.12	0.08	0.08	0.16	0.09	0.17	0.18	0.21	0.20	0.15	0.28	0.28
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.21	0.21	0.17	0.24	0.24	0.20	0.29	0.29	0.21	0.30	0.30
Volume/Cap:	0.86	0.40	0.40	0.93	0.36	0.72	0.93	0.73	0.68	0.73	0.93	0.93
Delay/Veh:	68.0	34.3	34.3	73.7	31.6	37.9	69.0	33.8	35.3	44.1	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.0	34.3	34.3	73.7	31.6	37.9	69.0	33.8	35.3	44.1	43.7	43.7
LOS by Move:	E	C	C	E	C	D	E	C	D	D	D	D
DesignQueue:	10	7	7	13	6	13	15	16	13	12	21	21

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 SR-125 SB / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 0 Average Delay (sec/veh): 8.5
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	0	3	0	0	3

Volume Module:

Base Vol:	0	0	0	295	0	300	0	1040	0	0	1295	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	295	0	300	0	1040	0	0	1295	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	338	0	343	0	1190	0	0	1482	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	338	0	343	0	1190	0	0	1482	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	338	0	343	0	1190	0	0	1482	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	1.00	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	0	0	5083	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.22	0.00	0.23	0.00	0.00	0.29	0.00
Crit Moves:						****	****			****		
Green/Cycle:	0.00	0.00	0.00	0.43	0.00	0.43	0.00	0.57	0.00	0.00	0.57	0.00
Volume/Cap:	0.00	0.00	0.00	0.23	0.00	0.51	0.00	0.41	0.00	0.00	0.51	0.00
Delay/Veh:	0.0	0.0	0.0	11.0	0.0	13.2	0.0	7.2	0.0	0.0	7.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.0	0.0	13.2	0.0	7.2	0.0	0.0	7.9	0.0
LOS by Move:	A	A	A	B	A	B	A	A	A	A	A	A
DesignQueue:	0	0	0	3	0	7	0	7	0	0	8	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 SR125 NB / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 0 Average Delay (sec/veh): 10.3
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	3	0	0	2

Volume Module:

Base Vol:	0	0	0	0	0	0	135	1205	0	0	1295	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	135	1205	0	0	1295	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	0	0	0	154	1379	0	0	1482	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	154	1379	0	0	1482	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	154	1379	0	0	1482	252

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.89	1.00	1.00	0.92	0.96
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	1769	5083	0	0	5250	1821

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.27	0.00	0.00	0.28	0.14
Crit Moves:								****			****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.51	0.51
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.55	0.00	0.00	0.55	0.27
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	8.6	11.0	0.0	0.0	10.3	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	8.6	11.0	0.0	0.0	10.3	8.4
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	A
DesignQueue:	0	0	0	0	0	0	3	9	0	0	9	4

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Ellis Road / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.970
Loss Time (sec): 0 Average Delay (sec/veh): 30.1
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	3	0	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	370	0	535	390	815	0	0	980	500
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	370	0	535	390	815	0	0	980	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	423	0	612	446	932	0	0	1121	572
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	423	0	612	446	932	0	0	1121	572
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	423	0	612	446	932	0	0	1121	572

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	1.00	0.88	0.93
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.02	0.98
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	0	3392	1731

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.39	0.25	0.18	0.00	0.00	0.33	0.33
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.40	0.26	0.60	0.00	0.00	0.34	0.34
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.97	0.97	0.31	0.00	0.00	0.97	0.97
Delay/Veh:	0.0	0.0	0.0	15.7	0.0	45.9	56.0	5.9	0.0	0.0	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.7	0.0	45.9	56.0	5.9	0.0	0.0	34.4	34.4
LOS by Move:	A	A	A	B	A	D	E	A	A	A	C	C
DesignQueue:	0	0	0	9	0	13	12	5	0	0	14	14

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Campo Rd/SR-94 / Melody Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 6 Average Delay (sec/veh): 9.6
Optimal Cycle: 60 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 10 rows of volume and adjustment factors.

Saturation Flow Module: Table with 12 columns and 4 rows showing saturation flow rates and adjustment factors.

Capacity Analysis Module: Table with 12 columns and 10 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #40 Campo Rd/SR-94 / Maxfield Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C [15.8]

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

Rights: Include Include Include Include

Lanes: 1 0 0 1 0 0 0 0 1 0 0 0 1 0 0 0 0 0 1 0 0

-----|-----|-----|-----|-----|

Volume Module:

Base Vol: 15 700 0 0 310 20 10 0 15 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 15 700 0 0 310 20 10 0 15 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87

PHF Volume: 17 801 0 0 355 23 11 0 17 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

FinalVolume: 17 801 0 0 355 23 11 0 17 0 0 0

-----|-----|-----|-----|-----|

Critical Gap Module:

Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 6.5 6.2 7.1 6.5 6.2

FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

-----|-----|-----|-----|-----|

Capacity Module:

Cnflct Vol: 378 xxxx xxxxx xxxx xxxx xxxxx 1201 1201 366 1210 1213 801

Potent Cap.: 1181 xxxx xxxxx xxxx xxxx xxxxx 204 185 679 159 182 385

Move Cap.: 1181 xxxx xxxxx xxxx xxxx xxxxx 202 182 679 154 179 385

Volume/Cap: 0.01 xxxx xxxx xxxx xxxx xxxxx 0.06 0.00 0.03 0.00 0.00 0.00

-----|-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ: 0.0 xxxx xxxxx xxxx xxxx xxxxx 0.2 xxxx xxxxx xxxx xxxx xxxxx

Control Del: 8.1 xxxx xxxxx xxxxx xxxx xxxxx 23.9 xxxx xxxxx xxxxx xxxx xxxxx

LOS by Move: A * * * * * C * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx 679 xxxx 0 xxxxx

SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 0.1 xxxxx xxxx xxxxx

Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 10.4 xxxxx xxxx xxxxx

Shared LOS: * * * * * * * B * * *

ApproachDel: xxxxxx xxxxxx 15.8 xxxxxx

ApproachLOS: * * * C *

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Proctor Valley Rd/Jefferson Rd / Campo Rd/SR-94

Cycle (sec): 110 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 9 Average Delay (sec/veh): 43.0
Optimal Cycle: 118 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	12	0	0	12	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	0	1	0	0

Volume Module:

Base Vol:	240	185	40	80	130	70	25	260	100	30	600	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	185	40	80	130	70	25	260	100	30	600	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	275	212	46	92	149	80	29	297	114	34	686	109
Reduct Vol:	0	0	40	0	0	40	0	0	40	0	0	40
Reduced Vol:	275	212	6	92	149	40	29	297	74	34	686	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	212	6	92	149	40	29	297	74	34	686	69

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	0.62	0.62	0.74	0.74	0.74	0.93	0.95	0.95	0.93	0.97	0.97
Lanes:	0.56	0.43	0.01	0.33	0.53	0.14	1.00	0.80	0.20	1.00	0.91	0.09
Final Sat.:	663	511	14	457	742	200	1769	1445	361	1769	1669	167

Capacity Analysis Module:

Vol/Sat:	0.41	0.41	0.41	0.20	0.20	0.20	0.02	0.21	0.21	0.02	0.41	0.41
Crit Moves:	****			****			****			****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.05	0.39	0.39	0.09	0.43	0.43
Volume/Cap:	0.95	0.95	0.95	0.46	0.46	0.46	0.36	0.52	0.52	0.22	0.95	0.95
Delay/Veh:	56.2	56.2	56.2	22.3	22.3	22.3	53.6	26.2	26.2	47.5	49.7	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.2	56.2	56.2	22.3	22.3	22.3	53.6	26.2	26.2	47.5	49.7	49.7
LOS by Move:	E	E	E	C	C	C	D	C	C	D	D	D
DesignQueue:	18	18	18	10	10	10	2	15	15	2	29	29

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Project Drwy #1 @ Otay Lakes Rd

Cycle (sec): 140 Critical Vol./Cap.(X): 0.205
Loss Time (sec): 12 Average Delay (sec/veh): 0.7
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	0	5	10	0	0	0	0	10	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	0	0	0	0	1

Volume Module:

Base Vol:	0	610	0	0	540	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	610	0	0	540	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	698	0	0	618	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	698	0	0	618	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	698	0	0	618	0	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	1.00	1.00	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3724	0	1900	3538	0	0	0	0	1900	0	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****								
Green/Cycle:	0.00	0.91	0.00	0.00	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.20	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
DesignQueue:	0	2	0	0	2	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Project Drwy #2 @ Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.313
Loss Time (sec): 0 Average Delay (sec/veh): 0.1
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	1	0	0	0	1

Volume Module:

Base Vol:	0	510	0	0	440	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	510	0	0	440	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	584	0	0	503	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	584	0	0	503	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	584	0	0	503	0	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1862	0	0	3724	0	0	3800	0	0	3800	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.31	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****								
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.31	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #44 Project Drwy #3 @ Otay Lakes Rd

Average Delay (sec/veh): 15.2 Worst Case Level Of Service: C[16.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	440	0	0	510	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	440	0	0	510	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	0	0	0	0	503	0	0	584	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	503	0	0	584	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	xxxxx	xxxxx	6.5	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	4.0	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	896	xxxxx	xxxx	896	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	896	xxxxx	xxxx	896	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.56	xxxx	xxxx	0.65	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	3.6	xxxxx	xxxx	5.0	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.0	xxxxx	xxxxx	16.2	xxxxx
LOS by Move:	*	*	*	*	*	*	*	B	*	*	C	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				14.0			16.2	
ApproachLOS:		*			*			B			C	

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Scenario Report

Scenario:	2030 Base - PM
Command:	2030 Base - PM
Volume:	2030 Base - PM
Geometry:	2030
Impact Fee:	Default Impact Fee
Trip Generation:	No Project
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

 Otay Ranch Village 13
 Cumulative Year Base 2030 Conditions
 PM Peak Hour

 Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	350	505	260	95	190	185	290	875	565	235	905	65
2 Hunte Pkwy /	410	30	230	120	230	220	70	560	225	290	810	50
3 I-805 SB Ramp	0	0	1630	0	0	960	0	1400	350	560	1220	0
4 I-805 NB Ramp	280	0	655	0	0	0	560	2470	0	0	1500	1310
5 Oleander Ave	180	60	60	180	100	100	100	2660	300	80	2270	70
6 Paseo Del Rey	20	20	10	200	20	280	190	2630	20	20	2110	150
7 Medical Cente	560	0	275	0	0	0	0	2180	620	210	1550	0
8 Paseo Ladera	130	50	70	40	50	70	130	2000	280	90	1550	60
9 Paseo Rancher	385	1085	350	230	785	265	240	1020	435	260	835	180
10 Oaty Lakes Rd	490	1065	495	165	655	255	520	925	405	225	910	320
11 Rutgers Ave /	0	0	0	220	0	150	210	1375	0	0	1305	170
12 SR-125 SB Ram	0	0	0	350	0	110	0	2210	90	0	1860	100
13 SR-125 NB Ram	60	0	110	0	0	0	0	2430	130	0	1900	290
14 Eastlake Pkwy	530	470	190	160	560	460	530	970	860	290	620	90
15 Lane Ave / Ot	0	0	0	330	0	630	490	710	0	0	480	130
16 Fenton St / O	0	0	0	110	0	60	90	820	0	0	670	80
17 Hunte Pkwy /	240	160	60	110	280	240	220	560	370	70	430	50
18 Woods Dr / Ot	0	0	0	30	0	80	80	610	0	0	570	60
19 Lake Crest Dr	160	0	40	0	0	0	0	580	260	50	440	0
20 Wueste Rd / O	70	0	60	0	0	0	0	530	80	50	470	0
21 Campo Rd/SR-9	100	300	10	20	600	90	100	20	150	60	60	40
22 East Palomar	150	210	405	430	430	280	230	1315	300	275	1090	460
23 SR-125 SB Ram	0	0	0	270	5	265	0	2025	325	0	1860	265
24 SR-125 NB Ram	145	5	135	0	0	0	0	2025	270	0	1975	380
25 Eastlake Pkwy	455	545	335	220	660	330	290	1325	355	185	1180	115
26 Hunte Pkwy /	235	365	160	220	480	190	200	1090	315	265	860	100
27 Olympic Vista	80	15	30	25	20	230	330	670	230	25	495	35
28 Olympic Pkwy	0	285	140	85	165	0	0	0	0	40	0	45
29 Lake Crest Dr	0	420	55	45	265	0	0	0	0	80	0	65
30 SR-125 SB ram	0	0	0	420	5	270	0	1555	455	0	2315	405
31 SR-125 NB ram	680	5	475	0	0	0	0	1685	290	0	2050	210
32 Eastlake Pkwy	145	255	40	460	265	510	490	1120	270	110	995	560
33 SR-125 SB ram	100	0	150	0	0	0	0	760	265	70	605	0
34 SR-125 NB ram	150	0	65	0	0	0	0	785	125	80	525	0
35 La Media Rd /	255	435	305	325	470	345	285	915	385	210	845	225
36 SR-125 SB / O	0	0	0	300	0	285	0	1460	0	0	1415	0
37 SR125 NB / Ot	0	0	0	0	0	0	430	1330	0	0	1415	490
38 Ellis Road /	0	0	0	510	0	545	270	1060	0	0	1355	335
39 Campo Rd/SR-9	50	350	60	50	585	60	35	90	50	70	130	80
40 Campo Rd/SR-9	15	405	0	0	660	70	35	0	40	0	0	0
41 Proctor Valle	165	130	50	80	110	40	50	630	160	20	370	85
42 Project Drwy	0	460	0	0	490	0	0	0	0	0	0	0
43 Project Drwy	0	460	0	0	490	0	0	0	0	0	0	0
44 Project Drwy	0	0	0	0	0	0	0	490	0	0	460	0

 Otay Ranch Village 13
 Cumulative Year Base 2030 Conditions
 PM Peak Hour

 Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	350	505	260	95	190	185	290	875	565	235	905	65
2 Hunte Pkwy /	410	30	230	120	230	220	70	560	225	290	810	50
3 I-805 SB Ramp	0	0	1630	0	0	960	0	1400	350	560	1220	0
4 I-805 NB Ramp	280	0	655	0	0	0	560	2470	0	0	1500	1310
5 Oleander Ave	180	60	60	180	100	100	100	2660	300	80	2270	70
6 Paseo Del Rey	20	20	10	200	20	280	190	2630	20	20	2110	150
7 Medical Cente	560	0	275	0	0	0	0	2180	620	210	1550	0
8 Paseo Ladera	130	50	70	40	50	70	130	2000	280	90	1550	60
9 Paseo Rancher	385	1085	350	230	785	265	240	1020	435	260	835	180
10 Oaty Lakes Rd	490	1065	495	165	655	255	520	925	405	225	910	320
11 Rutgers Ave /	0	0	0	220	0	150	210	1375	0	0	1305	170
12 SR-125 SB Ram	0	0	0	350	0	110	0	2210	90	0	1860	100
13 SR-125 NB Ram	60	0	110	0	0	0	0	2430	130	0	1900	290
14 Eastlake Pkwy	530	470	190	160	560	460	530	970	860	290	620	90
15 Lane Ave / Ot	0	0	0	330	0	630	490	710	0	0	480	130
16 Fenton St / O	0	0	0	110	0	60	90	820	0	0	670	80
17 Hunte Pkwy /	240	160	60	110	280	240	220	560	370	70	430	50
18 Woods Dr / Ot	0	0	0	30	0	80	80	610	0	0	570	60
19 Lake Crest Dr	160	0	40	0	0	0	0	580	260	50	440	0
20 Wueste Rd / O	70	0	60	0	0	0	0	530	80	50	470	0
21 Campo Rd/SR-9	100	300	10	20	600	90	100	20	150	60	60	40
22 East Palomar	150	210	405	430	430	280	230	1315	300	275	1090	460
23 SR-125 SB Ram	0	0	0	270	5	265	0	2025	325	0	1860	265
24 SR-125 NB Ram	145	5	135	0	0	0	0	2025	270	0	1975	380
25 Eastlake Pkwy	455	545	335	220	660	330	290	1325	355	185	1180	115
26 Hunte Pkwy /	235	365	160	220	480	190	200	1090	315	265	860	100
27 Olympic Vista	80	15	30	25	20	230	330	670	230	25	495	35
28 Olympic Pkwy	0	285	140	85	165	0	0	0	0	40	0	45
29 Lake Crest Dr	0	420	55	45	265	0	0	0	0	80	0	65
30 SR-125 SB ram	0	0	0	420	5	270	0	1555	455	0	2315	405
31 SR-125 NB ram	680	5	475	0	0	0	0	1685	290	0	2050	210
32 Eastlake Pkwy	145	255	40	460	265	510	490	1120	270	110	995	560
33 SR-125 SB ram	100	0	150	0	0	0	0	760	265	70	605	0
34 SR-125 NB ram	150	0	65	0	0	0	0	785	125	80	525	0
35 La Media Rd /	255	435	305	325	470	345	285	915	385	210	845	225
36 SR-125 SB / O	0	0	0	300	0	285	0	1460	0	0	1415	0
37 SR125 NB / Ot	0	0	0	0	0	0	430	1330	0	0	1415	490
38 Ellis Road /	0	0	0	510	0	545	270	1060	0	0	1355	335
39 Campo Rd/SR-9	50	350	60	50	585	60	35	90	50	70	130	80
40 Campo Rd/SR-9	15	405	0	0	660	70	35	0	40	0	0	0
41 Proctor Valle	165	130	50	80	110	40	50	630	160	20	370	85
42 Project Drwy	0	460	0	0	490	0	0	0	0	0	0	0
43 Project Drwy	0	460	0	0	490	0	0	0	0	0	0	0
44 Project Drwy	0	0	0	0	0	0	0	490	0	0	460	0

 Otay Ranch Village 13
 Cumulative Year Base 2030 Conditions
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection		Base		Future		Change in
		Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Otay Lakes Rd / East H St	D	38.1	0.727	D 38.1	0.727	+ 0.000 D/V
# 2 Hunte Pkwy / Proctor Valley Rd	D	38.0	0.753	D 38.0	0.753	+ 0.000 D/V
# 3 I-805 SB Ramps / Telegraph Can	D	36.3	0.989	D 36.3	0.989	+ 0.000 D/V
# 4 I-805 NB Ramps / Telegraph Can	D	35.2	0.996	D 35.2	0.996	+ 0.000 D/V
# 5 Oleander Ave / Telegraph Canyo	D	41.5	1.040	D 41.5	1.040	+ 0.000 D/V
# 6 Paseo Del Rey / Telegraph Cany	D	48.9	0.861	D 48.9	0.861	+ 0.000 D/V
# 7 Medical Center Dr / Telegraph	C	22.4	0.916	C 22.4	0.916	+ 0.000 D/V
# 8 Paseo Ladera / Telegraph Canyo	C	30.2	0.733	C 30.2	0.733	+ 0.000 D/V
# 9 Paseo Ranchero/Heritage Rd / T	D	40.2	0.941	D 40.2	0.941	+ 0.000 D/V
# 10 Oaty Lakes Rd/La Media Rd / Te	D	36.6	0.877	D 36.6	0.877	+ 0.000 D/V
# 11 Rutgers Ave / Telegraph Canyon	B	12.7	0.701	B 12.7	0.701	+ 0.000 D/V
# 12 SR-125 SB Ramps / Otay Lakes R	A	8.0	0.723	A 8.0	0.723	+ 0.000 D/V
# 13 SR-125 NB Ramps / Otay Lakes R	A	4.3	0.638	A 4.3	0.638	+ 0.000 D/V
# 14 Eastlake Pkwy / Otay Lakes Rd	D	39.0	0.764	D 39.0	0.764	+ 0.000 D/V
# 15 Lane Ave / Otay Lakes Rd	C	22.7	0.578	C 22.7	0.578	+ 0.000 D/V
# 16 Fenton St / Otay Lakes Rd	B	12.4	0.323	B 12.4	0.323	+ 0.000 D/V
# 17 Hunte Pkwy / Otay Lakes Rd	C	26.2	0.401	C 26.2	0.401	+ 0.000 D/V
# 18 Woods Dr / Otay Lakes Rd	A	5.4	0.303	A 5.4	0.303	+ 0.000 D/V
# 19 Lake Crest Dr / Otay Lakes Rd	B	11.4	0.371	B 11.4	0.371	+ 0.000 D/V
# 20 Wueste Rd / Otay Lakes Rd	A	8.4	0.302	A 8.4	0.302	+ 0.000 D/V
# 21 Campo Rd/SR-94 / Otay Lakes Ro	C	29.0	0.723	C 29.0	0.723	+ 0.000 D/V
# 22 East Palomar St / Olympic Pkwy	D	54.0	0.903	D 54.0	0.903	+ 0.000 D/V
# 23 SR-125 SB Ramps / Olympic Pkwy	A	8.9	0.614	A 8.9	0.614	+ 0.000 D/V

 Otay Ranch Village 13
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Intersection		Base		Future			Change in
		LOS	Veh C	LOS	Veh C		
# 24 SR-125 NB Ramps / Olympic Pkwy	A	5.9	0.639	A	5.9	0.639	+ 0.000 D/V
# 25 Eastlake Pkwy / Olympic Pkwy	C	31.3	0.771	C	31.3	0.771	+ 0.000 D/V
# 26 Hunte Pkwy / Olympic Pkwy	C	29.9	0.741	C	29.9	0.741	+ 0.000 D/V
# 27 Olympic Vista Rd / Olympic Pkw	C	23.3	0.424	C	23.3	0.424	+ 0.000 D/V
# 28 Olympic Pkwy / Wueste Rd	B	12.6	0.285	B	12.6	0.285	+ 0.000 D/V
# 29 Lake Crest Dr / Wueste Rd	A	8.4	0.399	A	8.4	0.399	+ 0.000 D/V
# 30 SR-125 SB ramps / Rock Mountai	B	18.0	0.757	B	18.0	0.757	+ 0.000 D/V
# 31 SR-125 NB ramps / Rock Mountai	D	45.1	1.035	D	45.1	1.035	+ 0.000 D/V
# 32 Eastlake Pkwy / Rock Mountain	D	52.7	1.042	D	52.7	1.042	+ 0.000 D/V
# 33 SR-125 SB ramps / Otay Valley	B	15.4	0.571	B	15.4	0.571	+ 0.000 D/V
# 34 SR-125 NB ramps / Otay Valley	B	11.2	0.429	B	11.2	0.429	+ 0.000 D/V
# 35 La Media Rd / Otay Mesa Rd	D	48.3	0.885	D	48.3	0.885	+ 0.000 D/V
# 36 SR-125 SB / Otay Mesa Road	A	8.0	0.535	A	8.0	0.535	+ 0.000 D/V
# 37 SR125 NB / Otay Mesa Road	B	11.2	0.615	B	11.2	0.615	+ 0.000 D/V
# 38 Ellis Road / Otay Mesa Road	C	24.3	0.938	C	24.3	0.938	+ 0.000 D/V
# 39 Campo Rd/SR-94 / Melody Rd	B	12.6	0.732	B	12.6	0.732	+ 0.000 D/V
# 40 Campo Rd/SR-94 / Maxfield Rd	C	22.9	0.227	C	22.9	0.227	+ 0.000 D/V
# 41 Proctor Valley Rd/Jefferson Rd	D	40.2	0.914	D	40.2	0.914	+ 0.000 D/V
# 42 Project Drwy #1 @ Otay Lakes R	A	0.6	0.173	A	0.6	0.173	+ 0.000 D/V
# 43 Project Drwy #2 @ Otay Lakes R	A	0.1	0.283	A	0.1	0.283	+ 0.000 D/V
# 44 Project Drwy #3 @ Otay Lakes R	C	15.5	0.626	C	15.5	0.626	+ 0.000 D/V

Otay Ranch Village 13
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Otay Lakes Rd / East H St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 12 Average Delay (sec/veh): 38.1
Optimal Cycle: 64 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	5	18	0	5	18	0	5	24	0	5	24	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0

Volume Module: >> Count Date: 20 Oct 2005 <<

Base Vol:	350	505	260	95	190	185	290	875	565	235	905	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	505	260	95	190	185	290	875	565	235	905	65
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.00	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	400	578	0	109	217	0	332	1001	646	269	1035	74
Reduct Vol:	0	0	80	0	0	60	0	0	225	0	0	45
Reduced Vol:	400	578	0	109	217	0	332	1001	421	269	1035	29
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	578	0	109	217	0	332	1001	421	269	1035	29

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	1.00	0.90	0.89	1.00	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	5083	1900	3432	5083	1900	1769	3538	1583	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.12	0.11	0.00	0.03	0.04	0.00	0.19	0.28	0.27	0.15	0.29	0.02
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.25	0.00	0.07	0.18	0.00	0.22	0.37	0.37	0.20	0.34	0.34
Volume/Cap:	0.85	0.46	0.00	0.46	0.24	0.00	0.85	0.77	0.73	0.77	0.85	0.05
Delay/Veh:	56.2	32.2	0.0	46.2	35.3	0.0	53.9	30.9	32.0	48.3	36.5	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.2	32.2	0.0	46.2	35.3	0.0	53.9	30.9	32.0	48.3	36.5	22.0
LOS by Move:	E	C	A	D	D	A	D	C	C	D	D	C
DesignQueue:	10	9	0	3	4	0	15	20	16	12	22	1

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
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Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Hunte Pkwy / Proctor Valley Rd

Cycle (sec): 95 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 12 Average Delay (sec/veh): 38.0
Optimal Cycle: 67 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 22 Sep 2005 <<

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 I-805 SB Ramps / Telegraph Canyon Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.989
Loss Time (sec): 9 Average Delay (sec/veh): 36.3
Optimal Cycle: 153 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	0	0	2	0	1	2	0

Volume Module: >> Count Date: 13 Oct 2005 <<

Base Vol:	0	0	1630	0	0	960	0	1400	350	560	1220	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1630	0	0	960	0	1400	350	560	1220	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	1865	0	0	1098	0	1602	400	641	1396	0
Reduct Vol:	0	0	680	0	0	480	0	0	80	0	0	0
Reduced Vol:	0	0	1185	0	0	618	0	1602	320	641	1396	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1185	0	0	618	0	1602	320	641	1396	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.73	1.00	1.00	0.73	1.00	0.93	0.83	0.90	0.93	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	2786	0	0	2786	0	3538	1583	3432	3538	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.43	0.00	0.00	0.22	0.00	0.45	0.20	0.19	0.39	0.00
Crit Moves:			****	****			****			****		
Green/Cycle:	0.00	0.00	0.43	0.00	0.00	0.24	0.00	0.46	0.46	0.19	0.65	0.00
Volume/Cap:	0.00	0.00	0.99	0.00	0.00	0.92	0.00	0.99	0.44	0.99	0.61	0.00
Delay/Veh:	0.0	0.0	46.0	0.0	0.0	47.6	0.0	41.3	15.2	65.0	8.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	46.0	0.0	0.0	47.6	0.0	41.3	15.2	65.0	8.8	0.0
LOS by Move:	A	A	D	A	A	D	A	D	B	E	A	A
DesignQueue:	0	0	19	0	0	12	0	23	8	12	13	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 I-805 NB Ramps / Telegraph Canyon Rd

Cycle (sec): 95 Critical Vol./Cap.(X): 0.996

Loss Time (sec): 9 Average Delay (sec/veh): 35.2

Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 29 Sep 2005 <<

Table with 12 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oleander Ave / Telegraph Canyon Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 1.040
Loss Time (sec): 9 Average Delay (sec/veh): 41.5
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	2

Volume Module: >> Count Date: 27 Sep 2005 <<

Base Vol:	180	60	60	180	100	100	100	2660	300	80	2270	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	60	60	180	100	100	100	2660	300	80	2270	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	206	69	69	206	114	114	114	3043	343	92	2597	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	69	69	206	114	114	114	3043	343	92	2597	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	69	69	206	114	114	114	3043	343	92	2597	80

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.41	0.91	0.91	0.56	0.91	0.91	0.93	0.93	0.97	0.93	0.94	0.98
Lanes:	1.00	0.50	0.50	1.00	0.50	0.50	1.00	2.71	0.29	1.00	2.91	0.09
Final Sat.:	775	861	861	1073	861	861	1769	4779	539	1769	5217	161

Capacity Analysis Module:

Vol/Sat:	0.27	0.08	0.08	0.19	0.13	0.13	0.06	0.64	0.64	0.05	0.50	0.50
Crit Moves:	****							****		****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.08	0.61	0.61	0.05	0.59	0.59
Volume/Cap:	1.04	0.31	0.31	0.75	0.52	0.52	0.85	1.04	1.04	1.04	0.85	0.85
Delay/Veh:	115.6	33.5	33.5	48.7	36.2	36.2	87.1	48.6	48.6	159.3	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.6	33.5	33.5	48.7	36.2	36.2	87.1	48.6	48.6	159.3	21.1	21.1
LOS by Move:	F	C	C	D	D	D	F	D	D	F	C	C
DesignQueue:	10	6	6	10	11	11	7	33	33	5	27	27

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Paseo Del Rey / Telegraph Canyon Rd

Cycle (sec): 180 Critical Vol./Cap.(X): 0.861
Loss Time (sec): 12 Average Delay (sec/veh): 48.9
Optimal Cycle: 116 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	20	20	10	200	20	280	190	2630	20	20	2110	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	20	10	200	20	280	190	2630	20	20	2110	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	23	23	11	229	23	320	217	3009	23	23	2414	172
Reduct Vol:	0	0	0	0	0	60	0	0	0	0	0	0
Reduced Vol:	23	23	11	229	23	260	217	3009	23	23	2414	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	23	11	229	23	260	217	3009	23	23	2414	172

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.94	0.94	0.83	0.93	0.95	0.98	0.93	0.94	0.97
Lanes:	0.40	0.40	0.20	1.82	0.18	1.00	1.00	2.98	0.02	1.00	2.81	0.19
Final Sat.:	710	710	355	3240	324	1583	1769	5354	41	1769	4991	355

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.07	0.07	0.16	0.12	0.56	0.56	0.01	0.48	0.48
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.12	0.12	0.17	0.17	0.17	0.13	0.61	0.61	0.03	0.51	0.51
Volume/Cap:	0.28	0.28	0.28	0.41	0.41	0.94	0.94	0.92	0.92	0.43	0.94	0.94
Delay/Veh:	73.3	73.3	73.3	66.5	66.5	112.7	121.5	35.6	35.6	91.2	49.2	49.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.3	73.3	73.3	66.5	66.5	112.7	121.5	35.6	35.6	91.2	49.2	49.2
LOS by Move:	E	E	E	E	E	F	F	D	D	F	D	D
DesignQueue:	5	5	5	11	11	22	19	47	47	2	50	50

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Medical Center Dr / Telegraph Canyon Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 9 Average Delay (sec/veh): 22.4
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	0	0	0	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	0	0	0	0	3	0	1	0

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Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	560	0	275	0	0	0	0	2180	620	210	1550	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	0	275	0	0	0	0	2180	620	210	1550	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	641	0	315	0	0	0	0	2494	709	240	1773	0
Reduct Vol:	0	0	60	0	0	0	0	0	125	0	0	0
Reduced Vol:	641	0	255	0	0	0	0	2494	584	240	1773	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	641	0	255	0	0	0	0	2494	584	240	1773	0

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.83	0.93	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3432	0	1583	0	0	0	0	5083	1583	1769	5083	0

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Capacity Analysis Module:

Vol/Sat:	0.19	0.00	0.16	0.00	0.00	0.00	0.00	0.49	0.37	0.14	0.35	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.54	0.54	0.15	0.68	0.00
Volume/Cap:	0.92	0.00	0.79	0.00	0.00	0.00	0.00	0.92	0.69	0.92	0.51	0.00
Delay/Veh:	48.0	0.0	42.6	0.0	0.0	0.0	0.0	22.4	16.1	67.7	6.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	0.0	42.6	0.0	0.0	0.0	0.0	22.4	16.1	67.7	6.3	0.0
LOS by Move:	D	A	D	A	A	A	A	C	B	E	A	A
DesignQueue:	12	0	9	0	0	0	0	22	13	9	10	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Paseo Ladera / Telegraph Canyon Rd

Cycle (sec): 130 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 12 Average Delay (sec/veh): 30.2
Optimal Cycle: 68 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	1	0	2

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	130	50	70	40	50	70	130	2000	280	90	1550	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	50	70	40	50	70	130	2000	280	90	1550	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	149	57	80	46	57	80	149	2288	320	103	1773	69
Reduct Vol:	0	0	15	0	0	15	0	0	0	0	0	0
Reduced Vol:	149	57	65	46	57	65	149	2288	320	103	1773	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	57	65	46	57	65	149	2288	320	103	1773	69

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.93	0.96	0.93	0.94	0.97
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.64	0.36	1.00	2.89	0.11
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	4651	651	1769	5167	200

Capacity Analysis Module:

Vol/Sat:	0.08	0.03	0.04	0.03	0.03	0.04	0.08	0.49	0.49	0.06	0.34	0.34
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.21	0.21	0.05	0.16	0.16	0.13	0.58	0.58	0.07	0.52	0.52
Volume/Cap:	0.85	0.15	0.20	0.52	0.19	0.25	0.66	0.85	0.85	0.85	0.66	0.66
Delay/Veh:	88.2	42.0	42.6	65.4	47.5	48.2	61.1	25.1	25.1	100.1	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.2	42.0	42.6	65.4	47.5	48.2	61.1	25.1	25.1	100.1	23.4	23.4
LOS by Move:	F	D	D	E	D	D	E	C	C	F	C	C
DesignQueue:	10	3	4	3	3	4	10	31	31	7	24	24

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Paseo Ranchero/Heritage Rd / Telegraph Canyon Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.941

Loss Time (sec): 12 Average Delay (sec/veh): 40.2

Optimal Cycle: 119 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 5 21 0 5 21 0 5 15 0 5 15 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 2 0 2 0 1 2 0 1 1 0 2 0 3 0 1 2 0 2 1 0

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Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol: 385 1085 350 230 785 265 240 1020 435 260 835 180

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 385 1085 350 230 785 265 240 1020 435 260 835 180

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87

PHF Volume: 441 1241 400 263 898 303 275 1167 498 297 955 206

Reduct Vol: 0 0 25 0 0 0 0 0 90 0 0 0

Reduced Vol: 441 1241 375 263 898 303 275 1167 408 297 955 206

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 441 1241 375 263 898 303 275 1167 408 297 955 206

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.90 0.93 0.83 0.90 0.94 0.94 0.90 0.89 0.83 0.90 0.91 0.95

Lanes: 2.00 2.00 1.00 2.00 1.50 0.50 2.00 3.00 1.00 2.00 2.49 0.51

Final Sat.: 3432 3538 1583 3432 2678 904 3432 5083 1583 3432 4321 932

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Capacity Analysis Module:

Vol/Sat: 0.13 0.35 0.24 0.08 0.34 0.34 0.08 0.23 0.26 0.09 0.22 0.22

Crit Moves: **** **** **** ****

Green/Cycle: 0.14 0.40 0.40 0.09 0.36 0.36 0.10 0.27 0.27 0.09 0.27 0.27

Volume/Cap: 0.94 0.87 0.59 0.87 0.94 0.94 0.82 0.84 0.94 0.94 0.82 0.82

Delay/Veh: 63.7 29.1 21.2 60.5 40.0 40.0 52.7 33.8 58.9 73.6 33.2 33.2

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 63.7 29.1 21.2 60.5 40.0 40.0 52.7 33.8 58.9 73.6 33.2 33.2

LOS by Move: E C C E D D D C E E C C

DesignQueue: 10 20 11 6 20 20 6 16 15 7 15 15

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Oaty Lakes Rd/La Media Rd / Telegraph Canyon Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 12 Average Delay (sec/veh): 36.6
Optimal Cycle: 92 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	2	0	1	2	0	3	0	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	490	1065	495	165	655	255	520	925	405	225	910	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	1065	495	165	655	255	520	925	405	225	910	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	561	1219	566	189	749	292	595	1058	463	257	1041	366
Reduct Vol:	0	0	70	0	0	60	0	0	50	0	0	95
Reduced Vol:	561	1219	496	189	749	232	595	1058	413	257	1041	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	561	1219	496	189	749	232	595	1058	413	257	1041	271

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.73	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	2.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	2786	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.16	0.34	0.18	0.06	0.21	0.15	0.17	0.21	0.26	0.08	0.20	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.37	0.46	0.06	0.25	0.44	0.20	0.33	0.33	0.10	0.23	0.23
Volume/Cap:	0.89	0.93	0.38	0.87	0.86	0.33	0.89	0.63	0.79	0.79	0.89	0.74
Delay/Veh:	47.8	38.2	15.1	69.6	39.0	15.7	46.6	24.7	33.4	49.6	39.9	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	38.2	15.1	69.6	39.0	15.7	46.6	24.7	33.4	49.6	39.9	38.1
LOS by Move:	D	D	B	E	D	B	D	C	C	D	D	D
DesignQueue:	12	21	7	4	15	6	12	13	14	6	15	10

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Rutgers Ave / Telegraph Canyon Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 9 Average Delay (sec/veh): 12.7
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	0	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	0	0	0	220	0	150	210	1375	0	0	1305	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	0	150	210	1375	0	0	1305	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	252	0	172	240	1573	0	0	1493	195
Reduct Vol:	0	0	0	0	0	30	0	0	0	0	0	0
Reduced Vol:	0	0	0	252	0	142	240	1573	0	0	1493	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	252	0	142	240	1573	0	0	1493	195

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	1.00	0.93	0.96
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	2.67	0.33
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	1900	4696	612

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.09	0.14	0.31	0.00	0.00	0.32	0.32
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.19	0.65	0.00	0.00	0.45	0.45
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.44	0.70	0.48	0.00	0.00	0.70	0.70
Delay/Veh:	0.0	0.0	0.0	28.3	0.0	21.9	29.0	5.5	0.0	0.0	14.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.3	0.0	21.9	29.0	5.5	0.0	0.0	14.1	14.1
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
DesignQueue:	0	0	0	7	0	4	7	7	0	0	12	12

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 SR-125 SB Ramps / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 9 Average Delay (sec/veh): 8.0
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	350	0	110	0	2210	90	0	1860	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	350	0	110	0	2210	90	0	1860	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00
PHF Volume:	0	0	0	400	0	126	0	2529	103	0	2128	0
Reduct Vol:	0	0	0	0	0	20	0	0	20	0	0	20
Reduced Vol:	0	0	0	400	0	106	0	2529	83	0	2128	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	400	0	106	0	2529	83	0	2128	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	1583	0	5083	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.07	0.00	0.50	0.05	0.00	0.42	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.16	0.00	0.16	0.00	0.69	0.69	0.00	0.69	0.00
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.41	0.00	0.72	0.08	0.00	0.61	0.00
Delay/Veh:	0.0	0.0	0.0	28.5	0.0	23.7	0.0	6.6	3.1	0.0	5.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.5	0.0	23.7	0.0	6.6	3.1	0.0	5.3	0.0
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
DesignQueue:	0	0	0	6	0	3	0	11	1	0	9	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 SR-125 NB Ramps / Otay Lakes Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 9 Average Delay (sec/veh): 4.3
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	3	0	0	1

Volume Module:

Base Vol:	60	0	110	0	0	0	0	2430	130	0	1900	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	0	110	0	0	0	0	2430	130	0	1900	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00	0.87	0.87	0.87
PHF Volume:	69	0	126	0	0	0	0	2780	0	0	2174	332
Reduct Vol:	0	0	20	0	0	0	0	0	25	0	0	60
Reduced Vol:	69	0	106	0	0	0	0	2780	0	0	2174	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	69	0	106	0	0	0	0	2780	0	0	2174	272

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	0.83
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1769	0	2786	0	0	0	0	5083	1900	0	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.43	0.17
Crit Moves:	****							****		****		
Green/Cycle:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.86	0.00	0.00	0.86	0.86
Volume/Cap:	0.64	0.00	0.62	0.00	0.00	0.00	0.00	0.64	0.00	0.00	0.50	0.20
Delay/Veh:	62.6	0.0	57.5	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.0	1.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	0.0	57.5	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.0	1.4
LOS by Move:	E	A	E	A	A	A	A	A	A	A	A	A
DesignQueue:	4	0	3	0	0	0	0	10	0	0	8	2

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Eastlake Pkwy / Otay Lakes Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 12 Average Delay (sec/veh): 39.0
Optimal Cycle: 73 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	530	470	190	160	560	460	530	970	860	290	620	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	470	190	160	560	460	530	970	860	290	620	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	606	538	217	183	641	526	606	1110	984	332	709	103
Reduct Vol:	0	0	40	0	0	90	0	0	175	0	0	0
Reduced Vol:	606	538	177	183	641	436	606	1110	809	332	709	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	606	538	177	183	641	436	606	1110	809	332	709	103

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.73	0.90	0.92	0.96
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	2.00	2.00	2.63	0.37
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	2786	3432	4625	671

Capacity Analysis Module:

Vol/Sat:	0.18	0.15	0.11	0.05	0.18	0.28	0.18	0.22	0.29	0.10	0.15	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.23	0.36	0.49	0.11	0.24	0.47	0.23	0.30	0.53	0.13	0.20	0.20
Volume/Cap:	0.76	0.42	0.23	0.49	0.76	0.59	0.76	0.73	0.55	0.73	0.76	0.76
Delay/Veh:	47.5	29.3	17.6	51.3	46.9	24.7	47.5	39.5	19.1	55.9	48.6	48.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	29.3	17.6	51.3	46.9	24.7	47.5	39.5	19.1	55.9	48.6	48.6
LOS by Move:	D	C	B	D	D	C	D	D	B	E	D	D
DesignQueue:	17	13	6	6	18	16	17	20	15	10	16	16

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Lane Ave / Otay Lakes Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 9 Average Delay (sec/veh): 22.7
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	2	0	3	0	0	2

Volume Module:

Base Vol:	0	0	0	330	0	630	490	710	0	0	480	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	330	0	630	490	710	0	0	480	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	378	0	721	561	812	0	0	549	149
Reduct Vol:	0	0	0	0	0	125	0	0	0	0	0	0
Reduced Vol:	0	0	0	378	0	596	561	812	0	0	549	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	378	0	596	561	812	0	0	549	149

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.87	1.00	0.87	0.90	0.89	1.00	1.00	0.91	0.95
Lanes:	0.00	0.00	0.00	1.39	0.00	1.61	2.00	3.00	0.00	0.00	2.38	0.62
Final Sat.:	0	0	0	2302	0	2674	3432	5083	0	0	4112	1114

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.22	0.16	0.16	0.00	0.00	0.13	0.13
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.39	0.00	0.39	0.28	0.51	0.00	0.00	0.23	0.23
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.58	0.58	0.31	0.00	0.00	0.58	0.58
Delay/Veh:	0.0	0.0	0.0	20.4	0.0	22.3	28.5	12.7	0.0	0.0	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.4	0.0	22.3	28.5	12.7	0.0	0.0	31.4	31.4
LOS by Move:	A	A	A	C	A	C	C	B	A	A	C	C
DesignQueue:	0	0	0	9	0	12	11	8	0	0	10	10

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Fenton St / Otay Lakes Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.323
Loss Time (sec): 9 Average Delay (sec/veh): 12.4
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	2	1

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	0	0	0	110	0	60	90	820	0	0	670	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	110	0	60	90	820	0	0	670	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	126	0	69	103	938	0	0	767	92
Reduct Vol:	0	0	0	0	0	10	0	0	0	0	0	0
Reduced Vol:	0	0	0	126	0	59	103	938	0	0	767	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	126	0	59	103	938	0	0	767	92

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	1.00	0.93	0.96
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.69	0.31
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	0	4746	567

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.04	0.06	0.18	0.00	0.00	0.16	0.16
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.18	0.68	0.00	0.00	0.50	0.50
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.17	0.32	0.27	0.00	0.00	0.32	0.32
Delay/Veh:	0.0	0.0	0.0	29.9	0.0	28.7	32.7	5.7	0.0	0.0	13.5	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.9	0.0	28.7	32.7	5.7	0.0	0.0	13.5	13.5
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
DesignQueue:	0	0	0	5	0	2	4	6	0	0	8	8

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Hunte Pkwy / Otay Lakes Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 12 Average Delay (sec/veh): 26.2
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	1	0	2	0

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	240	160	60	110	280	240	220	560	370	70	430	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	160	60	110	280	240	220	560	370	70	430	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	275	183	69	126	320	275	252	641	423	80	492	57
Reduct Vol:	0	0	10	0	0	50	0	0	0	0	0	10
Reduced Vol:	275	183	59	126	320	225	252	641	423	80	492	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	183	59	126	320	225	252	641	423	80	492	47

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.88	0.92	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	3326	1750	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.08	0.05	0.04	0.04	0.09	0.14	0.07	0.19	0.24	0.02	0.10	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.36	0.36	0.09	0.26	0.26	0.17	0.32	0.32	0.08	0.23	0.23
Volume/Cap:	0.43	0.14	0.10	0.42	0.34	0.54	0.43	0.61	0.76	0.28	0.43	0.13
Delay/Veh:	29.1	17.1	16.9	35.6	24.1	26.8	30.1	23.7	27.1	35.1	26.7	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	17.1	16.9	35.6	24.1	26.8	30.1	23.7	27.1	35.1	26.7	24.8
LOS by Move:	C	B	B	D	C	C	C	C	C	D	C	C
DesignQueue:	5	3	2	3	6	8	5	11	14	2	6	2

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Woods Dr / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.303
Loss Time (sec): 0 Average Delay (sec/veh): 5.4
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	5	18	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	2	1	0	2	1

Volume Module:

Base Vol:	0	0	0	30	0	80	80	610	0	0	570	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	80	80	610	0	0	570	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	34	0	92	92	698	0	0	652	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	34	0	92	92	698	0	0	652	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	34	0	92	92	698	0	0	652	69

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.95	1.00	1.00	0.93	0.97
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	2.72	0.28
Final Sat.:	0	1900	0	1769	0	1583	1769	5400	0	1900	4817	507

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.06	0.05	0.13	0.00	0.00	0.14	0.14
Crit Moves:	****			****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.09	0.00	0.09	0.25	0.91	0.00	0.00	0.66	0.66
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.62	0.21	0.14	0.00	0.00	0.21	0.21
Delay/Veh:	0.0	0.0	0.0	25.7	0.0	33.7	18.0	0.3	0.0	0.0	4.1	4.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.7	0.0	33.7	18.0	0.3	0.0	0.0	4.1	4.1
LOS by Move:	A	A	A	C	A	C	B	A	A	A	A	A
DesignQueue:	0	0	0	1	0	3	2	1	0	0	3	3

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Lake Crest Dr / Otay Lakes Rd

Cycle (sec): 70 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 9 Average Delay (sec/veh): 11.4
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	0	0	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	1	0	2	0	1	1

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	160	0	40	0	0	0	0	580	260	50	440	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	0	40	0	0	0	0	580	260	50	440	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	183	0	46	0	0	0	0	664	297	57	503	0
Reduct Vol:	0	0	10	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	0	36	0	0	0	0	664	297	57	503	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	0	36	0	0	0	0	664	297	57	503	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.83	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	1900	3538	1583	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.10	0.00	0.02	0.00	0.00	0.00	0.00	0.19	0.19	0.03	0.10	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.51	0.51	0.09	0.59	0.00
Volume/Cap:	0.37	0.00	0.08	0.00	0.00	0.00	0.00	0.37	0.37	0.37	0.17	0.00
Delay/Veh:	20.8	0.0	18.7	0.0	0.0	0.0	0.0	10.7	10.8	31.6	6.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	0.0	18.7	0.0	0.0	0.0	0.0	10.7	10.8	31.6	6.5	0.0
LOS by Move:	C	A	B	A	A	A	A	B	B	C	A	A
DesignQueue:	5	0	1	0	0	0	0	7	6	2	3	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Wueste Rd / Otay Lakes Rd

Cycle (sec): 70 Critical Vol./Cap.(X): 0.302

Loss Time (sec): 0 Average Delay (sec/veh): 8.4

Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	0	0	2	0	1	3

Volume Module:

Base Vol:	70	0	60	0	0	0	0	530	80	50	470	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	60	0	0	0	0	530	80	50	470	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	80	0	69	0	0	0	0	606	92	57	538	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	0	69	0	0	0	0	606	92	57	538	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	0	69	0	0	0	0	606	92	57	538	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.80	1.00	1.00	1.00	1.00	0.93	0.83	0.93	0.89	1.00
Lanes:	0.54	0.00	0.46	0.00	0.00	0.00	0.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	818	0	701	0	0	0	0	3538	1583	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.17	0.06	0.03	0.11	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.00	0.57	0.57	0.11	0.68	0.00
Volume/Cap:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.30	0.10	0.30	0.16	0.00
Delay/Veh:	18.0	0.0	18.0	0.0	0.0	0.0	0.0	8.0	7.0	29.7	4.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.0	0.0	18.0	0.0	0.0	0.0	0.0	8.0	7.0	29.7	4.1	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	C	A	A
DesignQueue:	4	0	4	0	0	0	0	6	2	2	3	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Campo Rd/SR-94 / Otay Lakes Road/Honey Springs Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 12 Average Delay (sec/veh): 29.0
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	0	0	10	5	5	10	0	0	10	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	100	300	10	20	600	90	100	20	150	60	60	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	300	10	20	600	90	100	20	150	60	60	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	114	343	11	23	686	103	114	23	172	69	69	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	343	11	23	686	103	114	23	172	69	69	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	343	11	23	686	103	114	23	172	69	69	46

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.96	0.96	0.93	0.85	0.85	0.93	0.92	0.92
Lanes:	1.00	0.97	0.03	1.00	0.87	0.13	1.00	0.12	0.88	1.00	0.60	0.40
Final Sat.:	1769	1793	60	1769	1588	238	1769	190	1426	1769	1050	700

Capacity Analysis Module:

Vol/Sat:	0.06	0.19	0.19	0.01	0.43	0.43	0.06	0.12	0.12	0.04	0.07	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.63	0.63	0.04	0.58	0.58	0.09	0.15	0.15	0.05	0.11	0.11
Volume/Cap:	0.74	0.31	0.31	0.31	0.74	0.74	0.74	0.80	0.80	0.80	0.59	0.59
Delay/Veh:	57.7	7.9	7.9	44.1	16.8	16.8	57.7	54.4	54.4	82.8	42.7	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	7.9	7.9	44.1	16.8	16.8	57.7	54.4	54.4	82.8	42.7	42.7
LOS by Move:	E	A	A	D	B	B	E	D	D	F	D	D
DesignQueue:	5	7	7	1	19	19	5	8	8	3	5	5

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 East Palomar St / Olympic Pkwy

Cycle (sec): 75 Critical Vol./Cap.(X): 0.903
Loss Time (sec): 12 Average Delay (sec/veh): 54.0
Optimal Cycle: 94 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 22 Sep 2005 <<

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 SR-125 SB Ramps / Olympic Pkwy

Cycle (sec): 90 Critical Vol./Cap.(X): 0.614

Loss Time (sec): 9 Average Delay (sec/veh): 8.9

Optimal Cycle: 60 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes.

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Volume Module: Table with 12 columns for volume and adjustment factors across four directions.

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Saturation Flow Module: Table with 12 columns for saturation flow and adjustment factors.

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Capacity Analysis Module: Table with 12 columns for capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 SR-125 NB Ramps / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 9 Average Delay (sec/veh): 5.9
Optimal Cycle: 60 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Eastlake Pkwy / Olympic Pkwy

Cycle (sec): 85 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 12 Average Delay (sec/veh): 31.3
Optimal Cycle: 68 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	21	0	5	21	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	2	0	3	0	1	2

Volume Module: >> Count Date: 27 Sep 2005 <<

Base Vol:	455	545	335	220	660	330	290	1325	355	185	1180	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	455	545	335	220	660	330	290	1325	355	185	1180	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	521	624	383	252	755	378	332	1516	406	212	1350	132
Reduct Vol:	0	0	20	0	0	0	0	0	55	0	0	30
Reduced Vol:	521	624	363	252	755	378	332	1516	351	212	1350	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	521	624	363	252	755	378	332	1516	351	212	1350	102

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.89	0.73	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	5083	1583	3432	5083	2786	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.15	0.12	0.23	0.07	0.15	0.14	0.10	0.30	0.22	0.06	0.27	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.33	0.40	0.10	0.25	0.36	0.12	0.36	0.36	0.07	0.32	0.32
Volume/Cap:	0.84	0.37	0.57	0.75	0.60	0.37	0.84	0.83	0.62	0.83	0.84	0.20
Delay/Veh:	43.6	21.9	20.8	46.4	29.1	20.2	51.6	28.5	24.7	59.5	31.2	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	21.9	20.8	46.4	29.1	20.2	51.6	28.5	24.7	59.5	31.2	21.4
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
DesignQueue:	11	7	11	6	10	7	7	18	11	5	17	3

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Hunte Pkwy / Olympic Pkwy

Cycle (sec): 80 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 12 Average Delay (sec/veh): 29.9
Optimal Cycle: 64 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 22 Sep 2005 <<

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Olympic Vista Rd / Olympic Pkwy

Cycle (sec): 90 Critical Vol./Cap.(X): 0.424
Loss Time (sec): 12 Average Delay (sec/veh): 23.3
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	5	18	0	5	18	0	5	15	0	5	15	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1	0

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	80	15	30	25	20	230	330	670	230	25	495	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	15	30	25	20	230	330	670	230	25	495	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	92	17	34	29	23	263	378	767	263	29	566	40
Reduct Vol:	0	0	0	0	0	70	0	0	0	0	0	0
Reduced Vol:	92	17	34	29	23	193	378	767	263	29	566	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	17	34	29	23	193	378	767	263	29	566	40

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.88	0.88	0.93	0.98	0.83	0.90	0.94	0.94	0.93	0.97	0.97
Lanes:	1.00	0.33	0.67	1.00	1.00	1.00	2.00	1.49	0.51	1.00	1.87	0.13
Final Sat.:	1769	559	1117	1769	1862	1583	3432	2667	916	1769	3443	243

Capacity Analysis Module:

Vol/Sat:	0.05	0.03	0.03	0.02	0.01	0.12	0.11	0.29	0.29	0.02	0.16	0.16
Crit Moves:	****				****		****			****		
Green/Cycle:	0.09	0.23	0.23	0.06	0.20	0.20	0.23	0.52	0.52	0.06	0.35	0.35
Volume/Cap:	0.56	0.13	0.13	0.25	0.06	0.61	0.48	0.56	0.56	0.29	0.48	0.48
Delay/Veh:	43.1	27.7	27.7	41.3	29.2	36.3	30.6	15.1	15.1	42.4	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	27.7	27.7	41.3	29.2	36.3	30.6	15.1	15.1	42.4	23.4	23.4
LOS by Move:	D	C	C	D	C	D	C	B	B	D	C	C
DesignQueue:	4	2	2	1	1	8	8	13	13	1	10	10

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Olympic Pkwy / Wueste Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.285
Loss Time (sec): 9 Average Delay (sec/veh): 12.6
Optimal Cycle: 60 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Lake Crest Dr / Wueste Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.399
Loss Time (sec): 9 Average Delay (sec/veh): 8.4
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	12	0	5	12	0	0	0	0	0	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	420	55	45	265	0	0	0	0	80	0	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	420	55	45	265	0	0	0	0	80	0	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	481	63	51	303	0	0	0	0	92	0	74
Reduct Vol:	0	0	10	0	0	0	0	0	0	0	0	25
Reduced Vol:	0	481	53	51	303	0	0	0	0	92	0	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	481	53	51	303	0	0	0	0	92	0	49

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.83	0.93	0.98	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1862	1583	1769	1862	0	0	0	0	1769	0	1583

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.03	0.03	0.16	0.00	0.00	0.00	0.00	0.05	0.00	0.03
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.64	0.64	0.08	0.72	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Volume/Cap:	0.00	0.40	0.05	0.35	0.23	0.00	0.00	0.00	0.00	0.40	0.00	0.24
Delay/Veh:	0.0	5.5	4.1	27.4	2.9	0.0	0.0	0.0	0.0	25.2	0.0	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.5	4.1	27.4	2.9	0.0	0.0	0.0	0.0	25.2	0.0	24.2
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	C
DesignQueue:	0	6	1	2	3	0	0	0	0	3	0	1

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 SR-125 SB ramps / Rock Mountain Rd

Cycle (sec): 140 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 9 Average Delay (sec/veh): 18.0
Optimal Cycle: 64 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	0	0	420	5	270	0	1555	455	0	2315	405
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	420	5	270	0	1555	455	0	2315	405
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00
PHF Volume:	0	0	0	481	6	309	0	1779	521	0	2649	0
Reduct Vol:	0	0	0	0	0	10	0	0	5	0	0	20
Reduced Vol:	0	0	0	481	6	299	0	1779	516	0	2649	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	481	6	299	0	1779	516	0	2649	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.84	0.84	0.84	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	1.98	0.02	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3151	38	1594	0	5083	1583	0	5083	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.19	0.00	0.35	0.33	0.00	0.52	0.00
Crit Moves:						****	****			****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.69	0.69	0.00	0.69	0.00
Volume/Cap:	0.00	0.00	0.00	0.62	0.62	0.76	0.00	0.51	0.47	0.00	0.76	0.00
Delay/Veh:	0.0	0.0	0.0	47.7	47.7	52.0	0.0	10.6	10.4	0.0	15.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.7	47.7	52.0	0.0	10.6	10.4	0.0	15.2	0.0
LOS by Move:	A	A	A	D	D	D	A	B	B	A	B	A
DesignQueue:	0	0	0	15	15	18	0	17	13	0	27	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 SR-125 NB ramps / Rock Mountain Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 1.035

Loss Time (sec): 9 Average Delay (sec/veh): 45.1

Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with 12 columns representing different traffic metrics. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Eastlake Pkwy / Rock Mountain Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 1.042
Loss Time (sec): 12 Average Delay (sec/veh): 52.7
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	21	0	5	21	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	145	255	40	460	265	510	490	1120	270	110	995	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	255	40	460	265	510	490	1120	270	110	995	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	166	292	46	526	303	584	561	1281	309	126	1138	641
Reduct Vol:	0	0	70	0	0	60	0	0	80	0	0	30
Reduced Vol:	166	292	0	526	303	524	561	1281	229	126	1138	611
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	166	292	0	526	303	524	561	1281	229	126	1138	611

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	1.00	0.90	0.89	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	5083	1900	3432	5083	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.06	0.00	0.15	0.06	0.33	0.16	0.25	0.14	0.04	0.22	0.39
Crit Moves:	****					****	****					****
Green/Cycle:	0.05	0.20	0.00	0.16	0.32	0.32	0.16	0.45	0.45	0.08	0.37	0.37
Volume/Cap:	1.04	0.28	0.00	0.95	0.19	1.04	1.04	0.56	0.32	0.46	0.60	1.04
Delay/Veh:	135.3	37.3	0.0	71.0	27.3	89.1	96.6	22.9	20.0	49.5	28.7	83.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	135.3	37.3	0.0	71.0	27.3	89.1	96.6	22.9	20.0	49.5	28.7	83.2
LOS by Move:	F	D	A	E	C	F	F	C	B	D	C	F
DesignQueue:	5	5	0	14	5	24	16	17	8	4	17	26

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 SR-125 SB ramps / Otay Valley Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 9 Average Delay (sec/veh): 15.4
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1! 0	1	0	0	3 0 1	0	1	2 0 1

Volume Module:

Base Vol:	100	0	150	0	0	0	0	760	265	70	605	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	150	0	0	0	0	760	265	70	605	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00
PHF Volume:	114	0	172	0	0	0	0	870	303	80	692	0
Reduct Vol:	0	0	0	0	0	5	0	0	5	0	0	10
Reduced Vol:	114	0	172	0	0	0	0	870	298	80	692	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	114	0	172	0	0	0	0	870	298	80	692	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.88	1.00	1.00	1.00	1.00	0.89	0.83	0.98	0.94	1.00
Lanes:	0.40	0.00	0.60	1.00	1.00	1.00	0.00	3.00	1.00	0.30	2.70	1.00
Final Sat.:	671	0	1006	1900	1900	1900	0	5083	1583	557	4815	1900

Capacity Analysis Module:

Vol/Sat:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.17	0.19	0.14	0.14	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.30	0.30	0.25	0.55	0.00
Volume/Cap:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.57	0.63	0.57	0.26	0.00
Delay/Veh:	19.4	0.0	19.4	0.0	0.0	0.0	0.0	18.3	20.8	20.2	7.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	0.0	19.4	0.0	0.0	0.0	0.0	18.3	20.8	20.2	7.1	0.0
LOS by Move:	B	A	B	A	A	A	A	B	C	C	A	A
DesignQueue:	7	0	7	0	0	0	0	8	7	7	4	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 SR-125 NB ramps / Otay Valley Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 9 Average Delay (sec/veh): 11.2
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	150	0	65	0	0	0	0	785	125	80	525	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	0	65	0	0	0	0	785	125	80	525	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00	0.87	0.87	0.87
PHF Volume:	172	0	74	0	0	0	0	898	0	92	601	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	0	74	0	0	0	0	898	0	92	601	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	172	0	74	0	0	0	0	898	0	92	601	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.90	1.00	1.00	1.00	1.00	0.89	1.00	0.97	0.94	1.00
Lanes:	1.70	0.00	1.30	0.00	0.00	0.00	0.00	3.00	1.00	0.38	2.62	1.00
Final Sat.:	2916	0	2237	0	0	0	0	5083	1900	709	4652	1900

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.03	0.00	0.00	0.00	0.00	0.18	0.00	0.13	0.13	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.41	0.00	0.30	0.71	0.00
Volume/Cap:	0.43	0.00	0.24	0.00	0.00	0.00	0.00	0.43	0.00	0.43	0.18	0.00
Delay/Veh:	24.2	0.0	23.2	0.0	0.0	0.0	0.0	12.7	0.0	17.0	2.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	0.0	23.2	0.0	0.0	0.0	0.0	12.7	0.0	17.0	2.9	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	B	A	A
DesignQueue:	3	0	2	0	0	0	0	7	0	6	2	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 La Media Rd / Otay Mesa Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 12 Average Delay (sec/veh): 48.3
Optimal Cycle: 103 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	3	1	0	2

Volume Module:

Base Vol:	255	435	305	325	470	345	285	915	385	210	845	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	435	305	325	470	345	285	915	385	210	845	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	292	498	349	372	538	395	326	1047	441	240	967	257
Reduct Vol:	0	0	0	0	0	0	0	0	70	0	0	0
Reduced Vol:	292	498	349	372	538	395	326	1047	371	240	967	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	292	498	349	372	538	395	326	1047	371	240	967	257

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.87	0.92	0.93	0.87	0.92	0.93	0.89	0.83	0.93	0.91	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.39	0.61
Final Sat.:	1769	3318	1747	1769	3315	1745	1769	5083	1583	1769	4131	1100

Capacity Analysis Module:

Vol/Sat:	0.16	0.15	0.20	0.21	0.16	0.23	0.18	0.21	0.23	0.14	0.23	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.18	0.21	0.21	0.22	0.25	0.25	0.20	0.28	0.28	0.16	0.25	0.25
Volume/Cap:	0.90	0.71	0.95	0.94	0.65	0.90	0.94	0.73	0.83	0.83	0.94	0.94
Delay/Veh:	66.7	38.8	58.4	68.0	34.5	47.0	72.2	34.4	45.9	58.3	49.7	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.7	38.8	58.4	68.0	34.5	47.0	72.2	34.4	45.9	58.3	49.7	49.7
LOS by Move:	E	D	E	E	C	D	E	C	D	E	D	D
DesignQueue:	14	12	16	17	12	17	15	16	16	12	19	19

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 SR-125 SB / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 0 Average Delay (sec/veh): 8.0
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	0	3	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	300	0	285	0	1460	0	0	1415	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	300	0	285	0	1460	0	0	1415	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	343	0	326	0	1670	0	0	1619	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	343	0	326	0	1670	0	0	1619	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	343	0	326	0	1670	0	0	1619	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	1.00	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	0	0	5083	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.21	0.00	0.33	0.00	0.00	0.32	0.00
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.39	0.00	0.39	0.00	0.61	0.00	0.00	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	0.53	0.00	0.53	0.00	0.00	0.52	0.00
Delay/Veh:	0.0	0.0	0.0	12.7	0.0	15.2	0.0	6.8	0.0	0.0	6.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.7	0.0	15.2	0.0	6.8	0.0	0.0	6.7	0.0
LOS by Move:	A	A	A	B	A	B	A	A	A	A	A	A
DesignQueue:	0	0	0	4	0	7	0	9	0	0	8	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 SR125 NB / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 0 Average Delay (sec/veh): 11.2
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	3	0	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	0	0	0	430	1330	0	0	1415	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	430	1330	0	0	1415	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	0	0	0	492	1522	0	0	1619	561
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	492	1522	0	0	1619	561
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	492	1522	0	0	1619	561

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.89	1.00	1.00	0.90	0.94
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	3.01	0.99
Final Sat.:	0	0	0	0	0	0	1769	5083	0	0	5137	1779

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.30	0.00	0.00	0.32	0.32
Crit Moves:	****											
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.51	0.51
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.57	0.61	0.00	0.00	0.61	0.61
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	11.9	11.7	0.0	0.0	10.7	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	11.9	11.7	0.0	0.0	10.7	10.7
LOS by Move:	A	A	A	A	A	A	B	B	A	A	B	B
DesignQueue:	0	0	0	0	0	0	9	10	0	0	10	10

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Ellis Road / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.938
Loss Time (sec): 0 Average Delay (sec/veh): 24.3
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	3	0	0	2

Volume Module:

Base Vol:	0	0	0	510	0	545	270	1060	0	0	1355	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	510	0	545	270	1060	0	0	1355	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	584	0	624	309	1213	0	0	1550	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	584	0	624	309	1213	0	0	1550	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	584	0	624	309	1213	0	0	1550	383

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	1.00	0.91	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.43	0.57
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	0	4198	1038

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.33	0.00	0.39	0.17	0.24	0.00	0.00	0.37	0.37
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.42	0.00	0.42	0.19	0.58	0.00	0.00	0.39	0.39
Volume/Cap:	0.00	0.00	0.00	0.79	0.00	0.94	0.94	0.41	0.00	0.00	0.94	0.94
Delay/Veh:	0.0	0.0	0.0	20.6	0.0	37.7	57.8	7.0	0.0	0.0	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.6	0.0	37.7	57.8	7.0	0.0	0.0	26.5	26.5
LOS by Move:	A	A	A	C	A	D	E	A	A	A	C	C
DesignQueue:	0	0	0	12	0	13	9	7	0	0	15	15

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Campo Rd/SR-94 / Melody Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 6 Average Delay (sec/veh): 12.6
Optimal Cycle: 60 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #40 Campo Rd/SR-94 / Maxfield Rd

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: C[22.9]

Table with columns: Approach: North Bound, South Bound, East Bound, West Bound; Movement: L - T - R; Control: Uncontrolled, Stop Sign; Rights: Include; Lanes: 1 0 0 1 0

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume

Critical Gap Module:

Table with columns: Critical Gp, FollowUpTim

Capacity Module:

Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with columns: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Proctor Valley Rd/Jefferson Rd / Campo Rd/SR-94

Cycle (sec): 110 Critical Vol./Cap.(X): 0.914

Loss Time (sec): 9 Average Delay (sec/veh): 40.2

Optimal Cycle: 116 Level Of Service: D

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different traffic movements and 10 rows of volume and adjustment factors.

Saturation Flow Module:

Table with 12 columns representing different traffic movements and 4 rows of saturation flow and final saturation values.

Capacity Analysis Module:

Table with 12 columns representing different traffic movements and 10 rows of capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Project Drwy #1 @ Otay Lakes Rd

Cycle (sec): 140 Critical Vol./Cap.(X): 0.173
Loss Time (sec): 12 Average Delay (sec/veh): 0.6
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	0	5	10	0	0	0	0	10	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	460	0	0	490	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	460	0	0	490	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	526	0	0	561	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	526	0	0	561	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	526	0	0	561	0	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	1.00	1.00	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3724	0	1900	3538	0	0	0	0	1900	0	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****								
Green/Cycle:	0.00	0.91	0.00	0.00	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.15	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
DesignQueue:	0	2	0	0	2	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Project Drwy #2 @ Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.283
Loss Time (sec): 0 Average Delay (sec/veh): 0.1
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	1	0	0	0	1

Volume Module:

Base Vol:	0	460	0	0	490	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	460	0	0	490	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	526	0	0	561	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	526	0	0	561	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	526	0	0	561	0	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	1.00	1.00	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	1862	0	0	3724	0	0	3800	0	0	3800	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.28	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****								
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.28	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year Base 2030 Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #44 Project Drwy #3 @ Otay Lakes Rd

Average Delay (sec/veh): 15.0 Worst Case Level Of Service: C[15.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	490	0	0	460	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	490	0	0	460	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	0	0	0	0	561	0	0	526	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	561	0	0	526	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	xxxxx	xxxxx	6.5	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	4.0	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	896	xxxxx	xxxx	896	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	896	xxxxx	xxxx	896	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.63	xxxx	xxxx	0.59	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	4.5	xxxxx	xxxx	3.9	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.5	xxxxx	xxxxx	14.6	xxxxx
LOS by Move:	*	*	*	*	*	*	*	C	*	*	B	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			15.5			14.6		
ApproachLOS:	*			*			C			B		

Note: Queue reported is the number of cars per lane.

Appendix V

Two-Lane Highway Analysis Worksheets – Future Year 2030 Base Conditions

HCS+: Two-Lane Highways Release 5.3

Phone: Fax:
E-Mail:

Two-Way Two-Lane Highway Segment Analysis

Analyst Phuong Nguyen
Agency/Co. Chen Ryan
Date Performed 05/05/2011
Analysis Time Period
Highway SR-94
From/To North of Otay Lakes Rd
Jurisdiction
Analysis Year 2030
Description Village 13

Input Data

Highway class Class 1
Shoulder width 6.0 ft Peak-hour factor, PHF 0.92
Lane width 12.0 ft % Trucks and buses 5 %
Segment length 4.9 mi % Recreational vehicles 5 %
Terrain type Level % No-passing zones 0 %
Grade: Length mi Access points/mi 2 /mi
Up/down %

Two-way hourly volume, V 1139 veh/h
Directional split 67 / 33 %

Average Travel Speed

Grade adjustment factor, fG 1.00
PCE for trucks, ET 1.1
PCE for RVs, ER 1.0
Heavy-vehicle adjustment factor, 0.995
Two-way flow rate,(note-1) vp 1244 pc/h
Highest directional split proportion (note-2) 833 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, SFM - mi/h
Observed volume, Vf - veh/h
Estimated Free-Flow Speed:
Base free-flow speed, BFSS 55.0 mi/h
Adj. for lane and shoulder width, fLS 0.0 mi/h
Adj. for access points, fA 0.5 mi/h

Free-flow speed, FFS	54.5	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	44.8	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00
PCE for trucks, ET	1.0
PCE for RVs, ER	1.0
Heavy-vehicle adjustment factor, fHV	1.000
Two-way flow rate,(note-1) vp	1238 pc/h
Highest directional split proportion (note-2)	829
Base percent time-spent-following, BPTSF	66.3 %
Adj.for directional distribution and no-passing zones, fd/np	0.0
Percent time-spent-following, PTSF	66.3 %

Level of Service and Other Performance Measures

Level of service, LOS	D
Volume to capacity ratio, v/c	0.39
Peak 15-min vehicle-miles of travel, VMT15	1517 veh-mi
Peak-hour vehicle-miles of travel, VMT60	5581 veh-mi
Peak 15-min total travel time, TT15	33.8 veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Two-Lane Highways Release 5.3

Phone: Fax:
E-Mail:

Two-Way Two-Lane Highway Segment Analysis

Analyst Phuong Nguyen
Agency/Co. Fehr & Peers
Date Performed 05/07/2011
Analysis Time Period
Highway SR-94
From/To South of Otay Lakes Rd
Jurisdiction
Analysis Year Existing + Project Phase 1
Description Village 13

Input Data

Highway class Class 1
Shoulder width 6.0 ft Peak-hour factor, PHF 0.96
Lane width 12.0 ft % Trucks and buses 5 %
Segment length 10.0 mi % Recreational vehicles 5 %
Terrain type Level % No-passing zones 0 %
Grade: Length mi Access points/mi 1 /mi
 Up/down %

Two-way hourly volume, V 1220 veh/h
Directional split 67 / 33 %

Average Travel Speed

Grade adjustment factor, fG 1.00
PCE for trucks, ET 1.1
PCE for RVs, ER 1.0
Heavy-vehicle adjustment factor, 0.995
Two-way flow rate,(note-1) vp 1277 pc/h
Highest directional split proportion (note-2) 856 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, SFM - mi/h
Observed volume, Vf - veh/h
Estimated Free-Flow Speed:
Base free-flow speed, BFSS 55.0 mi/h
Adj. for lane and shoulder width, fLS 0.0 mi/h
Adj. for access points, fA 0.3 mi/h

Free-flow speed, FFS	54.8	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	44.8	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00
PCE for trucks, ET	1.0
PCE for RVs, ER	1.0
Heavy-vehicle adjustment factor, fHV	1.000
Two-way flow rate,(note-1) vp	1271 pc/h
Highest directional split proportion (note-2)	852
Base percent time-spent-following, BPTSF	67.3 %
Adj.for directional distribution and no-passing zones, fd/np	0.0
Percent time-spent-following, PTSF	67.3 %

Level of Service and Other Performance Measures

Level of service, LOS	D
Volume to capacity ratio, v/c	0.40
Peak 15-min vehicle-miles of travel, VMT15	3177 veh-mi
Peak-hour vehicle-miles of travel, VMT60	12200 veh-mi
Peak 15-min total travel time, TT15	70.9 veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

Appendix W

Ramp Intersection Capacity Analysis Worksheets – Future Year 2030 Base Conditions

RAMP INTERSECTION CAPACITY ANALYSIS
2030

Ramp Intersection	Peak Hour	ILV / Hour	Description
I-805 SB Ramps / Telegraph Canyon Road	AM	1,210	1200-1500: (At Capacity)
	PM	1,460	1200-1500: (At Capacity)
I-805 NB Ramps / Telegraph Canyon Road	AM	1,415	1200-1500: (At Capacity)
	PM	1,358	1200-1500: (At Capacity)
SR-125 SB Ramps / Otay Lakes Road	AM	908	<1200: (Under Capacity)
	PM	1,377	1200-1500: (At Capacity)
SR-125 NB Ramps / Otay Lakes Road	AM	912	<1200: (Under Capacity)
	PM	1,301	1200-1500: (At Capacity)
SR-125 SB Ramps / Olympic Parkway	AM	903	<1200: (Under Capacity)
	PM	1,275	1200-1500: (At Capacity)
SR-125 NB Ramps / Olympic Parkway	AM	929	<1200: (Under Capacity)
	PM	1,300	1200-1500: (At Capacity)
SR-125 SB Ramps / Main Street	AM	1,598	>1500: (Over Capacity)
	PM	1,367	1200-1500: (At Capacity)
SR-125 NB Ramps / Main Street	AM	1,215	1200-1500: (At Capacity)
	PM	1,490	1200-1500: (At Capacity)
SR-125 SB Ramps / Otay Valley Road	AM	323	<1200: (Under Capacity)
	PM	533	<1200: (Under Capacity)
SR-125 SB Ramps / Otay Valley Road	AM	335	<1200: (Under Capacity)
	PM	548	<1200: (Under Capacity)
SR-125 SB Ramps / Otay Mesa Road	AM	732	<1200: (Under Capacity)
	PM	772	<1200: (Under Capacity)
SR-125 SB Ramps / Otay Mesa Road	AM	567	<1200: (Under Capacity)
	PM	920	<1200: (Under Capacity)

RAMP INTERSECTION CAPACITY ANALYSIS
2030

Ramp Intersection	Peak Hour	ILV / Hour	Description
I-805 SB Ramps / Telegraph Canyon Road	AM	1,210	1200-1500: (At Capacity)
	PM	1,460	1200-1500: (At Capacity)
I-805 NB Ramps / Telegraph Canyon Road	AM	1,415	1200-1500: (At Capacity)
	PM	1,358	1200-1500: (At Capacity)
SR-125 SB Ramps / Otay Lakes Road	AM	908	<1200: (Under Capacity)
	PM	1,377	1200-1500: (At Capacity)
SR-125 NB Ramps / Otay Lakes Road	AM	912	<1200: (Under Capacity)
	PM	1,301	1200-1500: (At Capacity)
SR-125 SB Ramps / Olympic Parkway	AM	903	<1200: (Under Capacity)
	PM	1,275	1200-1500: (At Capacity)
SR-125 NB Ramps / Olympic Parkway	AM	929	<1200: (Under Capacity)
	PM	1,300	1200-1500: (At Capacity)
SR-125 SB Ramps / Main Street	AM	1,598	>1500: (Over Capacity)
	PM	1,367	1200-1500: (At Capacity)
SR-125 NB Ramps / Main Street	AM	1,215	1200-1500: (At Capacity)
	PM	1,490	1200-1500: (At Capacity)
SR-125 SB Ramps / Otay Valley Road	AM	323	<1200: (Under Capacity)
	PM	533	<1200: (Under Capacity)
SR-125 SB Ramps / Otay Valley Road	AM	335	<1200: (Under Capacity)
	PM	548	<1200: (Under Capacity)
SR-125 SB Ramps / Otay Mesa Road	AM	732	<1200: (Under Capacity)
	PM	772	<1200: (Under Capacity)
SR-125 SB Ramps / Otay Mesa Road	AM	567	<1200: (Under Capacity)
	PM	920	<1200: (Under Capacity)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

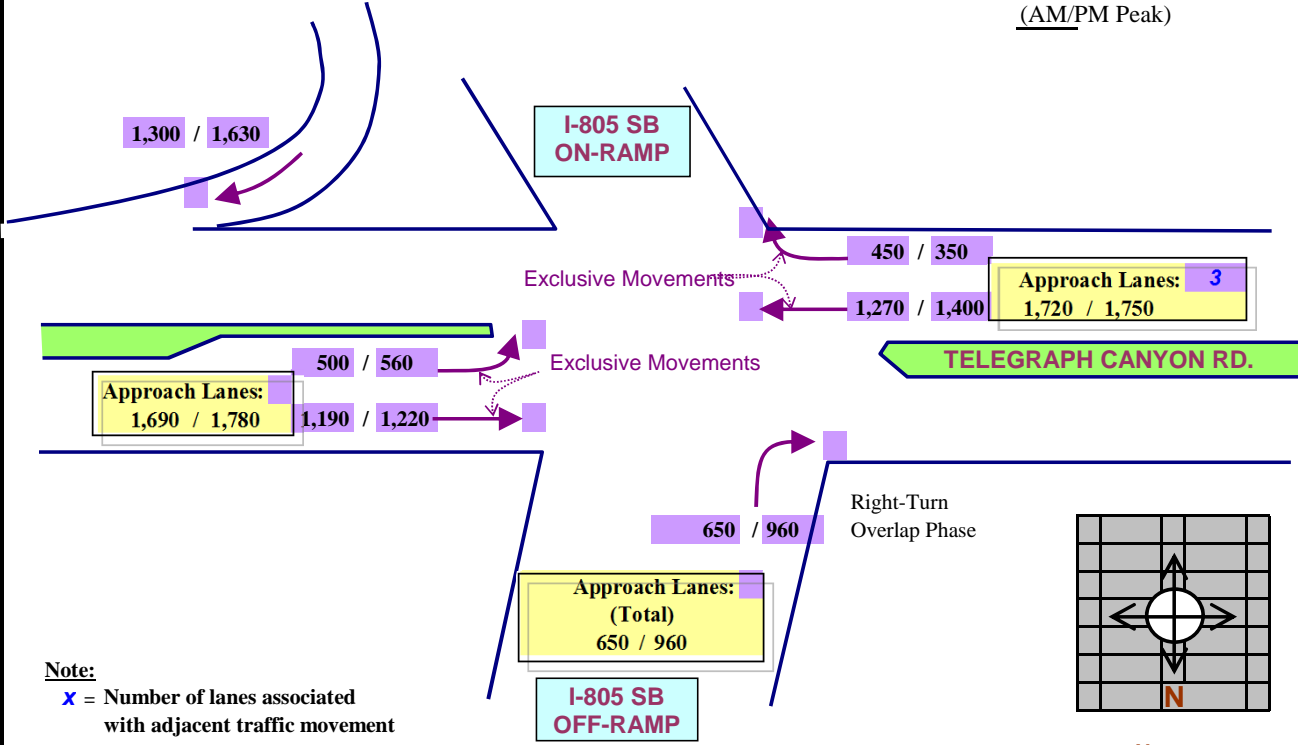
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OTAY RANCH VILLAGE 13

LOCATION: I-805 SB / TELEGRAPH CANYON RD.

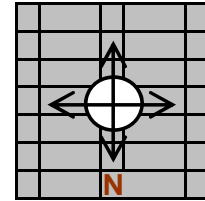
Scenario: 2030

(AM/PM Peak)



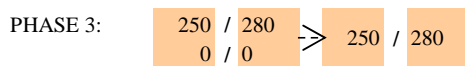
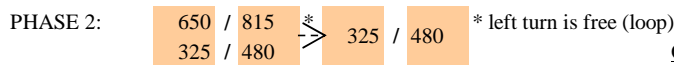
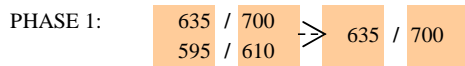
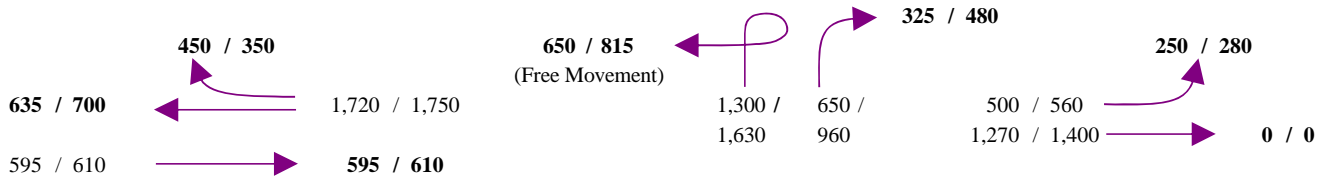
Note:

x = Number of lanes associated with adjacent traffic movement



(Indicate "N" on North Arrow)

ILV per Lane:



OPERATING LEVEL:

ILV/HR. = **1,210** in AM ==> ILV: BETWEEN 1,200 & 1,500
and **1,460** in PM ==> Also BETWEEN 1,200 & 1,500

TOTAL = 1,210 / 1,460 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : AT CAPACITY (in AM)
& AT CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

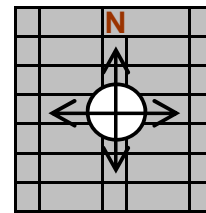
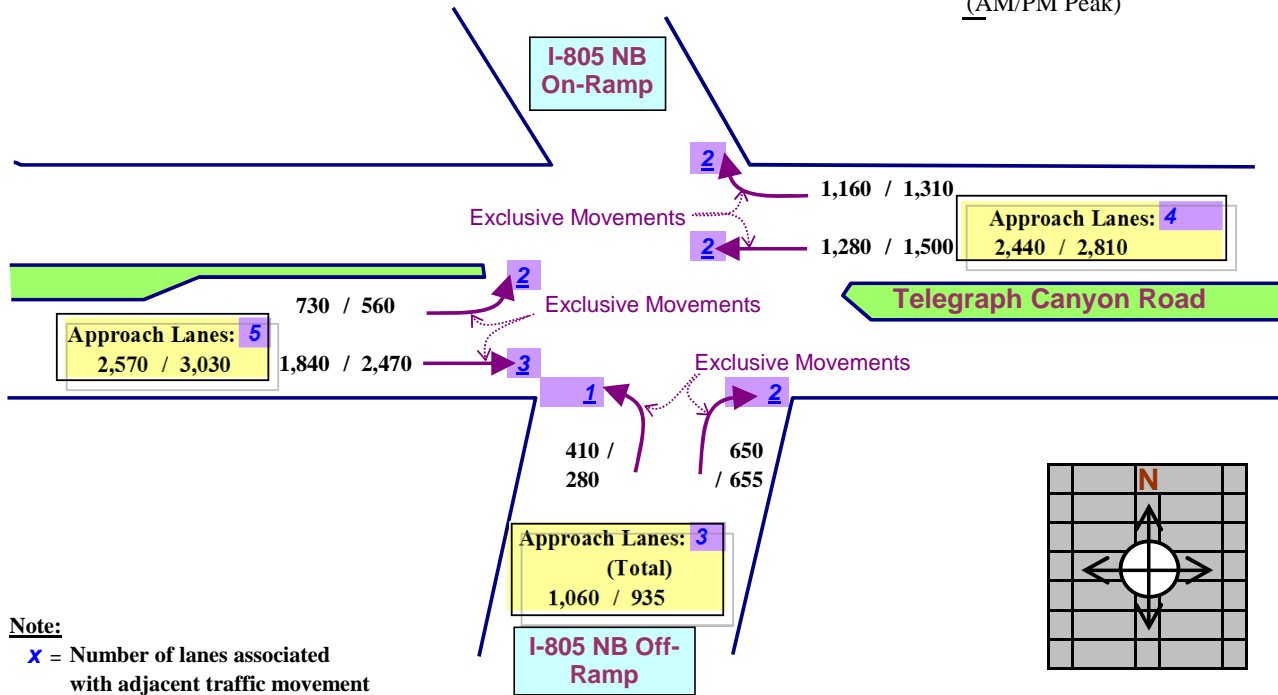
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OTAY RANCH VILLAGE 13

LOCATION: I-805 NB / TELEGRAPH CANYON RD. **Scenario:** #

(AM/PM Peak)

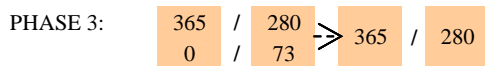
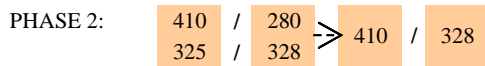
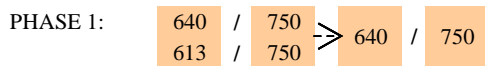
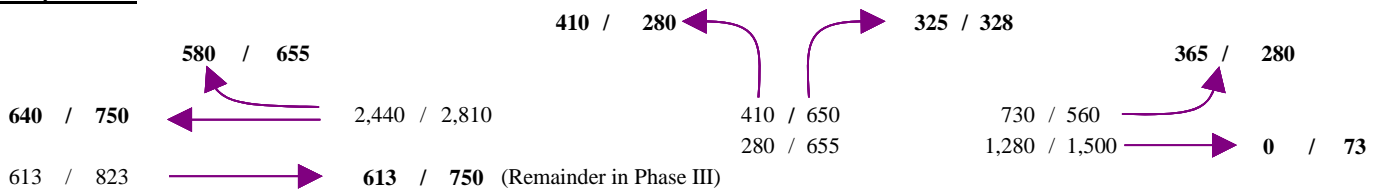


(Indicate "N" on North Arrow)

Note:

x = Number of lanes associated with adjacent traffic movement

ILV per Lane:



TOTAL = 1,415 / 1,358 ILV/HR. in the AM / PM peak hours

OPERATING LEVEL:

ILV/HR. = **1,415** in AM \Rightarrow ILV: BETWEEN 1,200 & 1,500
and **1,358** in PM \Rightarrow Also BETWEEN 1,200 & 1,500

THEREFORE, INTERSECTION OPERATES : AT CAPACITY (in AM)
& AT CAPACITY (in PM)

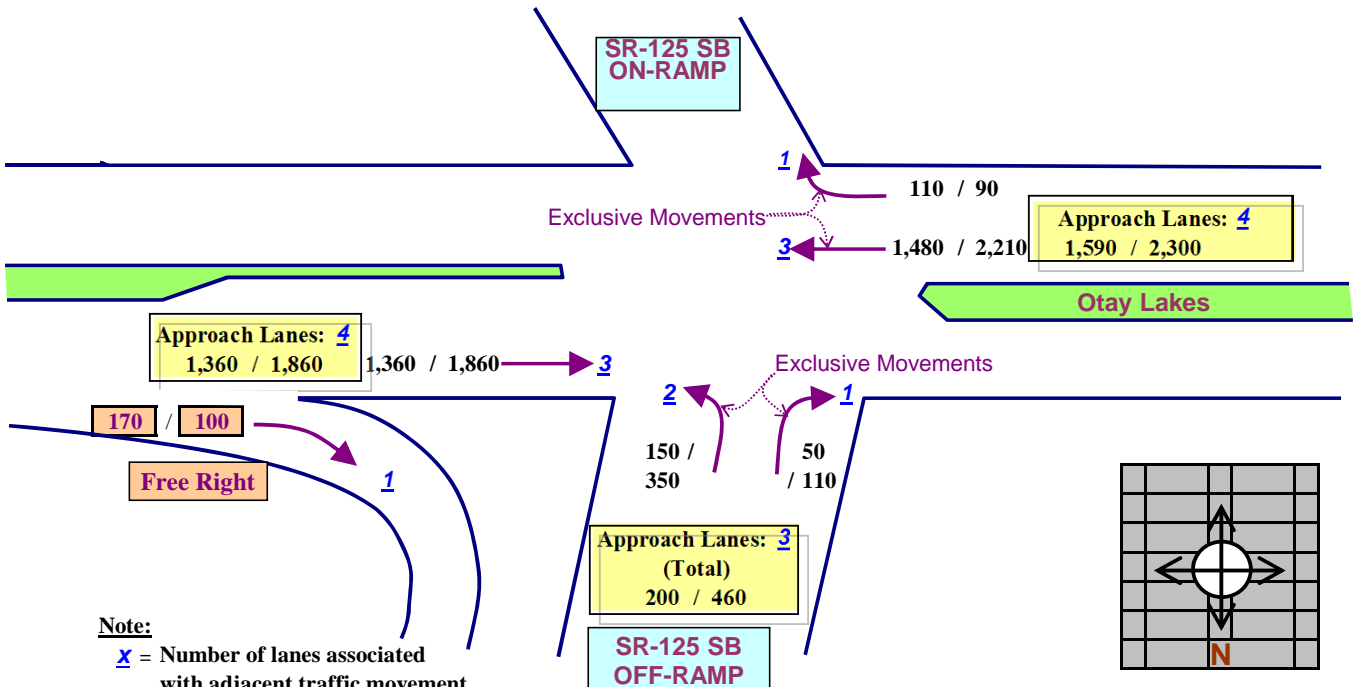
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** # _____
 (AM/PM Peak) _____

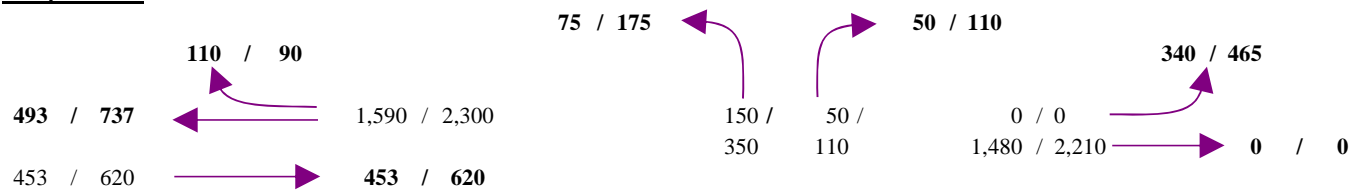
LOCATION: SR-125 SB / Otay Lakes _____



Note:
X = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:	493 / 737 453 / 620	>	493 / 737
PHASE 2:	75 / 175 50 / 110	>	75 / 175
PHASE 3:	340 / 465 0 / 0	>	340 / 465

OPERATING LEVEL:
 ILV/HR. = **908** in AM ==> ILV: <1,200M
 and **1,377** in PM ==> ILV BETWEEN 1,200 & 1,500

TOTAL = 908 / 1,377 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
 & **AT CAPACITY (in PM)**

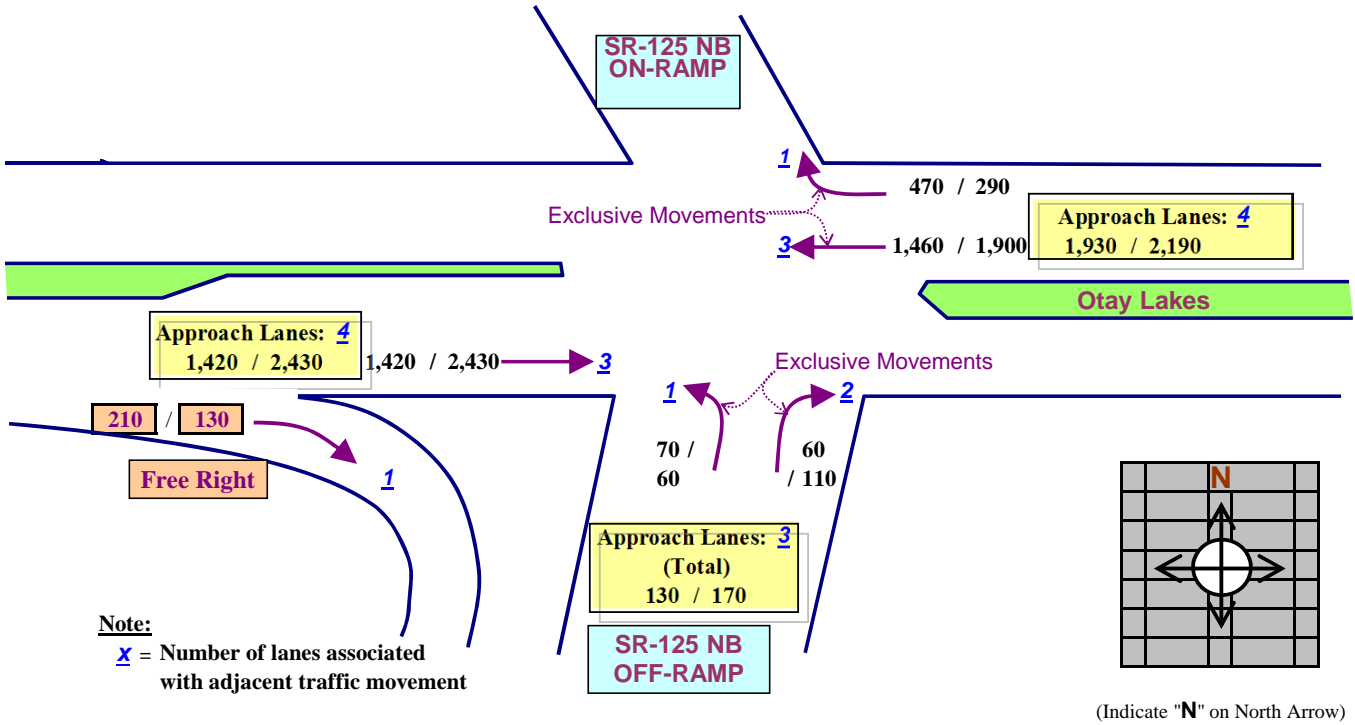
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

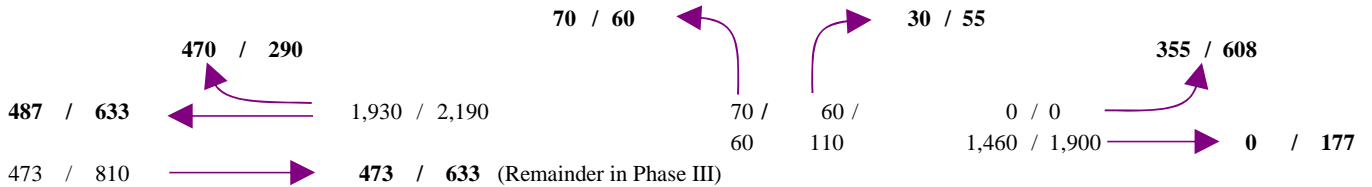
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** #
 (AM/PM Peak)

LOCATION: SR-125 NB / Otay Lakes



ILV per Lane:



PHASE 1:	<table border="1" style="border-collapse: collapse; width: 100%;"> <tr> <td style="padding: 5px;">487 / 633</td> <td style="padding: 5px;">></td> <td style="padding: 5px;">487 / 633</td> </tr> <tr> <td style="padding: 5px;">473 / 633</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> </tr> </table>	487 / 633	>	487 / 633	473 / 633		
487 / 633	>	487 / 633					
473 / 633							
PHASE 2:	<table border="1" style="border-collapse: collapse; width: 100%;"> <tr> <td style="padding: 5px;">70 / 60</td> <td style="padding: 5px;">></td> <td style="padding: 5px;">70 / 60</td> </tr> <tr> <td style="padding: 5px;">30 / 55</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> </tr> </table>	70 / 60	>	70 / 60	30 / 55		
70 / 60	>	70 / 60					
30 / 55							
PHASE 3:	<table border="1" style="border-collapse: collapse; width: 100%;"> <tr> <td style="padding: 5px;">355 / 608</td> <td style="padding: 5px;">></td> <td style="padding: 5px;">355 / 608</td> </tr> <tr> <td style="padding: 5px;">0 / 177</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> </tr> </table>	355 / 608	>	355 / 608	0 / 177		
355 / 608	>	355 / 608					
0 / 177							

OPERATING LEVEL:

ILV/HR. = **912** in AM ==> ILV: <1,200M
 and **1,301** in PM ==> ILV BETWEEN 1,200 & 1,500

TOTAL = 912 / 1,301 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& AT CAPACITY (in PM)

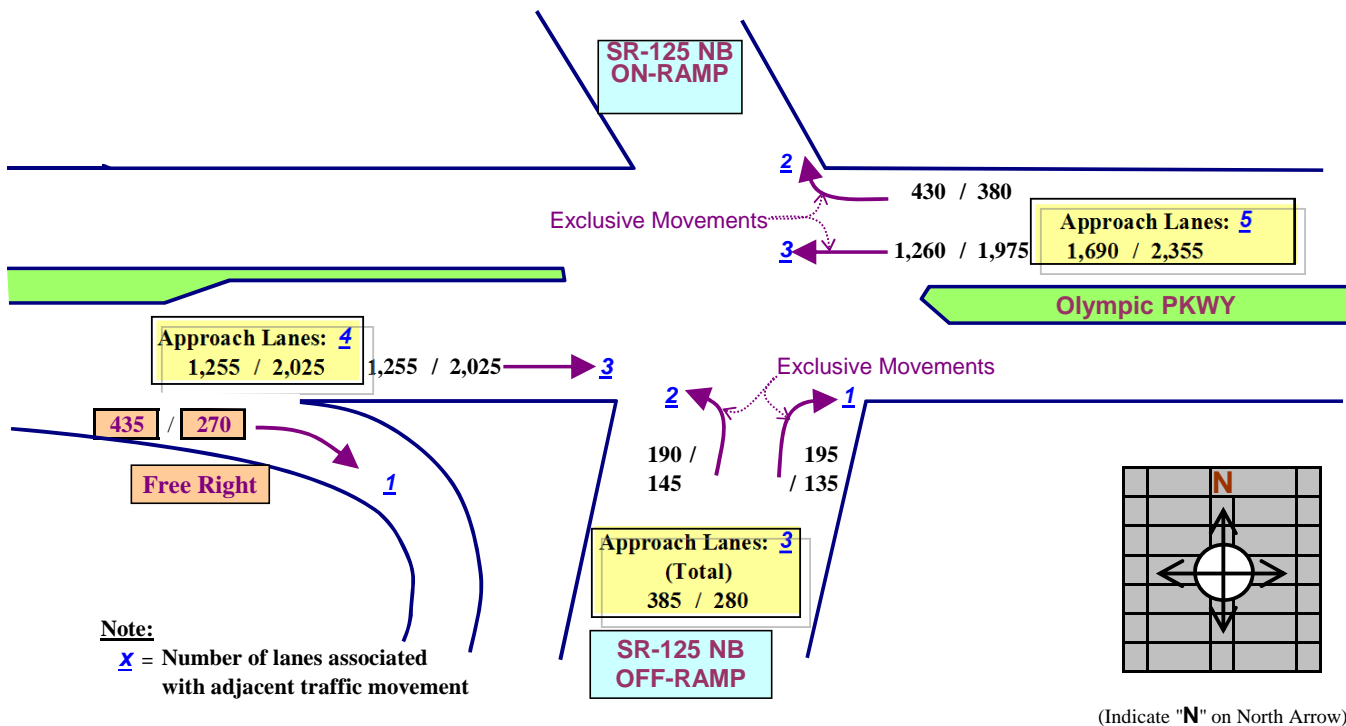
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

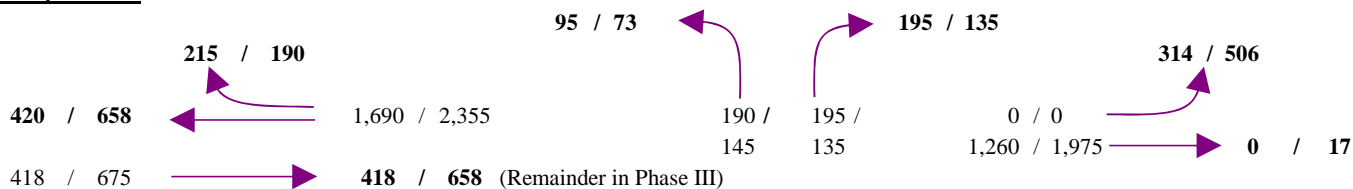
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** #
(AM/PM Peak) _____

LOCATION: SR-125 NB / Olympic PKWY _____



ILV per Lane:



PHASE 1:

420	/	658
418	/	658

 >>

420	/	658
-----	---	-----

PHASE 2:

95	/	73
195	/	135

 >>

195	/	135
-----	---	-----

PHASE 3:

314	/	506
0	/	17

 >>

314	/	506
-----	---	-----

OPERATING LEVEL:

ILV/HR. = **929** in AM ==> ILV: <1,200M
 and **1,300** in PM ==> ILV BETWEEN 1,200 & 1,500

TOTAL = 929 / 1,300 ILV/HR. in the AM / PM peak hours

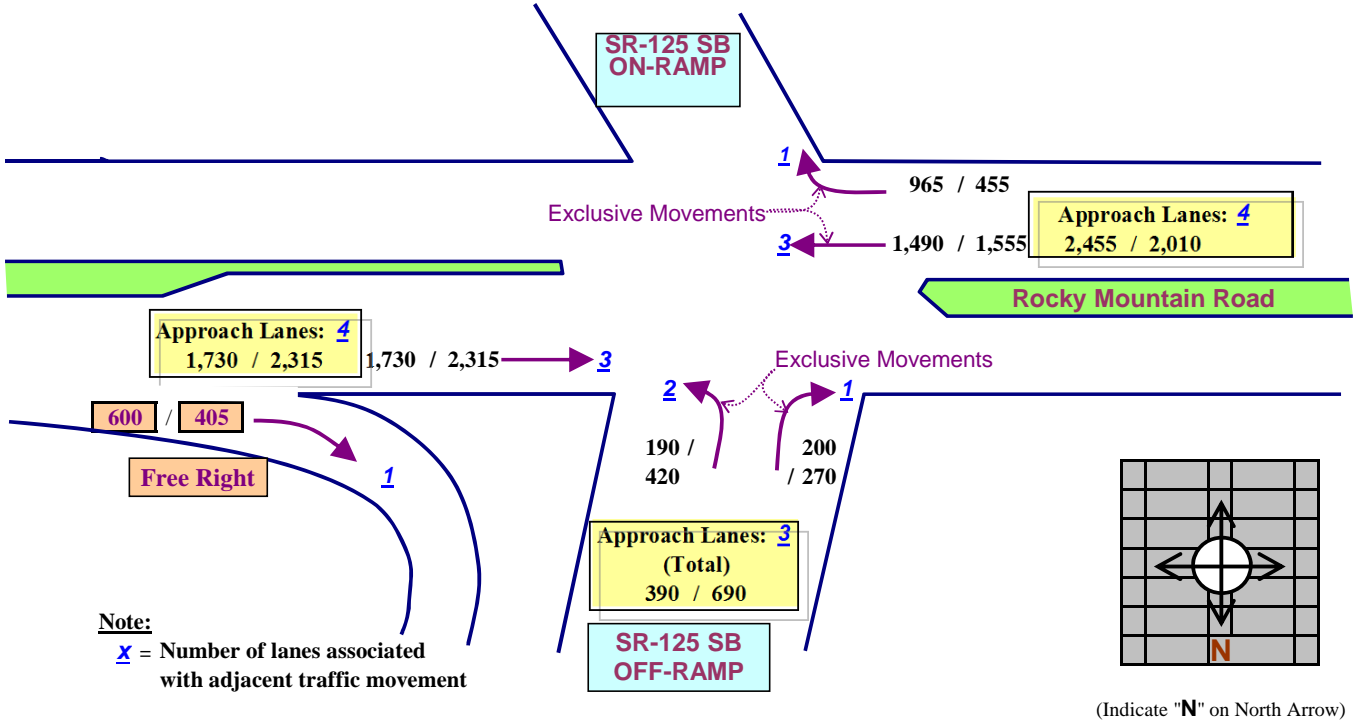
THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& AT CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

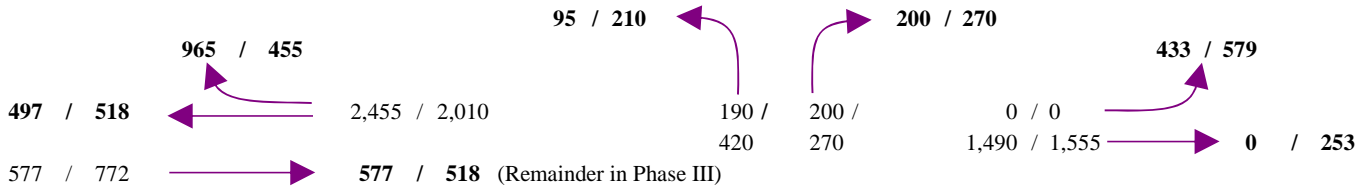
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** # / _____
 (AM/PM Peak) _____
LOCATION: SR-125 SB / Rocky Mountain Road



ILV per Lane:



PHASE 1: $\frac{965}{577} / \frac{518}{518} \Rightarrow \frac{965}{518}$

PHASE 2: $\frac{95}{200} / \frac{210}{270} \Rightarrow \frac{200}{270}$

PHASE 3: $\frac{433}{0} / \frac{579}{253} \Rightarrow \frac{433}{579}$

OPERATING LEVEL:

ILV/HR. = **1,598** in AM \Rightarrow ILV: >1,500
 and **1,367** in PM \Rightarrow ILV BETWEEN 1,200 & 1,500

TOTAL = 1,598 / 1,367 ILV/HR. in the AM / PM peak hours

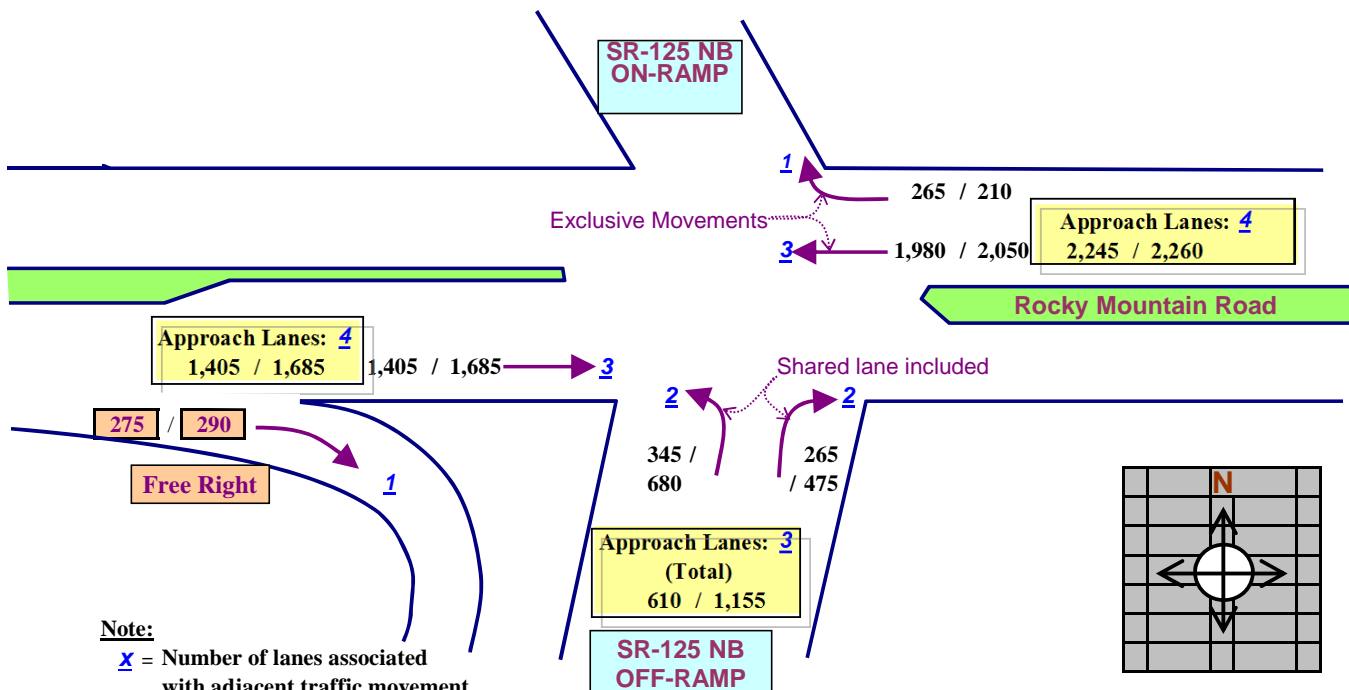
THEREFORE, INTERSECTION OPERATES : OVER CAPACITY (in AM)
 & AT CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

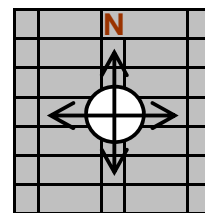
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** # _____
 (AM/PM Peak) _____
LOCATION: SR-125 NB / Main Street

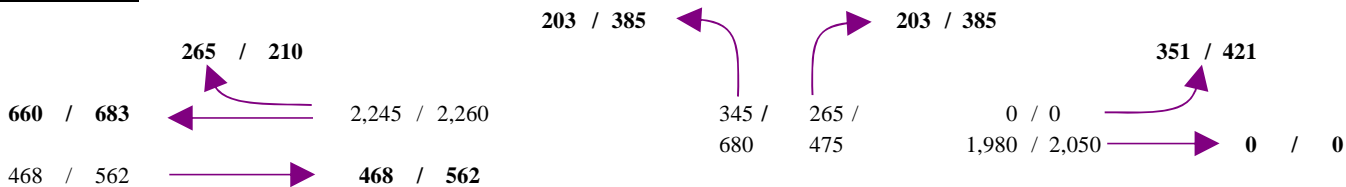


Note:
x = Number of lanes associated with adjacent traffic movement



(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:

660 / 683
468 / 562

 >>

660 / 683

PHASE 2:

203 / 385
203 / 385

 >>

203 / 385

PHASE 3:

351 / 421
0 / 0

 >>

351 / 421

OPERATING LEVEL:

ILV/HR. = **1,215** in AM => ILV: BETWEEN 1,200 & 1,500
 and **1,490** in PM => Also BETWEEN 1,200 & 1,500

TOTAL = 1,215 / 1,490 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : AT CAPACITY (in AM)
& AT CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

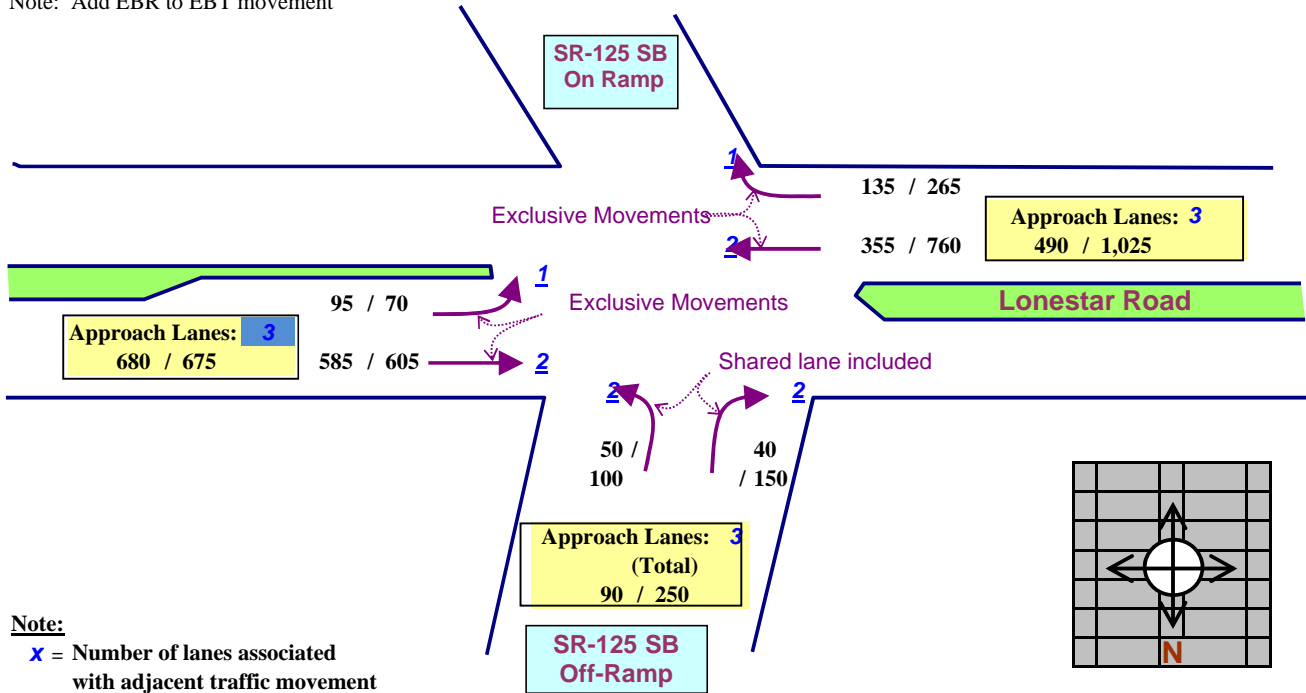
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: SR-125 SB Ramps / Otay Valley Road

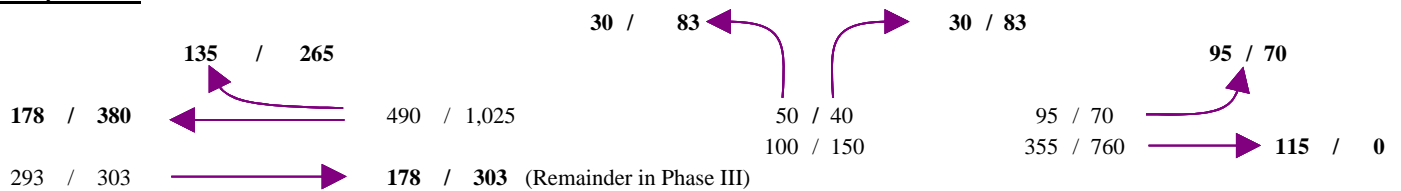
Scenario: 2030
(AM/PM Peak)

Note: Add EBR to EBT movement



Note:
x = Number of lanes associated with adjacent traffic movement

ILV per Lane:



PHASE 1:	178 / 178	/	380 / 303	⇒	178 / 303	/	380
PHASE 2:	30 / 30	/	83 / 83	⇒	30 / 83	/	83
PHASE 3:	95 / 115	/	70 / 0	⇒	115 / 70	/	0

OPERATING LEVEL:

ILV/HR. = 323 in AM ==> ILV: <1,200M
and 533 in PM ==> ILV <1,200

TOTAL = 323 / 533 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& **UNDER CAPACITY (in PM)**

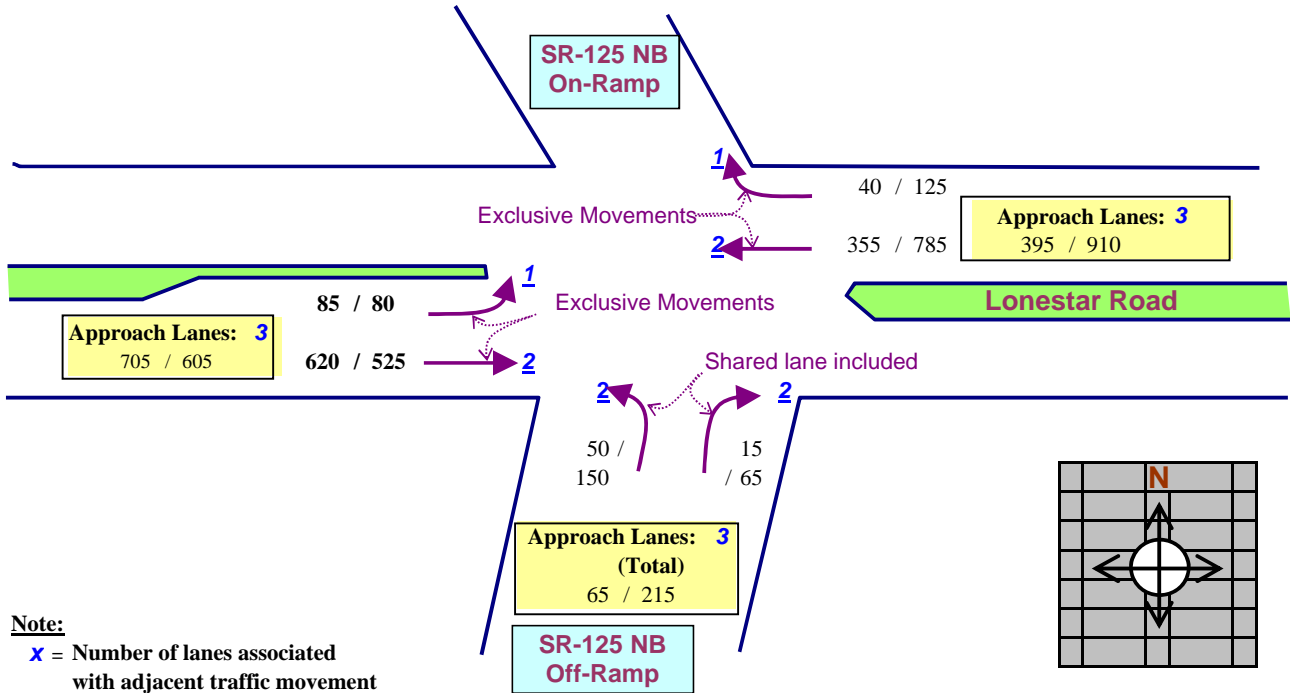
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

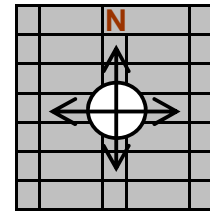
PROJECT: University Villages

LOCATION: SR-125 NB Ramps / Otay Valley Road

Scenario: 2030
(AM/PM Peak)

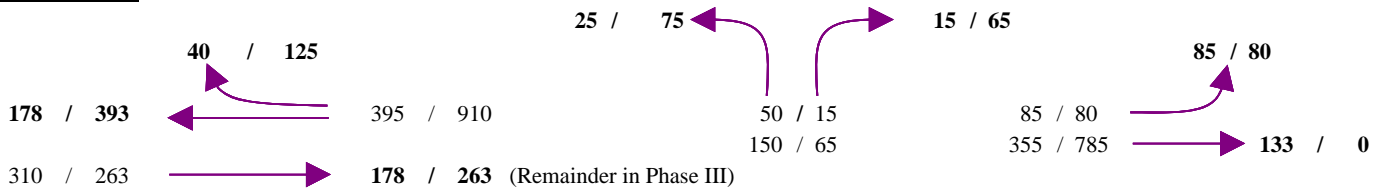


Note:
x = Number of lanes associated with adjacent traffic movement



(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:	178 / 393	178 / 263	⇒	178 / 393
PHASE 2:	25 / 75	15 / 65	⇒	25 / 75
PHASE 3:	85 / 80	133 / 0	⇒	133 / 80

OPERATING LEVEL:

ILV/HR. = **335** in AM ⇒ ILV: <1,200M
and **548** in PM ⇒ ILV <1,200

TOTAL = 335 / 548 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

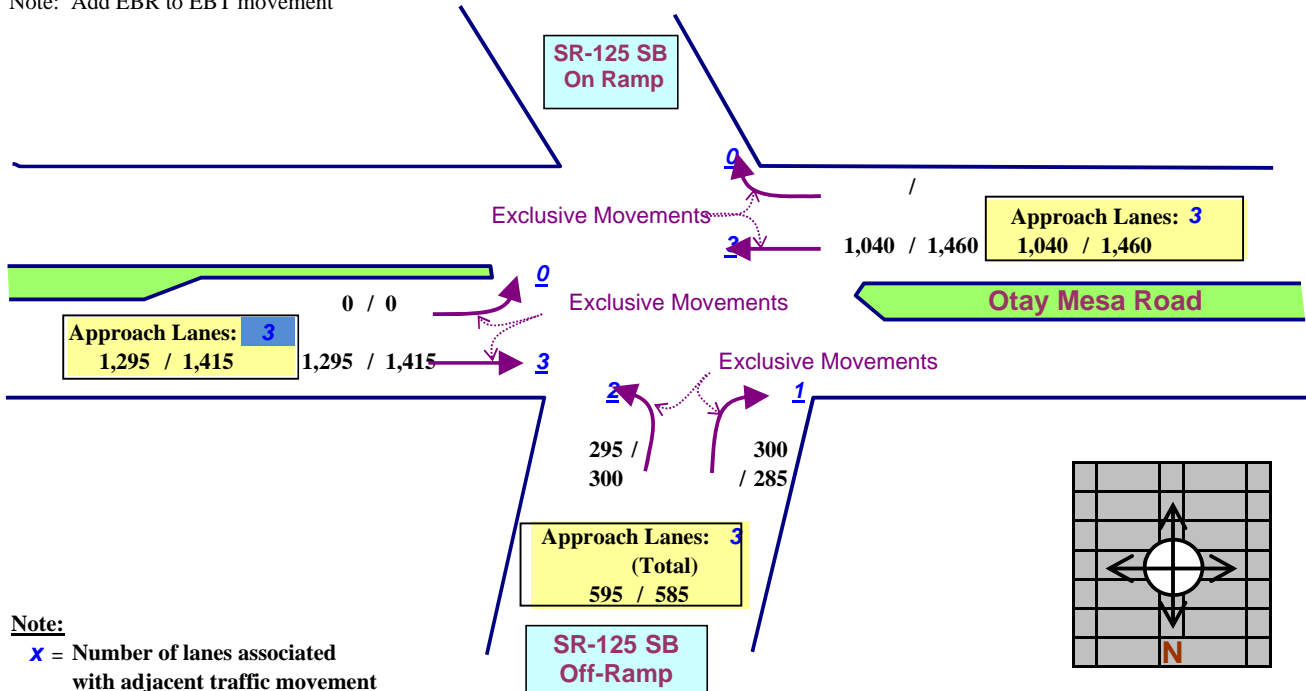
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: 58. SR-125 SB Ramps / Otay Mesa Road (City of SD)

Scenario: 2030
(AM/PM Peak)

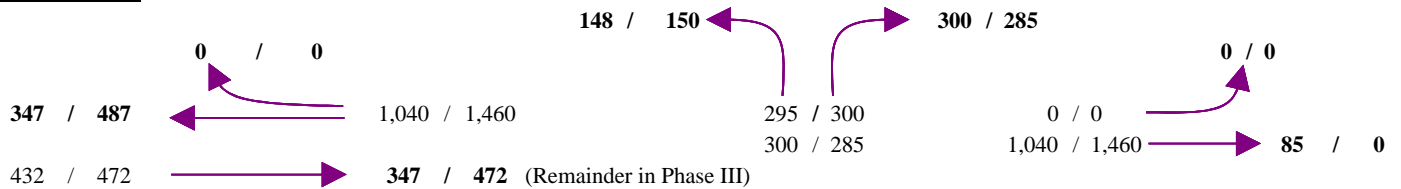
Note: Add EBR to EBT movement



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:	347 / 347	/	487 / 472	⇒	347 / 487
PHASE 2:	148 / 300	/	150 / 285	⇒	300 / 285
PHASE 3:	0 / 85	/	0 / 0	⇒	85 / 0

OPERATING LEVEL:

ILV/HR. = 732 in AM ==> ILV: <1,200M
and 772 in PM ==> ILV <1,200

TOTAL = 732 / 772 ILV/HR. in the AM / PM peak hours

**THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)**

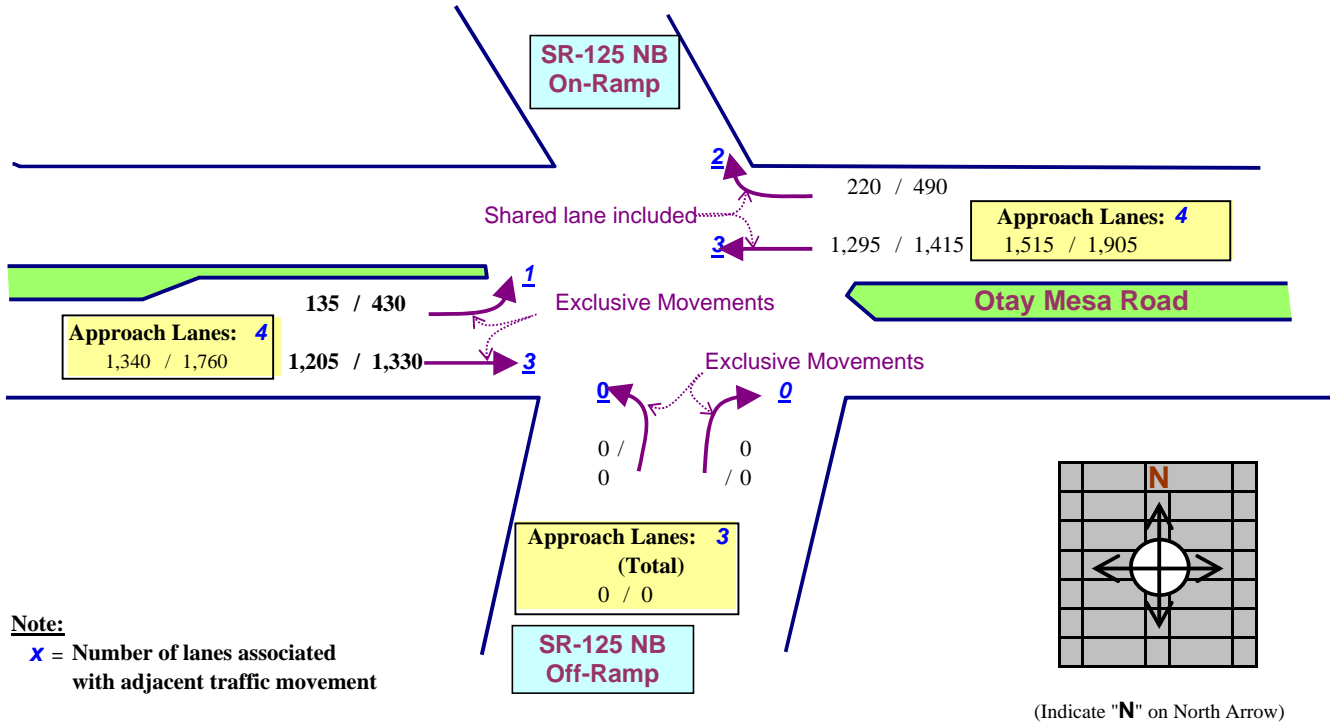
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

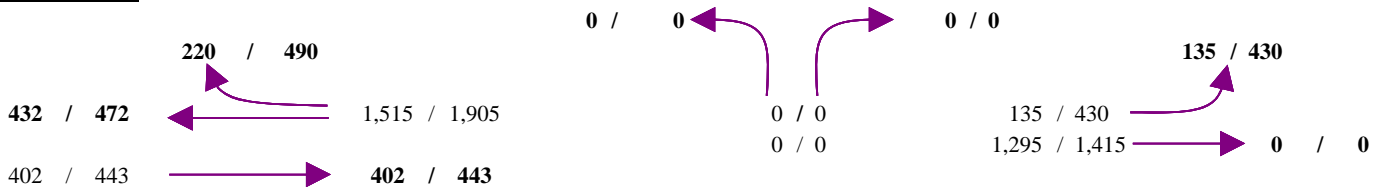
PROJECT: University Villages

LOCATION: 59. SR-125 NB Ramps / Otay Mesa Road (City of SD)

Scenario: 2030
(AM/PM Peak)



ILV per Lane:



PHASE 1:	432 / 490	402 / 443	⇒	432 / 490
PHASE 2:	0 / 0	0 / 0	⇒	0 / 0
PHASE 3:	135 / 430	0 / 0	⇒	135 / 430

OPERATING LEVEL:

ILV/HR. = **567** in AM ⇒ ILV: <1,200M
and **920** in PM ⇒ ILV <1,200

TOTAL = 567 / 920 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

Appendix X

Peak Hour Intersection Capacity Worksheets – Future Year 2030 Base Plus Project Conditions

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Scenario Report
Scenario: 2030 Base plus Project - AM
Command: 2030 Base plus Project - AM
Volume: 2030 Base - AM
Geometry: 2030
Impact Fee: Default Impact Fee
Trip Generation: AM - Project
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	580	355	310	155	185	200	185	815	160	190	925	90
2 Hunte Pkwy /	180	40	110	130	160	110	110	1110	285	190	890	120
3 I-805 SB Ramp	0	0	1300	0	0	650	0	1270	450	500	1190	0
4 I-805 NB Ramp	410	0	650	0	0	0	730	1840	0	0	1280	1610
5 Oleander Ave	250	60	80	60	50	80	80	2280	130	80	2110	60
6 Paseo Del Rey	10	10	10	100	10	110	130	2270	20	20	2130	130
7 Medical Cente	410	0	245	0	0	0	0	1895	520	260	2280	0
8 Paseo Ladera	240	160	140	90	90	220	80	1660	100	120	2100	70
9 Paseo Rancher	425	1085	350	230	785	265	240	1040	435	260	935	180
10 Oaty Lakes Rd	490	1065	495	165	655	255	520	925	405	225	910	320
11 Rutgers Ave /	0	0	0	150	0	230	240	1300	0	0	1225	180
12 SR-125 SB Ram	0	0	0	150	0	50	0	1480	110	0	1360	170
13 SR-125 NB Ram	70	0	50	0	0	0	0	1420	210	0	1460	470
14 Eastlake Pkwy	850	320	210	40	200	160	300	790	310	160	890	110
15 Lane Ave / Ot	0	0	0	130	0	290	420	560	0	0	810	170
16 Fenton St / O	0	0	0	30	0	20	80	580	0	0	1070	100
17 Hunte Pkwy /	360	520	70	140	490	490	210	270	120	150	340	100
18 Woods Dr / Ot	0	0	0	130	0	270	80	390	0	0	670	210
19 Lake Crest Dr	370	0	50	0	0	0	0	410	210	60	610	0
20 Wueste Rd / O	30	0	30	0	0	0	0	410	80	30	580	0
21 Campo Rd/SR-9	140	600	20	10	280	80	60	20	110	40	40	30
22 East Palomar	255	345	315	400	465	180	105	930	85	115	990	250
23 SR-125 SB Ram	0	0	0	270	5	175	0	1420	225	0	1180	270
24 SR-125 NB Ram	190	5	195	0	0	0	0	1255	435	0	1260	430
25 Eastlake Pkwy	470	615	145	150	275	310	200	820	255	190	1165	110
26 Hunte Pkwy /	320	205	185	210	245	265	360	705	350	300	595	105
27 Olympic Vista	85	20	5	35	50	300	325	410	195	20	490	50
28 Olympic Pkwy	0	85	80	155	245	0	0	0	0	50	0	30
29 Lake Crest Dr	0	190	125	35	390	0	0	0	0	5	0	65
30 SR-125 SB ram	0	0	0	190	5	200	0	1490	965	0	1730	600
31 SR-125 NB ram	345	5	265	0	0	0	0	1405	275	0	1980	265
32 Eastlake Pkwy	315	260	100	350	275	360	235	870	190	70	1410	460
33 SR-125 SB ram	50	0	40	0	0	0	0	355	135	95	585	0
34 SR-125 NB ram	50	0	15	0	0	0	0	355	40	85	620	0
35 La Media Rd /	185	295	170	245	250	315	285	940	350	235	995	350
36 SR-125 SB / O	0	0	0	295	0	300	0	1040	0	0	1295	0
37 SR125 NB / Ot	0	0	0	0	0	0	135	1205	0	0	1295	220
38 Ellis Road /	0	0	0	370	0	535	390	815	0	0	980	500
39 Campo Rd/SR-9	30	615	35	45	260	45	55	45	60	40	70	80
40 Campo Rd/SR-9	15	700	0	0	310	20	10	0	15	0	0	0
41 Proctor Valle	240	185	40	80	130	70	25	260	100	30	600	95
42 Project Drwy	0	610	0	0	540	0	0	0	0	0	0	0
43 Project Drwy	0	510	0	0	440	0	0	0	0	0	0	0
44 Project Drwy	0	0	0	0	0	0	0	440	0	0	510	0

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	602	377	310	155	196	200	185	815	171	190	925	90
2 Hunte Pkwy /	223	40	110	130	160	110	110	1110	308	190	890	120
3 I-805 SB Ramp	0	0	1351	0	0	650	0	1276	450	500	1201	0
4 I-805 NB Ramp	410	0	650	0	0	0	730	1897	0	0	1291	1708
5 Oleander Ave	250	60	80	60	50	80	80	2337	130	80	2219	60
6 Paseo Del Rey	10	10	10	100	10	110	130	2327	20	20	2239	130
7 Medical Cente	410	0	251	0	0	0	0	1952	520	271	2389	0
8 Paseo Ladera	240	160	146	90	90	220	80	1723	100	131	2220	70
9 Paseo Rancher	425	1085	350	236	785	265	240	1109	435	260	1066	191
10 Oaty Lakes Rd	490	1065	504	194	655	255	520	999	405	241	1052	374
11 Rutgers Ave /	0	0	0	150	0	230	240	1412	0	0	1437	180
12 SR-125 SB Ram	0	0	0	184	0	50	0	1592	110	0	1572	186
13 SR-125 NB Ram	70	0	59	0	0	0	0	1566	210	0	1689	536
14 Eastlake Pkwy	850	320	221	51	200	160	300	956	310	182	1206	132
15 Lane Ave / Ot	0	0	0	153	0	290	420	749	0	0	1170	214
16 Fenton St / O	0	0	0	30	0	20	80	792	0	0	1473	100
17 Hunte Pkwy /	360	520	219	168	490	490	210	482	120	433	743	154
18 Woods Dr / Ot	0	0	0	153	0	270	80	779	0	0	1411	254
19 Lake Crest Dr	370	0	73	0	0	0	0	822	210	104	1394	0
20 Wueste Rd / O	30	0	93	0	0	0	0	845	80	150	1408	0
21 Campo Rd/SR-9	163	600	20	10	280	114	125	31	154	40	46	30
22 East Palomar	255	345	315	403	465	180	105	953	85	115	1034	255
23 SR-125 SB Ram	0	0	0	270	5	175	0	1446	225	0	1229	286
24 SR-125 NB Ram	190	5	204	0	0	0	0	1281	435	0	1325	430
25 Eastlake Pkwy	470	615	168	150	275	310	200	854	255	234	1230	110
26 Hunte Pkwy /	320	297	219	210	419	341	400	722	350	365	628	105
27 Olympic Vista	85	20	5	35	50	300	325	461	195	20	588	50
28 Olympic Pkwy	0	136	80	177	343	0	0	0	0	50	0	41
29 Lake Crest Dr	0	190	188	35	390	0	0	0	0	125	0	65
30 SR-125 SB ram	0	0	0	190	5	200	0	1501	965	0	1752	600
31 SR-125 NB ram	345	5	265	0	0	0	0	1416	275	0	2002	265
32 Eastlake Pkwy	315	260	151	350	275	360	235	910	190	168	1486	460
33 SR-125 SB ram	50	0	40	0	0	0	0	361	135	139	596	0
34 SR-125 NB ram	50	0	49	0	0	0	0	361	40	107	674	0
35 La Media Rd /	185	295	193	245	250	315	285	940	350	279	995	350
36 SR-125 SB / O	0	0	0	317	0	344	0	1063	0	0	1295	0
37 SR125 NB / Ot	0	0	0	0	0	0	158	1227	0	0	1295	231
38 Ellis Road /	0	0	0	370	0	541	401	826	0	0	986	500
39 Campo Rd/SR-9	63	637	35	45	271	45	55	45	77	40	70	80
40 Campo Rd/SR-9	15	722	0	0	321	20	10	0	15	0	0	0
41 Proctor Valle	240	185	40	86	130	70	25	266	100	30	611	106
42 Project Drwy	0	1444	10	60	978	0	0	0	0	18	0	114
43 Project Drwy	0	633	5	378	518	0	0	0	0	9	0	720
44 Project Drwy	0	0	0	103	0	114	60	467	0	0	524	54

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection		Base		Future		Change in
		Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Otay Lakes Rd / East H St	D	40.4	0.743	D 41.1	0.754	+ 0.664 D/V
# 2 Hunte Pkwy / Proctor Valley Rd	C	28.2	0.483	C 28.8	0.483	+ 0.618 D/V
# 3 I-805 SB Ramps / Telegraph Can	C	31.1	0.959	C 34.5	0.985	+ 3.418 D/V
# 4 I-805 NB Ramps / Telegraph Can	D	49.9	1.085	D 53.5	1.114	+ 3.581 D/V
# 5 Oleander Ave / Telegraph Canyo	C	28.5	0.908	C 29.5	0.922	+ 1.025 D/V
# 6 Paseo Del Rey / Telegraph Cany	C	30.0	0.667	C 30.9	0.691	+ 0.880 D/V
# 7 Medical Center Dr / Telegraph	B	17.9	0.834	B 18.7	0.861	+ 0.873 D/V
# 8 Paseo Ladera / Telegraph Canyo	D	39.4	0.798	D 41.3	0.826	+ 1.916 D/V
# 9 Paseo Ranchero/Heritage Rd / T	D	44.7	0.989	D 46.8	0.989	+ 2.135 D/V
# 10 Oaty Lakes Rd/La Media Rd / Te	D	36.5	0.877	D 40.9	0.914	+ 4.325 D/V
# 11 Rutgers Ave / Telegraph Canyon	B	13.1	0.702	B 13.4	0.755	+ 0.260 D/V
# 12 SR-125 SB Ramps / Otay Lakes R	A	4.4	0.451	A 5.0	0.494	+ 0.530 D/V
# 13 SR-125 NB Ramps / Otay Lakes R	A	4.5	0.407	A 4.3	0.463	-0.217 D/V
# 14 Eastlake Pkwy / Otay Lakes Rd	D	39.3	0.737	D 44.1	0.818	+ 4.811 D/V
# 15 Lane Ave / Otay Lakes Rd	B	19.3	0.504	B 18.0	0.602	-1.208 D/V
# 16 Fenton St / Otay Lakes Rd	A	6.4	0.358	A 5.4	0.453	-1.015 D/V
# 17 Hunte Pkwy / Otay Lakes Rd	C	27.3	0.656	C 31.9	0.808	+ 4.552 D/V
# 18 Woods Dr / Otay Lakes Rd	B	11.2	0.479	A 9.1	0.640	-2.141 D/V
# 19 Lake Crest Dr / Otay Lakes Rd	B	17.7	0.471	B 16.4	0.657	-1.312 D/V
# 20 Wueste Rd / Otay Lakes Rd	A	4.7	0.196	A 6.6	0.460	+ 1.832 D/V
# 21 Campo Rd/SR-94 / Otay Lakes Ro	C	21.3	0.547	C 24.6	0.600	+ 3.275 D/V
# 22 East Palomar St / Olympic Pkwy	C	30.1	0.750	C 30.5	0.761	+ 0.317 D/V
# 23 SR-125 SB Ramps / Olympic Pkwy	A	9.5	0.463	A 9.4	0.469	-0.085 D/V

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Intersection		Base		Future			Change in
		LOS	Veh C	LOS	Veh C		
# 24 SR-125 NB Ramps / Olympic Pkwy	A	8.4	0.483	A	8.5	0.508	+ 0.098 D/V
# 25 Eastlake Pkwy / Olympic Pkwy	C	28.6	0.638	C	29.3	0.655	+ 0.770 D/V
# 26 Hunte Pkwy / Olympic Pkwy	C	30.4	0.586	C	31.3	0.681	+ 0.900 D/V
# 27 Olympic Vista Rd / Olympic Pkw	C	26.2	0.418	C	25.8	0.453	-0.397 D/V
# 28 Olympic Pkwy / Wueste Rd	B	15.1	0.205	B	14.1	0.256	-0.967 D/V
# 29 Lake Crest Dr / Wueste Rd	A	8.3	0.219	B	11.3	0.259	+ 3.041 D/V
# 30 SR-125 SB ramps / Rock Mountai	B	13.2	0.885	B	13.2	0.885	-0.030 D/V
# 31 SR-125 NB ramps / Rock Mountai	B	18.1	0.755	B	18.1	0.760	-0.010 D/V
# 32 Eastlake Pkwy / Rock Mountain	C	34.7	0.641	D	35.4	0.660	+ 0.660 D/V
# 33 SR-125 SB ramps / Otay Valley	B	11.4	0.336	B	11.4	0.352	-0.070 D/V
# 34 SR-125 NB ramps / Otay Valley	A	8.5	0.292	A	9.1	0.318	+ 0.570 D/V
# 35 La Media Rd / Otay Mesa Rd	D	43.6	0.801	D	44.6	0.815	+ 0.995 D/V
# 36 SR-125 SB / Otay Mesa Road	A	8.5	0.508	A	9.4	0.540	+ 0.879 D/V
# 37 SR125 NB / Otay Mesa Road	B	10.3	0.553	B	10.4	0.559	+ 0.048 D/V
# 38 Ellis Road / Otay Mesa Road	C	30.1	0.970	C	32.0	0.982	+ 1.947 D/V
# 39 Campo Rd/SR-94 / Melody Rd	A	9.6	0.598	A	9.7	0.613	+ 0.063 D/V
# 40 Campo Rd/SR-94 / Maxfield Rd	C	15.8	0.057	C	16.3	0.060	+ 0.489 D/V
# 41 Proctor Valley Rd/Jefferson Rd	D	43.0	0.917	D	45.5	0.934	+ 2.530 D/V
# 42 Project Drwy #1 @ Otay Lakes R	A	0.7	0.205	B	12.4	0.622	+11.788 D/V
# 43 Project Drwy #2 @ Otay Lakes R	A	0.1	0.313	F	94.2	1.193	+94.125 D/V
# 44 Project Drwy #3 @ Otay Lakes R	C	16.2	0.651	F OVRFL	1.150		+ 1.8E+0308

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Otay Lakes Rd / East H St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
 Loss Time (sec): 12 Average Delay (sec/veh): 41.1
 Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	5	18	0	5	18	0	5	24	0	5	24	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	580	355	310	155	185	200	185	815	160	190	925	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	580	355	310	155	185	200	185	815	160	190	925	90
Added Vol:	22	22	0	0	11	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	602	377	310	155	196	200	185	815	171	190	925	90
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.00	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	689	431	0	177	224	0	212	932	196	217	1058	103
Reduct Vol:	0	0	20	0	0	75	0	0	90	0	0	75
Reduced Vol:	689	431	0	177	224	0	212	932	106	217	1058	28
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	689	431	0	177	224	0	212	932	106	217	1058	28

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	1.00	0.90	0.89	1.00	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	5083	1900	3432	5083	1900	1769	3538	1583	1769	3538	1583

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.20	0.08	0.00	0.05	0.04	0.00	0.12	0.26	0.07	0.12	0.30	0.02
Crit Moves:	****			****			****			****		
Green/Cycle:	0.23	0.32	0.00	0.09	0.18	0.00	0.14	0.32	0.32	0.15	0.34	0.34
Volume/Cap:	0.89	0.27	0.00	0.57	0.25	0.00	0.89	0.82	0.21	0.82	0.89	0.05
Delay/Veh:	49.2	25.6	0.0	46.1	35.3	0.0	72.4	35.8	24.8	58.7	39.4	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	25.6	0.0	46.1	35.3	0.0	72.4	35.8	24.8	58.7	39.4	22.3
LOS by Move:	D	C	A	D	D	A	E	D	C	E	D	C
DesignQueue:	16	6	0	5	4	0	10	20	4	11	22	1

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Hunte Pkwy / Proctor Valley Rd

Cycle (sec): 95 Critical Vol./Cap.(X): 0.483
 Loss Time (sec): 12 Average Delay (sec/veh): 28.8
 Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	0	1	0	1	0	3	0	1	2

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	180	40	110	130	160	110	110	1110	285	190	890	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	40	110	130	160	110	110	1110	285	190	890	120
Added Vol:	43	0	0	0	0	0	0	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	40	110	130	160	110	110	1110	308	190	890	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	255	46	126	149	183	126	126	1270	352	217	1018	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	46	126	149	183	126	126	1270	352	217	1018	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	255	46	126	149	183	126	126	1270	352	217	1018	137

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.83	0.93	0.92	0.92	0.93	0.89	0.83	0.90	0.93	0.96
Lanes:	2.00	1.00	1.00	1.00	0.59	0.41	1.00	3.00	1.00	2.00	2.66	0.34
Final Sat.:	3432	1862	1583	1769	1036	712	1769	5083	1583	3432	4672	630

Capacity Analysis Module:

Vol/Sat:	0.07	0.02	0.08	0.08	0.18	0.18	0.07	0.25	0.22	0.06	0.22	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.22	0.22	0.14	0.27	0.27	0.13	0.41	0.41	0.10	0.39	0.39
Volume/Cap:	0.82	0.11	0.36	0.61	0.66	0.66	0.56	0.61	0.54	0.61	0.56	0.56
Delay/Veh:	58.5	29.7	31.9	42.9	34.2	34.2	42.2	22.5	22.2	43.7	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.5	29.7	31.9	42.9	34.2	34.2	42.2	22.5	22.2	43.7	23.1	23.1
LOS by Move:	E	C	C	D	C	C	D	C	C	D	C	C
DesignQueue:	6	2	5	7	12	12	6	15	12	5	14	14

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 I-805 SB Ramps / Telegraph Canyon Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.985
 Loss Time (sec): 9 Average Delay (sec/veh): 34.5
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	2	0	2	0

Volume Module: >> Count Date: 13 Oct 2005 <<

Base Vol:	0	0	1300	0	0	650	0	1270	450	500	1190	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1300	0	0	650	0	1270	450	500	1190	0
Added Vol:	0	0	51	0	0	0	0	6	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1351	0	0	650	0	1276	450	500	1201	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	1546	0	0	744	0	1460	515	572	1374	0
Reduct Vol:	0	0	260	0	0	130	0	0	90	0	0	0
Reduced Vol:	0	0	1286	0	0	614	0	1460	425	572	1374	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	1286	0	0	614	0	1460	425	572	1374	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.73	1.00	1.00	0.73	1.00	0.93	0.83	0.90	0.93	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	2786	0	0	2786	0	3538	1583	3432	3538	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.46	0.00	0.00	0.22	0.00	0.41	0.27	0.17	0.39	0.00
Crit Moves:			****	****			****			****		
Green/Cycle:	0.00	0.00	0.47	0.00	0.00	0.30	0.00	0.42	0.42	0.17	0.59	0.00
Volume/Cap:	0.00	0.00	0.99	0.00	0.00	0.74	0.00	0.99	0.64	0.99	0.66	0.00
Delay/Veh:	0.0	0.0	42.3	0.0	0.0	28.6	0.0	42.8	20.6	66.5	11.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	42.3	0.0	0.0	28.6	0.0	42.8	20.6	66.5	11.9	0.0
LOS by Move:	A	A	D	A	A	C	A	D	C	E	B	A
DesignQueue:	0	0	19	0	0	11	0	22	12	11	15	0

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 I-805 NB Ramps / Telegraph Canyon Rd

Cycle (sec): 95 Critical Vol./Cap.(X): 1.114
 Loss Time (sec): 9 Average Delay (sec/veh): 53.5
 Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	10	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	0	0	2	0	3	0	0	2

Volume Module:	>>	Count	Date:	29 Sep 2005	<<							
Base Vol:	410	0	650	0	0	0	730	1840	0	0	1280	1610
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	0	650	0	0	0	730	1840	0	0	1280	1610
Added Vol:	0	0	0	0	0	0	0	57	0	0	11	98
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	410	0	650	0	0	0	730	1897	0	0	1291	1708
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	469	0	744	0	0	0	835	2170	0	0	1477	1954
Reduct Vol:	0	0	130	0	0	0	0	0	0	0	0	560
Reduced Vol:	469	0	614	0	0	0	835	2170	0	0	1477	1394
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	469	0	614	0	0	0	835	2170	0	0	1477	1394

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	0.90	0.89	1.00	1.00	0.93	0.73
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	2.00	3.00	0.00	0.00	2.00	2.00
Final Sat.:	1773	0	2786	0	0	0	3432	5083	0	0	3538	2786

Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.22	0.00	0.00	0.00	0.24	0.43	0.00	0.00	0.42	0.50
Crit Moves:	****						****				****	
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.22	0.67	0.00	0.00	0.45	0.45
Volume/Cap:	1.11	0.00	0.93	0.00	0.00	0.00	1.11	0.64	0.00	0.00	0.93	1.11
Delay/Veh:	114.8	0.0	54.7	0.0	0.0	0.0	106.0	9.6	0.0	0.0	34.8	89.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.8	0.0	54.7	0.0	0.0	0.0	106.0	9.6	0.0	0.0	34.8	89.0
LOS by Move:	F	A	D	A	A	A	F	A	A	A	C	F
DesignQueue:	20	0	15	0	0	0	19	16	0	0	25	26

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Oleander Ave / Telegraph Canyon Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.922
 Loss Time (sec): 9 Average Delay (sec/veh): 29.5
 Optimal Cycle: 121 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	2

Volume Module: >> Count Date: 27 Sep 2005 <<

Base Vol:	250	60	80	60	50	80	80	2280	130	80	2110	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	60	80	60	50	80	80	2280	130	80	2110	60
Added Vol:	0	0	0	0	0	0	0	57	0	0	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	60	80	60	50	80	80	2337	130	80	2219	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	286	69	92	69	57	92	92	2674	149	92	2539	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	69	92	69	57	92	92	2674	149	92	2539	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	286	69	92	69	57	92	92	2674	149	92	2539	69

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	0.90	0.90	0.54	0.89	0.89	0.93	0.94	0.97	0.93	0.94	0.98
Lanes:	1.00	0.43	0.57	1.00	0.38	0.62	1.00	2.85	0.15	1.00	2.92	0.08
Final Sat.:	1067	729	972	1035	650	1040	1769	5074	282	1769	5236	142

Capacity Analysis Module:

Vol/Sat:	0.27	0.09	0.09	0.07	0.09	0.09	0.05	0.53	0.53	0.05	0.48	0.48
Crit Moves:	****			****			****			****		
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.06	0.57	0.57	0.06	0.57	0.57
Volume/Cap:	0.92	0.32	0.32	0.23	0.30	0.30	0.86	0.92	0.92	0.92	0.86	0.86
Delay/Veh:	69.5	30.9	30.9	30.0	30.7	30.7	96.3	26.7	26.7	117.2	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.5	30.9	30.9	30.0	30.7	30.7	96.3	26.7	26.7	117.2	22.6	22.6
LOS by Move:	E	C	C	C	C	C	F	C	C	F	C	C
DesignQueue:	13	7	7	3	7	7	5	29	29	5	27	27

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Paseo Del Rey / Telegraph Canyon Rd

Cycle (sec): 180 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 12 Average Delay (sec/veh): 30.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 27 Sep 2005 <<
Table with 12 columns representing different volume categories and 12 rows of data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:
Table with 12 columns and 4 rows: Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:
Table with 12 columns and 10 rows: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Medical Center Dr / Telegraph Canyon Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.861
 Loss Time (sec): 9 Average Delay (sec/veh): 18.7
 Optimal Cycle: 79 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	0	0	0	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	0	0	0	0	3	0	1	0

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	410	0	245	0	0	0	0	1895	520	260	2280	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	0	245	0	0	0	0	1895	520	260	2280	0
Added Vol:	0	0	6	0	0	0	0	57	0	11	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	410	0	251	0	0	0	0	1952	520	271	2389	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	469	0	287	0	0	0	0	2233	595	310	2733	0
Reduct Vol:	0	0	50	0	0	0	0	0	105	0	0	0
Reduced Vol:	469	0	237	0	0	0	0	2233	490	310	2733	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	469	0	237	0	0	0	0	2233	490	310	2733	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.83	0.93	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3432	0	1583	0	0	0	0	5083	1583	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.00	0.15	0.00	0.00	0.00	0.00	0.44	0.31	0.18	0.54	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.51	0.51	0.20	0.71	0.00
Volume/Cap:	0.79	0.00	0.86	0.00	0.00	0.00	0.00	0.86	0.61	0.86	0.75	0.00
Delay/Veh:	38.4	0.0	55.2	0.0	0.0	0.0	0.0	20.3	15.2	49.4	8.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	0.0	55.2	0.0	0.0	0.0	0.0	20.3	15.2	49.4	8.0	0.0
LOS by Move:	D	A	E	A	A	A	A	C	B	D	A	A
DesignQueue:	9	0	9	0	0	0	0	20	11	11	15	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Paseo Ladera / Telegraph Canyon Rd

Cycle (sec): 130 Critical Vol./Cap.(X): 0.826

Loss Time (sec): 12 Average Delay (sec/veh): 41.3

Optimal Cycle: OPTIMIZED Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 4 Oct 2005 <<

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Paseo Ranchero/Heritage Rd / Telegraph Canyon Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.989

Loss Time (sec): 12 Average Delay (sec/veh): 46.8

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	3	0	1

Volume Module:	>>	Count	Date:	4 Oct 2005	<<							
Base Vol:	425	1085	350	230	785	265	240	1040	435	260	935	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	425	1085	350	230	785	265	240	1040	435	260	935	180
Added Vol:	0	0	0	6	0	0	0	69	0	0	131	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	425	1085	350	236	785	265	240	1109	435	260	1066	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	486	1241	400	270	898	303	275	1269	498	297	1220	219
Reduct Vol:	0	0	30	0	0	0	0	0	45	0	0	0
Reduced Vol:	486	1241	370	270	898	303	275	1269	453	297	1220	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	486	1241	370	270	898	303	275	1269	453	297	1220	219

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.94	0.94	0.90	0.89	0.83	0.90	0.92	0.96
Lanes:	2.00	2.00	1.00	2.00	1.50	0.50	2.00	3.00	1.00	2.00	2.56	0.44
Final Sat.:	3432	3538	1583	3432	2678	904	3432	5083	1583	3432	4473	801

Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.23	0.08	0.34	0.34	0.08	0.25	0.29	0.09	0.27	0.27
Crit Moves:	****			****			****	****				
Green/Cycle:	0.14	0.39	0.39	0.09	0.34	0.34	0.09	0.29	0.29	0.09	0.29	0.29
Volume/Cap:	0.99	0.89	0.59	0.89	0.99	0.99	0.94	0.86	0.99	0.99	0.94	0.94
Delay/Veh:	74.1	31.6	21.9	64.5	51.2	51.2	74.6	34.2	69.3	87.6	40.5	40.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.1	31.6	21.9	64.5	51.2	51.2	74.6	34.2	69.3	87.6	40.5	40.5
LOS by Move:	E	C	C	E	D	D	E	C	E	F	D	D
DesignQueue:	11	21	11	6	20	20	6	17	16	7	18	18

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Oaty Lakes Rd/La Media Rd / Telegraph Canyon Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.914

Loss Time (sec): 12 Average Delay (sec/veh): 40.9

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	2	0	2	2	0	3	2	0	3

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	490	1065	495	165	655	255	520	925	405	225	910	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	1065	495	165	655	255	520	925	405	225	910	320
Added Vol:	0	0	9	29	0	0	0	74	0	16	142	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	490	1065	504	194	655	255	520	999	405	241	1052	374
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	561	1219	577	222	749	292	595	1143	463	276	1204	428
Reduct Vol:	0	0	80	0	0	45	0	0	50	0	0	105
Reduced Vol:	561	1219	497	222	749	247	595	1143	413	276	1204	323
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	561	1219	497	222	749	247	595	1143	413	276	1204	323

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.73	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	2.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	2786	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.16	0.34	0.18	0.06	0.21	0.16	0.17	0.22	0.26	0.08	0.24	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.35	0.46	0.07	0.25	0.43	0.18	0.33	0.33	0.10	0.25	0.25
Volume/Cap:	0.94	0.97	0.39	0.97	0.86	0.36	0.94	0.67	0.78	0.78	0.94	0.81
Delay/Veh:	57.2	45.8	15.4	90.7	39.0	16.6	55.8	25.3	32.8	47.9	44.1	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	45.8	15.4	90.7	39.0	16.6	55.8	25.3	32.8	47.9	44.1	41.4
LOS by Move:	E	D	B	F	D	B	E	C	C	D	D	D
DesignQueue:	12	21	8	5	15	7	12	14	14	6	17	12

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Rutgers Ave / Telegraph Canyon Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.755

Loss Time (sec): 9 Average Delay (sec/veh): 13.4

Optimal Cycle: OPTIMIZED Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes, Volume Module, Saturation Flow Module, Capacity Analysis Module.

Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with 12 columns representing different traffic movements. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Table with 12 columns representing different traffic movements. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 SR-125 SB Ramps / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.494
 Loss Time (sec): 9 Average Delay (sec/veh): 5.0
 Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	3	0	1

Volume Module:

Base Vol:	0	0	0	150	0	50	0	1480	110	0	1360	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	50	0	1480	110	0	1360	170
Added Vol:	0	0	0	34	0	0	0	112	0	0	212	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	184	0	50	0	1592	110	0	1572	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00
PHF Volume:	0	0	0	211	0	57	0	1822	126	0	1799	0
Reduct Vol:	0	0	0	0	0	10	0	0	20	0	0	35
Reduced Vol:	0	0	0	211	0	47	0	1822	106	0	1799	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	211	0	47	0	1822	106	0	1799	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	1583	0	5083	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.03	0.00	0.36	0.07	0.00	0.35	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.00	0.73	0.73	0.00	0.73	0.00
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.24	0.00	0.49	0.09	0.00	0.49	0.00
Delay/Veh:	0.0	0.0	0.0	25.4	0.0	24.4	0.0	3.6	2.5	0.0	3.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.4	0.0	24.4	0.0	3.6	2.5	0.0	3.6	0.0
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
DesignQueue:	0	0	0	3	0	1	0	7	1	0	7	0

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 SR-125 NB Ramps / Otay Lakes Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.463
 Loss Time (sec): 9 Average Delay (sec/veh): 4.3
 Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	3	0	1	0

Volume Module:

Base Vol:	70	0	50	0	0	0	0	1420	210	0	1460	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	50	0	0	0	0	1420	210	0	1460	470
Added Vol:	0	0	9	0	0	0	0	146	0	0	229	66
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	59	0	0	0	0	1566	210	0	1689	536
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00	0.87	0.87	0.87
PHF Volume:	80	0	68	0	0	0	0	1792	0	0	1932	613
Reduct Vol:	0	0	10	0	0	0	0	0	40	0	0	95
Reduced Vol:	80	0	58	0	0	0	0	1792	0	0	1932	518
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	80	0	58	0	0	0	0	1792	0	0	1932	518

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	0.83
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1769	0	2786	0	0	0	0	5083	1900	0	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.02	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.38	0.33
Crit Moves:	****						****			****		
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.82	0.00	0.00	0.82	0.82
Volume/Cap:	0.46	0.00	0.21	0.00	0.00	0.00	0.00	0.43	0.00	0.00	0.46	0.40
Delay/Veh:	48.9	0.0	46.1	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.9	2.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	0.0	46.1	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.9	2.8
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
DesignQueue:	4	0	2	0	0	0	0	8	0	0	9	6

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Eastlake Pkwy / Otay Lakes Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.818
 Loss Time (sec): 12 Average Delay (sec/veh): 44.1
 Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	850	320	210	40	200	160	300	790	310	160	890	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	850	320	210	40	200	160	300	790	310	160	890	110
Added Vol:	0	0	11	11	0	0	0	166	0	22	316	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	850	320	221	51	200	160	300	956	310	182	1206	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	973	366	253	58	229	183	343	1094	355	208	1380	151
Reduct Vol:	0	0	40	0	0	30	0	0	60	0	0	0
Reduced Vol:	973	366	213	58	229	153	343	1094	295	208	1380	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	973	366	213	58	229	153	343	1094	295	208	1380	151

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.73	0.90	0.93	0.97
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	2.00	2.00	2.71	0.29
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	2786	3432	4793	525

Capacity Analysis Module:

Vol/Sat:	0.28	0.10	0.13	0.02	0.06	0.10	0.10	0.22	0.11	0.06	0.29	0.29
Crit Moves:	****			****			****			****		
Green/Cycle:	0.31	0.39	0.48	0.09	0.17	0.28	0.11	0.33	0.63	0.09	0.31	0.31
Volume/Cap:	0.93	0.27	0.28	0.18	0.37	0.34	0.93	0.66	0.17	0.66	0.93	0.93
Delay/Veh:	53.8	25.1	18.9	50.5	44.0	34.6	81.8	35.6	9.1	57.7	49.4	49.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	25.1	18.9	50.5	44.0	34.6	81.8	35.6	9.1	57.7	49.4	49.4
LOS by Move:	D	C	B	D	D	C	F	D	A	E	D	D
DesignQueue:	25	8	8	2	7	7	11	19	4	7	26	26

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Lane Ave / Otay Lakes Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.602
 Loss Time (sec): 9 Average Delay (sec/veh): 18.0
 Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	2	0	3	0	0	2

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	0	0	0	130	0	290	420	560	0	0	810	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	290	420	560	0	0	810	170
Added Vol:	0	0	0	23	0	0	0	189	0	0	360	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	153	0	290	420	749	0	0	1170	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	175	0	332	481	857	0	0	1339	245
Reduct Vol:	0	0	0	0	0	60	0	0	0	0	0	0
Reduced Vol:	0	0	0	175	0	272	481	857	0	0	1339	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	175	0	272	481	857	0	0	1339	245

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.87	1.00	0.87	0.90	0.89	1.00	1.00	0.92	0.96
Lanes:	0.00	0.00	0.00	1.39	0.00	1.61	2.00	3.00	0.00	0.00	2.55	0.45
Final Sat.:	0	0	0	2311	0	2670	3432	5083	0	0	4459	816

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.10	0.14	0.17	0.00	0.00	0.30	0.30
Crit Moves:						****	****			****		
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.23	0.73	0.00	0.00	0.50	0.50
Volume/Cap:	0.00	0.00	0.00	0.45	0.00	0.60	0.60	0.23	0.00	0.00	0.60	0.60
Delay/Veh:	0.0	0.0	0.0	33.9	0.0	36.0	32.1	3.9	0.0	0.0	16.6	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.9	0.0	36.0	32.1	3.9	0.0	0.0	16.6	16.6
LOS by Move:	A	A	A	C	A	D	C	A	A	A	B	B
DesignQueue:	0	0	0	5	0	7	10	4	0	0	15	15

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Fenton St / Otay Lakes Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 9 Average Delay (sec/veh): 5.4
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	0	2

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	0	0	0	30	0	20	80	580	0	0	1070	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	20	80	580	0	0	1070	100
Added Vol:	0	0	0	0	0	0	0	212	0	0	403	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	20	80	792	0	0	1473	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	34	0	23	92	906	0	0	1685	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	34	0	23	92	906	0	0	1685	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	34	0	23	92	906	0	0	1685	114

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	1.00	0.94	0.97
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.82	0.18
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	0	5006	340

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.01	0.05	0.18	0.00	0.00	0.34	0.34
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.04	0.00	0.04	0.11	0.86	0.00	0.00	0.74	0.74
Volume/Cap:	0.00	0.00	0.00	0.45	0.00	0.34	0.45	0.21	0.00	0.00	0.45	0.45
Delay/Veh:	0.0	0.0	0.0	46.3	0.0	44.8	38.9	1.1	0.0	0.0	4.6	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.3	0.0	44.8	38.9	1.1	0.0	0.0	4.6	4.6
LOS by Move:	A	A	A	D	A	D	D	A	A	A	A	A
DesignQueue:	0	0	0	2	0	1	4	2	0	0	9	9

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Hunte Pkwy / Otay Lakes Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.808

Loss Time (sec): 12 Average Delay (sec/veh): 31.9

Optimal Cycle: OPTIMIZED Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 22 Sep 2005 <<

Table with 12 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Woods Dr / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 0 Average Delay (sec/veh): 9.1
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	5	18	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	2	1	0	2	1

Volume Module:

Base Vol:	0	0	0	130	0	270	80	390	0	0	670	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	270	80	390	0	0	670	210
Added Vol:	0	0	0	23	0	0	0	389	0	0	741	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	153	0	270	80	779	0	0	1411	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	175	0	309	92	891	0	0	1614	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	175	0	309	92	891	0	0	1614	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	175	0	309	92	891	0	0	1614	291

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.95	1.00	1.00	0.92	0.96
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	2.56	0.44
Final Sat.:	0	1900	0	1769	0	1583	1769	5400	0	1900	4470	805

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.20	0.05	0.17	0.00	0.00	0.36	0.36
Crit Moves:	****					****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.32	0.00	0.32	0.09	0.68	0.00	0.00	0.59	0.59
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.61	0.61	0.24	0.00	0.00	0.61	0.61
Delay/Veh:	0.0	0.0	0.0	15.7	0.0	19.3	33.5	3.7	0.0	0.0	8.1	8.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.7	0.0	19.3	33.5	3.7	0.0	0.0	8.1	8.1
LOS by Move:	A	A	A	B	A	B	C	A	A	A	A	A
DesignQueue:	0	0	0	4	0	7	3	3	0	0	10	10

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Lake Crest Dr / Otay Lakes Rd

Cycle (sec): 70 Critical Vol./Cap.(X): 0.657
 Loss Time (sec): 9 Average Delay (sec/veh): 16.4
 Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	0	0	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	1	0	2	0	1	1

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	370	0	50	0	0	0	0	410	210	60	610	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	0	50	0	0	0	0	410	210	60	610	0
Added Vol:	0	0	23	0	0	0	0	412	0	44	784	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	0	73	0	0	0	0	822	210	104	1394	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	423	0	84	0	0	0	0	941	240	119	1595	0
Reduct Vol:	0	0	10	0	0	0	0	0	0	0	0	0
Reduced Vol:	423	0	74	0	0	0	0	941	240	119	1595	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	423	0	74	0	0	0	0	941	240	119	1595	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.83	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	1900	3538	1583	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.24	0.00	0.05	0.00	0.00	0.00	0.00	0.27	0.15	0.07	0.31	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.36	0.00	0.36	0.00	0.00	0.00	0.00	0.40	0.40	0.10	0.51	0.00
Volume/Cap:	0.66	0.00	0.13	0.00	0.00	0.00	0.00	0.66	0.38	0.66	0.62	0.00
Delay/Veh:	21.1	0.0	14.9	0.0	0.0	0.0	0.0	18.0	15.0	38.7	12.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	0.0	14.9	0.0	0.0	0.0	0.0	18.0	15.0	38.7	12.9	0.0
LOS by Move:	C	A	B	A	A	A	A	B	B	D	B	A
DesignQueue:	11	0	2	0	0	0	0	12	6	4	12	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Wueste Rd / Otay Lakes Rd

Cycle (sec): 70 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 0 Average Delay (sec/veh): 6.6
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	0	0	2	0	1	3

Volume Module:

Base Vol:	30	0	30	0	0	0	0	410	80	30	580	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	30	0	0	0	0	410	80	30	580	0
Added Vol:	0	0	63	0	0	0	0	435	0	120	828	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	93	0	0	0	0	845	80	150	1408	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	34	0	106	0	0	0	0	967	92	172	1611	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	106	0	0	0	0	967	92	172	1611	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	106	0	0	0	0	967	92	172	1611	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.83	0.93	0.89	1.00
Lanes:	0.24	0.00	0.76	0.00	0.00	0.00	0.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	385	0	1192	0	0	0	0	3538	1583	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.27	0.06	0.10	0.32	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.59	0.59	0.21	0.81	0.00
Volume/Cap:	0.46	0.00	0.46	0.00	0.00	0.00	0.00	0.46	0.10	0.46	0.39	0.00
Delay/Veh:	26.0	0.0	26.0	0.0	0.0	0.0	0.0	8.1	6.1	25.0	2.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	0.0	26.0	0.0	0.0	0.0	0.0	8.1	6.1	25.0	2.0	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	C	A	A
DesignQueue:	4	0	4	0	0	0	0	9	1	5	5	0

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Campo Rd/SR-94 / Otay Lakes Road/Honey Springs Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.600

Loss Time (sec): 12 Average Delay (sec/veh): 24.6

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	0	0	10	5	5	10	0	0	10	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	140	600	20	10	280	80	60	20	110	40	40	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	600	20	10	280	80	60	20	110	40	40	30
Added Vol:	23	0	0	0	0	34	65	11	44	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	600	20	10	280	114	125	31	154	40	46	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	186	686	23	11	320	130	143	35	176	46	53	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	686	23	11	320	130	143	35	176	46	53	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	186	686	23	11	320	130	143	35	176	46	53	34

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.94	0.94	0.93	0.86	0.86	0.93	0.92	0.92
Lanes:	1.00	0.97	0.03	1.00	0.71	0.29	1.00	0.17	0.83	1.00	0.61	0.39
Final Sat.:	1769	1793	60	1769	1266	516	1769	273	1356	1769	1061	692

Capacity Analysis Module:

Vol/Sat:	0.11	0.38	0.38	0.01	0.25	0.25	0.08	0.13	0.13	0.03	0.05	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.62	0.62	0.01	0.44	0.44	0.13	0.20	0.20	0.04	0.11	0.11
Volume/Cap:	0.57	0.62	0.62	0.62	0.57	0.57	0.62	0.65	0.65	0.65	0.45	0.45
Delay/Veh:	36.0	11.9	11.9	95.8	19.8	19.8	42.3	37.5	37.5	61.4	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	11.9	11.9	95.8	19.8	19.8	42.3	37.5	37.5	61.4	39.0	39.0
LOS by Move:	D	B	B	F	B	B	D	D	D	E	D	D
DesignQueue:	8	15	15	1	13	13	6	9	9	2	4	4

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 East Palomar St / Olympic Pkwy

Cycle (sec): 75 Critical Vol./Cap.(X): 0.761
 Loss Time (sec): 12 Average Delay (sec/veh): 30.5
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	2	0	3	0	1	1

Volume Module:	>>	Count	Date:	22 Sep 2005	<<	AM Peak						
Base Vol:	255	345	315	400	465	180	105	930	85	115	990	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	345	315	400	465	180	105	930	85	115	990	250
Added Vol:	0	0	0	3	0	0	0	23	0	0	44	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	345	315	403	465	180	105	953	85	115	1034	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	292	395	360	461	532	206	120	1090	97	132	1183	292
Reduct Vol:	0	0	0	0	0	0	0	0	20	0	0	35
Reduced Vol:	292	395	360	461	532	206	120	1090	77	132	1183	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	292	395	360	461	532	206	120	1090	77	132	1183	257

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.91	0.91	0.90	0.94	0.94	0.90	0.89	0.83	0.93	0.89	0.83	
Lanes:	1.00	1.05	0.95	2.00	1.44	0.56	2.00	3.00	1.00	1.00	3.00	1.00	
Final Sat.:	1769	1806	1649	3432	2572	996	3432	5083	1583	1769	5083	1583	

Capacity Analysis Module:	Vol/Sat:	0.16	0.22	0.22	0.13	0.21	0.21	0.04	0.21	0.05	0.07	0.23	0.16
Crit Moves:	****				****			****			****		
Green/Cycle:	0.20	0.33	0.33	0.16	0.28	0.28	0.07	0.26	0.26	0.09	0.29	0.29	
Volume/Cap:	0.81	0.67	0.67	0.86	0.74	0.74	0.53	0.81	0.18	0.81	0.81	0.56	
Delay/Veh:	40.9	23.2	23.2	43.4	27.5	27.5	36.1	29.8	21.6	59.3	28.1	24.2	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	40.9	23.2	23.2	43.4	27.5	27.5	36.1	29.8	21.6	59.3	28.1	24.2	
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C	
DesignQueue:	10	11	11	9	12	12	2	13	2	5	14	8	

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 SR-125 SB Ramps / Olympic Pkwy

Cycle (sec): 90 Critical Vol./Cap.(X): 0.469
 Loss Time (sec): 9 Average Delay (sec/veh): 9.4
 Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	3	0	0	1

Volume Module:

Base Vol:	0	0	0	270	5	175	0	1420	225	0	1180	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	270	5	175	0	1420	225	0	1180	270
Added Vol:	0	0	0	0	0	0	0	26	0	0	49	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	270	5	175	0	1446	225	0	1229	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00
PHF Volume:	0	0	0	309	6	200	0	1654	257	0	1406	0
Reduct Vol:	0	0	0	0	0	10	0	0	25	0	0	30
Reduced Vol:	0	0	0	309	6	190	0	1654	232	0	1406	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	309	6	190	0	1654	232	0	1406	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.84	0.84	0.84	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.06	1.94	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3189	93	3096	0	5083	1583	0	5083	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.06	0.06	0.00	0.33	0.15	0.00	0.28	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.21	0.21	0.21	0.00	0.69	0.69	0.00	0.69	0.00
Volume/Cap:	0.00	0.00	0.00	0.47	0.30	0.30	0.00	0.47	0.21	0.00	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	31.7	30.3	30.3	0.0	6.4	5.1	0.0	5.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.7	30.3	30.3	0.0	6.4	5.1	0.0	5.9	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
DesignQueue:	0	0	0	6	4	4	0	10	4	0	9	0

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 SR-125 NB Ramps / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.508
 Loss Time (sec): 9 Average Delay (sec/veh): 8.5
 Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	1	0	0	0	0	3	0	1	0

Volume Module:

Base Vol:	190	5	195	0	0	0	0	1255	435	0	1260	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	5	195	0	0	0	0	1255	435	0	1260	430
Added Vol:	0	0	9	0	0	0	0	26	0	0	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	5	204	0	0	0	0	1281	435	0	1325	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00	0.87	0.87	0.87
PHF Volume:	217	6	233	0	0	0	0	1466	0	0	1516	492
Reduct Vol:	0	0	20	0	0	0	0	0	40	0	0	60
Reduced Vol:	217	6	213	0	0	0	0	1466	0	0	1516	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	217	6	213	0	0	0	0	1466	0	0	1516	432

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	0.73
Lanes:	1.95	0.05	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3111	82	1597	0	0	0	0	5083	1900	0	5083	2786

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.13	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.30	0.16
Crit Moves:	****						****			****		
Green/Cycle:	0.26	0.26	0.26	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.59	0.59
Volume/Cap:	0.27	0.27	0.51	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.51	0.26
Delay/Veh:	17.6	17.6	19.3	0.0	0.0	0.0	0.0	7.3	0.0	0.0	7.4	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	17.6	19.3	0.0	0.0	0.0	0.0	7.3	0.0	0.0	7.4	6.1
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
DesignQueue:	3	3	5	0	0	0	0	8	0	0	8	3

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Eastlake Pkwy / Olympic Pkwy

Cycle (sec): 85 Critical Vol./Cap.(X): 0.655
 Loss Time (sec): 12 Average Delay (sec/veh): 29.3
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	21	0	5	21	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	2	0	3	0	1	2

Volume Module: >> Count Date: 27 Sep 2005 << AM Peak

Base Vol:	470	615	145	150	275	310	200	820	255	190	1165	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	615	145	150	275	310	200	820	255	190	1165	110
Added Vol:	0	0	23	0	0	0	0	34	0	44	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	615	168	150	275	310	200	854	255	234	1230	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	538	704	192	172	315	355	229	977	292	268	1407	126
Reduct Vol:	0	0	10	0	0	55	0	0	25	0	0	35
Reduced Vol:	538	704	182	172	315	300	229	977	267	268	1407	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	538	704	182	172	315	300	229	977	267	268	1407	91

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.89	0.73	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	5083	1583	3432	5083	2786	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.16	0.14	0.12	0.05	0.06	0.11	0.07	0.19	0.17	0.08	0.28	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.35	0.46	0.08	0.25	0.33	0.08	0.32	0.32	0.10	0.34	0.34
Volume/Cap:	0.82	0.39	0.25	0.59	0.25	0.33	0.82	0.60	0.53	0.77	0.82	0.17
Delay/Veh:	40.9	20.7	14.4	40.8	25.8	21.7	55.4	25.0	24.7	47.7	28.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	20.7	14.4	40.8	25.8	21.7	55.4	25.0	24.7	47.7	28.9	19.9
LOS by Move:	D	C	B	D	C	C	E	C	C	D	C	B
DesignQueue:	11	8	5	4	4	6	5	12	9	6	17	3

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Hunte Pkwy / Olympic Pkwy

Cycle (sec): 80 Critical Vol./Cap.(X): 0.681
 Loss Time (sec): 12 Average Delay (sec/veh): 31.3
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	21	0	5	21	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	2	0	2	1	0	2

Volume Module: >> Count Date: 22 Sep 2005 << AM Peak

Base Vol:	320	205	185	210	245	265	360	705	350	300	595	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	205	185	210	245	265	360	705	350	300	595	105
Added Vol:	0	92	34	0	174	76	40	17	0	65	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	297	219	210	419	341	400	722	350	365	628	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	366	340	251	240	479	390	458	826	400	418	719	120
Reduct Vol:	0	0	0	0	0	110	0	0	0	0	0	100
Reduced Vol:	366	340	251	240	479	280	458	826	400	418	719	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	366	340	251	240	479	280	458	826	400	418	719	20

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.87	0.92	0.90	0.93	0.83	0.90	0.89	0.93	0.90	0.93	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.05	0.95	2.00	2.00	1.00
Final Sat.:	3432	3311	1743	3432	3538	1583	3432	3457	1676	3432	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.11	0.10	0.14	0.07	0.14	0.18	0.13	0.24	0.24	0.12	0.20	0.01
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.32	0.32	0.09	0.26	0.44	0.18	0.30	0.30	0.14	0.27	0.27
Volume/Cap:	0.75	0.32	0.45	0.82	0.52	0.40	0.75	0.78	0.78	0.86	0.75	0.05
Delay/Veh:	39.6	20.8	21.9	53.0	25.7	15.7	36.6	28.1	28.1	48.1	30.3	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	20.8	21.9	53.0	25.7	15.7	36.6	28.1	28.1	48.1	30.3	21.7
LOS by Move:	D	C	C	D	C	B	D	C	C	D	C	C
DesignQueue:	7	6	8	5	9	7	9	14	14	8	13	1

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Olympic Vista Rd / Olympic Pkwy

Cycle (sec): 90 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 12 Average Delay (sec/veh): 25.8
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	18	0	5	18	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	85	20	5	35	50	300	325	410	195	20	490	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	20	5	35	50	300	325	410	195	20	490	50
Added Vol:	0	0	0	0	0	0	0	51	0	0	98	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	20	5	35	50	300	325	461	195	20	588	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	97	23	6	40	57	343	372	527	223	23	673	57
Reduct Vol:	0	0	0	0	0	130	0	0	0	0	0	0
Reduced Vol:	97	23	6	40	57	213	372	527	223	23	673	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	97	23	6	40	57	213	372	527	223	23	673	57

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.93	0.98	0.83	0.90	0.94	0.94	0.93	0.97	0.97
Lanes:	1.00	0.80	0.20	1.00	1.00	1.00	2.00	1.41	0.59	1.00	1.84	0.16
Final Sat.:	1769	1445	361	1769	1862	1583	3432	2499	1057	1769	3391	288

Capacity Analysis Module:

Vol/Sat:	0.05	0.02	0.02	0.02	0.03	0.13	0.11	0.21	0.21	0.01	0.20	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.24	0.24	0.07	0.20	0.20	0.20	0.45	0.45	0.12	0.37	0.37
Volume/Cap:	0.54	0.07	0.07	0.35	0.15	0.67	0.54	0.47	0.47	0.11	0.54	0.54
Delay/Veh:	41.8	26.8	26.8	42.0	29.9	38.9	33.2	17.6	17.6	35.7	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	26.8	26.8	42.0	29.9	38.9	33.2	17.6	17.6	35.7	23.0	23.0
LOS by Move:	D	C	C	D	C	D	C	B	B	D	C	C
DesignQueue:	4	1	1	2	2	9	8	11	11	1	12	12

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Olympic Pkwy / Wueste Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.256
 Loss Time (sec): 9 Average Delay (sec/veh): 14.1
 Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	12	0	5	12	0	0	0	0	0	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	85	80	155	245	0	0	0	0	50	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	85	80	155	245	0	0	0	0	50	0	30
Added Vol:	0	51	0	22	98	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	136	80	177	343	0	0	0	0	50	0	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	156	92	203	392	0	0	0	0	57	0	47
Reduct Vol:	0	0	15	0	0	0	0	0	0	0	0	5
Reduced Vol:	0	156	77	203	392	0	0	0	0	57	0	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	156	77	203	392	0	0	0	0	57	0	42

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.83	0.93	0.98	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1862	1583	1769	1862	0	0	0	0	1769	0	1583

Capacity Analysis Module:

Vol/Sat:	0.00	0.08	0.05	0.11	0.21	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.33	0.33	0.45	0.77	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Volume/Cap:	0.00	0.26	0.15	0.26	0.27	0.00	0.00	0.00	0.00	0.26	0.00	0.21
Delay/Veh:	0.0	22.5	21.6	15.7	3.0	0.0	0.0	0.0	0.0	36.1	0.0	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.5	21.6	15.7	3.0	0.0	0.0	0.0	0.0	36.1	0.0	35.8
LOS by Move:	A	C	C	B	A	A	A	A	A	D	A	D
DesignQueue:	0	5	3	6	5	0	0	0	0	3	0	2

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Lake Crest Dr / Wueste Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.259
 Loss Time (sec): 9 Average Delay (sec/veh): 11.3
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	12	0	5	12	0	0	0	0	0	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	190	125	35	390	0	0	0	0	5	0	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	190	125	35	390	0	0	0	0	5	0	65
Added Vol:	0	0	63	0	0	0	0	0	0	120	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	190	188	35	390	0	0	0	0	125	0	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	217	215	40	446	0	0	0	0	143	0	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	217	215	40	446	0	0	0	0	143	0	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	217	215	40	446	0	0	0	0	143	0	74

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.83	0.93	0.98	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1862	1583	1769	1862	0	0	0	0	1769	0	1583

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.14	0.02	0.24	0.00	0.00	0.00	0.00	0.08	0.00	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.45	0.45	0.09	0.54	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.00	0.26	0.30	0.26	0.45	0.00	0.00	0.00	0.00	0.26	0.00	0.15
Delay/Veh:	0.0	10.4	10.7	26.5	8.7	0.0	0.0	0.0	0.0	15.7	0.0	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.4	10.7	26.5	8.7	0.0	0.0	0.0	0.0	15.7	0.0	15.0
LOS by Move:	A	B	B	C	A	A	A	A	A	B	A	B
DesignQueue:	0	4	4	1	7	0	0	0	0	3	0	2

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 SR-125 SB ramps / Rock Mountain Rd

Cycle (sec): 140 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 9 Average Delay (sec/veh): 13.2
Optimal Cycle: 108 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes.

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Volume Module:

Table with 12 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

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Saturation Flow Module:

Table with 12 columns representing saturation flow factors. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

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Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 SR-125 NB ramps / Rock Mountain Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 9 Average Delay (sec/veh): 18.1
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	1	0	0	0	0	0	0	0

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Volume Module:

Base Vol:	345	5	265	0	0	0	0	1405	275	0	1980	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	5	265	0	0	0	0	1405	275	0	1980	265
Added Vol:	0	0	0	0	0	0	0	11	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	5	265	0	0	0	0	1416	275	0	2002	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00	0.87	0.87	0.87
PHF Volume:	395	6	303	0	0	0	0	1620	0	0	2291	303
Reduct Vol:	0	0	40	0	0	0	0	0	15	0	0	20
Reduced Vol:	395	6	263	0	0	0	0	1620	0	0	2291	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	395	6	263	0	0	0	0	1620	0	0	2291	283

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	0.83
Lanes:	1.00	0.04	1.96	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1595	68	3121	0	0	0	0	5083	1900	0	5083	1583

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Capacity Analysis Module:

Vol/Sat:	0.25	0.08	0.08	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.45	0.18
Crit Moves:	****						****			****		
Green/Cycle:	0.33	0.33	0.33	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.59	0.59
Volume/Cap:	0.76	0.26	0.26	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.76	0.30
Delay/Veh:	37.2	27.4	27.4	0.0	0.0	0.0	0.0	13.6	0.0	0.0	17.8	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	27.4	27.4	0.0	0.0	0.0	0.0	13.6	0.0	0.0	17.8	11.3
LOS by Move:	D	C	C	A	A	A	A	B	A	A	B	B
DesignQueue:	17	6	6	0	0	0	0	16	0	0	24	7

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Eastlake Pkwy / Rock Mountain Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.660

Loss Time (sec): 12 Average Delay (sec/veh): 35.4

Optimal Cycle: 64 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	21	0	5	21	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0

Volume Module:

Base Vol:	315	260	100	350	275	360	235	870	190	70	1410	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	260	100	350	275	360	235	870	190	70	1410	460
Added Vol:	0	0	51	0	0	0	0	40	0	98	76	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	260	151	350	275	360	235	910	190	168	1486	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	360	297	173	400	315	412	269	1041	217	192	1700	526
Reduct Vol:	0	0	50	0	0	120	0	0	130	0	0	20
Reduced Vol:	360	297	123	400	315	292	269	1041	87	192	1700	506
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	360	297	123	400	315	292	269	1041	87	192	1700	506

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.89	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	5083	1583	3432	5083	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.11	0.06	0.08	0.12	0.06	0.18	0.08	0.20	0.06	0.06	0.33	0.32
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.19	0.19	0.15	0.22	0.22	0.10	0.43	0.43	0.12	0.44	0.44
Volume/Cap:	0.86	0.31	0.41	0.76	0.28	0.83	0.76	0.48	0.13	0.48	0.76	0.72
Delay/Veh:	63.2	38.4	39.9	50.7	35.6	55.7	57.0	22.8	19.1	46.3	27.2	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.2	38.4	39.9	50.7	35.6	55.7	57.0	22.8	19.1	46.3	27.2	28.9
LOS by Move:	E	D	D	D	D	E	E	C	B	D	C	C
DesignQueue:	10	5	6	11	6	14	8	14	3	5	23	19

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 SR-125 SB ramps / Otay Valley Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.352

Loss Time (sec): 9 Average Delay (sec/veh): 11.4

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1! 0	1	0	0	3 0 1	0	1	2 0 1

Volume Module:

Base Vol:	50	0	40	0	0	0	0	355	135	95	585	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	40	0	0	0	0	355	135	95	585	0
Added Vol:	0	0	0	0	0	0	0	6	0	44	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	40	0	0	0	0	361	135	139	596	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00
PHF Volume:	57	0	46	0	0	0	0	413	154	159	682	0
Reduct Vol:	0	0	0	0	0	0	0	0	10	0	0	5
Reduced Vol:	57	0	46	0	0	0	0	413	144	159	682	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	57	0	46	0	0	0	0	413	144	159	682	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.90	1.00	1.00	1.00	1.00	0.89	0.83	0.97	0.93	1.00
Lanes:	0.56	0.00	0.44	1.00	1.00	1.00	0.00	3.00	1.00	0.55	2.45	1.00
Final Sat.:	946	0	757	1900	1900	1900	0	5083	1583	1012	4338	1900

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.08	0.09	0.16	0.16	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.25	0.25	0.43	0.68	0.00
Volume/Cap:	0.36	0.00	0.36	0.00	0.00	0.00	0.00	0.33	0.37	0.36	0.23	0.00
Delay/Veh:	23.0	0.0	23.0	0.0	0.0	0.0	0.0	18.5	19.1	11.5	3.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	0.0	23.0	0.0	0.0	0.0	0.0	18.5	19.1	11.5	3.6	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	B	A	A
DesignQueue:	3	0	3	0	0	0	0	4	4	6	3	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 SR-125 NB ramps / Otay Valley Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.318
Loss Time (sec): 9 Average Delay (sec/veh): 9.1
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	50	0	15	0	0	0	0	355	40	85	620	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	15	0	0	0	0	355	40	85	620	0
Added Vol:	0	0	34	0	0	0	0	6	0	22	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	49	0	0	0	0	361	40	107	674	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00	0.87	0.87	0.87
PHF Volume:	57	0	56	0	0	0	0	413	0	122	771	0
Reduct Vol:	0	0	5	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	0	51	0	0	0	0	413	0	122	771	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	57	0	51	0	0	0	0	413	0	122	771	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.89	1.00	1.00	1.00	1.00	0.89	1.00	0.97	0.94	1.00
Lanes:	1.53	0.00	1.47	0.00	0.00	0.00	0.00	3.00	1.00	0.40	2.60	1.00
Final Sat.:	2575	0	2479	0	0	0	0	5083	1900	734	4627	1900

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.08	0.00	0.17	0.17	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.26	0.00	0.52	0.78	0.00
Volume/Cap:	0.32	0.00	0.29	0.00	0.00	0.00	0.00	0.32	0.00	0.32	0.21	0.00
Delay/Veh:	27.1	0.0	26.9	0.0	0.0	0.0	0.0	18.2	0.0	8.2	1.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	0.0	26.9	0.0	0.0	0.0	0.0	18.2	0.0	8.2	1.8	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	A	A
DesignQueue:	1	0	1	0	0	0	0	4	0	5	2	0

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 La Media Rd / Otay Mesa Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
 Loss Time (sec): 12 Average Delay (sec/veh): 44.6
 Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	3	1	0	2

Volume Module:

Base Vol:	185	295	170	245	250	315	285	940	350	235	995	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	295	170	245	250	315	285	940	350	235	995	350
Added Vol:	0	0	23	0	0	0	0	0	0	44	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	295	193	245	250	315	285	940	350	279	995	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	212	338	221	280	286	360	326	1076	400	319	1138	400
Reduct Vol:	0	0	60	0	0	60	0	0	90	0	0	90
Reduced Vol:	212	338	161	280	286	300	326	1076	310	319	1138	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	338	161	280	286	300	326	1076	310	319	1138	310

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.89	0.93	0.93	0.86	0.90	0.93	0.89	0.83	0.93	0.91	0.95
Lanes:	1.00	2.06	0.94	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.38	0.62
Final Sat.:	1769	3480	1658	1769	3265	1719	1769	5083	1583	1769	4106	1120

Capacity Analysis Module:

Vol/Sat:	0.12	0.10	0.10	0.16	0.09	0.17	0.18	0.21	0.20	0.18	0.28	0.28
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.21	0.21	0.17	0.24	0.24	0.20	0.27	0.27	0.23	0.30	0.30
Volume/Cap:	0.86	0.46	0.46	0.93	0.36	0.72	0.93	0.79	0.73	0.79	0.93	0.93
Delay/Veh:	68.0	34.9	34.9	73.7	31.6	37.9	69.0	37.0	39.5	46.0	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.0	34.9	34.9	73.7	31.6	37.9	69.0	37.0	39.5	46.0	43.7	43.7
LOS by Move:	E	C	C	E	C	D	E	D	D	D	D	D
DesignQueue:	10	8	8	13	6	13	15	17	13	14	21	21

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 SR-125 SB / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 0 Average Delay (sec/veh): 9.4
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	0	3	0	0	3

Volume Module:

Base Vol:	0	0	0	295	0	300	0	1040	0	0	1295	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	295	0	300	0	1040	0	0	1295	0
Added Vol:	0	0	0	22	0	44	0	23	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	317	0	344	0	1063	0	0	1295	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	363	0	394	0	1216	0	0	1482	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	363	0	394	0	1216	0	0	1482	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	363	0	394	0	1216	0	0	1482	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	1.00	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	0	0	5083	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.25	0.00	0.24	0.00	0.00	0.29	0.00
Crit Moves:						****	****			****		
Green/Cycle:	0.00	0.00	0.00	0.46	0.00	0.46	0.00	0.54	0.00	0.00	0.54	0.00
Volume/Cap:	0.00	0.00	0.00	0.23	0.00	0.54	0.00	0.44	0.00	0.00	0.54	0.00
Delay/Veh:	0.0	0.0	0.0	9.8	0.0	12.4	0.0	8.5	0.0	0.0	9.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.8	0.0	12.4	0.0	8.5	0.0	0.0	9.2	0.0
LOS by Move:	A	A	A	A	A	B	A	A	A	A	A	A
DesignQueue:	0	0	0	3	0	7	0	7	0	0	9	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 SR125 NB / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 0 Average Delay (sec/veh): 10.4
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	3	0	0	2

Volume Module:

Base Vol:	0	0	0	0	0	0	135	1205	0	0	1295	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	135	1205	0	0	1295	220
Added Vol:	0	0	0	0	0	0	23	22	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	158	1227	0	0	1295	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	0	0	0	181	1404	0	0	1482	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	181	1404	0	0	1482	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	181	1404	0	0	1482	264

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.89	1.00	1.00	0.92	0.96
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	1769	5083	0	0	5243	1819

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.28	0.00	0.00	0.28	0.15
Crit Moves:							****			****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.51	0.51
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.56	0.00	0.00	0.56	0.29
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	8.7	10.9	0.0	0.0	10.4	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	8.7	10.9	0.0	0.0	10.4	8.6
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	A
DesignQueue:	0	0	0	0	0	0	3	9	0	0	9	5

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Ellis Road / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.982
 Loss Time (sec): 0 Average Delay (sec/veh): 32.0
 Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	3	0	0	2

Volume Module:

Base Vol:	0	0	0	370	0	535	390	815	0	0	980	500
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	370	0	535	390	815	0	0	980	500
Added Vol:	0	0	0	0	0	6	11	11	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	370	0	541	401	826	0	0	986	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	423	0	619	459	945	0	0	1128	572
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	423	0	619	459	945	0	0	1128	572
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	423	0	619	459	945	0	0	1128	572

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	1.00	0.88	0.93
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.02	0.98
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	0	3402	1725

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.39	0.26	0.19	0.00	0.00	0.33	0.33
Crit Moves:						****	****			****		
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.40	0.26	0.60	0.00	0.00	0.34	0.34
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.98	0.98	0.31	0.00	0.00	0.98	0.98
Delay/Veh:	0.0	0.0	0.0	15.7	0.0	49.0	58.8	5.9	0.0	0.0	37.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.7	0.0	49.0	58.8	5.9	0.0	0.0	37.2	37.2
LOS by Move:	A	A	A	B	A	D	E	A	A	A	D	D
DesignQueue:	0	0	0	9	0	14	12	5	0	0	14	14

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Campo Rd/SR-94 / Melody Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.613

Loss Time (sec): 6 Average Delay (sec/veh): 9.7

Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	0	0	10	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0

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Volume Module:

Base Vol:	30	615	35	45	260	45	55	45	60	40	70	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	615	35	45	260	45	55	45	60	40	70	80
Added Vol:	33	22	0	0	11	0	0	0	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	637	35	45	271	45	55	45	77	40	70	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	72	729	40	51	310	51	63	51	88	46	80	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	729	40	51	310	51	63	51	88	46	80	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	729	40	51	310	51	63	51	88	46	80	92

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.97	0.97	0.84	0.84	0.84	0.80	0.89	0.89	0.84	0.84	0.84
Lanes:	1.00	0.95	0.05	0.12	0.76	0.12	1.00	0.37	0.63	0.21	0.37	0.42
Final Sat.:	1220	1751	96	198	1195	198	1529	622	1064	337	590	674

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Capacity Analysis Module:

Vol/Sat:	0.06	0.42	0.42	0.26	0.26	0.26	0.04	0.08	0.08	0.14	0.14	0.14
Crit Moves:	****									****		
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.09	0.61	0.61	0.38	0.38	0.38	0.19	0.37	0.37	0.61	0.61	0.61
Delay/Veh:	3.3	6.2	6.2	4.4	4.4	4.4	19.2	20.5	20.5	24.2	24.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.3	6.2	6.2	4.4	4.4	4.4	19.2	20.5	20.5	24.2	24.2	24.2
LOS by Move:	A	A	A	A	A	A	B	C	C	C	C	C
DesignQueue:	1	9	9	5	5	5	2	4	4	6	6	6

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #40 Campo Rd/SR-94 / Maxfield Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C [16.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for traffic volume and 12 columns for adjustment factors (Growth, Initial, Added, Passer, Initial Fut, User, PHF, Reduct, Final).

Critical Gap Module: Table with 6 columns for gap values and 6 columns for follow-up times.

Capacity Module: Table with 6 columns for conflict volume, potential capacity, move capacity, and volume/capacity.

Level Of Service Module: Table with 12 columns for delay, LOS, and approach delay/LOS.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Proctor Valley Rd/Jefferson Rd / Campo Rd/SR-94

Cycle (sec): 110 Critical Vol./Cap.(X): 0.934

Loss Time (sec): 9 Average Delay (sec/veh): 45.5

Optimal Cycle: OPTIMIZED Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with 12 columns representing different volume categories and their values.

Saturation Flow Module: Table with 12 columns representing saturation flow values.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Project Drwy #1 @ Otay Lakes Rd

Cycle (sec): 140 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 12 Average Delay (sec/veh): 12.4
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	0	5	10	0	0	0	0	10	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	0	0	0	1	0	0

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Volume Module:

Base Vol:	0	610	0	0	540	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	610	0	0	540	0	0	0	0	0	0	0
Added Vol:	0	834	10	60	438	0	0	0	0	18	0	114
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1444	10	60	978	0	0	0	0	18	0	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	1652	11	69	1119	0	0	0	0	21	0	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1652	11	69	1119	0	0	0	0	21	0	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1652	11	69	1119	0	0	0	0	21	0	130

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	0.93	0.93	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3695	26	1769	3538	0	0	0	0	1769	0	1583

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Capacity Analysis Module:

Vol/Sat:	0.00	0.45	0.45	0.04	0.32	0.00	0.00	0.00	0.00	0.01	0.00	0.08
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.72	0.72	0.06	0.78	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Volume/Cap:	0.00	0.62	0.62	0.62	0.40	0.00	0.00	0.00	0.00	0.09	0.00	0.62
Delay/Veh:	0.0	10.4	10.4	74.5	5.0	0.0	0.0	0.0	0.0	53.5	0.0	63.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.4	10.4	74.5	5.0	0.0	0.0	0.0	0.0	53.5	0.0	63.1
LOS by Move:	A	B	B	E	A	A	A	A	A	D	A	E
DesignQueue:	0	21	21	5	11	0	0	0	0	1	0	9

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 AM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Project Drwy #2 @ Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 1.193
 Loss Time (sec): 0 Average Delay (sec/veh): 94.2
 Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Protected			Protected			Protected				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	0	0	1	0	0	1	0	1	0	0	1	1	0	0

Volume Module:

Base Vol:	0	510	0	0	440	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	510	0	0	440	0	0	0	0	0	0	0
Added Vol:	0	123	5	378	78	0	0	0	0	9	0	720
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	633	5	378	518	0	0	0	0	9	0	720
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	724	6	432	593	0	0	0	0	10	0	824
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	724	6	432	593	0	0	0	0	10	0	824
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	724	6	432	593	0	0	0	0	10	0	824

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	0.96	0.96	1.00	1.00	1.00	1.00	0.83	1.00	0.83
Lanes:	0.00	0.99	0.01	0.84	1.16	0.00	0.00	2.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1846	15	1538	2108	0	0	3800	0	1585	0	1585

Capacity Analysis Module:

Vol/Sat:	0.00	0.39	0.39	0.28	0.28	0.00	0.00	0.00	0.00	0.01	0.00	0.52
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.33	0.33	0.24	0.56	0.00	0.00	0.00	0.00	0.44	0.00	0.44
Volume/Cap:	0.00	1.19	1.19	1.19	0.50	0.00	0.00	0.00	0.00	0.01	0.00	1.19
Delay/Veh:	0.0	123	122.6	121.4	8.1	0.0	0.0	0.0	0.0	9.6	0.0	117.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	123	122.6	121.4	8.1	0.0	0.0	0.0	0.0	9.6	0.0	117.7
LOS by Move:	A	F	F	F	A	A	A	A	A	A	A	F
DesignQueue:	0	18	18	14	8	0	0	0	0	0	0	18

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #44 Project Drwy #3 @ Otay Lakes Rd

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	0	0	1

Volume Module:

Base Vol:	0	0	0	0	0	0	0	440	0	0	510	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	440	0	0	510	0
Added Vol:	0	0	0	103	0	114	60	27	0	0	14	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	103	0	114	60	467	0	0	524	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	118	0	130	69	534	0	0	600	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	118	0	130	69	534	0	0	600	62

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	xxxxx	xxxxx	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	xxxxx	xxxxx	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	535	236	xxxxx	xxxx	366	0
Potent Cap.:	xxxx	xxxx	xxxxx	1623	xxxx	xxxxx	456	665	xxxxx	xxxx	562	1085
Move Cap.:	xxxx	xxxx	xxxxx	1623	xxxx	xxxxx	0	617	xxxxx	xxxx	522	1085
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	0.87	xxxx	xxxx	1.15	0.06

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	548
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	24.3
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	133.7
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	F
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			133.7		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

Scheme Summary

Control Data

Control Data and Model Parameters

Resort Village Driveway 2	2030 Synthetic Flow Profile (veh)
Resort Village Driveway 2	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Left Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	Yes
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle ?
1	Otay Lakes Road	0	0	10.99	1	23.98	1	54.99	129.92	13.50
2	Project Driveway 2	120	0	10.99	1	31.99	1	98.00	149.93	10.00
3	Otay Lakes Road	240	0	10.99	1	27.99	1	84.97	129.92	12.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1
2	Project Driveway 2	189.96	16.01	1	13.00	1	12.01	1
3	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Otay Lakes Road	0	1.000	0	1.000	12.00	1792	0	12.01	1794	0
2	Project Driveway 2	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0
3	Otay Lakes Road	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0

Bypass Geometry

Bypass Approach Geometry (ft)

Leg	Leg Names	Bypass Type	Bypass Flows	V	nv	Vb	nvb	Vt	nvt
1	Otay Lakes Road	Exclusive	520	10.99	1	12	1	12	1

Bypass Entry and Exit Geometry (ft)

Leg	Leg Names	Entry Geometry						Leg	Leg Names	Exit Lanes	
		Eb	neb	Lb	Lt	Rb	Phib			nex	Nmx
1	Otay Lakes Road	12	1	0	130	66.0003 0624	30	2	Project Driveway 2	1	2

Bypass Entry Capacity Modifiers and Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Calibration	
		Capacity + or -	Cross Walk Factor	Intercept + or -	Slope Factor
1	Otay Lakes Road	0	1.000	0	1.000

Traffic Flow Data (veh/hr)

2030 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows				Flow Modifiers	
		Bypass	Exit-1	Exit-2	U-Turn	Trucks %	Flow Factor
1	Otay Lakes Road	520	0	378	0	2.0	1.00
2	Project Driveway 2	0	721	11	0	2.0	1.00
3	Otay Lakes Road	0	6	534	0	2.0	1.00

2030 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Otay Lakes Road	0.750	1.125	0.750	0	30	60
2	Project Driveway 2	0.750	1.125	0.750	0	30	60
3	Otay Lakes Road	0.750	1.125	0.750	0	30	60

Operational Results

2030 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Otay Lakes Road	Exclusive	520	378	534	534	17	840	966	0.6493	0.4045
2	Project Driveway 2	None		732		378	1054		1069		0.7136
3	Otay Lakes Road	None		540		11	1099		1245		0.4441

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	Exclusive	12.00	6.01	9.48	6.17	2.07	B	A	A
2	Project Driveway 2	None		10.82	10.82		7.84		B	B
3	Otay Lakes Road	None		4.95	4.95		2.35		A	A

2030 AM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Otay Lakes Road	Exclusive	586	426	602	602	19	808	932	0.7473	0.4639
2	Project Driveway 2	None		825		426	1186		1044		0.8118
3	Otay Lakes Road	None		609		12	1238		1244		0.4949

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	Exclusive	14.32	6.54	11.05	6.17	2.07	B	A	B
2	Project Driveway 2	None		13.03	13.03		7.84		B	B
3	Otay Lakes Road	None		5.24	5.24		2.35		A	A

Approach Flow Profile

2030 AM Peak - Approach Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 2	Otay Lakes Road
0.0 - 7.5	93.39	76.12	56.16
7.5 - 15.0	108.72	88.62	65.38
15.0 - 22.5	120.32	98.08	72.35
22.5 - 30.0	126.57	103.18	76.11
30.0 - 37.5	126.57	103.18	76.11
37.5 - 45.0	120.32	98.08	72.35
45.0 - 52.5	108.72	88.62	65.38
52.5 - 60.0	93.39	76.12	56.16
Peak 15 min	126.57	103.18	76.11
Peak 60 min	112.25	91.50	67.50

Exit Flow Profile

2030 AM Peak - Exit Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 2	Otay Lakes Road
0.0 - 7.5	1.77	109.40	114.15
7.5 - 15.0	2.05	127.08	132.70
15.0 - 22.5	2.27	140.59	146.82
22.5 - 30.0	2.39	148.06	154.55
30.0 - 37.5	2.40	148.47	154.84
37.5 - 45.0	2.28	141.52	147.47
45.0 - 52.5	2.07	128.38	133.60
52.5 - 60.0	1.77	110.23	114.71
0-60	17	1054	1099
%Trucks	2.00	2.00	2.00

Economics

Economic Input Data

2030 - Vehicle Delay Parameters

Peaks	Peak / Day	Days / Year	Delay Cost (\$ / hour)
AM Peak	1	325	15.00
OFF Peak	14	325	15.00
PM Peak	1	325	15.00

2030 - Accident Severity Proportions and Costs

Accident Type	Proportion (%)	Cost (\$)
Fatal Vehicle Accident	0.3	0
Incapacitating Vehicle Accident	17.7	0
Non-incapacitating Vehicle Accident	82	0
Damage Only Vehicle Accident	100	0
Pedestrian Injury Accident	100	0

Economics - Results Data

2030 Delay and Accident Costs

Peak	Delay Costs		Accident Costs			Total Costs	
	Delays Veh.hrs	Costs (\$)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs (\$/year)
AM	1724.74	25871	Vehicles Injury	0.00	0	Vehicle Delay Cost	25871
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	0.00	0	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	1724.74	25871	Totals	0.00	0	TOTAL COST	25871

Global Results

Performance and Accidents

2030 AM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1650	520	2170
Capacity	veh/hr	3280	840	4120
Average Delay	sec/veh	7.80	12.00	8.80
L.O.S. (Signal)	A – F	A	B	A
L.O.S. (Unsig)	A – F	A	B	A
Total Delay	veh.hrs	3.57	1.73	5.31

Scheme Summary

Control Data

Control Data and Model Parameters

Resort Village Driveway 3	2030 Synthetic Flow Profile (veh)
Resort Village Driveway 3	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Left Hand Drive	Daylight conditions
AM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	No
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle ?
1	Otay Lakes Road	0	0	10.99	1	23.98	1	54.99	129.92	13.50
2	Project Driveway 3	120	0	10.99	1	31.99	1	98.00	149.93	10.00
3	Otay Lakes Road	240	0	10.99	1	27.99	1	84.97	129.92	12.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1
2	Project Driveway 3	189.96	16.01	1	13.00	1	12.01	1
3	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Otay Lakes Road	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0
2	Project Driveway 3	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0
3	Otay Lakes Road	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0

Traffic Flow Data (veh/hr)

2030 AM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows				Flow Modifiers	
		Bypass	Exit-1	Exit-2	U-Turn	Trucks %	Flow Factor
1	Otay Lakes Road	0	572	59	0	2.0	1.00
2	Project Driveway 3	0	112	111	0	2.0	1.00
3	Otay Lakes Road	0	59	457	0	2.0	1.00

2030 AM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Otay Lakes Road	0.750	1.125	0.750	0	30	60
2	Project Driveway 3	0.750	1.125	0.750	0	30	60
3	Otay Lakes Road	0.750	1.125	0.750	0	30	60

Operational Results

2030 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)					
			Arrival Flow		Opposing Flow		Capacity		Average VCR			
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass		
1	Otay Lakes Road	None		631		457		170		1005		0.6533
2	Project Driveway 3	None		223		59		1029		1234		0.1845
3	Otay Lakes Road	None		516		111		171		1194		0.4432

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	None		9.65	9.65		5.94		A	A
2	Project Driveway 3	None		3.46	3.46		0.66		A	A
3	Otay Lakes Road	None		5.16	5.16		2.36		A	A

2030 AM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	Otay Lakes Road	None	712		515		192	976		0.7465
2	Project Driveway 3	None	251		66		1159	1230		0.2060
3	Otay Lakes Road	None	582		125		193	1187		0.4962

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	None	11.37		11.37	5.94		B		B
2	Project Driveway 3	None	3.50		3.50	0.66		A		A
3	Otay Lakes Road	None	5.49		5.49	2.36		A		A

Approach Flow Profile

2030 AM Peak - Approach Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 3	Otay Lakes Road
0.0 - 7.5	65.62	23.19	53.66
7.5 - 15.0	76.40	27.00	62.47
15.0 - 22.5	84.55	29.88	69.14
22.5 - 30.0	88.94	31.43	72.73
30.0 - 37.5	88.94	31.43	72.73
37.5 - 45.0	84.55	29.88	69.14
45.0 - 52.5	76.40	27.00	62.47
52.5 - 60.0	65.62	23.19	53.66
Peak 15 min	88.94	31.43	72.73
Peak 60 min	78.88	27.87	64.50

Exit Flow Profile

2030 AM Peak - Exit Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 3	Otay Lakes Road
0.0 - 7.5	17.67	106.90	17.77
7.5 - 15.0	20.56	124.31	20.67
15.0 - 22.5	22.76	137.57	22.88
22.5 - 30.0	23.95	144.81	24.08
30.0 - 37.5	23.96	145.00	24.10
37.5 - 45.0	22.78	138.02	22.93
45.0 - 52.5	20.60	124.93	20.74
52.5 - 60.0	17.70	107.31	17.82
0-60	170	1029	171
%Trucks	2.00	2.00	2.00

Economics

Economic Input Data

2030 - Vehicle Delay Parameters

Peaks	Peak / Day	Days / Year	Delay Cost (\$ / hour)
AM Peak	1	325	15.00
OFF Peak	14	325	15.00
PM Peak	1	325	15.00

2030 - Accident Severity Proportions and Costs

Accident Type	Proportion (%)	Cost (\$)
Fatal Vehicle Accident	0.3	0
Incapacitating Vehicle Accident	17.7	0
Non-incapacitating Vehicle Accident	82	0
Damage Only Vehicle Accident	100	0
Pedestrian Injury Accident	100	0

Economics - Results Data

2030 Delay and Accident Costs

Peak	Delay Costs		Accident Costs			Total Costs	
	Delays Veh.hrs	Costs (\$)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs (\$/year)
AM	859.87	12898	Vehicles Injury	0.00	0	Vehicle Delay Cost	12898
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	0.00	0	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	859.87	12898	Totals	0.00	0	TOTAL COST	12898

Global Results

Performance and Accidents

2030 AM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1370		1370
Capacity	veh/hr	3433		3433
Average Delay	sec/veh	6.95		6.95
L.O.S. (Signal)	A – F	A		A
L.O.S. (Unsig)	A – F	A		A
Total Delay	veh.hrs	2.65		2.65

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Scenario Report
Scenario: 2030 Base plus Project - PM
Command: 2030 Base plus Project - PM
Volume: 2030 Base - PM
Geometry: 2030
Impact Fee: Default Impact Fee
Trip Generation: PM - Project
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 PM Peak Hour

Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	350	505	260	95	190	185	290	875	565	235	905	65
2 Hunte Pkwy /	410	30	230	120	230	220	70	560	225	290	810	50
3 I-805 SB Ramp	0	0	1630	0	0	960	0	1400	350	560	1220	0
4 I-805 NB Ramp	280	0	655	0	0	0	560	2470	0	0	1500	1310
5 Oleander Ave	180	60	60	180	100	100	100	2660	300	80	2270	70
6 Paseo Del Rey	20	20	10	200	20	280	190	2630	20	20	2110	150
7 Medical Cente	560	0	275	0	0	0	0	2180	620	210	1550	0
8 Paseo Ladera	130	50	70	40	50	70	130	2000	280	90	1550	60
9 Paseo Rancher	385	1085	350	230	785	265	240	1020	435	260	835	180
10 Oaty Lakes Rd	490	1065	495	165	655	255	520	925	405	225	910	320
11 Rutgers Ave /	0	0	0	220	0	150	210	1375	0	0	1305	170
12 SR-125 SB Ram	0	0	0	350	0	110	0	2210	90	0	1860	100
13 SR-125 NB Ram	60	0	110	0	0	0	0	2430	130	0	1900	290
14 Eastlake Pkwy	530	470	190	160	560	460	530	970	860	290	620	90
15 Lane Ave / Ot	0	0	0	330	0	630	490	710	0	0	480	130
16 Fenton St / O	0	0	0	110	0	60	90	820	0	0	670	80
17 Hunte Pkwy /	240	160	60	110	280	240	220	560	370	70	430	50
18 Woods Dr / Ot	0	0	0	30	0	80	80	610	0	0	570	60
19 Lake Crest Dr	160	0	40	0	0	0	0	580	260	50	440	0
20 Wueste Rd / O	70	0	60	0	0	0	0	530	80	50	470	0
21 Campo Rd/SR-9	100	300	10	20	600	90	100	20	150	60	60	40
22 East Palomar	150	210	405	430	430	280	230	1315	300	275	1090	460
23 SR-125 SB Ram	0	0	0	270	5	265	0	2025	325	0	1860	265
24 SR-125 NB Ram	145	5	135	0	0	0	0	2025	270	0	1975	380
25 Eastlake Pkwy	455	545	335	220	660	330	290	1325	355	185	1180	115
26 Hunte Pkwy /	235	365	160	220	480	190	200	1090	315	265	860	100
27 Olympic Vista	80	15	30	25	20	230	330	670	230	25	495	35
28 Olympic Pkwy	0	285	140	85	165	0	0	0	0	40	0	45
29 Lake Crest Dr	0	420	55	45	265	0	0	0	0	80	0	65
30 SR-125 SB ram	0	0	0	420	5	270	0	1555	455	0	2315	405
31 SR-125 NB ram	680	5	475	0	0	0	0	1685	290	0	2050	210
32 Eastlake Pkwy	145	255	40	460	265	510	490	1120	270	110	995	560
33 SR-125 SB ram	100	0	150	0	0	0	0	760	265	70	605	0
34 SR-125 NB ram	150	0	65	0	0	0	0	785	125	80	525	0
35 La Media Rd /	255	435	305	325	470	345	285	915	385	210	845	225
36 SR-125 SB / O	0	0	0	300	0	285	0	1460	0	0	1415	0
37 SR125 NB / Ot	0	0	0	0	0	0	430	1330	0	0	1415	490
38 Ellis Road /	0	0	0	510	0	545	270	1060	0	0	1355	335
39 Campo Rd/SR-9	50	350	60	50	585	60	35	90	50	70	130	80
40 Campo Rd/SR-9	15	405	0	0	660	70	35	0	40	0	0	0
41 Proctor Valle	165	130	50	80	110	40	50	630	160	20	370	85
42 Project Drwy	0	460	0	0	490	0	0	0	0	0	0	0
43 Project Drwy	0	460	0	0	490	0	0	0	0	0	0	0
44 Project Drwy	0	0	0	0	0	0	0	490	0	0	460	0

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 PM Peak Hour

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Otay Lakes Rd	365	520	260	95	218	185	290	875	593	235	905	65
2 Hunte Pkwy /	439	30	230	120	230	220	70	560	281	290	810	50
3 I-805 SB Ramp	0	0	1756	0	0	960	0	1414	350	560	1227	0
4 I-805 NB Ramp	280	0	655	0	0	0	560	2610	0	0	1507	1376
5 Oleander Ave	180	60	60	180	100	100	100	2800	300	80	2343	70
6 Paseo Del Rey	20	20	10	200	20	280	190	2770	20	20	2183	150
7 Medical Cente	560	0	289	0	0	0	0	2320	620	217	1623	0
8 Paseo Ladera	130	50	84	40	50	70	130	2154	280	97	1631	60
9 Paseo Rancher	385	1085	350	244	785	265	240	1188	435	260	923	187
10 Oaty Lakes Rd	490	1065	516	235	655	255	520	1107	405	236	1005	357
11 Rutgers Ave /	0	0	0	220	0	150	210	1648	0	0	1448	170
12 SR-125 SB Ram	0	0	0	434	0	110	0	2483	90	0	2003	111
13 SR-125 NB Ram	60	0	131	0	0	0	0	2787	130	0	2054	334
14 Eastlake Pkwy	530	470	218	188	560	460	530	1376	860	305	832	105
15 Lane Ave / Ot	0	0	0	386	0	630	490	1172	0	0	722	159
16 Fenton St / O	0	0	0	110	0	60	90	1338	0	0	941	80
17 Hunte Pkwy /	240	160	424	180	280	240	220	1078	370	260	701	86
18 Woods Dr / Ot	0	0	0	86	0	80	80	1562	0	0	1068	89
19 Lake Crest Dr	160	0	96	0	0	0	0	1588	260	79	967	0
20 Wueste Rd / O	70	0	214	0	0	0	0	1594	80	131	1026	0
21 Campo Rd/SR-9	156	300	10	20	600	174	144	27	179	60	74	40
22 East Palomar	150	210	405	437	430	280	230	1371	300	275	1119	464
23 SR-125 SB Ram	0	0	0	270	5	265	0	2088	325	0	1893	276
24 SR-125 NB Ram	145	5	156	0	0	0	0	2088	270	0	2019	380
25 Eastlake Pkwy	455	545	391	220	660	330	290	1409	355	214	1224	115
26 Hunte Pkwy /	235	589	244	220	597	241	298	1132	315	309	882	100
27 Olympic Vista	80	15	30	25	20	230	330	796	230	25	561	35
28 Olympic Pkwy	0	411	140	100	231	0	0	0	0	40	0	73
29 Lake Crest Dr	0	420	209	45	265	0	0	0	0	161	0	65
30 SR-125 SB ram	0	0	0	420	5	270	0	1583	455	0	2330	405
31 SR-125 NB ram	680	5	475	0	0	0	0	1713	290	0	2065	210
32 Eastlake Pkwy	145	255	166	460	265	510	490	1218	270	176	1046	560
33 SR-125 SB ram	100	0	150	0	0	0	0	774	265	99	612	0
34 SR-125 NB ram	150	0	149	0	0	0	0	799	125	95	562	0
35 La Media Rd /	255	435	361	325	470	345	285	915	385	239	845	225
36 SR-125 SB / O	0	0	0	315	0	314	0	1516	0	0	1415	0
37 SR125 NB / Ot	0	0	0	0	0	0	486	1345	0	0	1415	518
38 Ellis Road /	0	0	0	510	0	559	277	1067	0	0	1369	335
39 Campo Rd/SR-9	72	365	60	50	613	60	35	90	92	70	130	80
40 Campo Rd/SR-9	15	420	0	0	688	70	35	0	40	0	0	0
41 Proctor Valle	165	130	50	94	110	40	50	644	160	20	377	92
42 Project Drwy	0	1020	24	146	1562	0	0	0	0	12	0	76
43 Project Drwy	0	560	12	926	648	0	0	0	0	6	0	484
44 Project Drwy	0	0	0	69	0	76	146	508	0	0	495	133

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection		Base		Future		Change in
		Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Otay Lakes Rd / East H St	D	38.1	0.727	D 40.4	0.771	+ 2.302 D/V
# 2 Hunte Pkwy / Proctor Valley Rd	D	38.0	0.753	D 38.4	0.787	+ 0.370 D/V
# 3 I-805 SB Ramps / Telegraph Can	D	36.3	0.989	D 46.6	1.053	+10.321 D/V
# 4 I-805 NB Ramps / Telegraph Can	D	35.2	0.996	D 37.1	0.998	+ 1.925 D/V
# 5 Oleander Ave / Telegraph Canyo	D	41.5	1.040	D 48.7	1.077	+ 7.197 D/V
# 6 Paseo Del Rey / Telegraph Cany	D	48.9	0.861	D 52.4	0.877	+ 3.503 D/V
# 7 Medical Center Dr / Telegraph	C	22.4	0.916	C 25.7	0.957	+ 3.235 D/V
# 8 Paseo Ladera / Telegraph Canyo	C	30.2	0.733	C 32.0	0.774	+ 1.811 D/V
# 9 Paseo Ranchero/Heritage Rd / T	D	40.2	0.941	D 43.3	0.952	+ 3.080 D/V
# 10 Oaty Lakes Rd/La Media Rd / Te	D	36.6	0.877	D 41.5	0.958	+ 4.917 D/V
# 11 Rutgers Ave / Telegraph Canyon	B	12.7	0.701	B 12.7	0.737	-0.053 D/V
# 12 SR-125 SB Ramps / Otay Lakes R	A	8.0	0.723	B 10.1	0.828	+ 2.121 D/V
# 13 SR-125 NB Ramps / Otay Lakes R	A	4.3	0.638	A 5.0	0.734	+ 0.787 D/V
# 14 Eastlake Pkwy / Otay Lakes Rd	D	39.0	0.764	D 41.4	0.855	+ 2.391 D/V
# 15 Lane Ave / Otay Lakes Rd	C	22.7	0.578	C 22.5	0.647	-0.205 D/V
# 16 Fenton St / Otay Lakes Rd	B	12.4	0.323	A 9.9	0.414	-2.489 D/V
# 17 Hunte Pkwy / Otay Lakes Rd	C	26.2	0.401	C 34.4	0.901	+ 8.205 D/V
# 18 Woods Dr / Otay Lakes Rd	A	5.4	0.303	A 4.0	0.387	-1.381 D/V
# 19 Lake Crest Dr / Otay Lakes Rd	B	11.4	0.371	B 10.5	0.767	-0.854 D/V
# 20 Wueste Rd / Otay Lakes Rd	A	8.4	0.302	B 12.7	0.809	+ 4.292 D/V
# 21 Campo Rd/SR-94 / Otay Lakes Ro	C	29.0	0.723	D 42.1	0.877	+13.093 D/V
# 22 East Palomar St / Olympic Pkwy	D	54.0	0.903	D 52.9	1.081	-1.087 D/V
# 23 SR-125 SB Ramps / Olympic Pkwy	A	8.9	0.614	A 8.8	0.630	-0.043 D/V

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 PM Peak Hour

Intersection		Base		Future			Change in
		LOS	Veh C	LOS	Veh C		
# 24 SR-125 NB Ramps / Olympic Pkwy	A	5.9	0.639	A	6.6	0.673	+ 0.694 D/V
# 25 Eastlake Pkwy / Olympic Pkwy	C	31.3	0.771	C	32.7	0.802	+ 1.389 D/V
# 26 Hunte Pkwy / Olympic Pkwy	C	29.9	0.741	C	32.3	0.814	+ 2.391 D/V
# 27 Olympic Vista Rd / Olympic Pkw	C	23.3	0.424	C	23.2	0.469	-0.144 D/V
# 28 Olympic Pkwy / Wueste Rd	B	12.6	0.285	B	12.9	0.404	+ 0.268 D/V
# 29 Lake Crest Dr / Wueste Rd	A	8.4	0.399	B	10.5	0.460	+ 2.121 D/V
# 30 SR-125 SB ramps / Rock Mountai	B	18.0	0.757	B	18.0	0.761	-0.009 D/V
# 31 SR-125 NB ramps / Rock Mountai	D	45.1	1.035	D	45.8	1.038	+ 0.715 D/V
# 32 Eastlake Pkwy / Rock Mountain	D	52.7	1.042	D	52.3	1.042	-0.397 D/V
# 33 SR-125 SB ramps / Otay Valley	B	15.4	0.571	B	15.5	0.584	+ 0.177 D/V
# 34 SR-125 NB ramps / Otay Valley	B	11.2	0.429	B	12.2	0.457	+ 0.937 D/V
# 35 La Media Rd / Otay Mesa Rd	D	48.3	0.885	D	45.4	0.855	-2.926 D/V
# 36 SR-125 SB / Otay Mesa Road	A	8.0	0.535	A	8.5	0.568	+ 0.521 D/V
# 37 SR125 NB / Otay Mesa Road	B	11.2	0.615	B	11.5	0.634	+ 0.253 D/V
# 38 Ellis Road / Otay Mesa Road	C	24.3	0.938	C	26.1	0.956	+ 1.871 D/V
# 39 Campo Rd/SR-94 / Melody Rd	B	12.6	0.732	B	13.2	0.758	+ 0.628 D/V
# 40 Campo Rd/SR-94 / Maxfield Rd	C	22.9	0.227	C	24.3	0.243	+ 1.422 D/V
# 41 Proctor Valley Rd/Jefferson Rd	D	40.2	0.914	D	36.6	0.881	-3.581 D/V
# 42 Project Drwy #1 @ Otay Lakes R	A	0.6	0.173	B	12.1	0.561	+11.488 D/V
# 43 Project Drwy #2 @ Otay Lakes R	A	0.1	0.283	F	121.0	1.288	+120.934 D/V
# 44 Project Drwy #3 @ Otay Lakes R	C	15.5	0.626	F	757.1	1.767	+741.605 D/V

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Otay Lakes Rd / East H St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 12 Average Delay (sec/veh): 40.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	5	18	0	5	18	0	5	24	0	5	24	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	1	0	2	0	1	1

Volume Module: >> Count Date: 20 Oct 2005 <<

Base Vol:	350	505	260	95	190	185	290	875	565	235	905	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	505	260	95	190	185	290	875	565	235	905	65
Added Vol:	15	15	0	0	28	0	0	0	28	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	365	520	260	95	218	185	290	875	593	235	905	65
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.00	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	418	595	0	109	249	0	332	1001	678	269	1035	74
Reduct Vol:	0	0	30	0	0	60	0	0	115	0	0	45
Reduced Vol:	418	595	0	109	249	0	332	1001	563	269	1035	29
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	418	595	0	109	249	0	332	1001	563	269	1035	29

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	1.00	0.90	0.89	1.00	0.93	0.93	0.83	0.93	0.93	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3432	5083	1900	3432	5083	1900	1769	3538	1583	1769	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.12	0.12	0.00	0.03	0.05	0.00	0.19	0.28	0.36	0.15	0.29	0.02
Crit Moves:	****			****			****	****	****	****		
Green/Cycle:	0.14	0.25	0.00	0.07	0.18	0.00	0.22	0.40	0.40	0.17	0.34	0.34
Volume/Cap:	0.90	0.47	0.00	0.46	0.27	0.00	0.85	0.72	0.90	0.90	0.85	0.05
Delay/Veh:	62.7	32.4	0.0	46.2	35.5	0.0	53.5	27.2	44.3	68.7	36.3	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.7	32.4	0.0	46.2	35.5	0.0	53.5	27.2	44.3	68.7	36.3	22.0
LOS by Move:	E	C	A	D	D	A	D	C	D	E	D	C
DesignQueue:	11	9	0	3	4	0	15	19	21	13	21	1

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Hunte Pkwy / Proctor Valley Rd

Cycle (sec): 95 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 12 Average Delay (sec/veh): 38.4
Optimal Cycle: 73 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 22 Sep 2005 <<

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 I-805 SB Ramps / Telegraph Canyon Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 1.053
 Loss Time (sec): 9 Average Delay (sec/veh): 46.6
 Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	2	0	2	0

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Volume Module: >> Count Date: 13 Oct 2005 <<

Base Vol:	0	0	1630	0	0	960	0	1400	350	560	1220	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1630	0	0	960	0	1400	350	560	1220	0
Added Vol:	0	0	126	0	0	0	0	14	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1756	0	0	960	0	1414	350	560	1227	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	2009	0	0	1098	0	1618	400	641	1404	0
Reduct Vol:	0	0	680	0	0	480	0	0	80	0	0	0
Reduced Vol:	0	0	1329	0	0	618	0	1618	320	641	1404	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1329	0	0	618	0	1618	320	641	1404	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.73	1.00	1.00	0.73	1.00	0.93	0.83	0.90	0.93	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	2786	0	0	2786	0	3538	1583	3432	3538	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.48	0.00	0.00	0.22	0.00	0.46	0.20	0.19	0.40	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.45	0.00	0.00	0.28	0.00	0.43	0.43	0.18	0.61	0.00
Volume/Cap:	0.00	0.00	1.05	0.00	0.00	0.80	0.00	1.05	0.47	1.05	0.65	0.00
Delay/Veh:	0.0	0.0	62.4	0.0	0.0	33.2	0.0	60.9	16.6	84.1	10.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	62.4	0.0	0.0	33.2	0.0	60.9	16.6	84.1	10.7	0.0
LOS by Move:	A	A	E	A	A	C	A	E	B	F	B	A
DesignQueue:	0	0	21	0	0	12	0	24	8	13	14	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 I-805 NB Ramps / Telegraph Canyon Rd

Cycle (sec): 95 Critical Vol./Cap.(X): 0.998
Loss Time (sec): 9 Average Delay (sec/veh): 37.1
Optimal Cycle: OPTIMIZED Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 29 Sep 2005 <<

Table with 12 columns representing different traffic metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Oleander Ave / Telegraph Canyon Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 1.077

Loss Time (sec): 9 Average Delay (sec/veh): 48.7

Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	1	0	2

Volume Module: >> Count Date: 27 Sep 2005 <<

Base Vol:	180	60	60	180	100	100	100	2660	300	80	2270	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	60	60	180	100	100	100	2660	300	80	2270	70
Added Vol:	0	0	0	0	0	0	0	140	0	0	73	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	60	60	180	100	100	100	2800	300	80	2343	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	206	69	69	206	114	114	114	3204	343	92	2681	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	69	69	206	114	114	114	3204	343	92	2681	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	69	69	206	114	114	114	3204	343	92	2681	80

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.91	0.91	0.56	0.91	0.91	0.93	0.93	0.97	0.93	0.94	0.98
Lanes:	1.00	0.50	0.50	1.00	0.50	0.50	1.00	2.72	0.28	1.00	2.92	0.08
Final Sat.:	763	861	861	1067	861	861	1769	4803	515	1769	5222	156

Capacity Analysis Module:

Vol/Sat:	0.27	0.08	0.08	0.19	0.13	0.13	0.06	0.67	0.67	0.05	0.51	0.51
Crit Moves:	****			****			****			****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.07	0.62	0.62	0.05	0.59	0.59
Volume/Cap:	1.08	0.32	0.32	0.77	0.53	0.53	0.87	1.08	1.08	1.08	0.87	0.87
Delay/Veh:	128.1	34.0	34.0	51.1	36.9	36.9	91.4	61.8	61.8	172.3	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	128.1	34.0	34.0	51.1	36.9	36.9	91.4	61.8	61.8	172.3	21.5	21.5
LOS by Move:	F	C	C	D	D	D	F	E	E	F	C	C
DesignQueue:	10	6	6	10	11	11	7	34	34	5	27	27

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Paseo Del Rey / Telegraph Canyon Rd

Cycle (sec): 180 Critical Vol./Cap.(X): 0.877
 Loss Time (sec): 12 Average Delay (sec/veh): 52.4
 Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	1	0	2	1	0	2

Volume Module:

Base Vol:	20	20	10	200	20	280	190	2630	20	20	2110	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	20	10	200	20	280	190	2630	20	20	2110	150
Added Vol:	0	0	0	0	0	0	0	140	0	0	73	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	20	10	200	20	280	190	2770	20	20	2183	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	23	23	11	229	23	320	217	3169	23	23	2498	172
Reduct Vol:	0	0	0	0	0	60	0	0	0	0	0	0
Reduced Vol:	23	23	11	229	23	260	217	3169	23	23	2498	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	23	11	229	23	260	217	3169	23	23	2498	172

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.94	0.94	0.83	0.93	0.95	0.98	0.93	0.94	0.97
Lanes:	0.40	0.40	0.20	1.82	0.18	1.00	1.00	2.98	0.02	1.00	2.81	0.19
Final Sat.:	710	710	355	3240	324	1583	1769	5356	39	1769	5002	344

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.07	0.07	0.16	0.12	0.59	0.59	0.01	0.50	0.50
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.12	0.12	0.17	0.17	0.17	0.13	0.62	0.62	0.03	0.52	0.52
Volume/Cap:	0.28	0.28	0.28	0.41	0.41	0.96	0.96	0.96	0.96	0.45	0.96	0.96
Delay/Veh:	73.3	73.3	73.3	67.0	67.0	118.6	127.5	40.6	40.6	92.1	51.7	51.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.3	73.3	73.3	67.0	67.0	118.6	127.5	40.6	40.6	92.1	51.7	51.7
LOS by Move:	E	E	E	E	E	F	F	D	D	F	D	D
DesignQueue:	5	5	5	11	11	22	20	50	50	2	51	51

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Medical Center Dr / Telegraph Canyon Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.957
Loss Time (sec): 9 Average Delay (sec/veh): 25.7
Optimal Cycle: 123 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	0	0	0	0	0	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	0	0	0	0	3	0	1	0

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	560	0	275	0	0	0	0	2180	620	210	1550	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	0	275	0	0	0	0	2180	620	210	1550	0
Added Vol:	0	0	14	0	0	0	0	140	0	7	73	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	560	0	289	0	0	0	0	2320	620	217	1623	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	641	0	331	0	0	0	0	2654	709	248	1857	0
Reduct Vol:	0	0	60	0	0	0	0	0	125	0	0	0
Reduced Vol:	641	0	271	0	0	0	0	2654	584	248	1857	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	641	0	271	0	0	0	0	2654	584	248	1857	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.83	1.00	1.00	1.00	1.00	0.89	0.83	0.93	0.89	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3432	0	1583	0	0	0	0	5083	1583	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.19	0.00	0.17	0.00	0.00	0.00	0.00	0.52	0.37	0.14	0.37	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.55	0.55	0.15	0.69	0.00
Volume/Cap:	0.96	0.00	0.88	0.00	0.00	0.00	0.00	0.96	0.68	0.96	0.53	0.00
Delay/Veh:	56.4	0.0	54.6	0.0	0.0	0.0	0.0	26.4	15.2	77.8	6.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	0.0	54.6	0.0	0.0	0.0	0.0	26.4	15.2	77.8	6.1	0.0
LOS by Move:	E	A	D	A	A	A	A	C	B	E	A	A
DesignQueue:	12	0	10	0	0	0	0	23	13	10	10	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Paseo Ladera / Telegraph Canyon Rd

Cycle (sec): 130 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 12 Average Delay (sec/veh): 32.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	1	0	2

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	130	50	70	40	50	70	130	2000	280	90	1550	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	50	70	40	50	70	130	2000	280	90	1550	60
Added Vol:	0	0	14	0	0	0	0	154	0	7	81	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	50	84	40	50	70	130	2154	280	97	1631	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	149	57	96	46	57	80	149	2465	320	111	1866	69
Reduct Vol:	0	0	15	0	0	15	0	0	0	0	0	0
Reduced Vol:	149	57	81	46	57	65	149	2465	320	111	1866	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	57	81	46	57	65	149	2465	320	111	1866	69

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.83	0.93	0.98	0.83	0.93	0.93	0.96	0.93	0.94	0.98
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.67	0.33	1.00	2.90	0.10
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	4697	611	1769	5182	191

Capacity Analysis Module:

Vol/Sat:	0.08	0.03	0.05	0.03	0.03	0.04	0.08	0.52	0.52	0.06	0.36	0.36
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.21	0.21	0.05	0.16	0.16	0.12	0.58	0.58	0.07	0.53	0.53
Volume/Cap:	0.90	0.15	0.25	0.53	0.19	0.25	0.68	0.90	0.90	0.90	0.68	0.68
Delay/Veh:	100.7	42.5	43.6	66.3	47.5	48.2	62.9	27.8	27.8	111.5	23.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.7	42.5	43.6	66.3	47.5	48.2	62.9	27.8	27.8	111.5	23.2	23.2
LOS by Move:	F	D	D	E	D	D	E	C	C	F	C	C
DesignQueue:	10	3	5	3	3	4	10	33	33	8	25	25

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Paseo Ranchero/Heritage Rd / Telegraph Canyon Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.952

Loss Time (sec): 12 Average Delay (sec/veh): 43.3

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	2	0	3	0	2	1

Volume Module:	>>	Count	Date:	4 Oct 2005	<<							
Base Vol:	385	1085	350	230	785	265	240	1020	435	260	835	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	385	1085	350	230	785	265	240	1020	435	260	835	180
Added Vol:	0	0	0	14	0	0	0	168	0	0	88	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	385	1085	350	244	785	265	240	1188	435	260	923	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	441	1241	400	279	898	303	275	1359	498	297	1056	214
Reduct Vol:	0	0	25	0	0	0	0	0	90	0	0	0
Reduced Vol:	441	1241	375	279	898	303	275	1359	408	297	1056	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	441	1241	375	279	898	303	275	1359	408	297	1056	214

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.94	0.94	0.90	0.89	0.83	0.90	0.92	0.96
Lanes:	2.00	2.00	1.00	2.00	1.50	0.50	2.00	3.00	1.00	2.00	2.51	0.49
Final Sat.:	3432	3538	1583	3432	2678	904	3432	5083	1583	3432	4377	887

Capacity Analysis Module:												
Vol/Sat:	0.13	0.35	0.24	0.08	0.34	0.34	0.08	0.27	0.26	0.09	0.24	0.24
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.40	0.40	0.09	0.35	0.35	0.09	0.28	0.28	0.09	0.28	0.28
Volume/Cap:	0.95	0.89	0.60	0.89	0.95	0.95	0.86	0.95	0.92	0.95	0.86	0.86
Delay/Veh:	66.4	31.2	22.0	63.0	42.2	42.2	59.0	44.0	53.4	76.6	34.7	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.4	31.2	22.0	63.0	42.2	42.2	59.0	44.0	53.4	76.6	34.7	34.7
LOS by Move:	E	C	C	E	D	D	E	D	D	E	C	C
DesignQueue:	10	21	11	6	20	20	6	18	15	7	16	16

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Oaty Lakes Rd/La Media Rd / Telegraph Canyon Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.958

Loss Time (sec): 12 Average Delay (sec/veh): 41.5

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	2	0	2	2	0	3	2	0	3

Volume Module:	>>	Count	Date:	4 Oct 2005	<<							
Base Vol:	490	1065	495	165	655	255	520	925	405	225	910	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	1065	495	165	655	255	520	925	405	225	910	320
Added Vol:	0	0	21	70	0	0	0	182	0	11	95	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	490	1065	516	235	655	255	520	1107	405	236	1005	357
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	561	1219	590	269	749	292	595	1267	463	270	1150	408
Reduct Vol:	0	0	70	0	0	60	0	0	50	0	0	95
Reduced Vol:	561	1219	520	269	749	232	595	1267	413	270	1150	313
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	561	1219	520	269	749	232	595	1267	413	270	1150	313

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.73	0.90	0.93	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	2.00	2.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	3538	2786	3432	3538	1583	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:												
Vol/Sat:	0.16	0.34	0.19	0.08	0.21	0.15	0.17	0.25	0.26	0.08	0.23	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.36	0.46	0.08	0.27	0.45	0.18	0.32	0.32	0.10	0.24	0.24
Volume/Cap:	0.93	0.96	0.41	0.96	0.80	0.33	0.96	0.78	0.81	0.81	0.96	0.84
Delay/Veh:	55.5	42.7	15.7	81.0	33.9	15.5	60.4	28.6	36.3	52.0	48.8	46.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	42.7	15.7	81.0	33.9	15.5	60.4	28.6	36.3	52.0	48.8	46.2
LOS by Move:	E	D	B	F	C	B	E	C	D	D	D	D
DesignQueue:	12	21	8	6	14	6	12	16	14	6	16	12

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Rutgers Ave / Telegraph Canyon Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.737
 Loss Time (sec): 9 Average Delay (sec/veh): 12.7
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	2	1

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	0	0	0	220	0	150	210	1375	0	0	1305	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	0	150	210	1375	0	0	1305	170
Added Vol:	0	0	0	0	0	0	0	273	0	0	143	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	220	0	150	210	1648	0	0	1448	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	252	0	172	240	1886	0	0	1657	195
Reduct Vol:	0	0	0	0	0	30	0	0	0	0	0	0
Reduced Vol:	0	0	0	252	0	142	240	1886	0	0	1657	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	252	0	142	240	1886	0	0	1657	195

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	1.00	0.93	0.96
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	2.70	0.30
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	1900	4754	558

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.09	0.14	0.37	0.00	0.00	0.35	0.35
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.18	0.66	0.00	0.00	0.47	0.47
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.46	0.74	0.56	0.00	0.00	0.74	0.74
Delay/Veh:	0.0	0.0	0.0	31.0	0.0	22.6	31.7	5.8	0.0	0.0	14.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.0	0.0	22.6	31.7	5.8	0.0	0.0	14.0	14.0
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
DesignQueue:	0	0	0	7	0	4	7	9	0	0	12	12

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 SR-125 SB Ramps / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.828
 Loss Time (sec): 9 Average Delay (sec/veh): 10.1
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	350	0	110	0	2210	90	0	1860	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	350	0	110	0	2210	90	0	1860	100
Added Vol:	0	0	0	84	0	0	0	273	0	0	143	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	434	0	110	0	2483	90	0	2003	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00
PHF Volume:	0	0	0	497	0	126	0	2841	103	0	2292	0
Reduct Vol:	0	0	0	0	0	20	0	0	20	0	0	20
Reduced Vol:	0	0	0	497	0	106	0	2841	83	0	2292	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	497	0	106	0	2841	83	0	2292	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	1583	0	5083	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.07	0.00	0.56	0.05	0.00	0.45	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.68	0.68	0.00	0.68	0.00
Volume/Cap:	0.00	0.00	0.00	0.83	0.00	0.38	0.00	0.83	0.08	0.00	0.67	0.00
Delay/Veh:	0.0	0.0	0.0	33.2	0.0	22.8	0.0	9.0	3.4	0.0	6.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.2	0.0	22.8	0.0	9.0	3.4	0.0	6.3	0.0
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
DesignQueue:	0	0	0	7	0	3	0	13	1	0	10	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 SR-125 NB Ramps / Otay Lakes Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 9 Average Delay (sec/veh): 5.0
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	0	0	3	0	1	1

Volume Module:

Base Vol:	60	0	110	0	0	0	0	2430	130	0	1900	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	0	110	0	0	0	0	2430	130	0	1900	290
Added Vol:	0	0	21	0	0	0	0	357	0	0	154	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	0	131	0	0	0	0	2787	130	0	2054	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00	0.87	0.87	0.87
PHF Volume:	69	0	150	0	0	0	0	3189	0	0	2350	382
Reduct Vol:	0	0	20	0	0	0	0	0	25	0	0	60
Reduced Vol:	69	0	130	0	0	0	0	3189	0	0	2350	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	69	0	130	0	0	0	0	3189	0	0	2350	322

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.73	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	0.83
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1769	0	2786	0	0	0	0	5083	1900	0	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.05	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.46	0.20
Crit Moves:	****						****			****		
Green/Cycle:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.85	0.00	0.00	0.85	0.85
Volume/Cap:	0.61	0.00	0.73	0.00	0.00	0.00	0.00	0.73	0.00	0.00	0.54	0.24
Delay/Veh:	59.7	0.0	65.3	0.0	0.0	0.0	0.0	3.8	0.0	0.0	2.3	1.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.7	0.0	65.3	0.0	0.0	0.0	0.0	3.8	0.0	0.0	2.3	1.6
LOS by Move:	E	A	E	A	A	A	A	A	A	A	A	A
DesignQueue:	4	0	4	0	0	0	0	12	0	0	9	3

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Eastlake Pkwy / Otay Lakes Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 12 Average Delay (sec/veh): 41.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0

Volume Module: >> Count Date: 4 Oct 2005 <<

Base Vol:	530	470	190	160	560	460	530	970	860	290	620	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	470	190	160	560	460	530	970	860	290	620	90
Added Vol:	0	0	28	28	0	0	0	406	0	15	212	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	530	470	218	188	560	460	530	1376	860	305	832	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	606	538	249	215	641	526	606	1574	984	349	952	120
Reduct Vol:	0	0	40	0	0	90	0	0	175	0	0	0
Reduced Vol:	606	538	209	215	641	436	606	1574	809	349	952	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	606	538	209	215	641	436	606	1574	809	349	952	120

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.89	0.73	0.90	0.93	0.96
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	2.00	2.00	2.68	0.32
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	5083	2786	3432	4713	595

Capacity Analysis Module:

Vol/Sat:	0.18	0.15	0.13	0.06	0.18	0.28	0.18	0.31	0.29	0.10	0.20	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.21	0.31	0.43	0.11	0.21	0.44	0.22	0.36	0.57	0.12	0.26	0.26
Volume/Cap:	0.85	0.49	0.31	0.57	0.85	0.63	0.79	0.85	0.51	0.85	0.79	0.79
Delay/Veh:	55.8	34.2	22.9	52.7	55.0	28.2	49.2	39.5	16.0	67.8	44.7	44.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	34.2	22.9	52.7	55.0	28.2	49.2	39.5	16.0	67.8	44.7	44.7
LOS by Move:	E	C	C	D	D	C	D	D	B	E	D	D
DesignQueue:	17	14	8	7	19	17	17	27	14	11	19	19

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Lane Ave / Otay Lakes Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.647
 Loss Time (sec): 9 Average Delay (sec/veh): 22.5
 Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	2	0	3	0	0	2

Volume Module:

Base Vol:	0	0	0	330	0	630	490	710	0	0	480	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	330	0	630	490	710	0	0	480	130
Added Vol:	0	0	0	56	0	0	0	462	0	0	242	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	386	0	630	490	1172	0	0	722	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	442	0	721	561	1341	0	0	826	182
Reduct Vol:	0	0	0	0	0	125	0	0	0	0	0	0
Reduced Vol:	0	0	0	442	0	596	561	1341	0	0	826	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	442	0	596	561	1341	0	0	826	182

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.88	1.00	0.88	0.90	0.89	1.00	1.00	0.91	0.95
Lanes:	0.00	0.00	0.00	1.43	0.00	1.57	2.00	3.00	0.00	0.00	2.48	0.52
Final Sat.:	0	0	0	2375	0	2623	3432	5083	0	0	4305	948

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.23	0.16	0.26	0.00	0.00	0.19	0.19
Crit Moves:						****	****			****		
Green/Cycle:	0.00	0.00	0.00	0.35	0.00	0.35	0.25	0.55	0.00	0.00	0.30	0.30
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.65	0.65	0.48	0.00	0.00	0.65	0.65
Delay/Veh:	0.0	0.0	0.0	23.6	0.0	25.5	31.8	12.6	0.0	0.0	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.6	0.0	25.5	31.8	12.6	0.0	0.0	28.5	28.5
LOS by Move:	A	A	A	C	A	C	C	B	A	A	C	C
DesignQueue:	0	0	0	11	0	13	11	12	0	0	13	13

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Fenton St / Otay Lakes Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 9 Average Delay (sec/veh): 9.9
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	21	0	5	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	2	1

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	0	0	0	110	0	60	90	820	0	0	670	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	110	0	60	90	820	0	0	670	80
Added Vol:	0	0	0	0	0	0	0	518	0	0	271	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	110	0	60	90	1338	0	0	941	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	126	0	69	103	1531	0	0	1077	92
Reduct Vol:	0	0	0	0	0	10	0	0	0	0	0	0
Reduced Vol:	0	0	0	126	0	59	103	1531	0	0	1077	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	126	0	59	103	1531	0	0	1077	92

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	1.00	0.93	0.97
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.77	0.23
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	0	4916	418

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.04	0.06	0.30	0.00	0.00	0.22	0.22
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.15	0.73	0.00	0.00	0.58	0.58
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.22	0.38	0.41	0.00	0.00	0.38	0.38
Delay/Veh:	0.0	0.0	0.0	34.1	0.0	32.4	35.2	4.8	0.0	0.0	10.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.1	0.0	32.4	35.2	4.8	0.0	0.0	10.5	10.5
LOS by Move:	A	A	A	C	A	C	D	A	A	A	B	B
DesignQueue:	0	0	0	5	0	2	4	8	0	0	9	9

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Hunte Pkwy / Otay Lakes Rd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.901
 Loss Time (sec): 12 Average Delay (sec/veh): 34.4
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	18	0	5	18	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	240	160	60	110	280	240	220	560	370	70	430	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	160	60	110	280	240	220	560	370	70	430	50
Added Vol:	0	0	364	70	0	0	0	518	0	190	271	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	160	424	180	280	240	220	1078	370	260	701	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	275	183	485	206	320	275	252	1233	423	297	802	98
Reduct Vol:	0	0	10	0	0	50	0	0	0	0	0	10
Reduced Vol:	275	183	475	206	320	225	252	1233	423	297	802	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	183	475	206	320	225	252	1233	423	297	802	88

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.83	0.90	0.93	0.83	0.90	0.90	0.94	0.90	0.89	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.26	0.74	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	3866	1327	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.08	0.05	0.30	0.06	0.09	0.14	0.07	0.32	0.32	0.09	0.16	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.33	0.33	0.07	0.31	0.31	0.11	0.35	0.35	0.10	0.34	0.34
Volume/Cap:	0.86	0.16	0.90	0.90	0.30	0.46	0.66	0.90	0.90	0.90	0.46	0.16
Delay/Veh:	55.6	18.8	43.9	71.3	21.3	23.1	38.5	31.1	31.1	62.1	20.9	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	18.8	43.9	71.3	21.3	23.1	38.5	31.1	31.1	62.1	20.9	18.6
LOS by Move:	E	B	D	E	C	C	D	C	C	E	C	B
DesignQueue:	6	3	15	4	5	7	5	18	18	6	9	3

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Woods Dr / Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.387
Loss Time (sec): 0 Average Delay (sec/veh): 4.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	5	18	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	2	1	0	2	1

Volume Module:

Base Vol:	0	0	0	30	0	80	80	610	0	0	570	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	80	80	610	0	0	570	60
Added Vol:	0	0	0	56	0	0	0	952	0	0	498	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	86	0	80	80	1562	0	0	1068	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	98	0	92	92	1787	0	0	1222	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	98	0	92	92	1787	0	0	1222	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	98	0	92	92	1787	0	0	1222	102

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.95	1.00	1.00	0.93	0.97
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	2.78	0.22
Final Sat.:	0	1900	0	1769	0	1583	1769	5400	0	1900	4924	410

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.05	0.33	0.00	0.00	0.25	0.25
Crit Moves:	****			****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.16	0.00	0.16	0.15	0.84	0.00	0.00	0.70	0.70
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.37	0.36	0.39	0.00	0.00	0.36	0.36
Delay/Veh:	0.0	0.0	0.0	23.4	0.0	23.6	23.9	1.2	0.0	0.0	3.7	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.4	0.0	23.6	23.9	1.2	0.0	0.0	3.7	3.7
LOS by Move:	A	A	A	C	A	C	C	A	A	A	A	A
DesignQueue:	0	0	0	3	0	3	3	4	0	0	5	5

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Lake Crest Dr / Otay Lakes Rd

Cycle (sec): 70 Critical Vol./Cap.(X): 0.767
 Loss Time (sec): 9 Average Delay (sec/veh): 10.5
 Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	18	0	0	0	0	5	12	0	5	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	0	0	1	0	2	0	1	0

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	160	0	40	0	0	0	0	580	260	50	440	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	0	40	0	0	0	0	580	260	50	440	0
Added Vol:	0	0	56	0	0	0	0	1008	0	29	527	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	0	96	0	0	0	0	1588	260	79	967	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	183	0	110	0	0	0	0	1817	297	90	1106	0
Reduct Vol:	0	0	10	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	0	100	0	0	0	0	1817	297	90	1106	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	0	100	0	0	0	0	1817	297	90	1106	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.83	1.00	1.00	1.00	1.00	0.93	0.83	0.93	0.89	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	1769	0	1583	0	0	0	1900	3538	1583	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.10	0.00	0.06	0.00	0.00	0.00	0.00	0.51	0.19	0.05	0.22	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.13	0.00	0.13	0.00	0.00	0.00	0.00	0.67	0.67	0.07	0.74	0.00
Volume/Cap:	0.77	0.00	0.47	0.00	0.00	0.00	0.00	0.77	0.28	0.72	0.30	0.00
Delay/Veh:	43.6	0.0	29.6	0.0	0.0	0.0	0.0	9.7	5.0	49.5	3.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	0.0	29.6	0.0	0.0	0.0	0.0	9.7	5.0	49.5	3.1	0.0
LOS by Move:	D	A	C	A	A	A	A	A	A	D	A	A
DesignQueue:	6	0	3	0	0	0	0	14	4	3	4	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Wueste Rd / Otay Lakes Rd

Cycle (sec): 70 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 0 Average Delay (sec/veh): 12.7
Optimal Cycle: 97 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	0	0	2	0	1	3

Volume Module:

Base Vol:	70	0	60	0	0	0	0	530	80	50	470	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	60	0	0	0	0	530	80	50	470	0
Added Vol:	0	0	154	0	0	0	0	1064	0	81	556	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	214	0	0	0	0	1594	80	131	1026	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	80	0	245	0	0	0	0	1824	92	150	1174	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	0	245	0	0	0	0	1824	92	150	1174	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	0	245	0	0	0	0	1824	92	150	1174	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	1.00	0.82	1.00	1.00	1.00	1.00	0.93	0.83	0.93	0.89	1.00
Lanes:	0.25	0.00	0.75	0.00	0.00	0.00	0.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	385	0	1176	0	0	0	0	3538	1583	1769	5083	0

Capacity Analysis Module:

Vol/Sat:	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.52	0.06	0.08	0.23	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.64	0.64	0.10	0.74	0.00
Volume/Cap:	0.81	0.00	0.81	0.00	0.00	0.00	0.00	0.81	0.09	0.81	0.31	0.00
Delay/Veh:	35.9	0.0	35.9	0.0	0.0	0.0	0.0	11.8	4.9	53.2	3.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	0.0	35.9	0.0	0.0	0.0	0.0	11.8	4.9	53.2	3.1	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	D	A	A
DesignQueue:	10	0	10	0	0	0	0	16	1	5	5	0

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #21 Campo Rd/SR-94 / Otay Lakes Road/Honey Springs Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.877
 Loss Time (sec): 12 Average Delay (sec/veh): 42.1
 Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	0	0	10	5	5	10	0	0	10	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	100	300	10	20	600	90	100	20	150	60	60	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	300	10	20	600	90	100	20	150	60	60	40
Added Vol:	56	0	0	0	0	84	44	7	29	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	300	10	20	600	174	144	27	179	60	74	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	178	343	11	23	686	199	165	31	205	69	85	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	343	11	23	686	199	165	31	205	69	85	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	343	11	23	686	199	165	31	205	69	85	46

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.98	0.93	0.95	0.95	0.93	0.85	0.85	0.93	0.93	0.93
Lanes:	1.00	0.97	0.03	1.00	0.78	0.22	1.00	0.13	0.87	1.00	0.65	0.35
Final Sat.:	1769	1793	60	1769	1394	404	1769	212	1408	1769	1145	619

Capacity Analysis Module:

Vol/Sat:	0.10	0.19	0.19	0.01	0.49	0.49	0.09	0.15	0.15	0.04	0.07	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.61	0.61	0.04	0.54	0.54	0.10	0.17	0.17	0.04	0.11	0.11
Volume/Cap:	0.91	0.31	0.31	0.31	0.91	0.91	0.91	0.86	0.86	0.86	0.67	0.67
Delay/Veh:	79.1	8.6	8.6	44.3	30.7	30.7	81.7	59.8	59.8	100.2	46.8	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.1	8.6	8.6	44.3	30.7	30.7	81.7	59.8	59.8	100.2	46.8	46.8
LOS by Move:	E	A	A	D	C	C	F	E	E	F	D	D
DesignQueue:	8	7	7	1	23	23	8	10	10	3	6	6

 Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 East Palomar St / Olympic Pkwy

Cycle (sec): 75 Critical Vol./Cap.(X): 1.081

Loss Time (sec): 12 Average Delay (sec/veh): 52.9

Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	2	0	3	0	1	1

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	150	210	405	430	430	280	230	1315	300	275	1090	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	210	405	430	430	280	230	1315	300	275	1090	460
Added Vol:	0	0	0	7	0	0	0	56	0	0	29	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	210	405	437	430	280	230	1371	300	275	1119	464
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	172	240	463	500	492	320	263	1569	343	315	1280	531
Reduct Vol:	0	0	0	0	0	0	0	0	60	0	0	60
Reduced Vol:	172	240	463	500	492	320	263	1569	283	315	1280	471
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	172	240	463	500	492	320	263	1569	283	315	1280	471

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.88	0.88	0.90	0.92	0.92	0.90	0.89	0.83	0.93	0.89	0.83
Lanes:	1.00	1.00	1.00	2.00	1.21	0.79	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1769	1678	1678	3432	2122	1382	3432	5083	1583	1769	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.10	0.14	0.28	0.15	0.23	0.23	0.08	0.31	0.18	0.18	0.25	0.30
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.28	0.28	0.13	0.29	0.29	0.09	0.29	0.29	0.16	0.36	0.36
Volume/Cap:	0.97	0.51	0.99	1.08	0.80	0.80	0.83	1.08	0.63	1.08	0.70	0.83
Delay/Veh:	91.1	23.0	57.1	98.0	29.2	29.2	50.3	75.8	26.1	107.5	22.0	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.1	23.0	57.1	98.0	29.2	29.2	50.3	75.8	26.1	107.5	22.0	32.2
LOS by Move:	F	C	E	F	C	C	D	E	C	F	C	C
DesignQueue:	7	7	15	10	13	13	5	19	9	11	13	13

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 SR-125 SB Ramps / Olympic Pkwy

Cycle (sec): 90 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 9 Average Delay (sec/veh): 8.8
Optimal Cycle: 60 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	0	0	270	5	265	0	2025	325	0	1860	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	270	5	265	0	2025	325	0	1860	265
Added Vol:	0	0	0	0	0	0	0	63	0	0	33	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	270	5	265	0	2088	325	0	1893	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00
PHF Volume:	0	0	0	309	6	303	0	2389	372	0	2166	0
Reduct Vol:	0	0	0	0	0	20	0	0	10	0	0	15
Reduced Vol:	0	0	0	309	6	283	0	2389	362	0	2166	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	309	6	283	0	2389	362	0	2166	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.84	0.84	0.84	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.04	1.96	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3190	63	3127	0	5083	1583	0	5083	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.09	0.09	0.00	0.47	0.23	0.00	0.43	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.15	0.15	0.15	0.00	0.75	0.75	0.00	0.75	0.00
Volume/Cap:	0.00	0.00	0.00	0.63	0.59	0.59	0.00	0.63	0.31	0.00	0.57	0.00
Delay/Veh:	0.0	0.0	0.0	37.0	36.4	36.4	0.0	5.8	3.9	0.0	5.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.0	36.4	36.4	0.0	5.8	3.9	0.0	5.3	0.0
LOS by Move:	A	A	A	D	D	D	A	A	A	A	A	A
DesignQueue:	0	0	0	7	6	6	0	13	5	0	11	0

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 SR-125 NB Ramps / Olympic Pkwy

Cycle (sec): 60 Critical Vol./Cap.(X): 0.673
 Loss Time (sec): 9 Average Delay (sec/veh): 6.6
 Optimal Cycle: OPTIMIZED Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	1	0	0	0	0	3	0	1	0

Volume Module:

Base Vol:	145	5	135	0	0	0	0	2025	270	0	1975	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	5	135	0	0	0	0	2025	270	0	1975	380
Added Vol:	0	0	21	0	0	0	0	63	0	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	5	156	0	0	0	0	2088	270	0	2019	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00	0.87	0.87	0.87
PHF Volume:	166	6	178	0	0	0	0	2389	0	0	2310	435
Reduct Vol:	0	0	15	0	0	0	0	0	20	0	0	20
Reduced Vol:	166	6	163	0	0	0	0	2389	0	0	2310	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	166	6	163	0	0	0	0	2389	0	0	2310	415

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	1.00	1.00	1.00	1.00	0.89	1.00	1.00	0.89	0.73
Lanes:	1.93	0.07	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	2.00
Final Sat.:	3090	107	1598	0	0	0	0	5083	1900	0	5083	2786

Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.10	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.45	0.15
Crit Moves:	****						****			****		
Green/Cycle:	0.15	0.15	0.15	0.00	0.00	0.00	0.00	0.70	0.00	0.00	0.70	0.70
Volume/Cap:	0.35	0.35	0.67	0.00	0.00	0.00	0.00	0.67	0.00	0.00	0.65	0.21
Delay/Veh:	23.0	23.0	27.7	0.0	0.0	0.0	0.0	5.7	0.0	0.0	5.4	3.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	23.0	27.7	0.0	0.0	0.0	0.0	5.7	0.0	0.0	5.4	3.3
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
DesignQueue:	2	2	5	0	0	0	0	10	0	0	10	2

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Eastlake Pkwy / Olympic Pkwy

Cycle (sec): 85 Critical Vol./Cap.(X): 0.802
 Loss Time (sec): 12 Average Delay (sec/veh): 32.7
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	21	0	5	21	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	2	0	3	0	1	2

Volume Module: >> Count Date: 27 Sep 2005 <<

Base Vol:	455	545	335	220	660	330	290	1325	355	185	1180	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	455	545	335	220	660	330	290	1325	355	185	1180	115
Added Vol:	0	0	56	0	0	0	0	84	0	29	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	455	545	391	220	660	330	290	1409	355	214	1224	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	521	624	447	252	755	378	332	1612	406	245	1400	132
Reduct Vol:	0	0	20	0	0	0	0	0	55	0	0	30
Reduced Vol:	521	624	427	252	755	378	332	1612	351	245	1400	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	521	624	427	252	755	378	332	1612	351	245	1400	102

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.89	0.73	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	2.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	5083	1583	3432	5083	2786	3432	5083	1583	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.15	0.12	0.27	0.07	0.15	0.14	0.10	0.32	0.22	0.07	0.28	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.32	0.40	0.10	0.25	0.36	0.11	0.36	0.36	0.08	0.33	0.33
Volume/Cap:	0.88	0.38	0.67	0.76	0.60	0.38	0.85	0.88	0.62	0.88	0.85	0.20
Delay/Veh:	49.0	22.4	23.4	47.7	29.1	20.3	52.4	31.0	24.5	65.2	30.9	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	22.4	23.4	47.7	29.1	20.3	52.4	31.0	24.5	65.2	30.9	20.8
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
DesignQueue:	11	8	13	6	10	7	7	19	11	6	18	3

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Hunte Pkwy / Olympic Pkwy

Cycle (sec): 80 Critical Vol./Cap.(X): 0.814
 Loss Time (sec): 12 Average Delay (sec/veh): 32.3
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	5	21	0	5	21	0	5	21	0	5	21	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	2	0	2	1	0	2

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	235	365	160	220	480	190	200	1090	315	265	860	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	365	160	220	480	190	200	1090	315	265	860	100
Added Vol:	0	224	84	0	117	51	98	42	0	44	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	589	244	220	597	241	298	1132	315	309	882	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	269	674	279	252	683	276	341	1295	360	354	1009	114
Reduct Vol:	0	0	0	0	0	90	0	0	0	0	0	60
Reduced Vol:	269	674	279	252	683	186	341	1295	360	354	1009	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	269	674	279	252	683	186	341	1295	360	354	1009	54

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.94	0.90	0.93	0.83	0.90	0.91	0.95	0.90	0.93	0.83
Lanes:	2.00	2.15	0.85	2.00	2.00	1.00	2.00	2.37	0.63	2.00	2.00	1.00
Final Sat.:	3432	3648	1511	3432	3538	1583	3432	4084	1136	3432	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.08	0.18	0.18	0.07	0.19	0.12	0.10	0.32	0.32	0.10	0.29	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.28	0.28	0.08	0.26	0.39	0.13	0.37	0.37	0.12	0.37	0.37
Volume/Cap:	0.85	0.67	0.67	0.95	0.74	0.30	0.78	0.85	0.85	0.85	0.78	0.09
Delay/Veh:	54.6	26.8	26.8	77.4	30.1	17.1	42.3	26.7	26.7	49.5	25.4	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	26.8	26.8	77.4	30.1	17.1	42.3	26.7	26.7	49.5	25.4	16.7
LOS by Move:	D	C	C	E	C	B	D	C	C	D	C	B
DesignQueue:	6	11	11	5	12	5	7	17	17	7	16	2

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Olympic Vista Rd / Olympic Pkwy

Cycle (sec): 90 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 12 Average Delay (sec/veh): 23.2
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	18	0	5	18	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	2	0	1	1	0	1

Volume Module: >> Count Date: 22 Sep 2005 <<

Base Vol:	80	15	30	25	20	230	330	670	230	25	495	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	15	30	25	20	230	330	670	230	25	495	35
Added Vol:	0	0	0	0	0	0	0	126	0	0	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	15	30	25	20	230	330	796	230	25	561	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	92	17	34	29	23	263	378	911	263	29	642	40
Reduct Vol:	0	0	0	0	0	70	0	0	0	0	0	0
Reduced Vol:	92	17	34	29	23	193	378	911	263	29	642	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	17	34	29	23	193	378	911	263	29	642	40

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.88	0.88	0.93	0.98	0.83	0.90	0.95	0.95	0.93	0.97	0.97
Lanes:	1.00	0.33	0.67	1.00	1.00	1.00	2.00	1.55	0.45	1.00	1.88	0.12
Final Sat.:	1769	559	1117	1769	1862	1583	3432	2791	806	1769	3474	217

Capacity Analysis Module:

Vol/Sat:	0.05	0.03	0.03	0.02	0.01	0.12	0.11	0.33	0.33	0.02	0.18	0.18
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.22	0.22	0.06	0.20	0.20	0.22	0.53	0.53	0.06	0.37	0.37
Volume/Cap:	0.62	0.14	0.14	0.26	0.06	0.61	0.51	0.62	0.62	0.29	0.51	0.51
Delay/Veh:	47.6	28.3	28.3	41.6	29.2	36.3	31.5	15.5	15.5	42.4	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	28.3	28.3	41.6	29.2	36.3	31.5	15.5	15.5	42.4	22.5	22.5
LOS by Move:	D	C	C	D	C	D	C	B	B	D	C	C
DesignQueue:	4	2	2	1	1	8	8	15	15	1	11	11

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Olympic Pkwy / Wueste Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.404

Loss Time (sec): 9 Average Delay (sec/veh): 12.9

Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	12	0	5	12	0	0	0	0	0	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	285	140	85	165	0	0	0	0	40	0	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	285	140	85	165	0	0	0	0	40	0	45
Added Vol:	0	126	0	15	66	0	0	0	0	0	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	411	140	100	231	0	0	0	0	40	0	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	470	160	114	264	0	0	0	0	46	0	84
Reduct Vol:	0	0	30	0	0	0	0	0	0	0	0	10
Reduced Vol:	0	470	130	114	264	0	0	0	0	46	0	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	470	130	114	264	0	0	0	0	46	0	74

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.83	0.93	0.98	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1862	1583	1769	1862	0	0	0	0	1769	0	1583

Capacity Analysis Module:

Vol/Sat:	0.00	0.25	0.08	0.06	0.14	0.00	0.00	0.00	0.00	0.03	0.00	0.05
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.62	0.62	0.16	0.79	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Volume/Cap:	0.00	0.40	0.13	0.40	0.18	0.00	0.00	0.00	0.00	0.23	0.00	0.40
Delay/Veh:	0.0	8.7	7.0	34.9	2.5	0.0	0.0	0.0	0.0	36.7	0.0	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.7	7.0	34.9	2.5	0.0	0.0	0.0	0.0	36.7	0.0	38.4
LOS by Move:	A	A	A	C	A	A	A	A	A	D	A	D
DesignQueue:	0	9	2	5	3	0	0	0	0	2	0	3

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Lake Crest Dr / Wueste Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.460
 Loss Time (sec): 9 Average Delay (sec/veh): 10.5
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	12	0	5	12	0	0	0	0	0	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	420	55	45	265	0	0	0	0	80	0	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	420	55	45	265	0	0	0	0	80	0	65
Added Vol:	0	0	154	0	0	0	0	0	0	81	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	420	209	45	265	0	0	0	0	161	0	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	481	239	51	303	0	0	0	0	184	0	74
Reduct Vol:	0	0	10	0	0	0	0	0	0	0	0	25
Reduced Vol:	0	481	229	51	303	0	0	0	0	184	0	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	481	229	51	303	0	0	0	0	184	0	49

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.83	0.93	0.98	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1862	1583	1769	1862	0	0	0	0	1769	0	1583

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.14	0.03	0.16	0.00	0.00	0.00	0.00	0.10	0.00	0.03
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.55	0.55	0.08	0.63	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	0.00	0.47	0.27	0.35	0.26	0.00	0.00	0.00	0.00	0.47	0.00	0.14
Delay/Veh:	0.0	8.7	7.4	27.4	5.0	0.0	0.0	0.0	0.0	21.3	0.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.7	7.4	27.4	5.0	0.0	0.0	0.0	0.0	21.3	0.0	19.0
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	B
DesignQueue:	0	8	4	2	4	0	0	0	0	5	0	1

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 SR-125 SB ramps / Rock Mountain Rd

Cycle (sec): 140 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 9 Average Delay (sec/veh): 18.0
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	3	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	420	5	270	0	1555	455	0	2315	405
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	420	5	270	0	1555	455	0	2315	405
Added Vol:	0	0	0	0	0	0	0	28	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	420	5	270	0	1583	455	0	2330	405
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00
PHF Volume:	0	0	0	481	6	309	0	1811	521	0	2666	0
Reduct Vol:	0	0	0	0	0	10	0	0	5	0	0	20
Reduced Vol:	0	0	0	481	6	299	0	1811	516	0	2666	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	481	6	299	0	1811	516	0	2666	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.84	0.84	0.84	1.00	0.89	0.83	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	1.98	0.02	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3151	38	1594	0	5083	1583	0	5083	1900

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.19	0.00	0.36	0.33	0.00	0.52	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.69	0.69	0.00	0.69	0.00
Volume/Cap:	0.00	0.00	0.00	0.62	0.62	0.76	0.00	0.52	0.47	0.00	0.76	0.00
Delay/Veh:	0.0	0.0	0.0	47.8	47.8	52.3	0.0	10.6	10.3	0.0	15.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.8	47.8	52.3	0.0	10.6	10.3	0.0	15.2	0.0
LOS by Move:	A	A	A	D	D	D	A	B	B	A	B	A
DesignQueue:	0	0	0	15	15	18	0	18	13	0	27	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 SR-125 NB ramps / Rock Mountain Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 1.038

Loss Time (sec): 9 Average Delay (sec/veh): 45.8

Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows of data.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 10 rows of data.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Eastlake Pkwy / Rock Mountain Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 1.042
Loss Time (sec): 12 Average Delay (sec/veh): 52.3
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	21	0	5	21	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	1	2	0	3	0	1	1

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Volume Module:

Base Vol:	145	255	40	460	265	510	490	1120	270	110	995	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	255	40	460	265	510	490	1120	270	110	995	560
Added Vol:	0	0	126	0	0	0	0	98	0	66	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	255	166	460	265	510	490	1218	270	176	1046	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	166	292	190	526	303	584	561	1394	309	201	1197	641
Reduct Vol:	0	0	70	0	0	60	0	0	80	0	0	30
Reduced Vol:	166	292	120	526	303	524	561	1394	229	201	1197	611
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	166	292	120	526	303	524	561	1394	229	201	1197	611

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.89	0.83	0.90	0.89	0.83	0.90	0.89	0.83	0.90	0.89	0.83
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3432	5083	1583	3432	5083	1583	3432	5083	1583	3432	5083	1583

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Capacity Analysis Module:

Vol/Sat:	0.05	0.06	0.08	0.15	0.06	0.33	0.16	0.27	0.14	0.06	0.24	0.39
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.20	0.20	0.16	0.32	0.32	0.16	0.43	0.43	0.09	0.37	0.37
Volume/Cap:	1.04	0.28	0.38	0.95	0.19	1.04	1.04	0.63	0.33	0.63	0.64	1.04
Delay/Veh:	135.3	37.3	38.7	71.0	27.3	89.1	96.6	24.9	20.9	52.1	29.3	83.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	135.3	37.3	38.7	71.0	27.3	89.1	96.6	24.9	20.9	52.1	29.3	83.2
LOS by Move:	F	D	D	E	C	F	F	C	C	D	C	F
DesignQueue:	5	5	6	14	5	24	16	19	8	6	18	26

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 SR-125 SB ramps / Otay Valley Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.584

Loss Time (sec): 9 Average Delay (sec/veh): 15.5

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1! 0	1	0	0	3 0 1	0	1	2 0 1

Volume Module:

Base Vol:	100	0	150	0	0	0	0	760	265	70	605	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	150	0	0	0	0	760	265	70	605	0
Added Vol:	0	0	0	0	0	0	0	14	0	29	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	150	0	0	0	0	774	265	99	612	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00
PHF Volume:	114	0	172	0	0	0	0	886	303	113	700	0
Reduct Vol:	0	0	0	0	0	5	0	0	5	0	0	10
Reduced Vol:	114	0	172	0	0	0	0	886	298	113	700	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	114	0	172	0	0	0	0	886	298	113	700	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.88	1.00	1.00	1.00	1.00	0.89	0.83	0.97	0.94	1.00
Lanes:	0.40	0.00	0.60	1.00	1.00	1.00	0.00	3.00	1.00	0.40	2.60	1.00
Final Sat.:	671	0	1006	1900	1900	1900	0	5083	1583	746	4615	1900

Capacity Analysis Module:

Vol/Sat:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.17	0.19	0.15	0.15	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.30	0.30	0.26	0.56	0.00
Volume/Cap:	0.58	0.00	0.58	0.00	0.00	0.00	0.00	0.58	0.63	0.58	0.27	0.00
Delay/Veh:	19.9	0.0	19.9	0.0	0.0	0.0	0.0	18.5	21.0	20.0	7.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	0.0	19.9	0.0	0.0	0.0	0.0	18.5	21.0	20.0	7.0	0.0
LOS by Move:	B	A	B	A	A	A	A	B	C	C	A	A
DesignQueue:	7	0	7	0	0	0	0	8	7	7	4	0

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 SR-125 NB ramps / Otay Valley Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.457
 Loss Time (sec): 9 Average Delay (sec/veh): 12.2
 Optimal Cycle: OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	15	0	0	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	150	0	65	0	0	0	0	785	125	80	525	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	0	65	0	0	0	0	785	125	80	525	0
Added Vol:	0	0	84	0	0	0	0	14	0	15	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	0	149	0	0	0	0	799	125	95	562	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.00	0.87	0.87	0.87
PHF Volume:	172	0	170	0	0	0	0	914	0	109	643	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	0	170	0	0	0	0	914	0	109	643	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	172	0	170	0	0	0	0	914	0	109	643	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.88	1.00	1.00	1.00	1.00	0.89	1.00	0.97	0.94	1.00
Lanes:	1.50	0.00	1.50	0.00	0.00	0.00	0.00	3.00	1.00	0.42	2.58	1.00
Final Sat.:	2524	0	2519	0	0	0	0	5083	1900	775	4586	1900

Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.18	0.00	0.14	0.14	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.39	0.00	0.31	0.70	0.00
Volume/Cap:	0.46	0.00	0.45	0.00	0.00	0.00	0.00	0.46	0.00	0.46	0.20	0.00
Delay/Veh:	23.8	0.0	23.7	0.0	0.0	0.0	0.0	13.6	0.0	17.0	3.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	0.0	23.7	0.0	0.0	0.0	0.0	13.6	0.0	17.0	3.1	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	B	A	A
DesignQueue:	3	0	3	0	0	0	0	7	0	6	3	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 La Media Rd / Otay Mesa Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 12 Average Delay (sec/veh): 45.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	21	0	5	21	0	5	15	0	5	15	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	3	1	0	2

Volume Module:

Base Vol:	255	435	305	325	470	345	285	915	385	210	845	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	435	305	325	470	345	285	915	385	210	845	225
Added Vol:	0	0	56	0	0	0	0	0	0	29	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	435	361	325	470	345	285	915	385	239	845	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	292	498	413	372	538	395	326	1047	441	273	967	257
Reduct Vol:	0	0	120	0	0	120	0	0	120	0	0	120
Reduced Vol:	292	498	293	372	538	275	326	1047	321	273	967	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	292	498	293	372	538	275	326	1047	321	273	967	137

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.88	0.93	0.93	0.88	0.93	0.93	0.89	0.83	0.93	0.92	0.96
Lanes:	1.00	2.00	1.00	1.00	2.02	0.98	1.00	3.00	1.00	1.00	2.64	0.36
Final Sat.:	1769	3340	1758	1769	3390	1732	1769	5083	1583	1769	4637	659

Capacity Analysis Module:

Vol/Sat:	0.16	0.15	0.17	0.21	0.16	0.16	0.18	0.21	0.20	0.15	0.21	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.21	0.21	0.23	0.25	0.25	0.20	0.25	0.25	0.19	0.23	0.23
Volume/Cap:	0.85	0.71	0.79	0.90	0.64	0.64	0.90	0.83	0.81	0.83	0.90	0.90
Delay/Veh:	56.0	38.8	41.9	59.3	34.7	34.7	63.1	40.1	47.4	54.6	46.5	46.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.0	38.8	41.9	59.3	34.7	34.7	63.1	40.1	47.4	54.6	46.5	46.5
LOS by Move:	E	D	D	E	C	C	E	D	D	D	D	D
DesignQueue:	14	12	13	17	12	12	15	17	14	13	17	17

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 SR-125 SB / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 0 Average Delay (sec/veh): 8.5
Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	0	3	0	0	3

Volume Module:

Base Vol:	0	0	0	300	0	285	0	1460	0	0	1415	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	300	0	285	0	1460	0	0	1415	0
Added Vol:	0	0	0	15	0	29	0	56	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	315	0	314	0	1516	0	0	1415	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	360	0	359	0	1735	0	0	1619	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	360	0	359	0	1735	0	0	1619	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	360	0	359	0	1735	0	0	1619	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	1.00	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3432	0	1583	0	5083	0	0	5083	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.23	0.00	0.34	0.00	0.00	0.32	0.00
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.40	0.00	0.60	0.00	0.00	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	0.57	0.00	0.57	0.00	0.00	0.53	0.00
Delay/Veh:	0.0	0.0	0.0	12.2	0.0	15.2	0.0	7.5	0.0	0.0	7.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.2	0.0	15.2	0.0	7.5	0.0	0.0	7.2	0.0
LOS by Move:	A	A	A	B	A	B	A	A	A	A	A	A
DesignQueue:	0	0	0	4	0	8	0	9	0	0	9	0

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 SR125 NB / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 0 Average Delay (sec/veh): 11.5
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	3	0	0	2

Volume Module:

Base Vol:	0	0	0	0	0	0	430	1330	0	0	1415	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	430	1330	0	0	1415	490
Added Vol:	0	0	0	0	0	0	56	15	0	0	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	486	1345	0	0	1415	518
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	0	0	0	556	1539	0	0	1619	593
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	556	1539	0	0	1619	593
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	556	1539	0	0	1619	593

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.89	1.00	1.00	0.90	0.94
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.96	1.04
Final Sat.:	0	0	0	0	0	0	1769	5083	0	0	5057	1851

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.30	0.00	0.00	0.32	0.32	
Crit Moves:							****	****					
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.50	0.50	
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.61	0.00	0.00	0.63	0.63	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	12.7	11.4	0.0	0.0	11.2	11.2	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	12.7	11.4	0.0	0.0	11.2	11.2	
LOS by Move:	A	A	A	A	A	A	B	B	A	A	B	B	
DesignQueue:	0	0	0	0	0	0	10	10	0	0	10	10	

Note: Queue reported is the number of cars per lane.

 Otay Ranch Village 13
 Cumulative Year 2030 Base Conditions
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Ellis Road / Otay Mesa Road

Cycle (sec): 60 Critical Vol./Cap.(X): 0.956
 Loss Time (sec): 0 Average Delay (sec/veh): 26.1
 Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	3	0	0	2

Volume Module:

Base Vol:	0	0	0	510	0	545	270	1060	0	0	1355	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	510	0	545	270	1060	0	0	1355	335
Added Vol:	0	0	0	0	0	14	7	7	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	510	0	559	277	1067	0	0	1369	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	584	0	640	317	1221	0	0	1566	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	584	0	640	317	1221	0	0	1566	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	584	0	640	317	1221	0	0	1566	383

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	1.00	0.91	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.43	0.57
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	0	4207	1029

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.33	0.00	0.40	0.18	0.24	0.00	0.00	0.37	0.37
Crit Moves:						****	****			****		
Green/Cycle:	0.00	0.00	0.00	0.42	0.00	0.42	0.19	0.58	0.00	0.00	0.39	0.39
Volume/Cap:	0.00	0.00	0.00	0.78	0.00	0.96	0.96	0.42	0.00	0.00	0.96	0.96
Delay/Veh:	0.0	0.0	0.0	20.2	0.0	41.0	61.8	7.2	0.0	0.0	29.1	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.2	0.0	41.0	61.8	7.2	0.0	0.0	29.1	29.1
LOS by Move:	A	A	A	C	A	D	E	A	A	A	C	C
DesignQueue:	0	0	0	12	0	14	9	7	0	0	15	15

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Campo Rd/SR-94 / Melody Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 6 Average Delay (sec/veh): 13.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics like Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #40 Campo Rd/SR-94 / Maxfield Rd

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[24.3]

Table with columns: Approach: North Bound, South Bound, East Bound, West Bound; Movement: L - T - R; Control: Uncontrolled, Stop Sign; Rights: Include; Lanes: 1 0 0 1 0

Volume Module:
Base Vol: 15 405 0 0 660 70 35 0 40 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 405 0 0 660 70 35 0 40 0 0 0
Added Vol: 0 15 0 0 28 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 420 0 0 688 70 35 0 40 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume: 17 481 0 0 787 80 40 0 46 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 17 481 0 0 787 80 40 0 46 0 0 0

Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Cnflct Vol: 867 xxxxx xxxxx xxxxx xxxxx xxxxx 1342 1342 827 1365 1382 481
Potent Cap.: 777 xxxxx xxxxx xxxxx xxxxx xxxxx 168 152 371 125 144 585
Move Cap.: 777 xxxxx xxxxx xxxxx xxxxx xxxxx 165 149 371 107 141 585
Volume/Cap: 0.02 xxxxx xxxxx xxxxx xxxxx xxxxx 0.24 0.00 0.12 0.00 0.00 0.00

Level Of Service Module:
2Way95thQ: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx 0.9 xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 9.7 xxxxx xxxxx xxxxx xxxxx xxxxx 33.7 xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * * D * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 371 xxxxx 0 xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.4 xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 16.1 xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * C * * * *
ApproachDel: xxxxxxx xxxxxxx 24.3 xxxxxxx
ApproachLOS: * * * * *

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Proctor Valley Rd/Jefferson Rd / Campo Rd/SR-94

Cycle (sec): 110 Critical Vol./Cap.(X): 0.881

Loss Time (sec): 9 Average Delay (sec/veh): 36.6

Optimal Cycle: OPTIMIZED Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, DesignQueue.

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Project Drwy #1 @ Otay Lakes Rd

Cycle (sec): 140 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 12 Average Delay (sec/veh): 12.1
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	0	5	10	0	0	0	0	10	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	0	0	0	0	1	0	0

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Volume Module:

Base Vol:	0	460	0	0	490	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	460	0	0	490	0	0	0	0	0	0	0
Added Vol:	0	560	24	146	1072	0	0	0	0	12	0	76
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1020	24	146	1562	0	0	0	0	12	0	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	1167	27	167	1787	0	0	0	0	14	0	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1167	27	167	1787	0	0	0	0	14	0	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1167	27	167	1787	0	0	0	0	14	0	87

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	0.93	0.93	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3627	85	1769	3538	0	0	0	0	1769	0	1583

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Capacity Analysis Module:

Vol/Sat:	0.00	0.32	0.32	0.09	0.51	0.00	0.00	0.00	0.00	0.01	0.00	0.05
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.65	0.65	0.19	0.84	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.49	0.49	0.49	0.60	0.00	0.00	0.00	0.00	0.11	0.00	0.77
Delay/Veh:	0.0	12.7	12.7	51.7	3.8	0.0	0.0	0.0	0.0	61.2	0.0	90.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.7	12.7	51.7	3.8	0.0	0.0	0.0	0.0	61.2	0.0	90.7
LOS by Move:	A	B	B	D	A	A	A	A	A	E	A	F
DesignQueue:	0	18	18	11	13	0	0	0	0	1	0	6

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Project Drwy #2 @ Otay Lakes Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 1.288
Loss Time (sec): 0 Average Delay (sec/veh): 121.0
Optimal Cycle: OPTIMIZED Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Protected			Protected			Protected				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	0	0	1	0	0	1	0	1	0	0	1	1	0	0

Volume Module:

Base Vol:	0	460	0	0	490	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	460	0	0	490	0	0	0	0	0	0	0
Added Vol:	0	100	12	926	158	0	0	0	0	6	0	484
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	560	12	926	648	0	0	0	0	6	0	484
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	641	14	1059	741	0	0	0	0	7	0	554
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	641	14	1059	741	0	0	0	0	7	0	554
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	641	14	1059	741	0	0	0	0	7	0	554

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	0.95	0.95	1.00	1.00	1.00	1.00	0.83	1.00	0.83
Lanes:	0.00	0.98	0.02	1.00	1.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1817	39	1808	1808	0	0	3800	0	1585	0	1585

Capacity Analysis Module:

Vol/Sat:	0.00	0.35	0.35	0.59	0.41	0.00	0.00	0.00	0.00	0.00	0.00	0.35
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.27	0.27	0.45	0.73	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Volume/Cap:	0.00	1.29	1.29	1.29	0.56	0.00	0.00	0.00	0.00	0.02	0.00	1.29
Delay/Veh:	0.0	166	165.6	151.5	4.0	0.0	0.0	0.0	0.0	16.0	0.0	167.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	166	165.6	151.5	4.0	0.0	0.0	0.0	0.0	16.0	0.0	167.9
LOS by Move:	A	F	F	F	A	A	A	A	A	B	A	F
DesignQueue:	0	17	17	23	7	0	0	0	0	0	0	15

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Cumulative Year 2030 Base Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #44 Project Drwy #3 @ Otay Lakes Rd

Average Delay (sec/veh): 378.7 Worst Case Level Of Service: F[757.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	1	0	0	0	1

Volume Module:

Base Vol:	0	0	0	0	0	0	0	490	0	0	460	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	490	0	0	460	0
Added Vol:	0	0	0	69	0	76	146	18	0	0	35	133
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	69	0	76	146	508	0	0	495	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	0	79	0	87	167	581	0	0	566	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	79	0	87	167	581	0	0	566	152

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	xxxxx	xxxxx	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	xxxxx	xxxxx	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	441	158	xxxxx	xxxx	245	0
Potent Cap.:	xxxx	xxxx	xxxxx	1623	xxxx	xxxxx	526	734	xxxxx	xxxx	657	1085
Move Cap.:	xxxx	xxxx	xxxxx	1623	xxxx	xxxxx	95	698	xxxxx	xxxx	625	1085
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	1.77	0.83	xxxx	xxxx	0.91	0.14

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	288	xxxx	xxxxx	xxxx	xxxx	687
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	62.1	xxxx	xxxxx	xxxxx	xxxx	18.5
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	757.1	xxxx	xxxxx	xxxxx	xxxx	71.4
Shared LOS:	*	*	*	*	*	*	F	*	*	*	*	F
ApproachDel:	xxxxxxx			xxxxxxx			757.1			71.4		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

Scheme Summary

Control Data

Control Data and Model Parameters

Resort Village Driveway 2	2030 Synthetic Flow Profile (veh)
Resort Village Driveway 2	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Left Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	Yes
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle ?
1	Otay Lakes Road	0	0	10.99	1	23.98	1	54.99	129.92	13.50
2	Project Driveway 2	120	0	10.99	1	31.99	1	98.00	149.93	10.00
3	Otay Lakes Road	240	0	10.99	1	27.99	1	84.97	129.92	12.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1
2	Project Driveway 2	189.96	16.01	1	13.00	1	12.01	1
3	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Otay Lakes Road	0	1.000	0	1.000	12.00	1792	0	12.01	1794	0
2	Project Driveway 2	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0
3	Otay Lakes Road	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0

Bypass Geometry

Bypass Approach Geometry (ft)

Leg	Leg Names	Bypass Type	Bypass Flows	V	nv	Vb	nvb	Vt	nvt
1	Otay Lakes Road	Exclusive	449	10.99	1	12	1	12	1

Bypass Entry and Exit Geometry (ft)

Leg	Leg Names	Entry Geometry						Leg	Leg Names	Exit Lanes	
		Eb	neb	Lb	Lt	Rb	Phib			nex	Nmx
1	Otay Lakes Road	12	1	0	130	66.0003 1046	30	2	Project Driveway 2	1	2

Bypass Entry Capacity Modifiers and Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Calibration	
		Capacity + or -	Cross Walk Factor	Intercept + or -	Slope Factor
1	Otay Lakes Road	0	1.000	0	1.000

Traffic Flow Data (veh/hr)

2030 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows				Flow Modifiers	
		Bypass	Exit-1	Exit-2	U-Turn	Trucks %	Flow Factor
1	Otay Lakes Road	449	0	924	0	2.0	1.00
2	Project Driveway 2	0	482	7	0	2.0	1.00
3	Otay Lakes Road	0	14	363	0	2.0	1.00

2030 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Otay Lakes Road	0.750	1.125	0.750	0	30	60
2	Project Driveway 2	0.750	1.125	0.750	0	30	60
3	Otay Lakes Road	0.750	1.125	0.750	0	30	60

Operational Results

2030 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Otay Lakes Road	Exclusive	449	924	363	363	21	768	975	0.6111	1.1139
2	Project Driveway 2	None		489		920	812		789		0.6482
3	Otay Lakes Road	None		377		7	1402		1247		0.3089

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	Exclusive	11.73	70.49	51.27	5.02	71.10	B	F	F
2	Project Driveway 2	None		11.88	11.88		5.52		B	B
3	Otay Lakes Road	None		4.02	4.02		1.30		A	A

2030 PM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Otay Lakes Road	Exclusive	506	1042	409	409	24	748	952	0.6965	1.2483
2	Project Driveway 2	None		551		952	914		773		0.7341
3	Otay Lakes Road	None		425		8	1494		1247		0.3441

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	Exclusive	13.47	81.39	59.18	5.02	66.06	B	F	F
2	Project Driveway 2	None		13.58	13.58		5.52		B	B
3	Otay Lakes Road	None		4.13	4.13		1.30		A	A

Approach Flow Profile

2030 PM Peak - Approach Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 2	Otay Lakes Road
0.0 - 7.5	142.78	50.85	39.21
7.5 - 15.0	166.23	59.20	45.64
15.0 - 22.5	183.96	65.52	50.51
22.5 - 30.0	193.53	68.93	53.14
30.0 - 37.5	193.53	68.93	53.14
37.5 - 45.0	183.96	65.52	50.51
45.0 - 52.5	166.23	59.20	45.64
52.5 - 60.0	142.78	50.85	39.21
Peak 15 min	193.53	68.93	53.14
Peak 60 min	171.63	61.13	47.12

Exit Flow Profile

2030 PM Peak - Exit Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 2	Otay Lakes Road
0.0 - 7.5	2.18	84.28	145.76
7.5 - 15.0	2.53	97.87	166.69
15.0 - 22.5	2.80	108.32	180.72
22.5 - 30.0	2.95	114.11	186.63
30.0 - 37.5	2.96	114.39	186.94
37.5 - 45.0	2.82	108.99	184.95
45.0 - 52.5	2.55	98.86	180.54
52.5 - 60.0	2.20	84.95	169.49
0-60	21	812	1402
%Trucks	2.00	2.00	2.00

Economics

Economic Input Data

2030 - Vehicle Delay Parameters

Peaks	Peak / Day	Days / Year	Delay Cost (\$ / hour)
AM Peak	1	325	15.00
OFF Peak	14	325	15.00
PM Peak	1	325	15.00

2030 - Accident Severity Proportions and Costs

Accident Type	Proportion (%)	Cost (\$)
Fatal Vehicle Accident	0.3	0
Incapacitating Vehicle Accident	17.7	0
Non-incapacitating Vehicle Accident	82	0
Damage Only Vehicle Accident	100	0
Pedestrian Injury Accident	100	0

Economics - Results Data

2030 Delay and Accident Costs

Peak	Delay Costs		Accident Costs			Total Costs	
	Delays Veh.hrs	Costs (\$)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs (\$/year)
AM	1724.74	25871	Vehicles Injury	0.00	0	Vehicle Delay Cost	131120
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	7016.57	105248	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	8741.31	131120	Totals	0.00	0	TOTAL COST	131120

Global Results

Performance and Accidents

2030 PM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1790	449	2239
Capacity	veh/hr	3011	768	3779
Average Delay	sec/veh	40.48	11.73	34.71
L.O.S. (Signal)	A – F	D	B	C
L.O.S. (Unsig)	A – F	E	B	D
Total Delay	veh.hrs	20.13	1.46	21.59

Scheme Summary

Control Data

Control Data and Model Parameters

Resort Village Driveway 3	2030 Synthetic Flow Profile (veh)
Resort Village Driveway 3	7.5 min Time Slice
Rodel-Win1	Queuing Delays (sec)
Left Hand Drive	Daylight conditions
PM Peak Hour	Peak 60/15 min Results
Full Geometry	Output flows: Vehicles
English Units (ft)	50% Confidence Level

Available Data

Entry Capacity Calibrated	No
Entry Capacity Modified	No
Crosswalks	No
Flows Factored	No
Approach/Exit Road Capacity Calibrated	No
Accidents	No
Accident Costs	No
Bypass Model	No
Bypass Calibration	No
Global Results	Yes

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle ?
1	Otay Lakes Road	0	0	10.99	1	23.98	1	54.99	129.92	13.50
2	Project Driveway 3	120	0	10.99	1	31.99	1	98.00	149.93	10.00
3	Otay Lakes Road	240	0	10.99	1	27.99	1	84.97	129.92	12.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1
2	Project Driveway 3	189.96	16.01	1	13.00	1	12.01	1
3	Otay Lakes Road	189.96	16.01	1	13.00	1	12.01	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	Otay Lakes Road	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0
2	Project Driveway 3	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0
3	Otay Lakes Road	0	1.000	0	1.000	12.00	1641	0	12.01	1794	0

Traffic Flow Data (veh/hr)

2030 PM Peak Peak Hour Flows

Leg	Leg Names	Turning Flows				Flow Modifiers	
		Bypass	Exit-1	Exit-2	U-Turn	Trucks %	Flow Factor
1	Otay Lakes Road	0	482	140	0	2.0	1.00
2	Project Driveway 3	0	76	81	0	2.0	1.00
3	Otay Lakes Road	0	146	401	0	2.0	1.00

2030 PM Peak Synthetic Flow Profile - Timeslice 7.5 mins

Leg	Leg Names	Flow Ratios			Flow Times		
		Ratio 1	Ratio 2	Ratio 3	Time 1	Time 2	Time 3
1	Otay Lakes Road	0.750	1.125	0.750	0	30	60
2	Project Driveway 3	0.750	1.125	0.750	0	30	60
3	Otay Lakes Road	0.750	1.125	0.750	0	30	60

Operational Results

2030 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)				Capacity (veh/hr)					
			Arrival Flow		Opposing Flow		Capacity		Average VCR			
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass		
1	Otay Lakes Road	None		622		401		227		1034		0.6244
2	Project Driveway 3	None		157		140		883		1192		0.1346
3	Otay Lakes Road	None		547		81		216		1209		0.4638

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	None		8.69	8.69		5.17		A	A
2	Project Driveway 3	None		3.39	3.39		0.45		A	A
3	Otay Lakes Road	None		5.28	5.28		2.56		A	A

2030 PM Peak - 15 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Otay Lakes Road	None		701		452	256		1008		0.7107
2	Project Driveway 3	None		177		158	995		1183		0.1508
3	Otay Lakes Road	None		617		91	243		1204		0.5186

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Otay Lakes Road	None		10.05	10.05		5.17		B	B
2	Project Driveway 3	None		3.42	3.42		0.45		A	A
3	Otay Lakes Road	None		5.64	5.64		2.56		A	A

Approach Flow Profile

2030 PM Peak - Approach Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 3	Otay Lakes Road
0.0 - 7.5	64.68	16.33	56.88
7.5 - 15.0	75.31	19.01	66.23
15.0 - 22.5	83.34	21.04	73.29
22.5 - 30.0	87.67	22.13	77.10
30.0 - 37.5	87.67	22.13	77.10
37.5 - 45.0	83.34	21.04	73.29
45.0 - 52.5	75.31	19.01	66.23
52.5 - 60.0	64.68	16.33	56.88
Peak 15 min	87.67	22.13	77.10
Peak 60 min	77.75	19.63	68.38

Exit Flow Profile

2030 PM Peak - Exit Flows (Veh / Hour)

Time Slice	Otay Lakes Road	Project Driveway 3	Otay Lakes Road
0.0 - 7.5	23.59	91.74	22.44
7.5 - 15.0	27.45	106.70	26.10
15.0 - 22.5	30.39	118.09	28.89
22.5 - 30.0	31.98	124.30	30.41
30.0 - 37.5	31.99	124.44	30.44
37.5 - 45.0	30.43	118.42	28.97
45.0 - 52.5	27.51	107.16	26.21
52.5 - 60.0	23.64	92.06	22.52
0-60	227	883	216
%Trucks	2.00	2.00	2.00

Economics

Economic Input Data

2030 - Vehicle Delay Parameters

Peaks	Peak / Day	Days / Year	Delay Cost (\$ / hour)
AM Peak	1	325	15.00
OFF Peak	14	325	15.00
PM Peak	1	325	15.00

2030 - Accident Severity Proportions and Costs

Accident Type	Proportion (%)	Cost (\$)
Fatal Vehicle Accident	0.3	0
Incapacitating Vehicle Accident	17.7	0
Non-incapacitating Vehicle Accident	82	0
Damage Only Vehicle Accident	100	0
Pedestrian Injury Accident	100	0

Economics - Results Data

2030 Delay and Accident Costs

Peak	Delay Costs		Accident Costs			Total Costs	
	Delays Veh.hrs	Costs (\$)	Accident Types	Annual Accidents	Accident Costs	Cost Type	Costs (\$/year)
AM	859.87	12898	Vehicles Injury	0.00	0	Vehicle Delay Cost	24850
OFF	0.00	0	Vehicles DO	0.00	0	Vehicle Injury Acc Cost	0
PM	796.82	11952	Pedestrians	0.00	0	Vehicle DO Acc Cost	0
						Pedestrian Accident Cost	0
						Total Accident Cost	0
Total	1656.68	24850	Totals	0.00	0	TOTAL COST	24850

Global Results

Performance and Accidents

2030 PM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1326		1326
Capacity	veh/hr	3435		3435
Average Delay	sec/veh	6.66		6.66
L.O.S. (Signal)	A – F	A		A
L.O.S. (Unsig)	A – F	A		A
Total Delay	veh.hrs	2.45		2.45

Appendix Y

Two-Lane Highway Analysis Worksheets – Future Year 2030 Base Plus Project Conditions

HCS+: Two-Lane Highways Release 5.3

Phone: Fax:
E-Mail:

Two-Way Two-Lane Highway Segment Analysis

Analyst Phuong Nguyen
Agency/Co. Fehr & Peers
Date Performed 05/05/2011
Analysis Time Period
Highway SR-94
From/To North of Otay Lakes Rd
Jurisdiction
Analysis Year Existing + Project Phase 1
Description Village 13

Input Data

Highway class Class 1
Shoulder width 6.0 ft Peak-hour factor, PHF 0.92
Lane width 12.0 ft % Trucks and buses 5 %
Segment length 4.9 mi % Recreational vehicles 5 %
Terrain type Level % No-passing zones 0 %
Grade: Length mi Access points/mi 2 /mi
Up/down %

Two-way hourly volume, V 1235 veh/h
Directional split 67 / 33 %

Average Travel Speed

Grade adjustment factor, fG 1.00
PCE for trucks, ET 1.1
PCE for RVs, ER 1.0
Heavy-vehicle adjustment factor, 0.995
Two-way flow rate,(note-1) vp 1349 pc/h
Highest directional split proportion (note-2) 904 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, SFM - mi/h
Observed volume, Vf - veh/h
Estimated Free-Flow Speed:
Base free-flow speed, BFFS 55.0 mi/h
Adj. for lane and shoulder width, fLS 0.0 mi/h
Adj. for access points, fA 0.5 mi/h

Free-flow speed, FFS	54.5	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	44.0	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00
PCE for trucks, ET	1.0
PCE for RVs, ER	1.0
Heavy-vehicle adjustment factor, fHV	1.000
Two-way flow rate,(note-1) vp	1342 pc/h
Highest directional split proportion (note-2)	899
Base percent time-spent-following, BPTSF	69.3 %
Adj.for directional distribution and no-passing zones, fd/np	0.0
Percent time-spent-following, PTSF	69.3 %

Level of Service and Other Performance Measures

Level of service, LOS	D
Volume to capacity ratio, v/c	0.42
Peak 15-min vehicle-miles of travel, VMT15	1644 veh-mi
Peak-hour vehicle-miles of travel, VMT60	6052 veh-mi
Peak 15-min total travel time, TT15	37.3 veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Two-Lane Highways Release 5.3

Phone: Fax:
E-Mail:

Two-Way Two-Lane Highway Segment Analysis

Analyst Phuong Nguyen
Agency/Co. Fehr & Peers
Date Performed 05/07/2011
Analysis Time Period
Highway SR-94
From/To South of Otay Lakes Rd
Jurisdiction
Analysis Year Existing + Project Phase 1
Description Village 13

Input Data

Highway class Class 1
Shoulder width 6.0 ft Peak-hour factor, PHF 0.96
Lane width 12.0 ft % Trucks and buses 5 %
Segment length 10.0 mi % Recreational vehicles 5 %
Terrain type Level % No-passing zones 0 %
Grade: Length mi Access points/mi 1 /mi
 Up/down %

Two-way hourly volume, V 1305 veh/h
Directional split 67 / 33 %

Average Travel Speed

Grade adjustment factor, fG 1.00
PCE for trucks, ET 1.1
PCE for RVs, ER 1.0
Heavy-vehicle adjustment factor, 0.995
Two-way flow rate,(note-1) vp 1366 pc/h
Highest directional split proportion (note-2) 915 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, SFM - mi/h
Observed volume, Vf - veh/h
Estimated Free-Flow Speed:
Base free-flow speed, BFSS 55.0 mi/h
Adj. for lane and shoulder width, fLS 0.0 mi/h
Adj. for access points, fA 0.3 mi/h

Free-flow speed, FFS	54.8	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	44.1	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00
PCE for trucks, ET	1.0
PCE for RVs, ER	1.0
Heavy-vehicle adjustment factor, fHV	1.000
Two-way flow rate,(note-1) vp	1359 pc/h
Highest directional split proportion (note-2)	911
Base percent time-spent-following, BPTSF	69.7 %
Adj.for directional distribution and no-passing zones, fd/np	0.0
Percent time-spent-following, PTSF	69.7 %

Level of Service and Other Performance Measures

Level of service, LOS	D
Volume to capacity ratio, v/c	0.43
Peak 15-min vehicle-miles of travel, VMT15	3398 veh-mi
Peak-hour vehicle-miles of travel, VMT60	13050 veh-mi
Peak 15-min total travel time, TT15	77.0 veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

Appendix Z

Ramp Intersection Capacity Analysis Worksheets – Future Year 2030 Base Plus Project Conditions

TABLE 8.11
RAMP INTERSECTION CAPACITY ANALYSIS
2030 Base+Project

Ramp Intersection	Peak Hour	ILV / Hour	Description
I-805 SB Ramps / Telegraph Canyon Road	AM	1,213	1200-1500: (At Capacity)
	PM	1,467	1200-1500: (At Capacity)
I-805 NB Ramps / Telegraph Canyon Road	AM	1,421	1200-1500: (At Capacity)
	PM	1,361	1200-1500: (At Capacity)
SR-125 SB Ramps / Otay Lakes Road	AM	1,016	<1200: (Under Capacity)
	PM	1,545	>1500: (Over Capacity)
SR-125 NB Ramps / Otay Lakes Road	AM	1,025	<1200: (Under Capacity)
	PM	1,447	1200-1500: (At Capacity)
SR-125 SB Ramps / Olympic Parkway	AM	924	<1200: (Under Capacity)
	PM	1,304	1200-1500: (At Capacity)
SR-125 NB Ramps / Olympic Parkway	AM	966	<1200: (Under Capacity)
	PM	1,351	1200-1500: (At Capacity)
SR-125 SB Ramps / Main Street	AM	1,603	>1500: (Over Capacity)
	PM	1,380	1200-1500: (At Capacity)
SR-125 NB Ramps / Main Street	AM	1,225	1200-1500: (At Capacity)
	PM	1,502	>1500: (Over Capacity)
SR-125 SB Ramps / Otay Valley Road	AM	350	<1200: (Under Capacity)
	PM	569	<1200: (Under Capacity)
SR-125 SB Ramps / Otay Valley Road	AM	370	<1200: (Under Capacity)
	PM	594	<1200: (Under Capacity)
SR-125 SB Ramps / Otay Mesa Road	AM	776	<1200: (Under Capacity)
	PM	819	<1200: (Under Capacity)
SR-125 SB Ramps / Otay Mesa Road	AM	590	<1200: (Under Capacity)
	PM	1,004	<1200: (Under Capacity)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

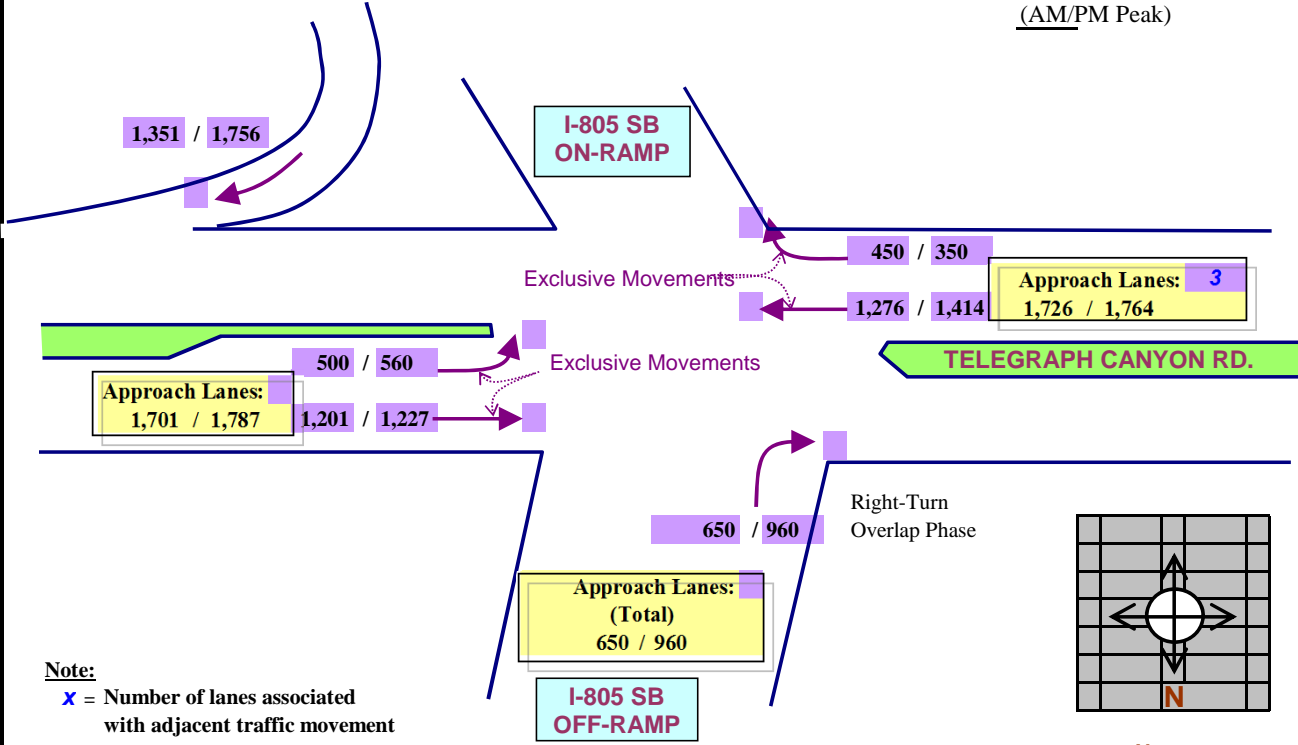
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OTAY RANCH VILLAGE 13

LOCATION: I-805 SB / TELEGRAPH CANYON RD.

Scenario: 2030 Base+Project

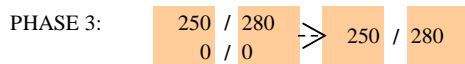
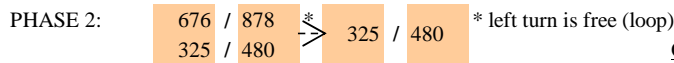
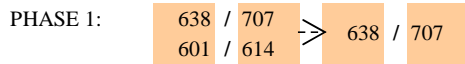
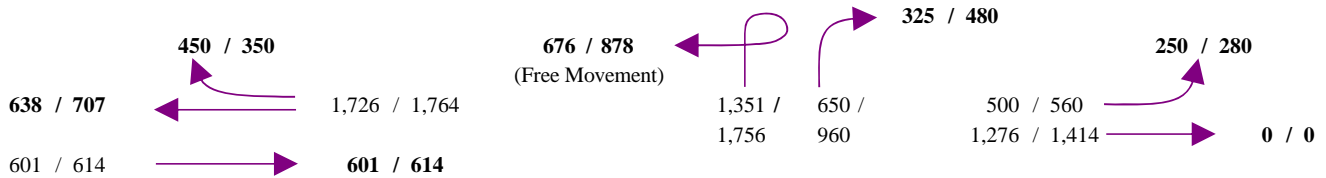
(AM/PM Peak)



Note:

x = Number of lanes associated with adjacent traffic movement

ILV per Lane:



OPERATING LEVEL:

ILV/HR. = **1,213** in AM ==> ILV: BETWEEN 1,200 & 1,500
and **1,467** in PM ==> Also BETWEEN 1,200 & 1,500

TOTAL = 1,213 / 1,467 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : AT CAPACITY (in AM)
& AT CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

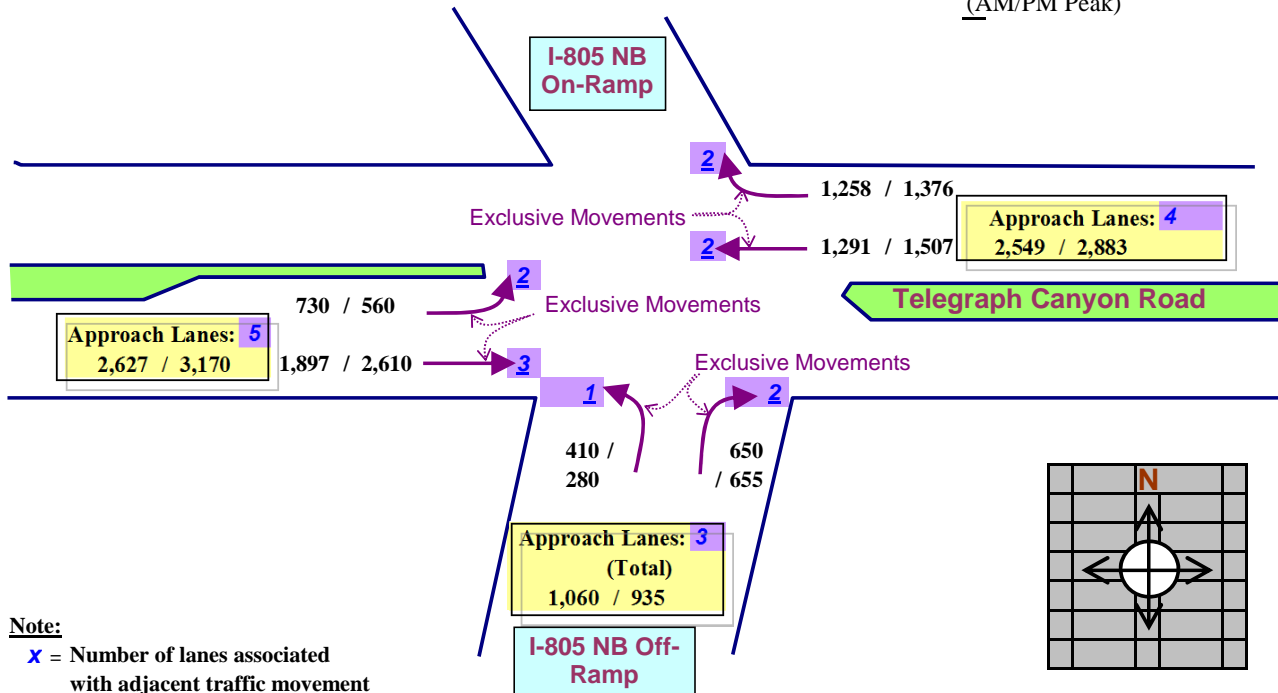
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OTAY RANCH VILLAGE 13

LOCATION: I-805 NB / TELEGRAPH CANYON RD. **Scenario:** 2030 Base+Project

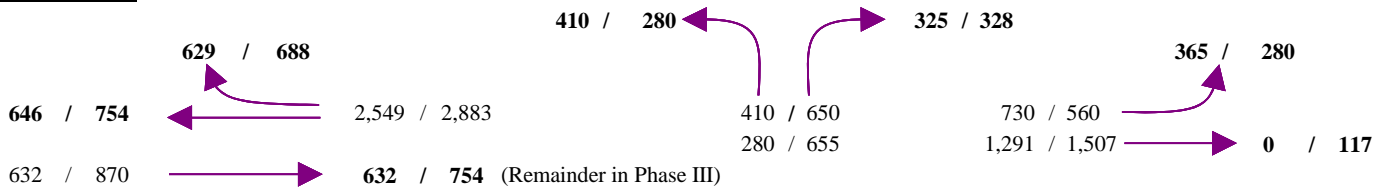
(AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:

646	/	754
632	/	754

 ⇒

646	/	754
-----	---	-----

PHASE 2:

410	/	280
325	/	328

 ⇒

410	/	328
-----	---	-----

PHASE 3:

365	/	280
0	/	117

 ⇒

365	/	280
-----	---	-----

OPERATING LEVEL:

ILV/HR. = **1,421** in AM ⇒ ILV: BETWEEN 1,200 & 1,500
 and **1,361** in PM ⇒ Also BETWEEN 1,200 & 1,500

TOTAL = 1,421 / 1,361 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : AT CAPACITY (in AM)
& AT CAPACITY (in PM)

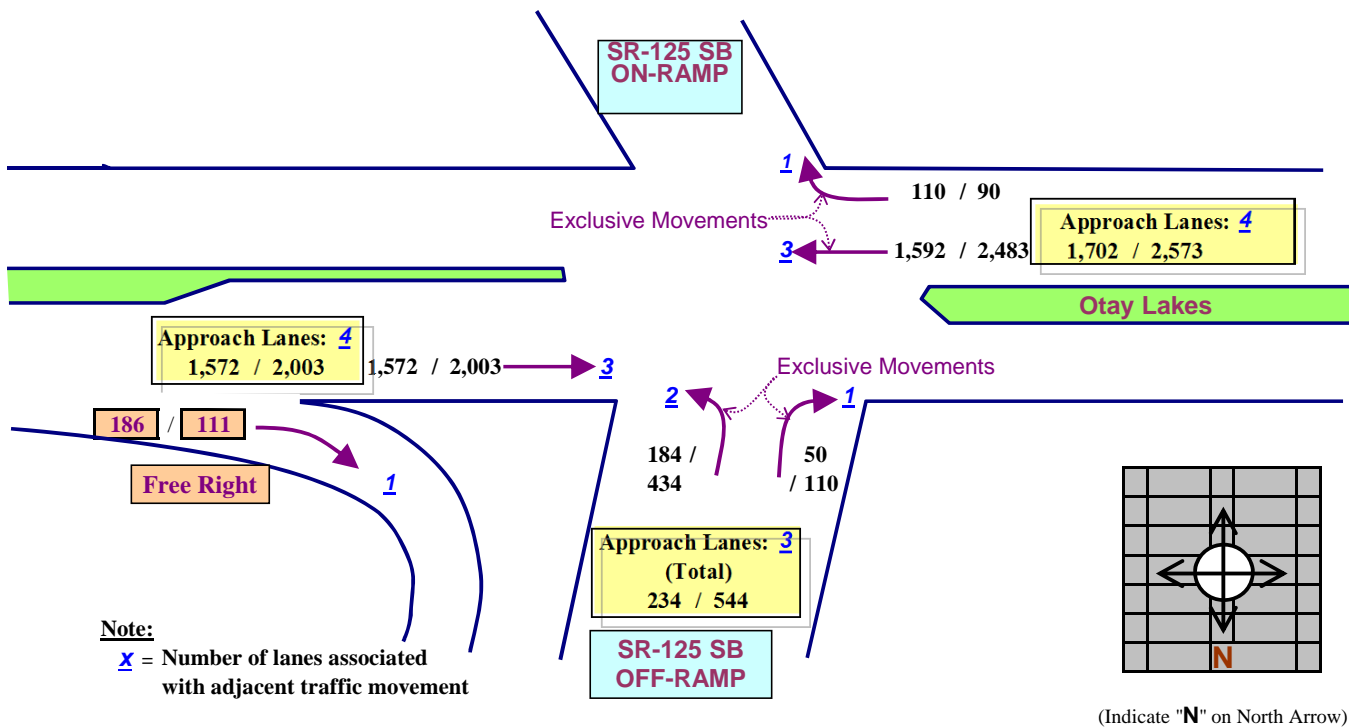
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

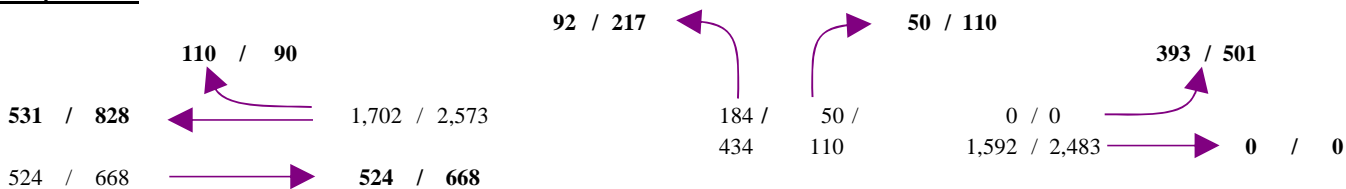
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** 2030 Base+Project
(AM/PM Peak)

LOCATION: SR-125 SB / Otay Lakes



ILV per Lane:



PHASE 1:	531 / 828	>>	531 / 828
	524 / 668		
PHASE 2:	92 / 217	>>	92 / 217
	50 / 110		
PHASE 3:	393 / 501	>>	393 / 501
	0 / 0		

OPERATING LEVEL:

ILV/HR. = **1,016** in AM ==> ILV: <1,200M
 and **1,545** in PM ==> ILV >1,500

TOTAL = 1,016 / 1,545 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& OVER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

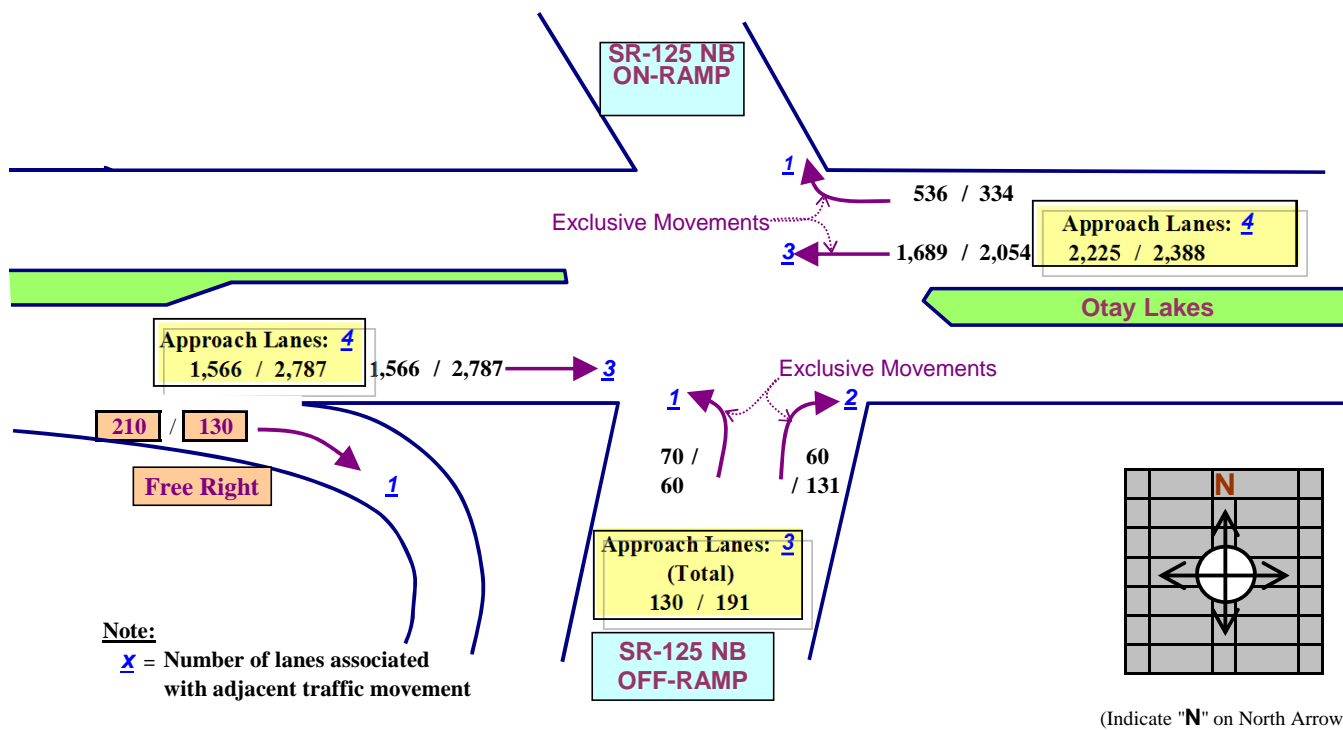
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

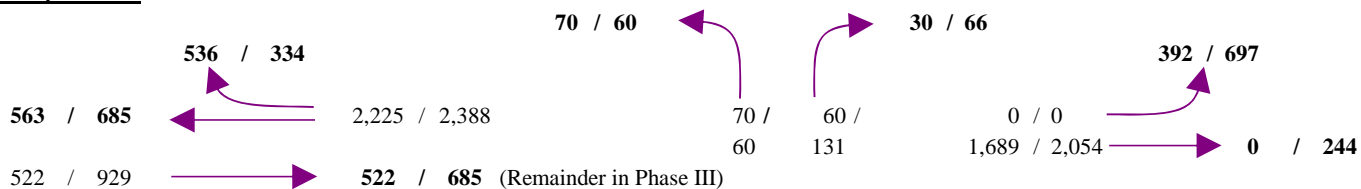
PROJECT: Otay Ranch Village 13 **Scenario:** 2030 Base+Project

(AM/PM Peak)

LOCATION: SR-125 NB / Otay Lakes



ILV per Lane:



PHASE 1:

563	/	685
522	/	685

 >> 563 / 685

PHASE 2:

70	/	60
30	/	66

 >> 70 / 66

PHASE 3:

392	/	697
0	/	244

 >> 392 / 697

OPERATING LEVEL:

ILV/HR. = **1,025** in AM ==> ILV: <1,200M
and **1,447** in PM ==> ILV BETWEEN 1,200 & 1,500

TOTAL = 1,025 / 1,447 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& AT CAPACITY (in PM)

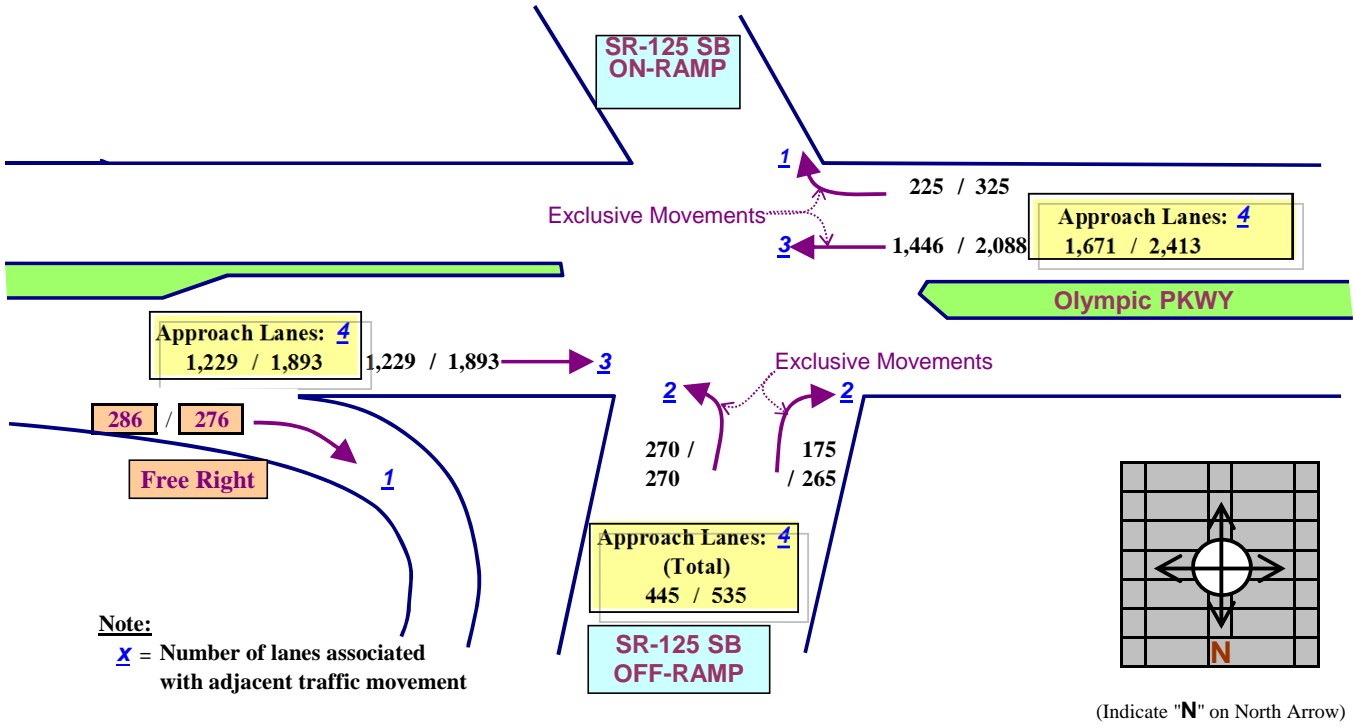
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

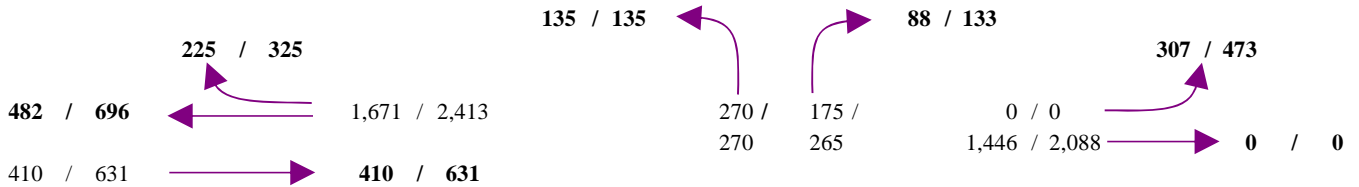
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** 2030 Base+Project
 (AM/PM Peak)

LOCATION: SR-125 SB / Olympic PKWY



ILV per Lane:



PHASE 1:	482 / 696	>>	482 / 696
	410 / 631		
PHASE 2:	135 / 135	>>	135 / 135
	88 / 133		
PHASE 3:	307 / 473	>>	307 / 473
	0 / 0		

OPERATING LEVEL:

ILV/HR. = **924** in AM ==> ILV: <1,200M
 and **1,304** in PM ==> ILV BETWEEN 1,200 & 1,500

TOTAL = 924 / 1,304 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
 & **AT CAPACITY (in PM)**

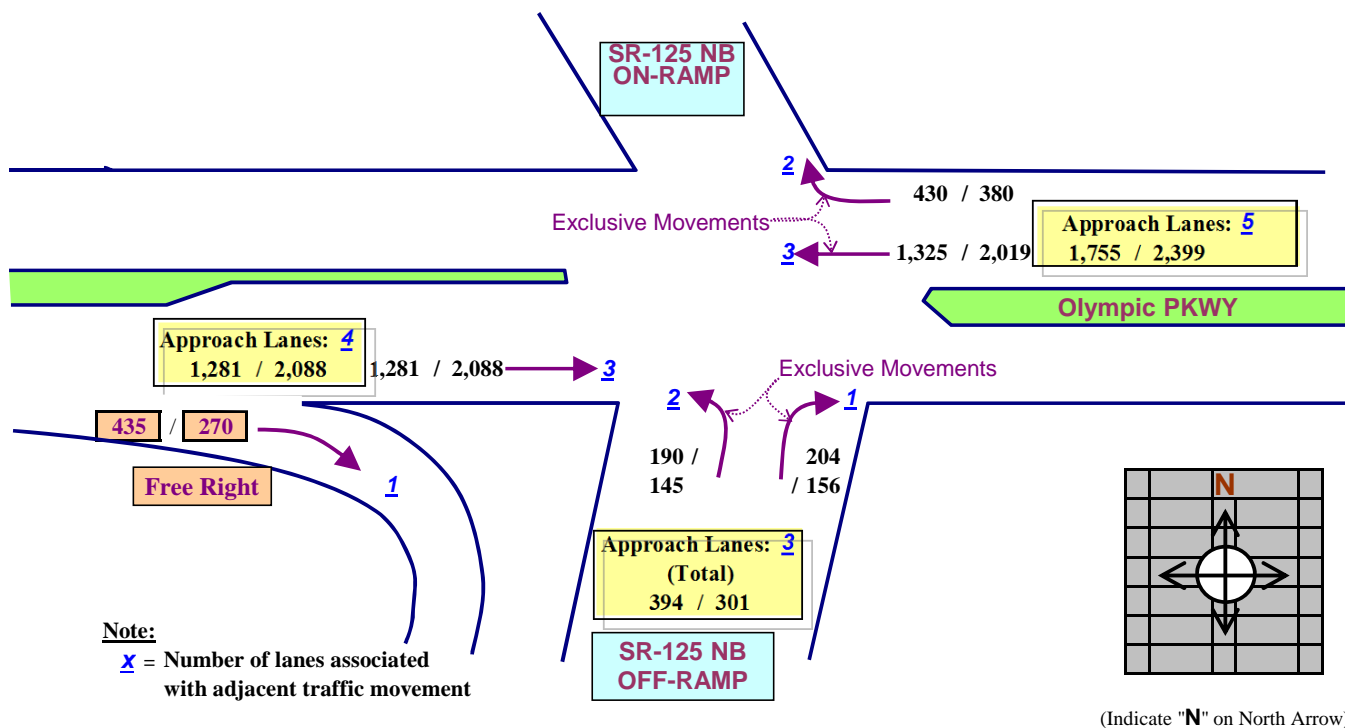
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

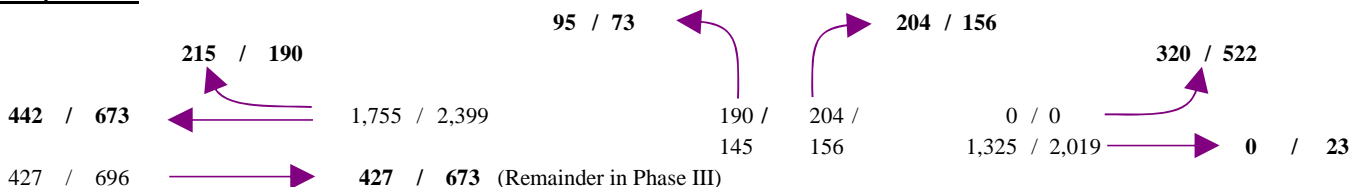
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** 2030 Base+Project
(AM/PM Peak)

LOCATION: SR-125 NB / Olympic PKWY



ILV per Lane:



PHASE 1:	442 / 673	>	442 / 673
	427 / 696	>	427 / 673
PHASE 2:	95 / 73	>	204 / 156
	204 / 156	>	204 / 156
PHASE 3:	320 / 522	>	320 / 522
	0 / 23	>	0 / 23

OPERATING LEVEL:

ILV/HR. = **966** in AM ==> ILV: <1,200M
 and **1,351** in PM ==> ILV BETWEEN 1,200 & 1,500

TOTAL = 966 / 1,351 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& AT CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

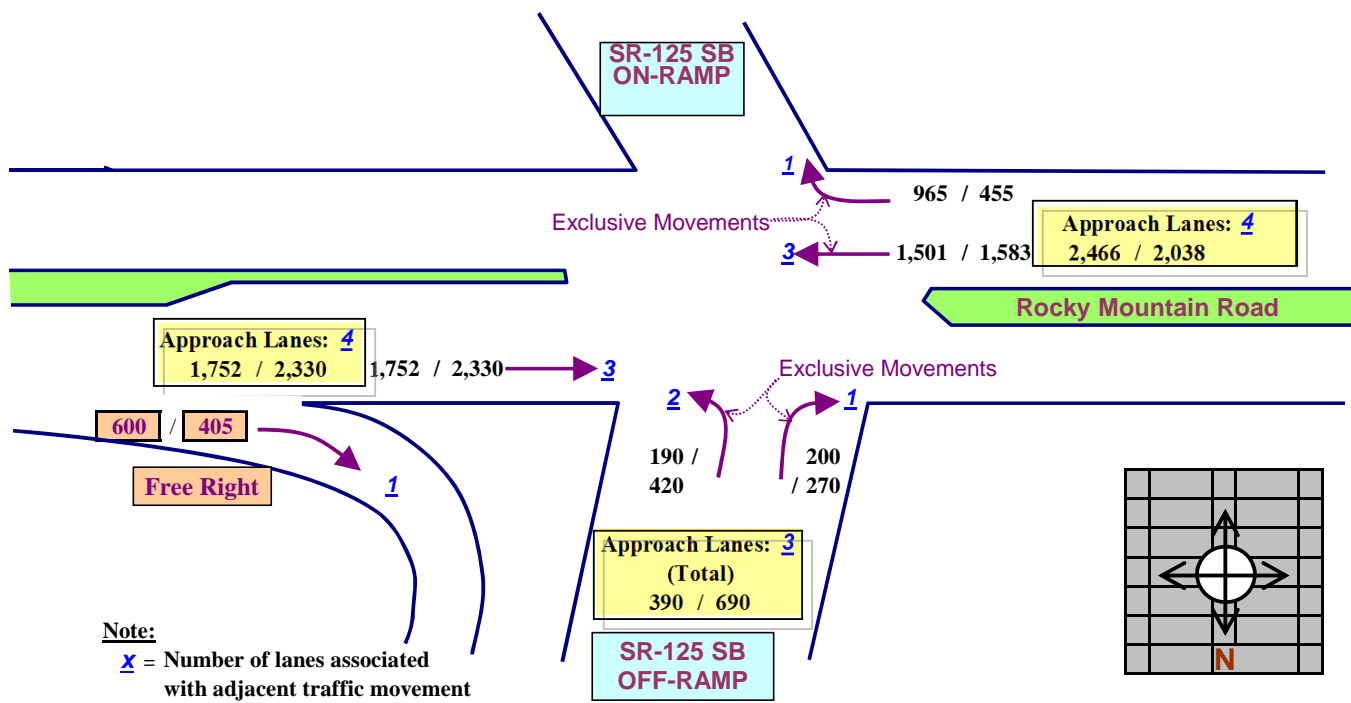
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

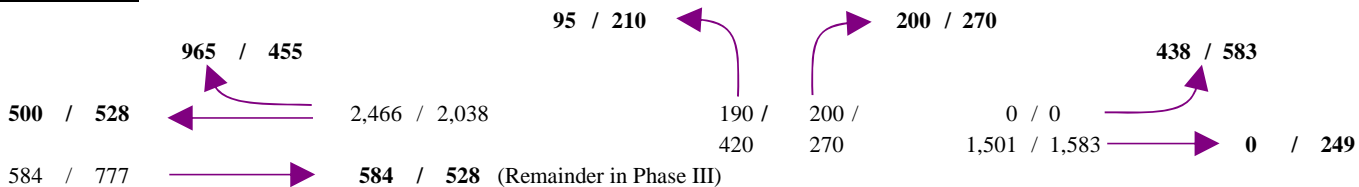
PROJECT: Otay Ranch Village 13 **Scenario:** 2030 Base+Project

(AM/PM Peak)

LOCATION: SR-125 SB / Rocky Mountain Road



ILV per Lane:



PHASE 1:

965 / 528
584 / 528

 ⇒

965 / 528

PHASE 2:

95 / 210
200 / 270

 ⇒

200 / 270

PHASE 3:

438 / 583
0 / 249

 ⇒

438 / 583

OPERATING LEVEL:

ILV/HR. = **1,603** in AM ⇒ ILV: >1,500
 and **1,380** in PM ⇒ ILV BETWEEN 1,200 & 1,500

TOTAL = 1,603 / 1,380 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : OVER CAPACITY (in AM)
& AT CAPACITY (in PM)

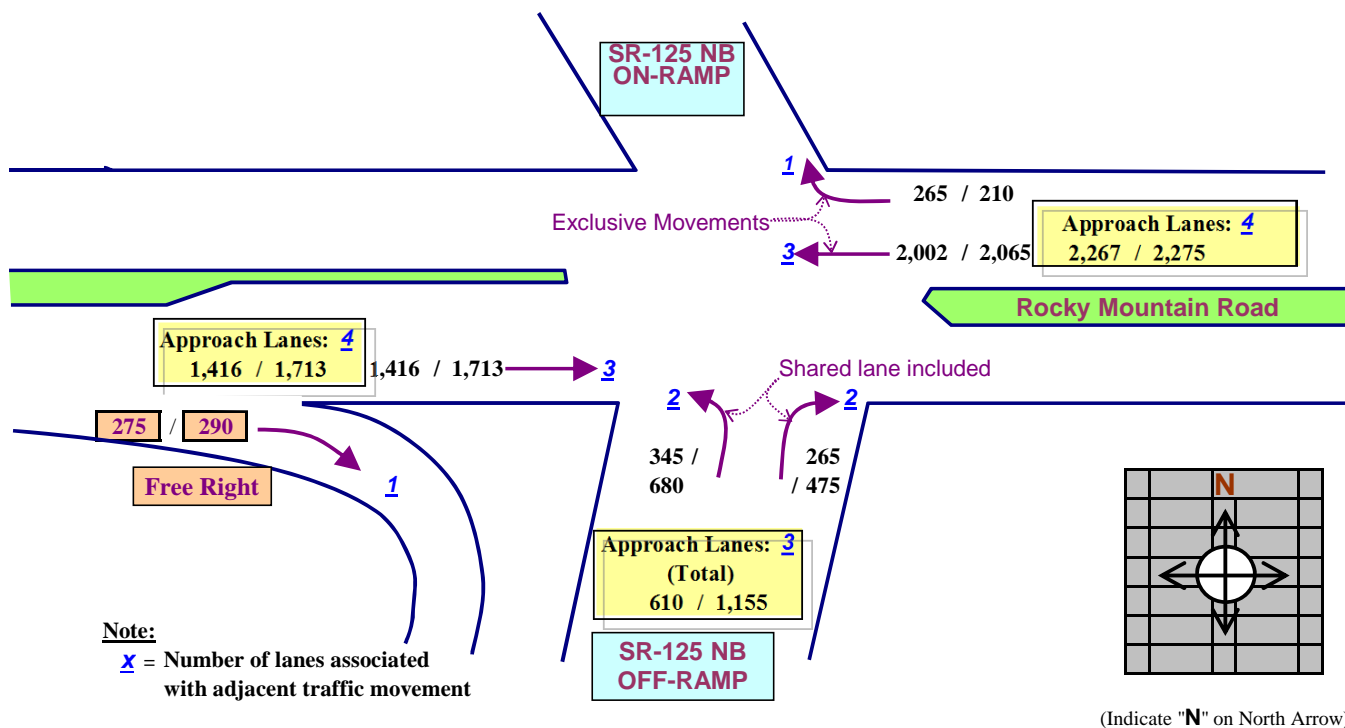
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

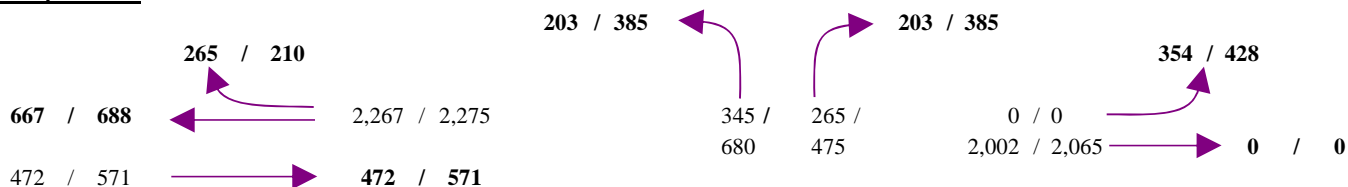
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** 2030 Base+Project
(AM/PM Peak)

LOCATION: SR-125 NB / Main Street



ILV per Lane:



PHASE 1:

667	/	688
472	/	571

 ⇒

667	/	688
-----	---	-----

PHASE 2:

203	/	385
203	/	385

 ⇒

203	/	385
-----	---	-----

PHASE 3:

354	/	428
0	/	0

 ⇒

354	/	428
-----	---	-----

OPERATING LEVEL:

ILV/HR. = **1,225** in AM ⇒ ILV: BETWEEN 1,200 & 1,500
 and **1,502** in PM ⇒ ILV >1,500

TOTAL = 1,225 / 1,502 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : AT CAPACITY (in AM)
 & OVER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

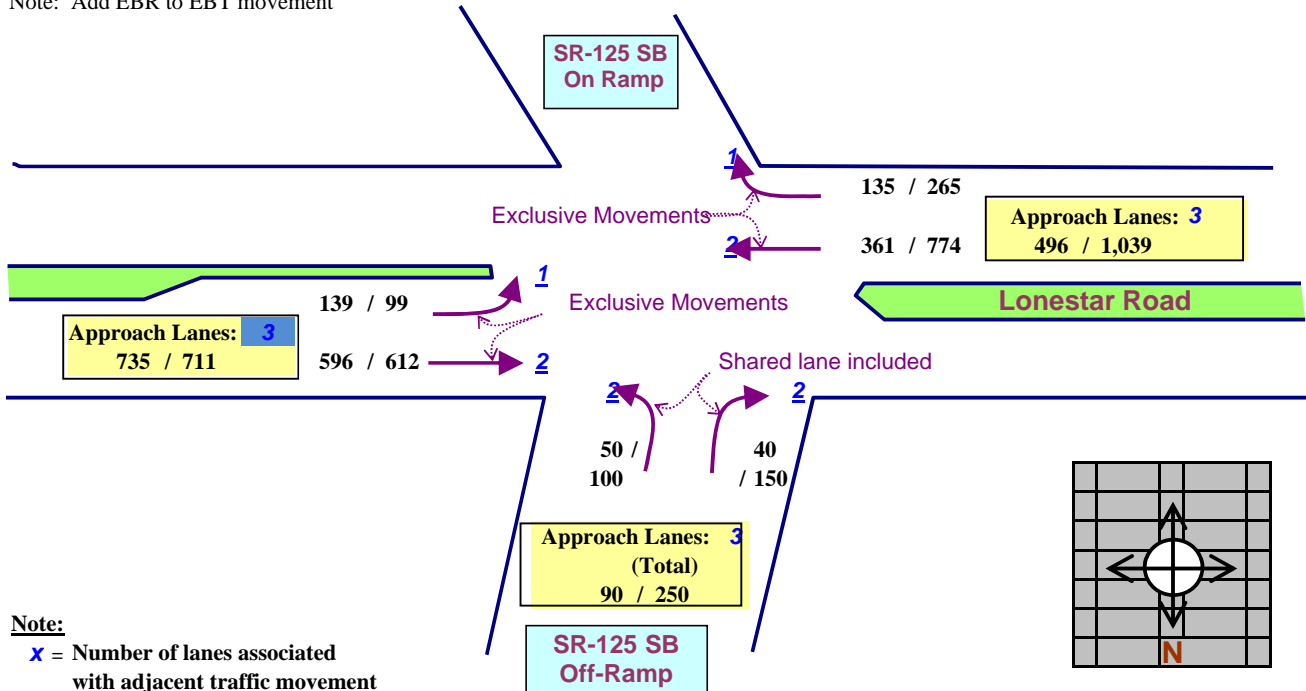
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: SR-125 SB Ramps / Otay Valley Road

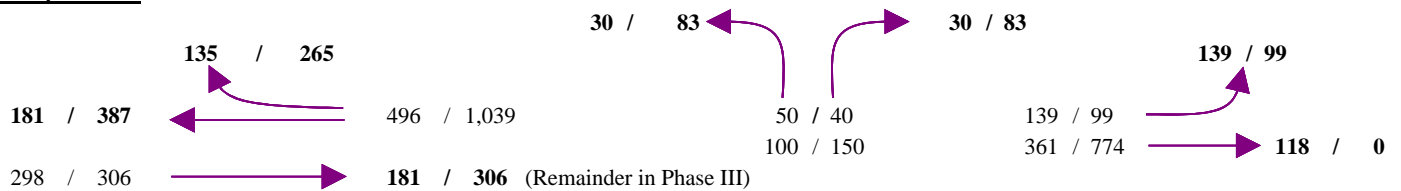
Scenario: 2030 Base+Project
(AM/PM Peak)

Note: Add EBR to EBT movement



Note:
x = Number of lanes associated with adjacent traffic movement

ILV per Lane:



PHASE 1:	181 / 387	181 / 306	⇒	181 / 387
PHASE 2:	30 / 83	30 / 83	⇒	30 / 83
PHASE 3:	139 / 99	118 / 0	⇒	139 / 99

OPERATING LEVEL:

ILV/HR. = 350 in AM ==> ILV: <1,200M
and 569 in PM ==> ILV <1,200

TOTAL = 350 / 569 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& **UNDER CAPACITY (in PM)**

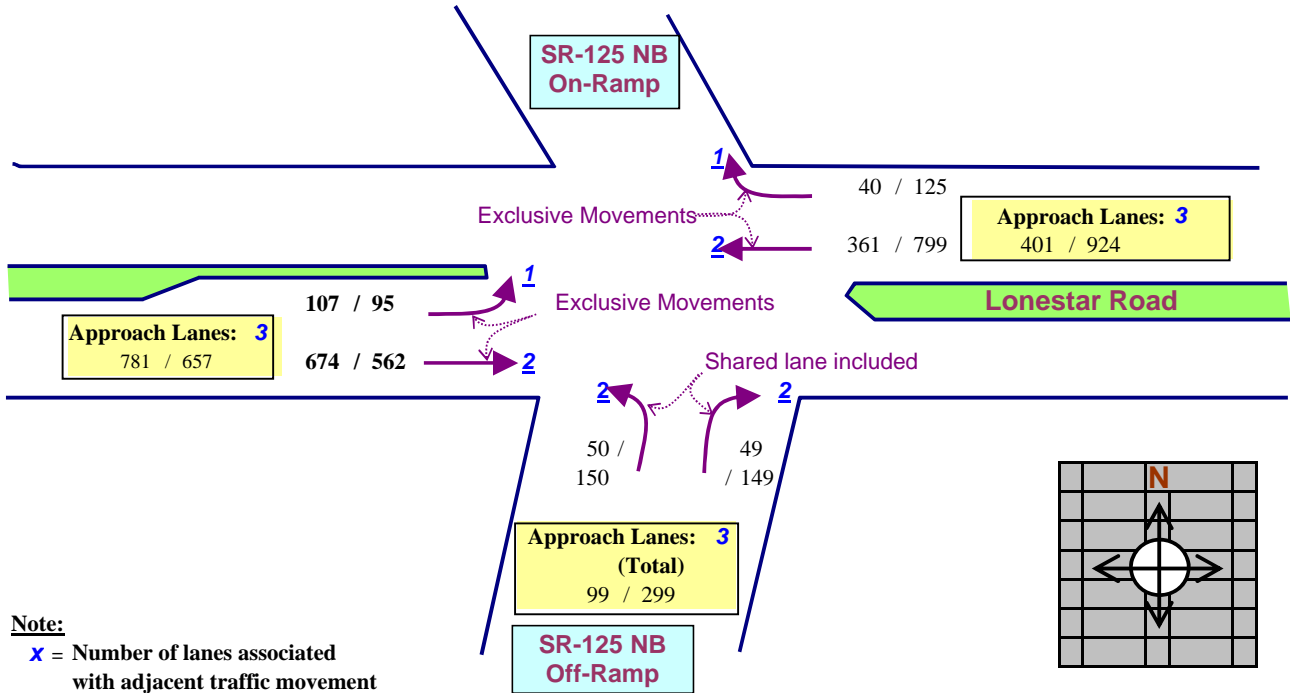
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: SR-125 NB Ramps / Otay Valley Road

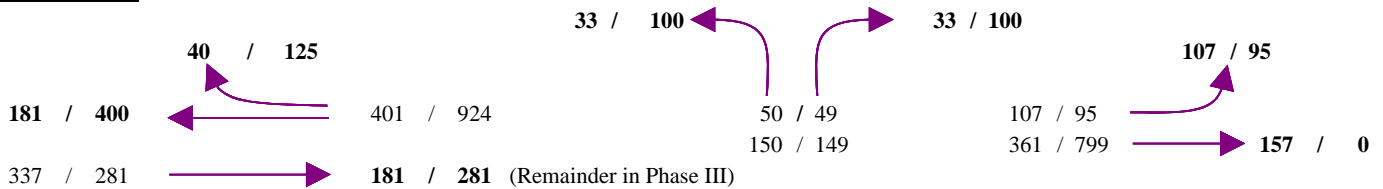
Scenario: 2030 Base+Project
(AM/PM Peak)



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:	181 / 400	181 / 281	⇒	181 / 400
PHASE 2:	33 / 100	33 / 100	⇒	33 / 100
PHASE 3:	107 / 95	157 / 0	⇒	157 / 95

OPERATING LEVEL:

ILV/HR. = **370** in AM ==> ILV: <1,200M
and **594** in PM ==> ILV <1,200

TOTAL = 370 / 594 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

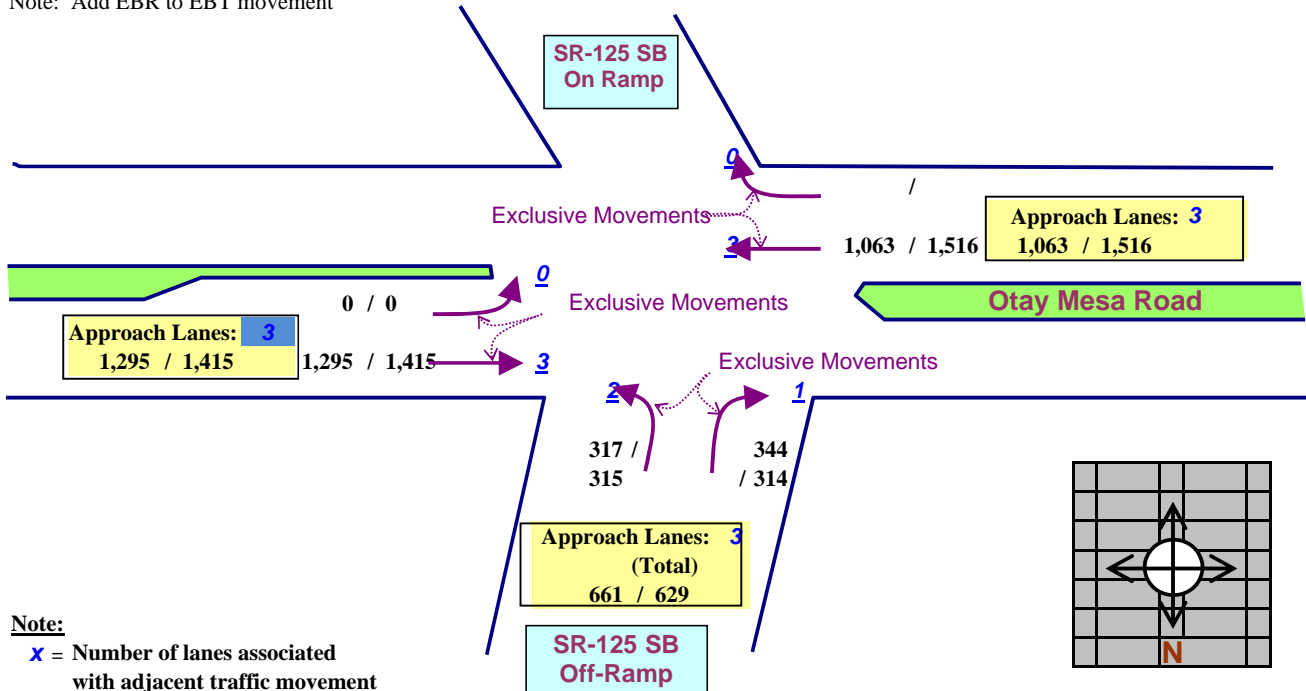
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: 58. SR-125 SB Ramps / Otay Mesa Road (City of SD)

Scenario: 2030 Base+Project
(AM/PM Peak)

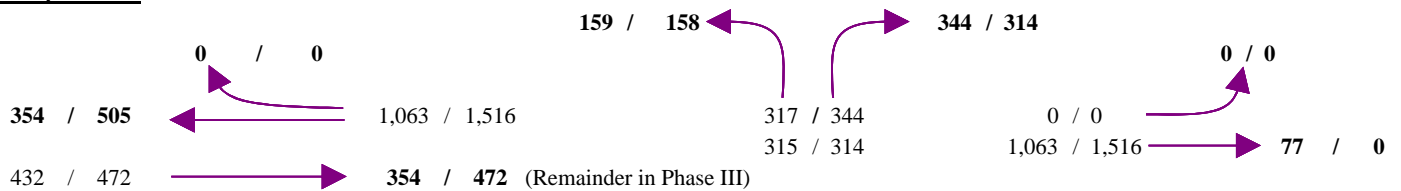
Note: Add EBR to EBT movement



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:	354 / 354	/	505 / 472	⇒	354 / 505
PHASE 2:	159 / 344	/	158 / 314	⇒	344 / 314
PHASE 3:	0 / 77	/	0 / 0	⇒	77 / 0

OPERATING LEVEL:

ILV/HR. = 776 in AM ==> ILV: <1,200M
and 819 in PM ==> ILV <1,200

TOTAL = 776 / 819 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

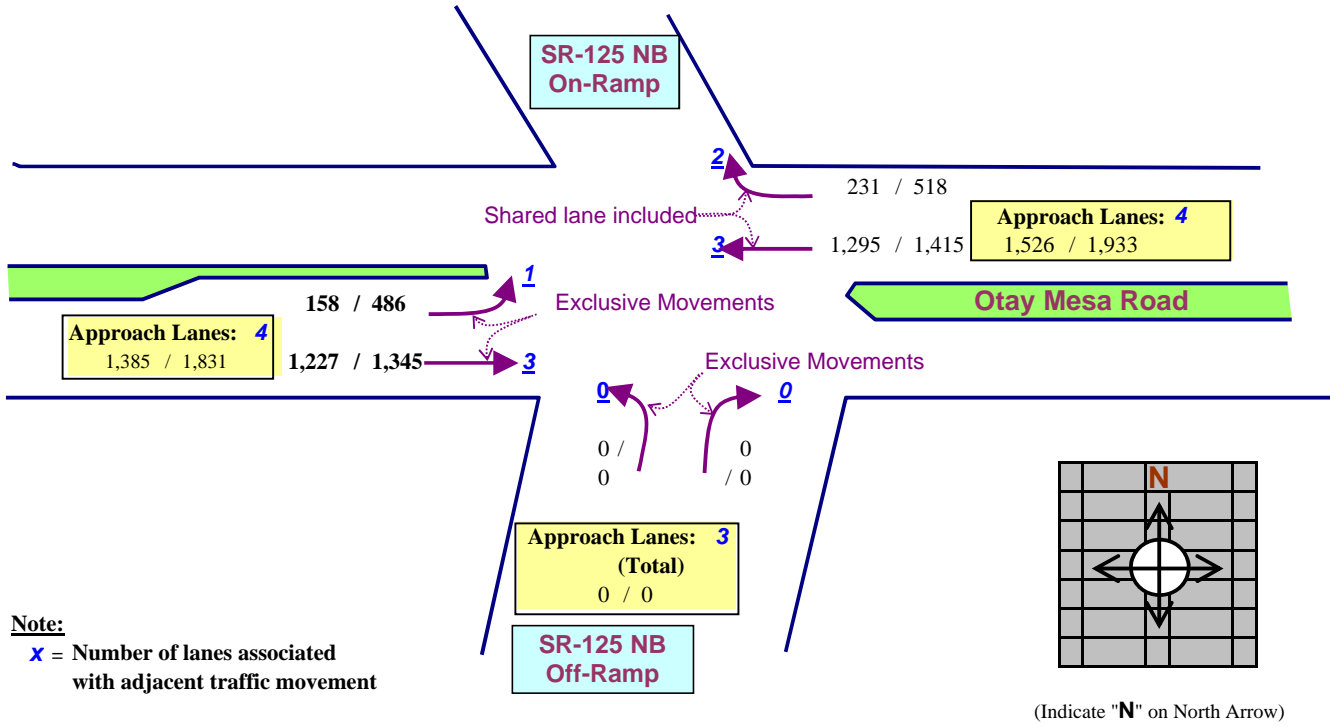
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

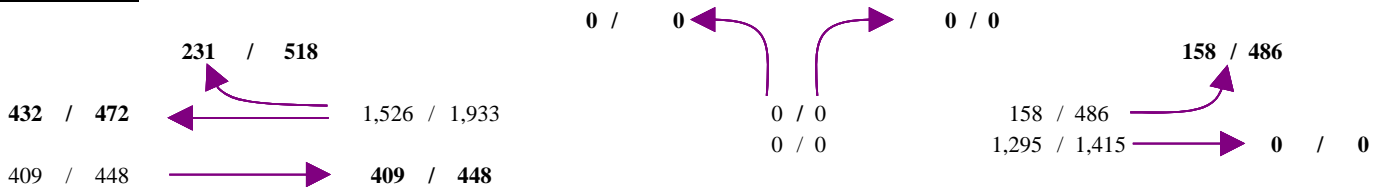
PROJECT: University Villages

LOCATION: 59. SR-125 NB Ramps / Otay Mesa Road (City of SD)

Scenario: 2030 Base+Project
(AM/PM Peak)



ILV per Lane:



PHASE 1:	432 / 409	518 / 448	⇒	432 / 518
PHASE 2:	0 / 0	0 / 0	⇒	0 / 0
PHASE 3:	158 / 0	486 / 0	⇒	158 / 486

OPERATING LEVEL:

ILV/HR. = **590** in AM ⇒ ILV: <1,200M
and **1,004** in PM ⇒ ILV <1,200

TOTAL = 590 / 1,004 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

Appendix AA

Implementation Trigger by Building Permit

Direct Impacts - PFFP

Existing Plus Project (Phase I) Conditions:

- Otay Lakes Road, between Wueste Road and the City of Chula Vista/County boundary (City of CV) –728th residential unit/equivalent dwelling unit (EDU).
 - Based on the project trip distribution shown on Figure 4-1A, the project trip distribution to this roadway segment is 89%
 - The roadway capacity (LOS E) is 9,400
 - The existing ADT is 2,927
 - $9,400 - 2,927 = 6,473$ ADT
 - $6,473 \text{ ADT} / 89\% = 7273$ ADT (from the project)
 - $7,273 \text{ ADT} / 10 \text{ trips per single family dwelling unit (SF)} = 727.3 \text{ SF}$
 - As shown above, this roadway segment capacity can accommodate an additional 727.3 residential unit or EDU. By the 728th EDU, the project would have a significant impact to this roadway segment.

- Otay Lakes Road, between the City of Chula Vista/County boundary and Project Driveway #1 (County) –the 896th residential unit / EDU
 - Based on the project trip distribution shown on Figure 4-1A, the project trip distribution to this roadway segment is 89%
 - The roadway capacity (LOS E) is 10,900
 - The existing ADT is 2,927
 - $10,900 - 2,927 = 7,973$ ADT
 - $7,973 \text{ ADT} / 89\% = 8,958$ ADT (from the project)
 - $8,958 \text{ ADT} / 10 \text{ trips per SF} = 895.8 \text{ SF}$
 - As shown above, this roadway segment capacity can accommodate an additional 895.8 residential unit or EDU. By the 896th EDU, the project would have a significant impact to this roadway segment.
 -

- Otay Lakes Road, between Project Driveway #1 and Driveway #2 (County) – 896th residential unit.
 - Based on the project trip distribution shown on Figure 4-1A, the project trip distribution to this roadway segment is 89%
 - The roadway capacity (LOS E) is 10,900
 - The existing ADT is 2,927
 - $10,900 - 2,927 = 7,973$ ADT
 - $7,973 \text{ ADT} / 89\% = 8,958$ ADT (from the project)
 - $8,958 \text{ ADT} / 10 \text{ trips per SF} = 895.8 \text{ SF}$
 - As shown above, this roadway segment capacity can accommodate an additional 895.8 residential unit or EDU. By the 896th EDU, the project would have a significant impact to this roadway segment.
 -

Existing Plus Project (Buildout) Conditions:

The proposed project would result in direct traffic related impact at one (1) intersection and two (2) roadway segments, under the Existing Plus Project (Buildout) conditions within the City of Chula Vista. The following improvements would be required to mitigate this impact:

- *Otay Lakes Road / Wueste Road* - Signalization by the 1,500th residential unit (EDU)
 - The peak hour intersection capacity shown in the following page was calculated using the 1,499 EDU and 1,500 EDU as the land use. As shown, the intersection of Otay Lakes Road / Wueste Road operate at acceptable LOS D with 1499 EDU and at unacceptable LOS E with 1500 EDU.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour - 1499 EDU

Scenario Report

Scenario: Existing plus Project Buildout - PM

Command: Existing plus Project Buildout - PM

Volume: Existing - PM

Geometry: Existing

Impact Fee: Default Impact Fee

Trip Generation: Project PM

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: Default Configuration

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

 Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
20 Wueste Rd / O	4	0	45	0	0	0	0	92	8	8	63	0

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

 Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L --	T --	R	L --	T --	R	L --	T --	R	L --	T --	R
20 Wueste Rd / O	4	0	215	0	0	0	0	753	8	81	346	0

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	Base			Future			Change in
	LOS	Veh	C	LOS	Veh	C	
# 20 Wueste Rd / Otay Lakes Rd	A	9.1	0.053	D	34.4	0.652	+25.331 D/V

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Wueste Rd / Otay Lakes Rd

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: D[34.4]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1! 0 0 0 0 0 0 0 0 0 1 0 1 0 0

-----|-----|-----|-----|

Volume Module:
Base Vol: 4 0 45 0 0 0 0 92 8 8 63 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 4 0 45 0 0 0 0 92 8 8 63 0
Added Vol: 0 0 170 0 0 0 0 661 0 73 283 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 4 0 215 0 0 0 0 753 8 81 346 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 4 0 238 0 0 0 0 835 9 90 384 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 4 0 238 0 0 0 0 835 9 90 384 0

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Critical Gap Module:
Critical Gp: 6.4 6.5 6.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx

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Capacity Module:
Cnflct Vol: 1402 1402 839 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 844 xxxxx xxxxx
Potent Cap.: 154 140 365 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 793 xxxxx xxxxx
Move Cap.: 141 124 365 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 793 xxxxx xxxxx
Volume/Cap: 0.03 0.00 0.65 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.11 xxxxx xxxxx

-----|-----|-----|-----|

Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.4 xxxxx xxxxx
Control Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.1 xxxxx xxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 355 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx 4.8 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel: xxxxx 34.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * D *
ApproachDel: 34.4 xxxxxxxx xxxxxxxx xxxxxxxx
ApproachLOS: D * * *

Note: Queue reported is the number of cars per lane.

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour - PFFP 1500 EDU

Scenario Report

Scenario:	Existing plus Project Buildout - PM
Command:	Existing plus Project Buildout - PM
Volume:	Existng - PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Project PM
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour - PFFP 1500 EDU

 Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound									
	L	--	T	--	R	L	--	T	--	R	L	--	T	--	R				
20 Wueste Rd / O	4		0		45	0		0		0	0	92		8		8	63		0

 Otay Ranch Village 13
 Existing Plus Project (Buildout) Conditions
 PM Peak Hour - PFFP 1500 EDU

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
20 Wueste Rd / O	4	0	216	0	0	0	0	756	8	81	349	0

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour - PFFP 1500 EDU

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Veh	C	LOS	Veh	C	
# 20 Wueste Rd / Otay Lakes Rd	A	9.1	0.053	E	35.0	0.658	+25.919 D/V

Otay Ranch Village 13
Existing Plus Project (Buildout) Conditions
PM Peak Hour - PFFP 1500 EDU

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #20 Wueste Rd / Otay Lakes Rd

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: E[35.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R

Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled			
Rights:	Include			Include			Include			Include			
Lanes:	0	0	1	0	0	0	0	0	1	0	1	0	0

-----|-----|-----|-----|

Volume Module:												
Base Vol:	4	0	45	0	0	0	0	92	8	8	63	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	45	0	0	0	0	92	8	8	63	0
Added Vol:	0	0	171	0	0	0	0	664	0	73	286	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	216	0	0	0	0	756	8	81	349	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	4	0	239	0	0	0	0	838	9	90	387	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	0	239	0	0	0	0	838	9	90	387	0

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Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx

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Capacity Module:												
Cnflct Vol:	1409	1409	843	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	847	xxxxx	xxxxx
Potent Cap.:	153	139	364	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	790	xxxxx	xxxxx
Move Cap.:	139	123	364	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	790	xxxxx	xxxxx
Volume/Cap:	0.03	0.00	0.66	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.11	xxxxx	xxxxx

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Level Of Service Module:												
2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx
Control Del:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	10.1	xxxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxxx	354	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
SharedQueue:	xxxxxx	4.9	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shrd ConDel:	xxxxxx	35.0	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shared LOS:	*	E	*	*	*	*	*	*	*	*	*	*
ApproachDel:	35.0			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:		E		*			*			*		

Note: Queue reported is the number of cars per lane.
