

Traffic Impact Analysis

Otay Ranch Resort Village Project (Village 13)



APPENDICES
MARCH 2015

Prepared for:

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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 signal 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)
Subtotal			16,191		1,518 (553-in / 965-out)		1,597 (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)
Subtotal			2,645		211 (63-in / 148-out)		264 (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)
Subtotal			6,120		345 (157-in / 188-out)		564 (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 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 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 2	WL 1	WT 2	WR 1	TOTAL
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 636	NT 1096	NR 90	SL 548	ST 1106	SR 375	EL 371	ET 909	ER 691	WL 229	WT 1551	WR 426	TOTAL 8028
APPROACH %'s :	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

CONTROL : Signalized

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 10	SB 159	EB 6	WB 16

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			TOTAL
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 2	WL 1	WT 2	WR 1	
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 758	NT 1091	NR 151	SL 849	ST 1460	SR 356	EL 297	ET 1490	ER 783	WL 181	WT 1125	WR 408	TOTAL 8949
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%	
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

CONTROL : Signalized

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 32	SB 80	EB 13	WB 33

ITM Peak Hour Summary

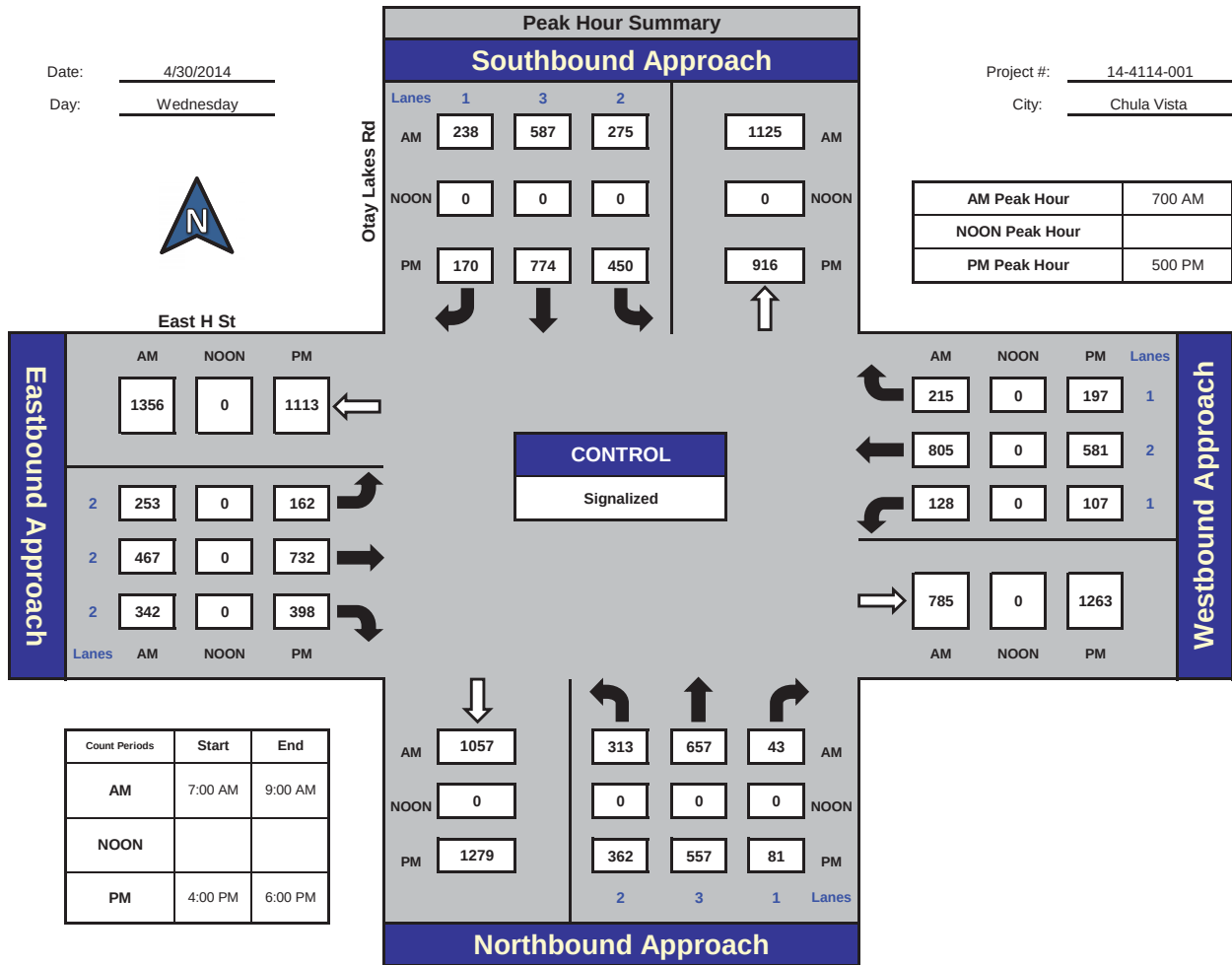
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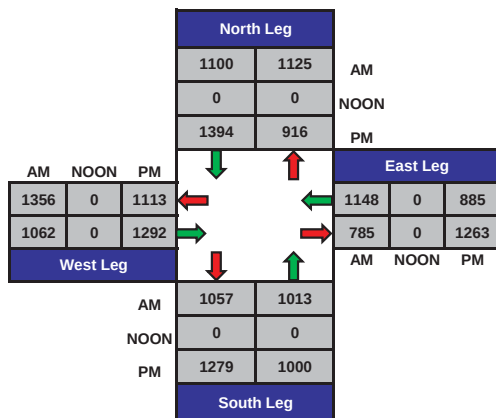
Otay Lakes Rd and East H St, Chula Vista

Date: 4/30/2014
Day: Wednesday

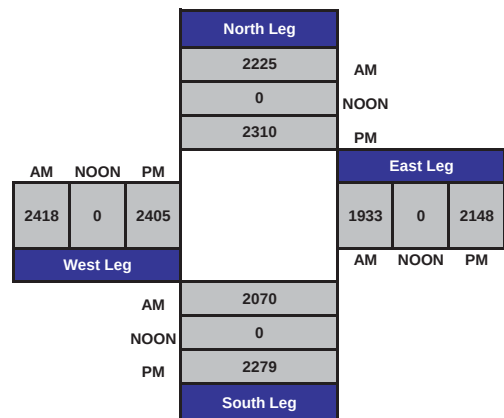
Project #: 14-4114-001
City: Chula Vista



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

AM													
NS/EW Streets:	Huente Parkway			Huente Parkway			Proctor Valley Rd			Proctor Valley Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 1	NR 1	SL 1	ST 2	SR 0	EL 1	ET 3	ER 1	WL 2	WT 3	WR 0	TOTAL
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 542	NT 45	NR 147	SL 8	ST 31	SR 145	EL 75	ET 646	ER 521	WL 178	WT 919	WR 6	TOTAL 3263
APPROACH %'s :	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

CONTROL : Signalized

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

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:	Huenteparkway			Huenteparkway			Proctor Valley Rd			Proctor Valley Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 1	NR 1	SL 1	ST 2	SR 0	EL 1	ET 3	ER 1	WL 2	WT 3	WR 0	TOTAL
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 227	NT 49	NR 106	SL 5	ST 65	SR 87	EL 130	ET 690	ER 429	WL 85	WT 481	WR 4	TOTAL 2358
APPROACH %'s :	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

CONTROL : Signalized

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 1	SB 1	EB 5	WB 2

ITM Peak Hour Summary

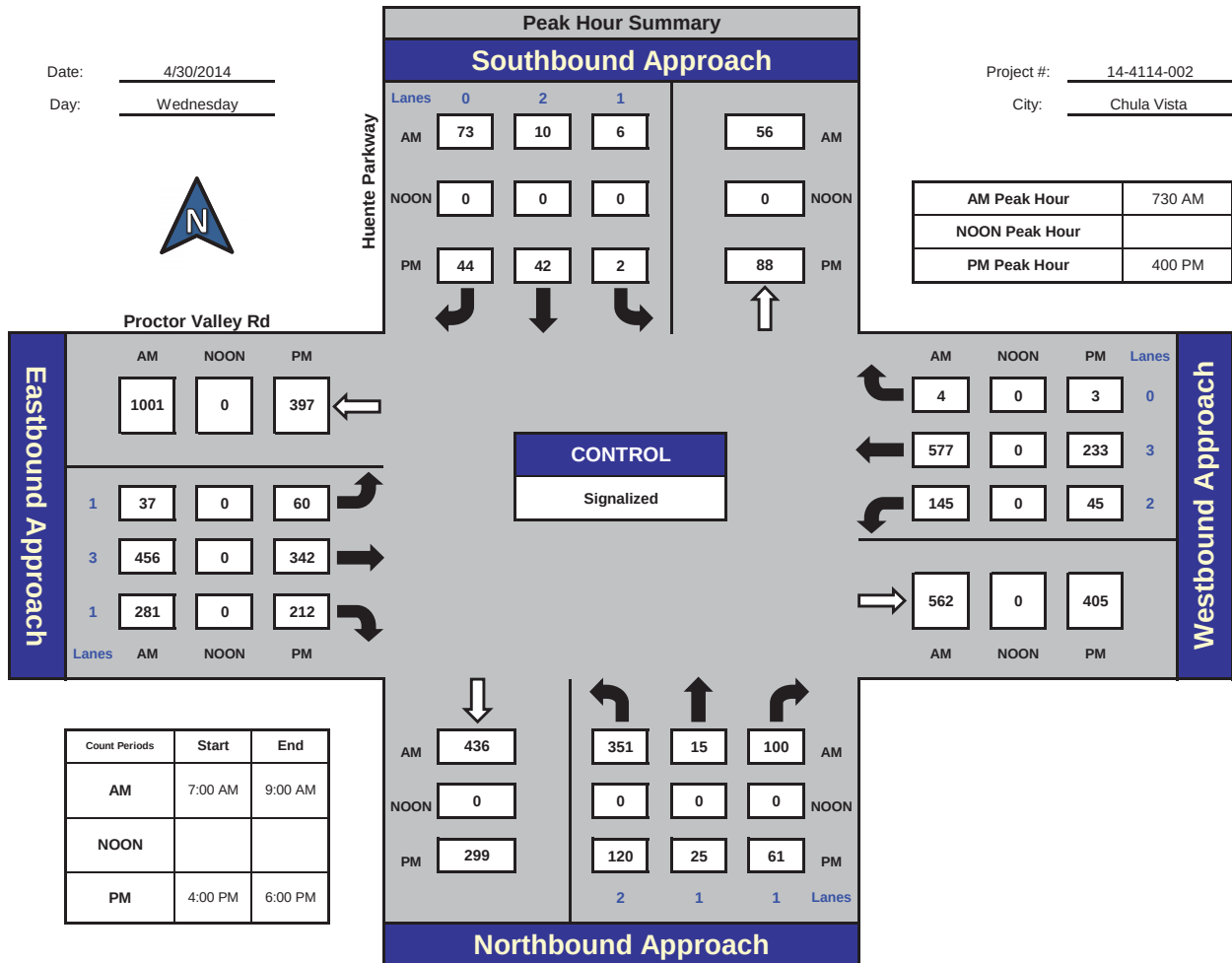
Prepared by:



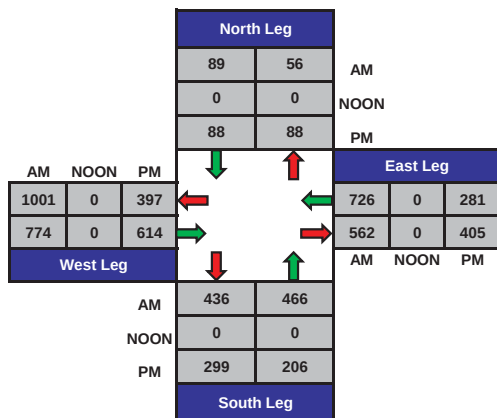
Huente Parkway and Proctor Valley Rd , Chula Vista

Date: 4/30/2014
Day: Wednesday

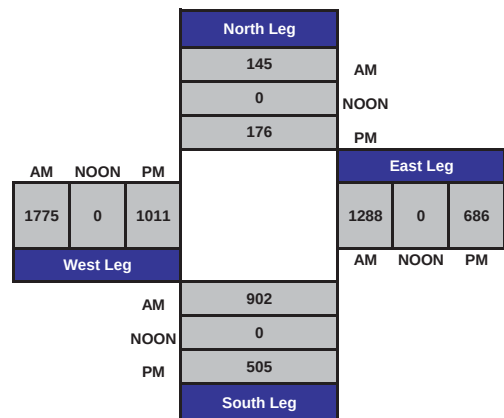
Project #: 14-4114-002
City: Chula Vista



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			TOTAL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	2	0	0	2	0	2	1	2	2	0	
7:00 AM			208					270	48	80	203		809
7:15 AM			223					297	59	113	206		898
7:30 AM			249					307	81	156	308		1101
7:45 AM			302					262	84	123	345		1116
8:00 AM			247					354	98	129	247		1075
8:15 AM			289					267	71	82	163		872
8:30 AM			221					308	51	95	202		877
8:45 AM			244					290	70	94	197		895
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

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		
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	2	0	0	2	0	2	1	2	2	0	
4:00 PM			384					307	67	144	207		1109
4:15 PM			403					306	60	140	193		1102
4:30 PM			431					346	51	109	233		1170
4:45 PM			404					285	52	106	241		1088
5:00 PM			410					344	55	119	189		1117
5:15 PM			409					290	59	109	238		1105
5:30 PM			418					352	62	130	178		1140
5:45 PM			431					267	51	104	206		1059
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

ITM Peak Hour Summary

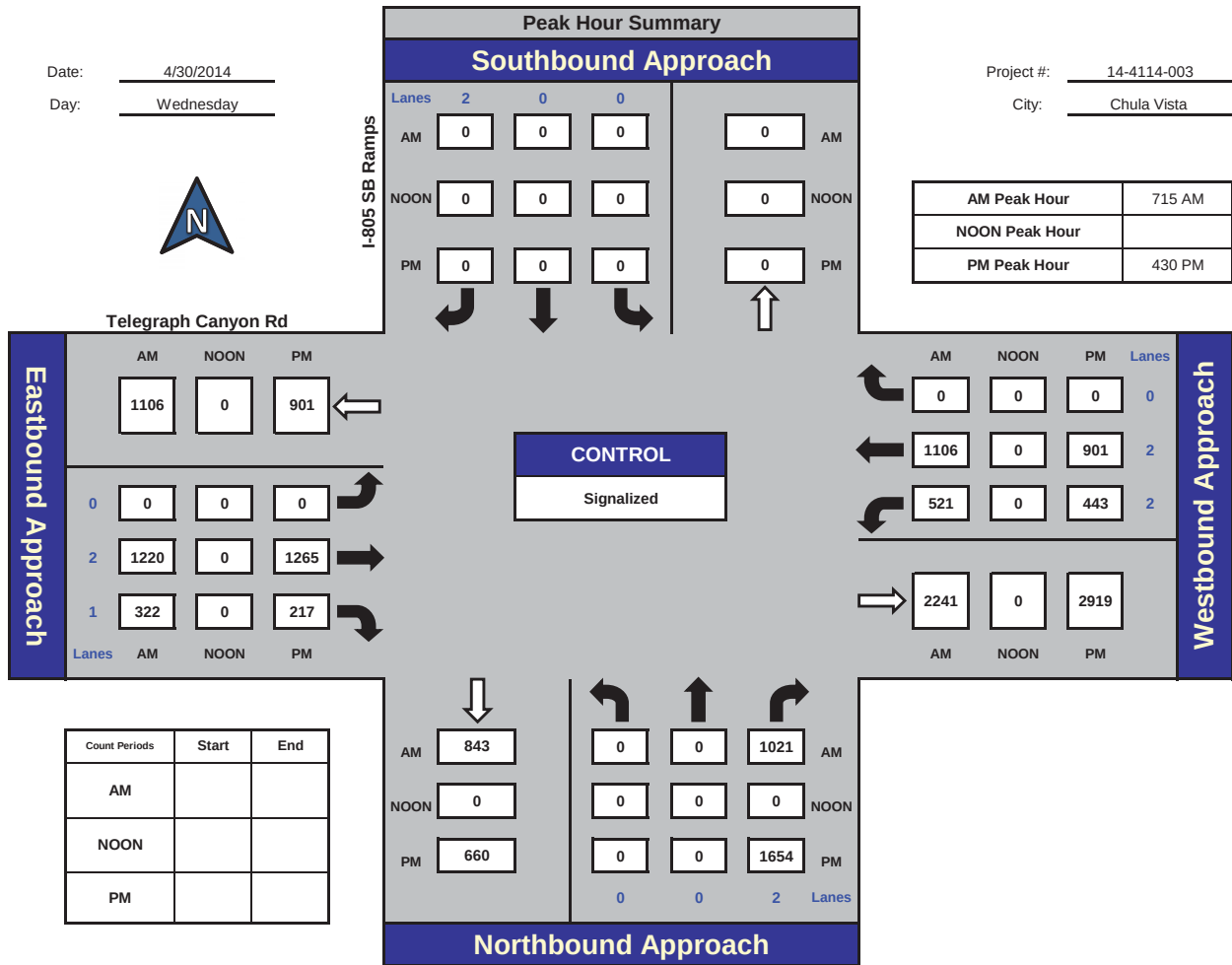
Prepared by:



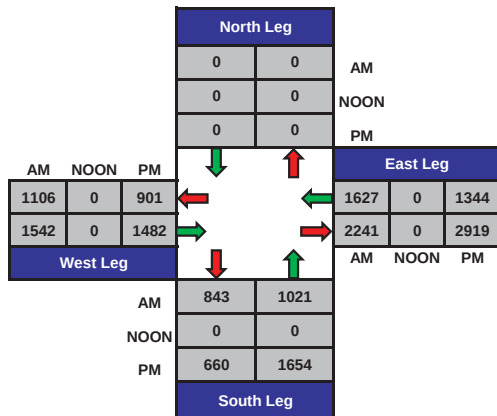
I-805 SB Ramps and Telegraph Canyon Rd , Chula Vista

Date: 4/30/2014
Day: Wednesday

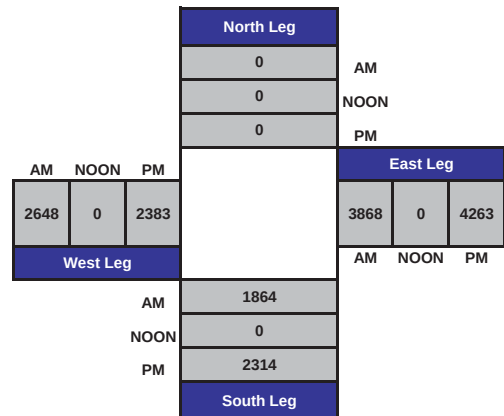
Project #: 14-4114-003
City: Chula Vista



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 0.5	NT 0.5	NR 2	SL 0	ST 0	SR 0	EL 2	ET 3	ER 0	WL 2	WT 0	WR 2	TOTAL
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 :		NL 487	NT 0	NR 1077	SL 0	ST 0	SR 0	EL 1329	ET 3040	ER 0	WL 0	WT 2234	WR 3205	TOTAL 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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

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 SB Ramps			Telegraph Canyon Rd			Telegraph Canyon Rd		
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
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 :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	477	4	1086	0	0	0	1059	4759	0	0	2189	2567	12141
	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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

ITM Peak Hour Summary

Prepared by:



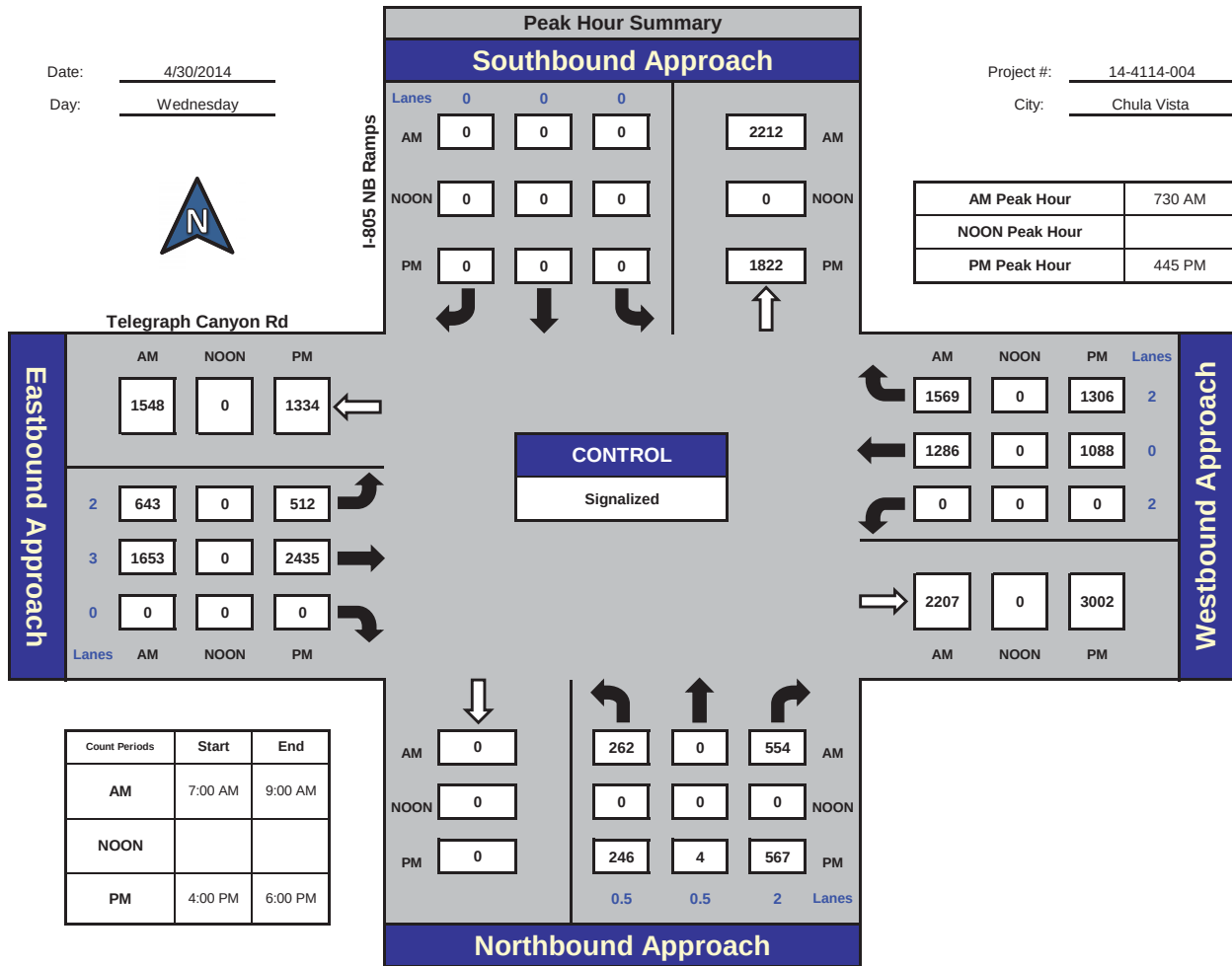
I-805 NB Ramps and Telegraph Canyon Rd , Chula Vista

Date: 4/30/2014

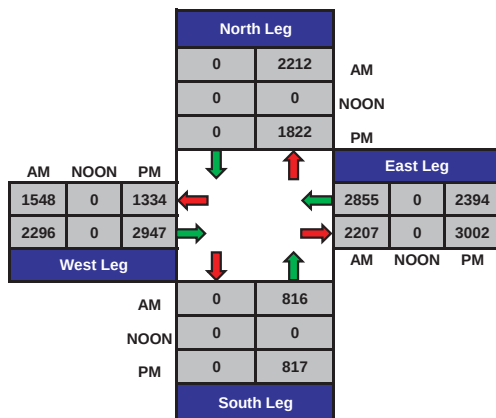
Day: Wednesday

Project #: 14-4114-004

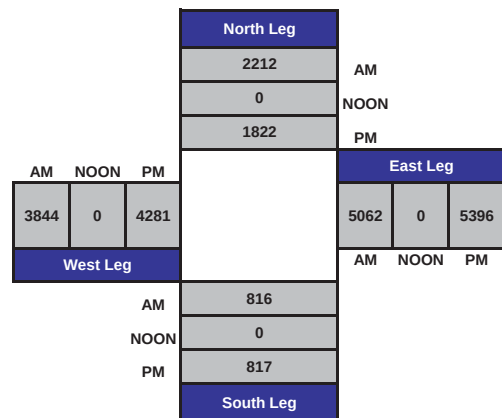
City: Chula Vista



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 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	
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 : APPROACH %'s :	NL 316 58.41%	NT 96 17.74%	NR 129 23.84%	SL 129 42.30%	ST 98 32.13%	SR 78 25.57%	EL 107 2.87%	ET 3450 92.42%	ER 176 4.71%	WL 75 1.63%	WT 4444 96.71%	WR 76 1.65%	TOTAL 9174	
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	

CONTROL : Signalized

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

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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
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 303	NT 112	NR 95	SL 292	ST 131	SR 137	EL 210	ET 4500	ER 284	WL 121	WT 3492	WR 144	TOTAL 9821
APPROACH %'s :	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

CONTROL : Signalized

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

ITM Peak Hour Summary

Prepared by:



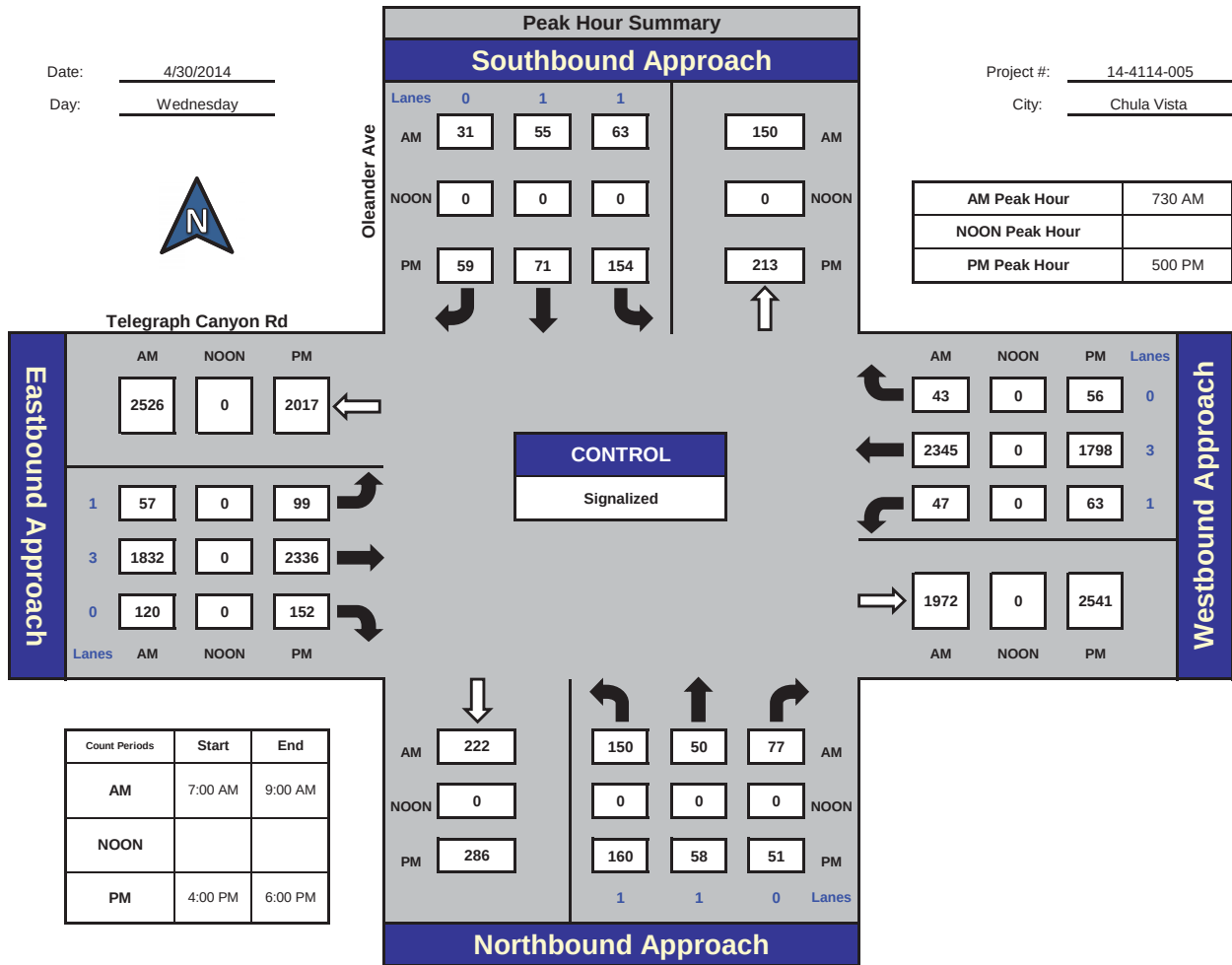
Oleander Ave and Telegraph Canyon Rd , Chula Vista

Date: 4/30/2014

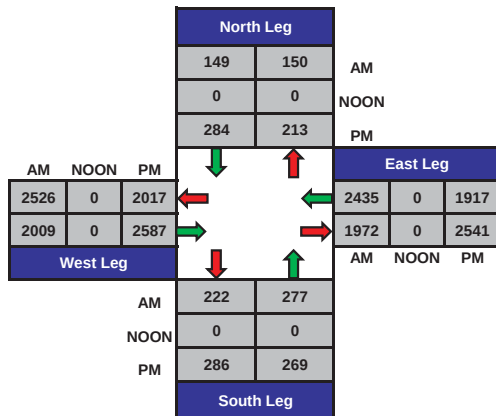
Day: Wednesday

Project #: 14-4114-005

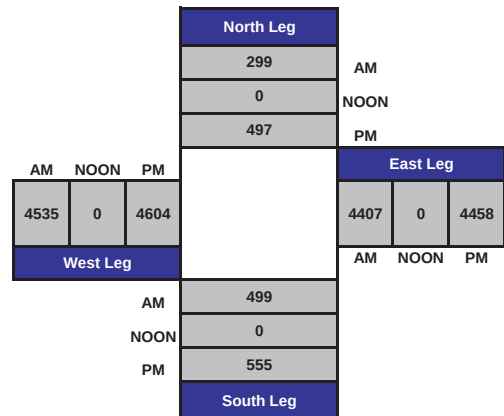
City: Chula Vista



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 0	NT 1	NR 0	SL 1.5	ST 0.5	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
7:00 AM	0		0	30	0	26	32	357	0	0	504	21	970
7:15 AM	0		0	23	0	19	29	425	1	0	548	29	1074
7:30 AM	0		0	24	0	29	37	489	0	2	666	23	1270
7:45 AM	0		0	25	0	27	41	461	0	0	656	41	1251
8:00 AM	0		1	22	0	21	35	410	0	0	524	18	1031
8:15 AM	0		0	27	1	28	28	460	0	0	493	29	1066
8:30 AM	1		1	31	0	34	40	433	1	0	530	38	1109
8:45 AM	0		0	32	0	27	31	384	1	0	482	28	985
TOTAL VOLUMES :	NL 1	NT 0	NR 2	SL 214	ST 1	SR 211	EL 273	ET 3419	ER 3	WL 2	WT 4403	WR 227	TOTAL 8756
APPROACH %'s :	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 :	715 AM												
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-006

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

NS/EW Streets:		PM												
		Paseo Del Rey			Paseo Del Rey			Telegraph Canyon Rd			Telegraph Canyon Rd			TOTAL
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 1.5	ST 0.5	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 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 : APPROACH %'s :	NL 4 30.77%	NT 5 38.46%	NR 4 30.77%	SL 298 52.10%	ST 5 0.87%	SR 269 47.03%	EL 298 6.06%	ET 4606 93.69%	ER 12 0.24%	WL 6 0.16%	WT 3463 94.93%	WR 179 4.91%	9149	
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	

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

ITM Peak Hour Summary

Prepared by:



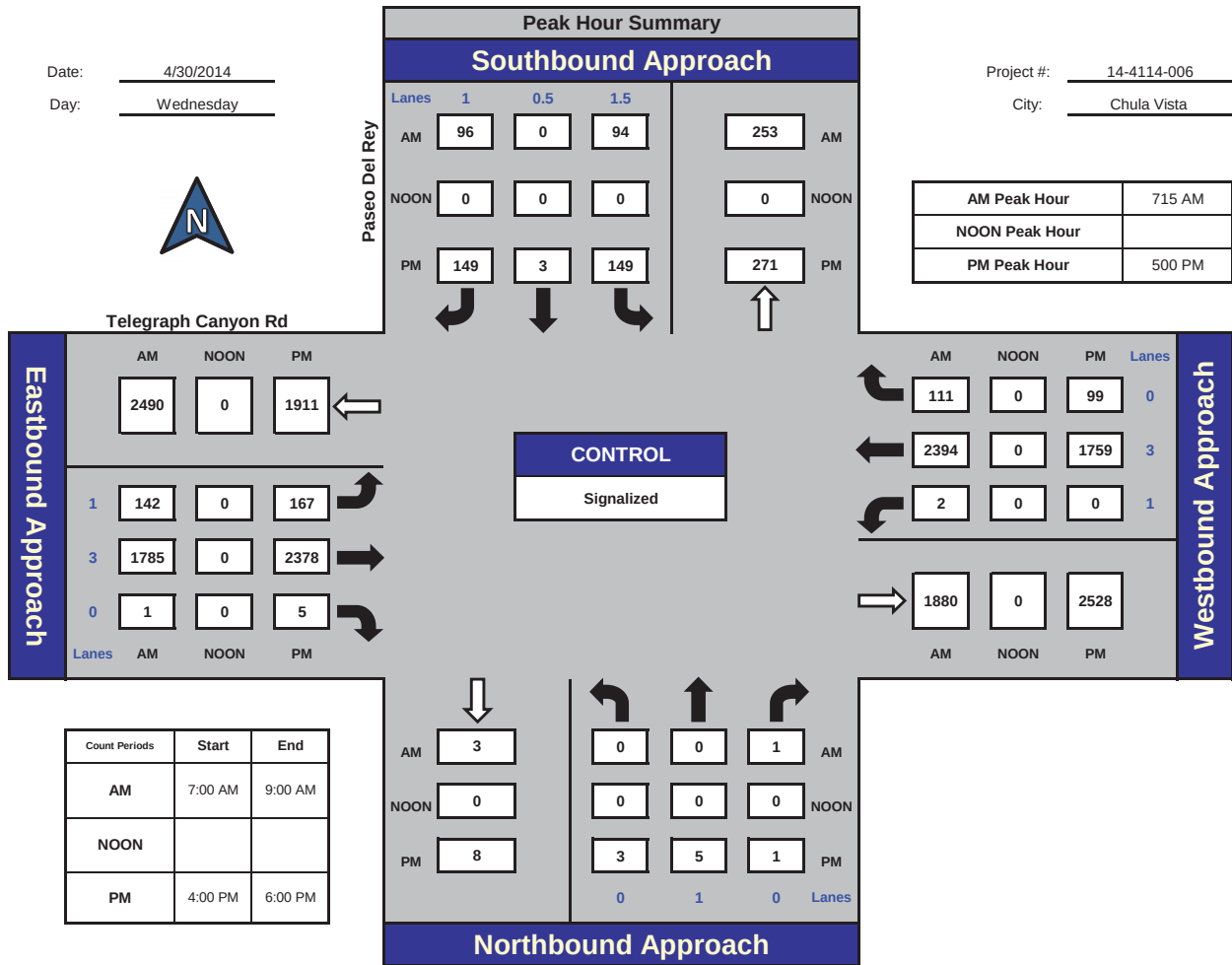
Paseo Del Rey and Telegraph Canyon Rd , Chula Vista

Date: 4/30/2014

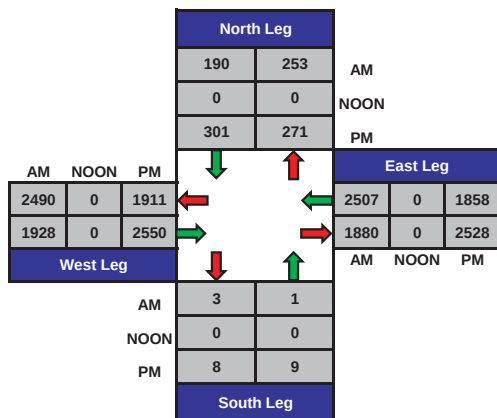
Day: Wednesday

Project #: 14-4114-006

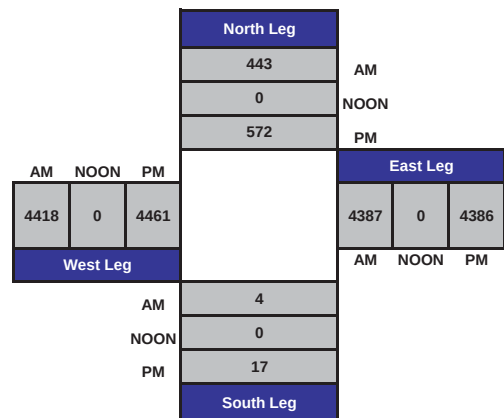
City: Chula Vista



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 2	NT 0	NR 1	SL 0	ST 0	SR 0	EL 0	ET 3	ER 1	WL 1	WT 3	WR 0	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 769	NT 0	NR 465	SL 0	ST 0	SR 0	EL 0	ET 2831	ER 821	WL 384	WT 3781	WR 0	TOTAL 9051
APPROACH %'s :	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 :	730 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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 0	NR 1	SL 0	ST 0	SR 0	EL 0	ET 3	ER 1	WL 1	WT 3	WR 0	TOTAL
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 :	NL 892	NT 0	NR 477	SL 0	ST 0	SR 0	EL 0	ET 4100	ER 851	WL 335	WT 2723	WR 0	TOTAL 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												
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

ITM Peak Hour Summary

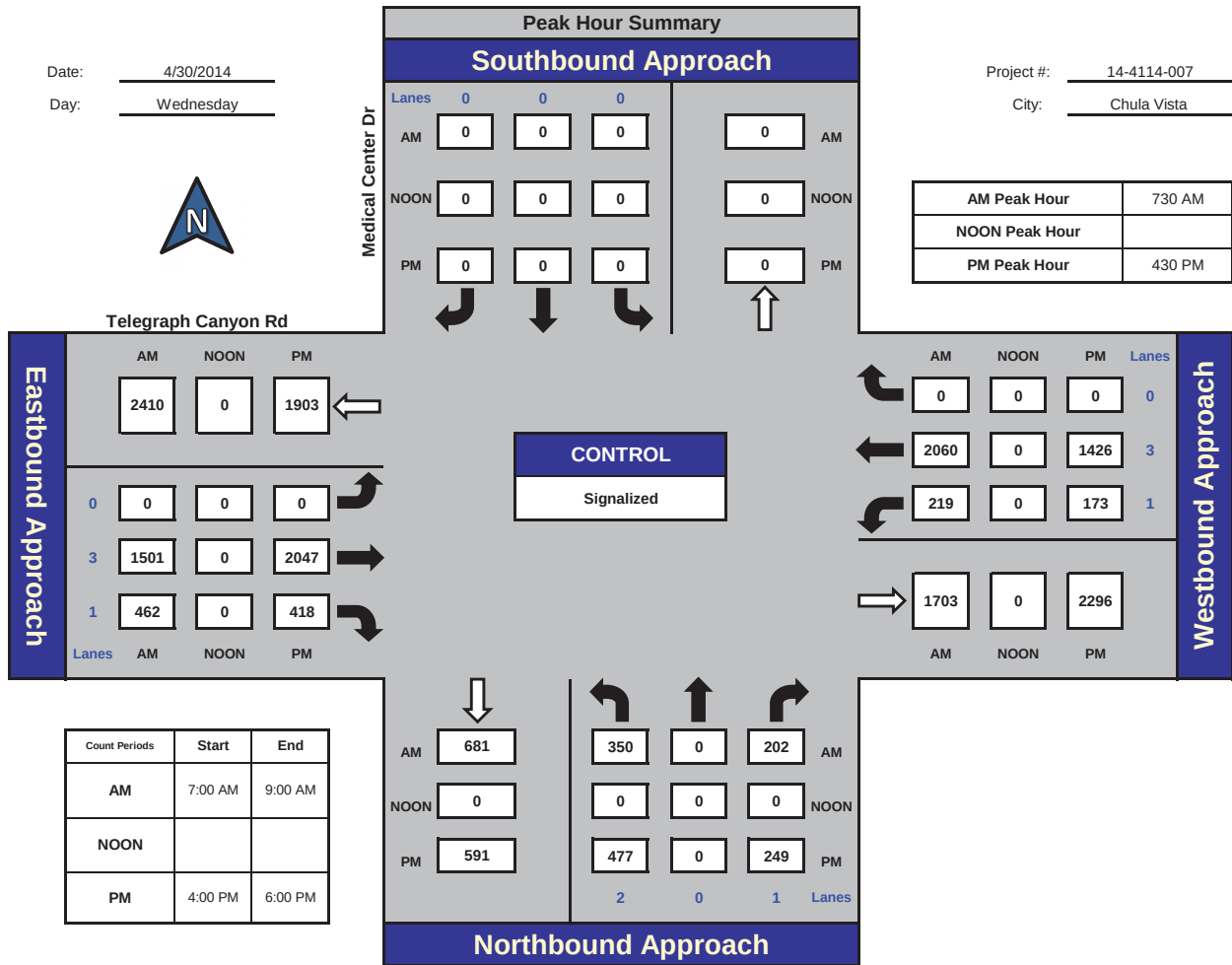
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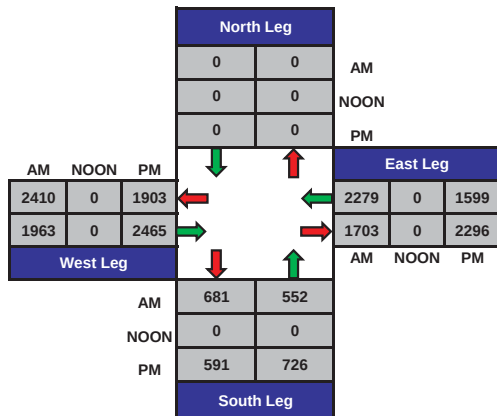
Medical Center Dr and Telegraph Canyon Rd , Chula Vista

Date: 4/30/2014
Day: Wednesday

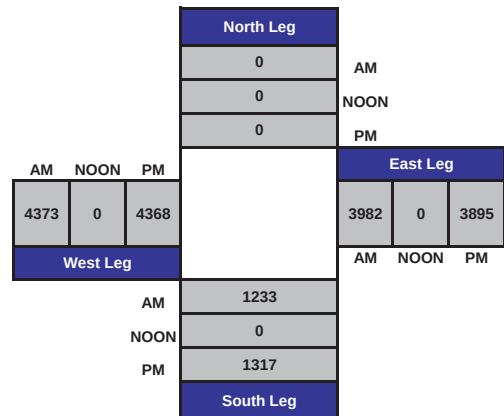
Project #: 14-4114-007
City: Chula Vista



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 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	
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 : APPROACH %'s :	507 58.82%	172 19.95%	183 21.23%	88 18.37%	106 22.13%	285 59.50%	143 4.39%	2941 90.21%	176 5.40%	115 3.23%	3368 94.50%	81 2.27%	8165	
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	

CONTROL : Signalized

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

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				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	
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 : APPROACH %'s :	NL 248 50.00%	NT 76 15.32%	NR 172 34.68%	SL 61 20.20%	ST 89 29.47%	SR 152 50.33%	EL 208 4.60%	ET 3755 83.13%	ER 554 12.26%	WL 164 5.77%	WT 2614 92.04%	WR 62 2.18%	TOTAL 8155	
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	

CONTROL : Signalized

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

ITM Peak Hour Summary

Prepared by:



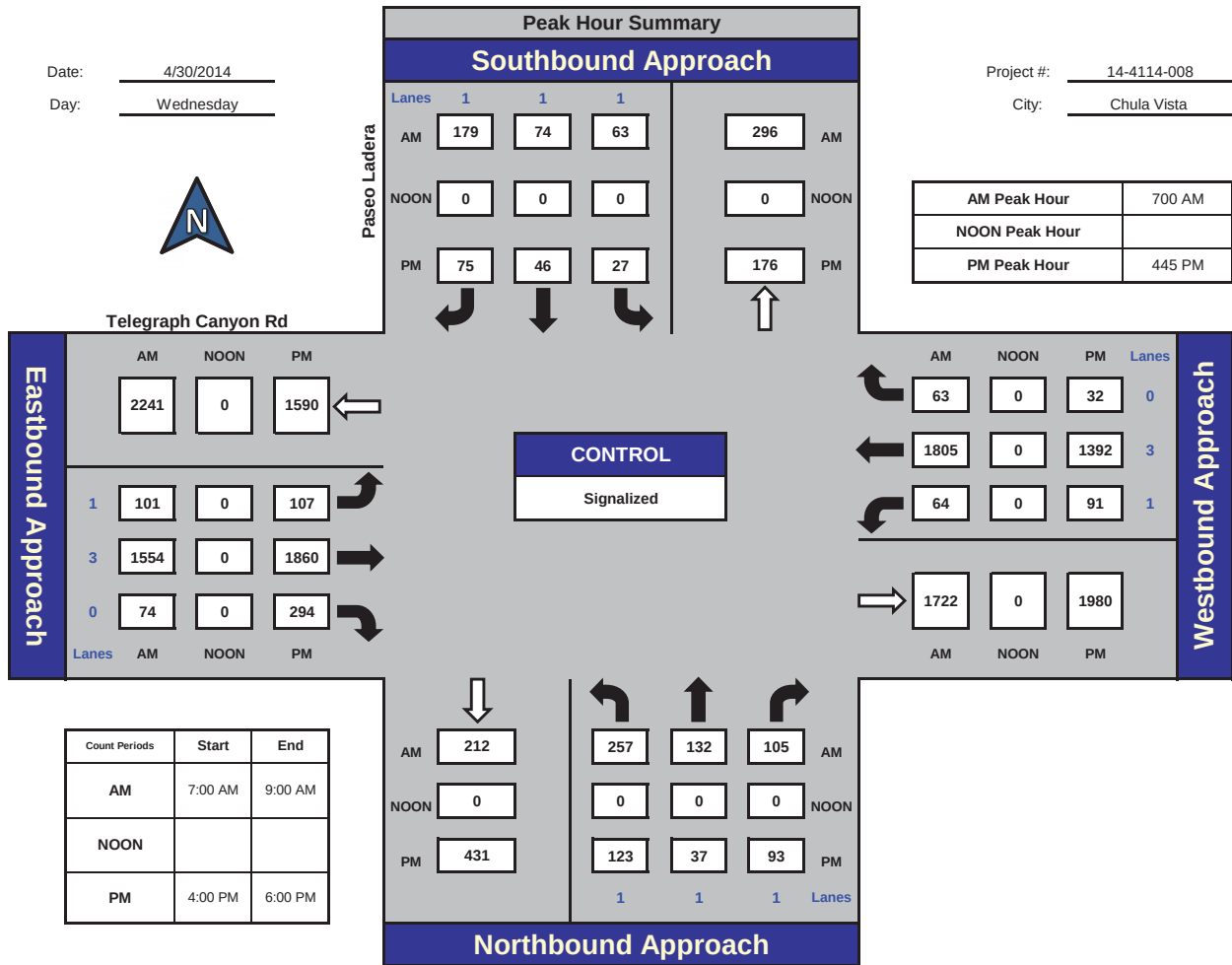
Paseo Ladera and Telegraph Canyon Rd , Chula Vista

Date: 4/30/2014

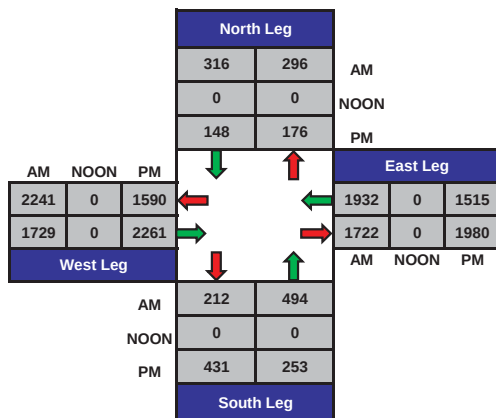
Day: Wednesday

Project #: 14-4114-008

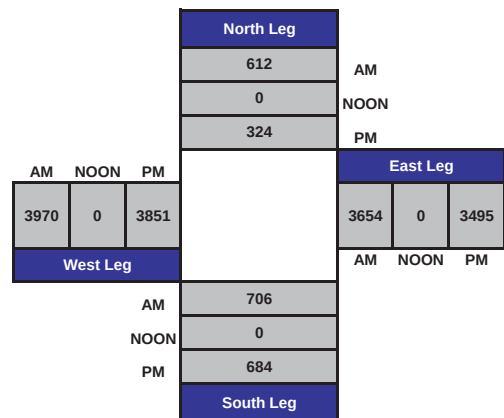
City: Chula Vista



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 Ranchero/Heritage Rd			Paseo Ranchero/Heritage Rd			Telegraph Canyon Rd			Telegraph Canyon Rd				
	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	TOTAL	
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 : APPROACH %'s :	NL 848 39.37%	NT 1050 48.75%	NR 256 11.88%	SL 270 19.22%	ST 803 57.15%	SR 332 23.63%	EL 334 10.51%	ET 2406 75.73%	ER 437 13.76%	WL 131 4.66%	WT 2350 83.60%	WR 330 11.74%	TOTAL 9547	
PEAK HR START TIME :	700 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	

CONTROL : Signalized

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	
NB 2	SB 1	EB 2	WB 0

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 Ranchero/Heritage Rd			Paseo Ranchero/Heritage Rd			Telegraph Canyon Rd			Telegraph Canyon Rd			
	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	TOTAL
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 494	NT 568	NR 243	SL 244	ST 661	SR 134	EL 261	ET 2772	ER 902	WL 247	WT 2192	WR 208	TOTAL 8926
APPROACH %'s :	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 :	445 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

CONTROL : Signalized

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 3	SB 0	EB 4	WB 3

ITM Peak Hour Summary

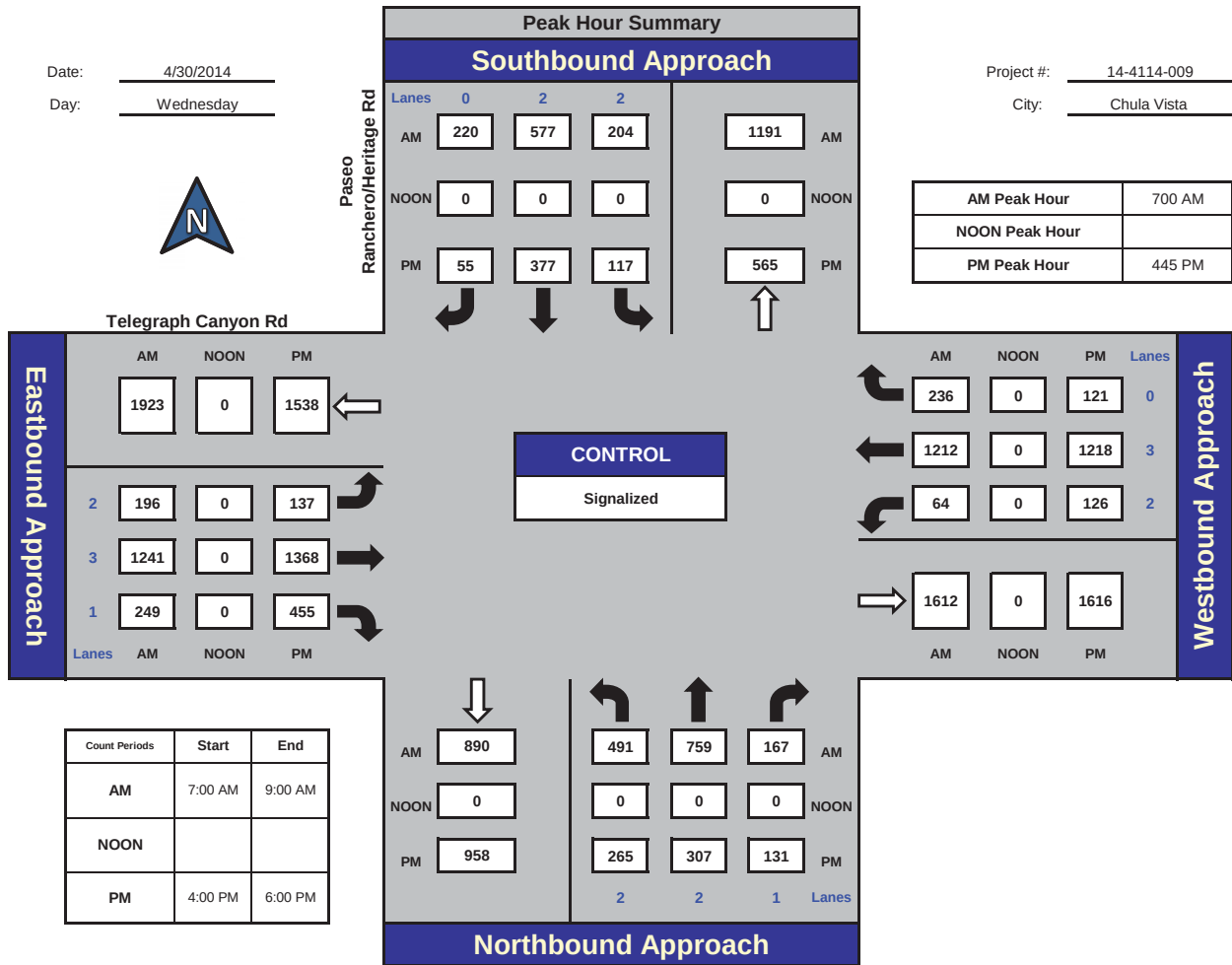
Prepared by:



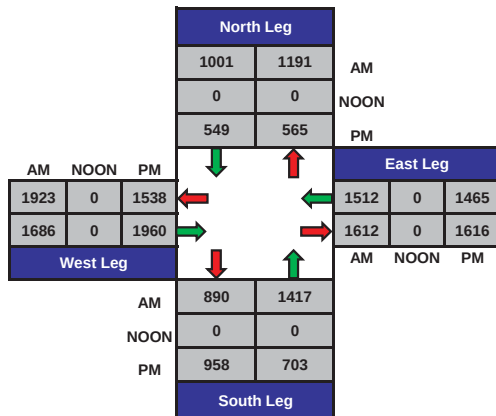
Paseo Ranchero/Heritage Rd and Telegraph Canyon Rd , Chula Vista

Date: 4/30/2014
Day: Wednesday

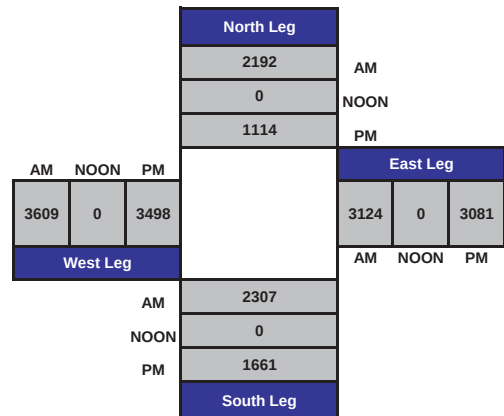
Project #: 14-4114-009
City: Chula Vista



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

NS/EW Streets:	AM												TOTAL	
	La Media Rd			La Media Rd			Telegraph Canyon Rd/Otay Lakes Rd			Telegraph Canyon Rd/Otay Lakes Rd				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
	NL 2	NT 2	NR 2	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1		
LANES:														
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 : APPROACH %'s :	NL 650 23.77%	NT 1404 51.35%	NR 680 24.87%	SL 305 24.11%	ST 678 53.60%	SR 282 22.29%	EL 702 24.52%	ET 1730 60.43%	ER 431 15.05%	WL 378 14.55%	WT 1716 66.05%	WR 504 19.40%	TOTAL 9460	
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	

CONTROL : Signalized

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 3	SB 1	EB 1	WB 2

Prepared by:
National Data & Surveying Services

National Data & Surveying Services

Date: 4/30/2014

WESTBOUND

NB 3	SB 2	EB 0	WB 2

CONTROL : Signalized

ITM Peak Hour Summary

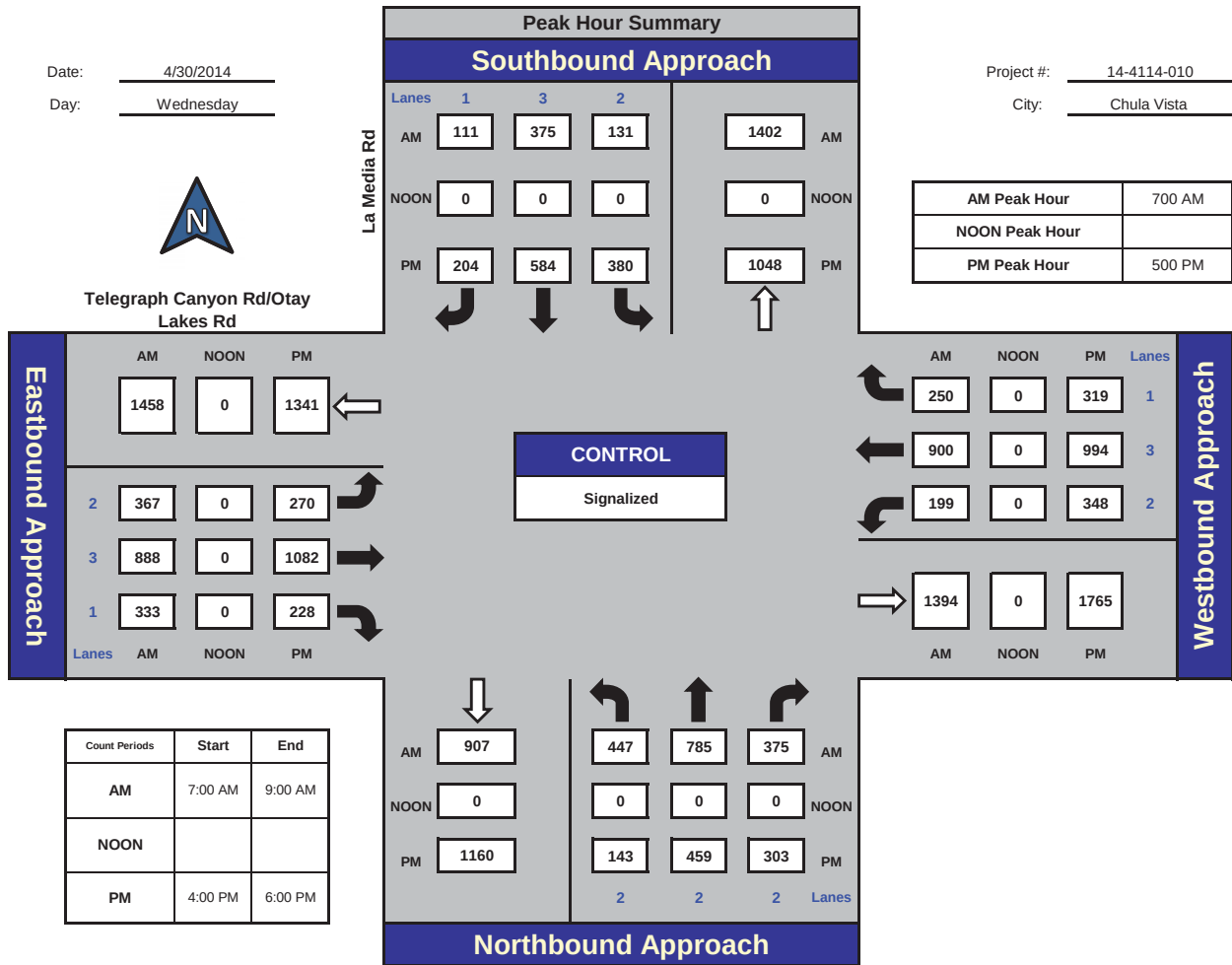
Prepared by:



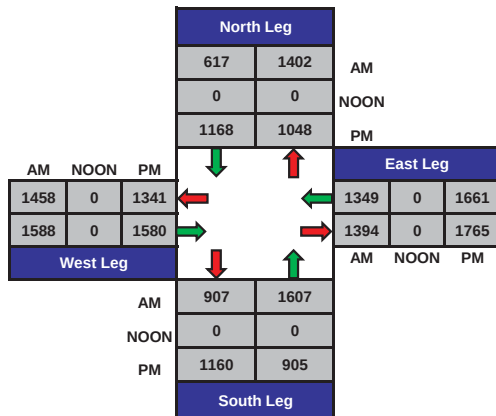
La Media Rd and Telegraph Canyon Rd/Otay Lakes Rd , Chula Vista

Date: 4/30/2014
Day: Wednesday

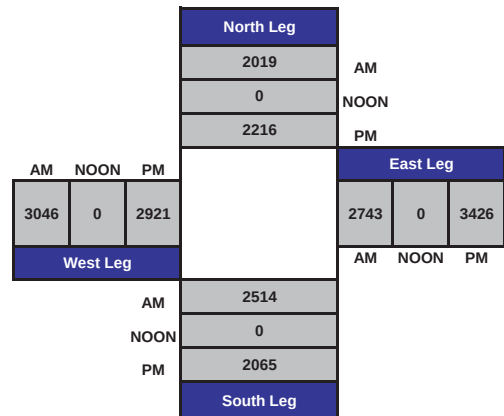
Project #: 14-4114-010
City: Chula Vista



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 0	NT 0	NR 0	SL 1	ST 0	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 1	TOTAL
7:00 AM				31		37	13	266		1	306	49	703
7:15 AM				20		54	41	252		2	266	44	679
7:30 AM				21		61	52	319		5	305	48	811
7:45 AM				39		46	67	399		4	303	58	916
8:00 AM				38		52	31	256		1	274	46	698
8:15 AM				36		50	24	334		1	280	43	768
8:30 AM				42		45	37	299		2	238	57	720
8:45 AM				59		30	16	319		3	236	38	701
TOTAL VOLUMES :	NL 0	NT 0	NR 0	SL 286	ST 0	SR 375	EL 281	ET 2444	ER 0	WL 19	WT 2208	WR 383	TOTAL 5996
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%	
PEAK HR START TIME :	730 AM												
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 0	SB 0	EB 6	WB 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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 1	ST 0	SR 1	EL 1	ET 3	ER 0	WL 1	WT 3	WR 1	TOTAL
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 :	NL 0	NT 0	NR 0	SL 385	ST 0	SR 224	EL 329	ET 3236	ER 0	WL 10	WT 2911	WR 268	TOTAL 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 :	445 PM												
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
		2	1
		2	1
		1	0
		4	1
		0	3
		0	3
		0	0
		0	1
NB 0	SB 0	EB 9	WB 10

ITM Peak Hour Summary

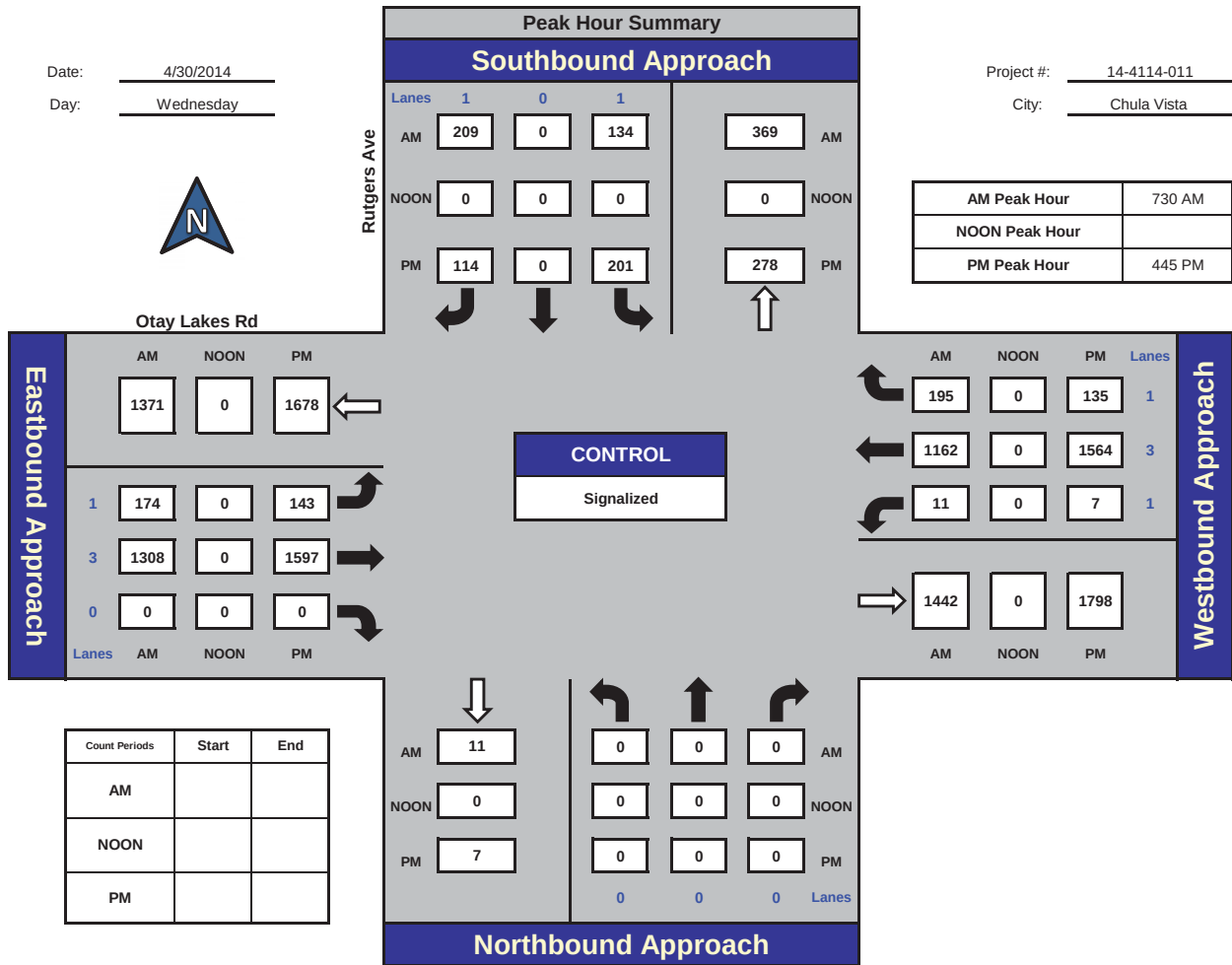
Prepared by:



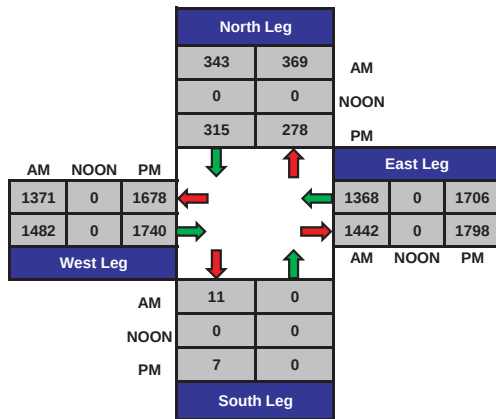
Rutgers Ave and Otay Lakes Rd, Chula Vista

Date: 4/30/2014
Day: Wednesday

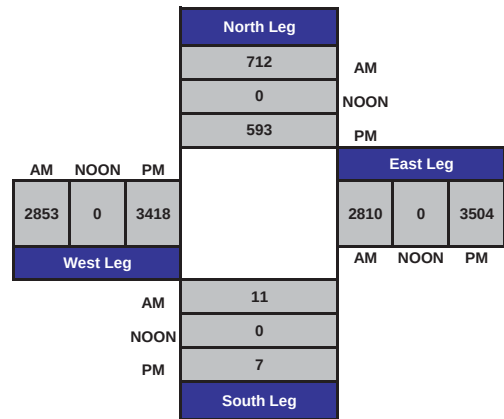
Project #: 14-4114-011
City: Chula Vista



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

AM													
NS/EW Streets:	SR-125 SB Ramps			SR-125 SB Ramps			Otay Lakes Rd			Otay Lakes Rd			
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 2	ST 0	SR 1	EL 1	ET 3	ER 0	WL 0	WT 3	WR 1	TOTAL
7:00 AM				31		7		275	8		266	15	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
TOTAL VOLUMES : APPROACH %'s :	NL 0 #DIV/0!	NT 0 #DIV/0!	NR 0 #DIV/0!	SL 429 84.62%	ST 0 0.00%	SR 78 15.38%	EL 0 0.00%	ET 2731 97.54%	ER 69 2.46%	WL 0 0.00%	WT 2270 91.79%	WR 203 8.21%	TOTAL 5780
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

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

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 0	NT 0	NR 0	SL 2	ST 0	SR 1	EL 1	ET 3	ER 0	WL 0	WT 3	WR 1	TOTAL
4:00 PM				98		21		393	6		355	12	885
4:15 PM				105		17		440	5		359	8	934
4:30 PM				99		21		415	4		388	28	955
4:45 PM				108		22		466	8		355	19	978
5:00 PM				113		23		438	6		387	17	984
5:15 PM				111		22		417	4		409	13	976
5:30 PM				114		29		387	5		442	10	987
5:45 PM				114		25		451	3		309	7	909
TOTAL VOLUMES :	NL 0	NT 0	NR 0	SL 862	ST 0	SR 180	EL 0	ET 3407	ER 41	WL 0	WT 3004	WR 114	TOTAL 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 :	445 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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

ITM Peak Hour Summary

Prepared by:



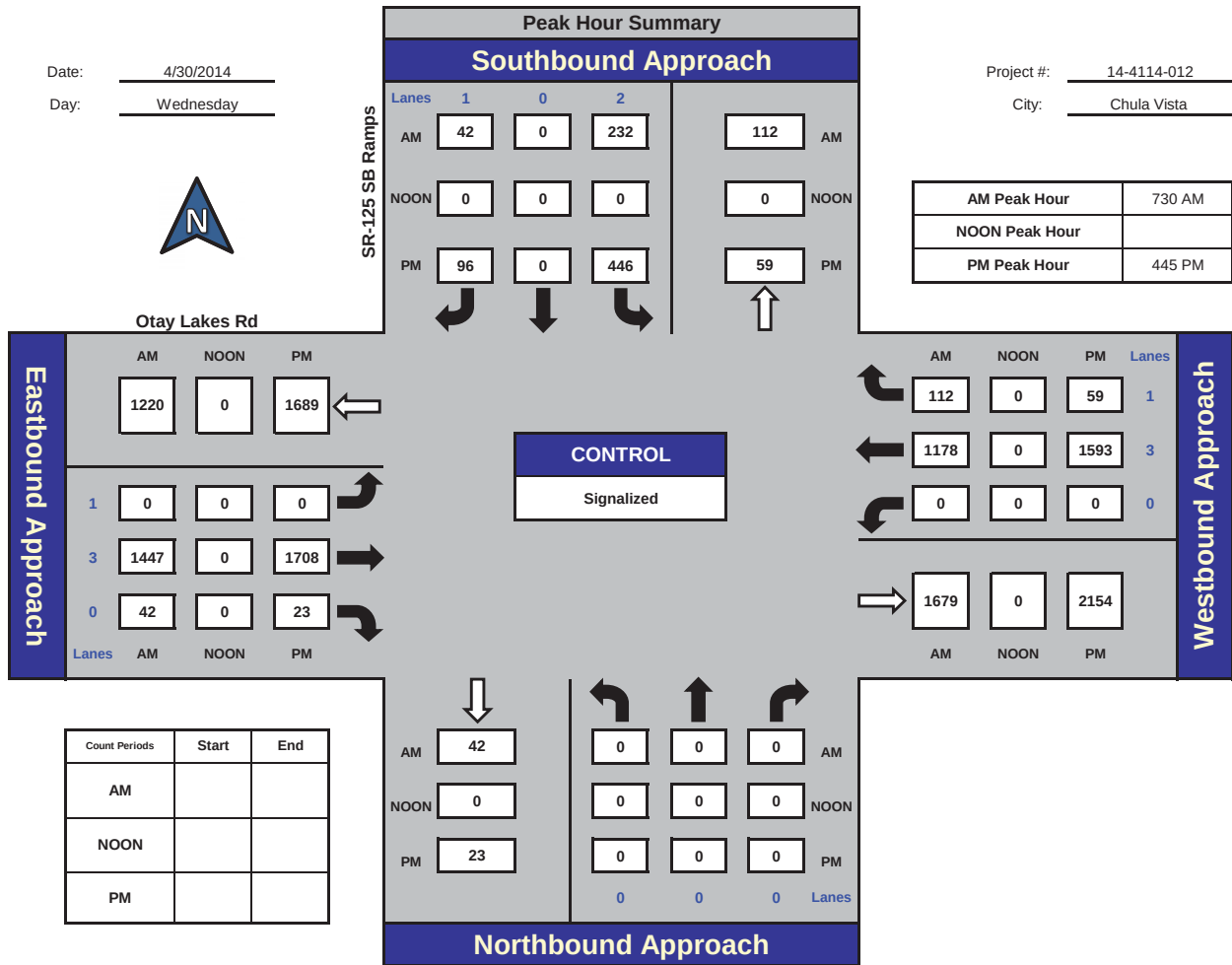
SR-125 SB Ramps and Otay Lakes Rd , Chula Vista

Date: 4/30/2014

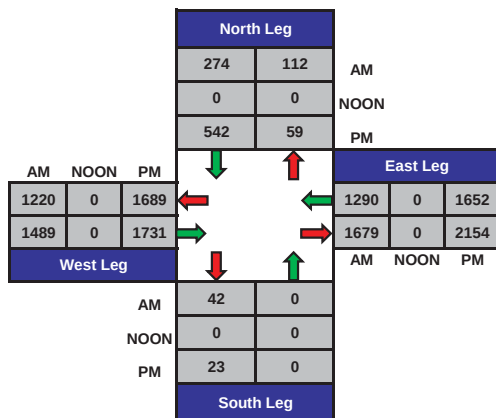
Day: Wednesday

Project #: 14-4114-012

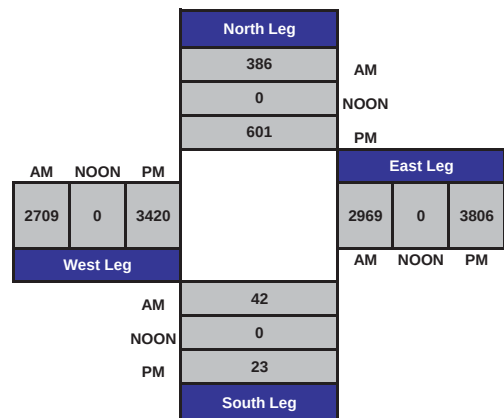
City: Chula Vista



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 NB Ramps			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 0	NR 2	SL 0	ST 0	SR 0	EL 1	ET 3	ER 0	WL 0	WT 3	WR 1	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 : APPROACH %'s :	NL 22 14.47%	NT 0 0.00%	NR 130 85.53%	SL 0 #DIV/0!	ST 0 #DIV/0!	SR 0 #DIV/0!	EL 0 0.00%	ET 2821 89.98%	ER 314 10.02%	WL 0 0.00%	WT 2433 72.30%	WR 932 27.70%	TOTAL 6652
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 0	NR 2	SL 0	ST 0	SR 0	EL 1	ET 3	ER 0	WL 0	WT 3	WR 1	TOTAL
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 : APPROACH %'s :	NL 48 17.71%	NT 0 0.00%	NR 223 82.29%	SL 0 #DIV/0!	ST 0 #DIV/0!	SR 0 #DIV/0!	EL 0 0.00%	ET 4159 97.67%	ER 99 2.33%	WL 0 0.00%	WT 3047 85.18%	WR 530 14.82%	8106
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

ITM Peak Hour Summary

Prepared by:



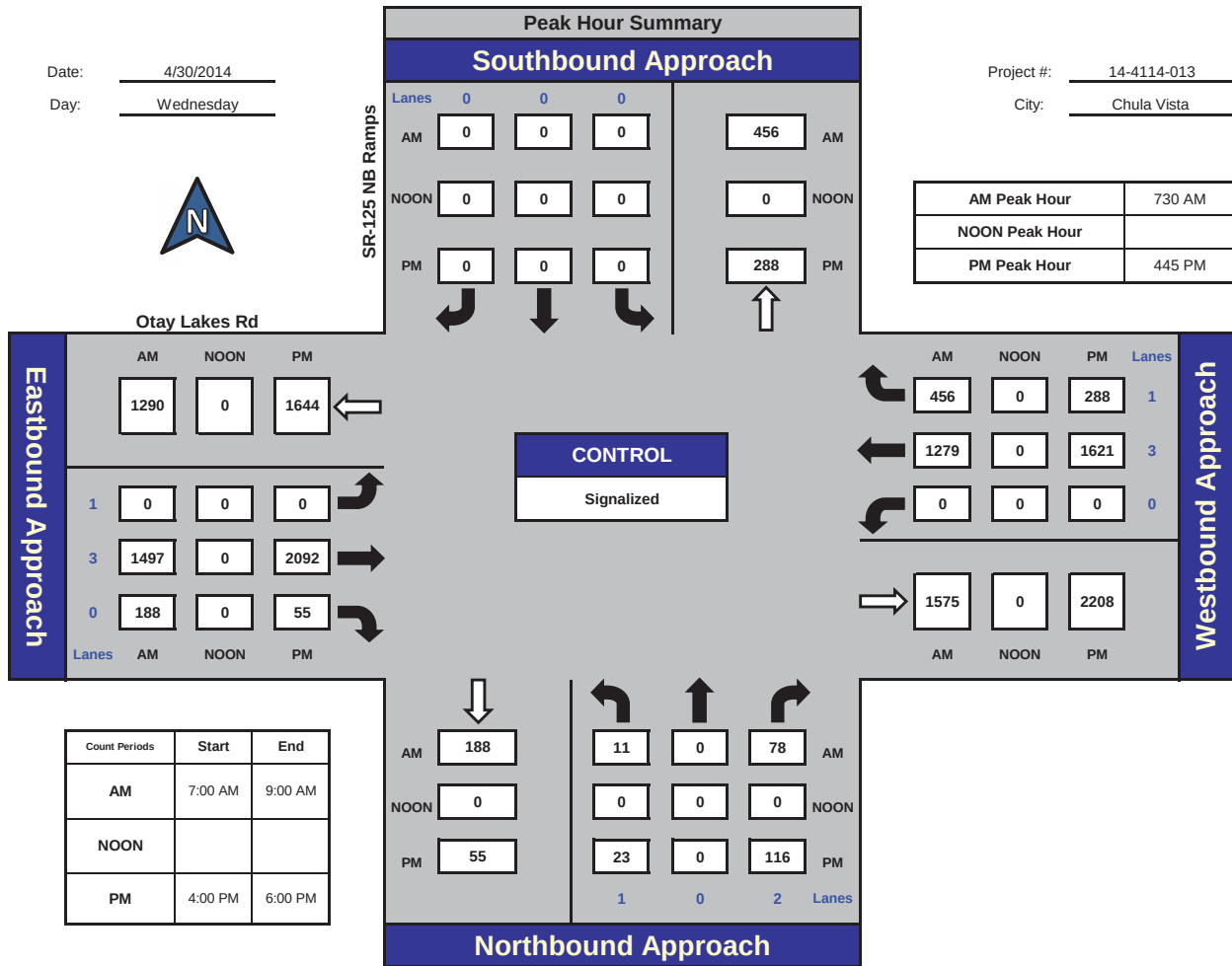
SR-125 NB Ramps and Otay Lakes Rd , Chula Vista

Date: 4/30/2014

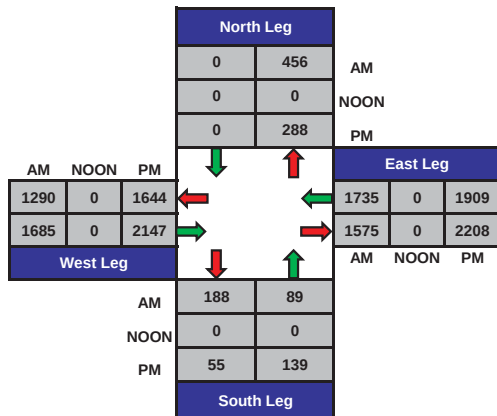
Day: Wednesday

Project #: 14-4114-013

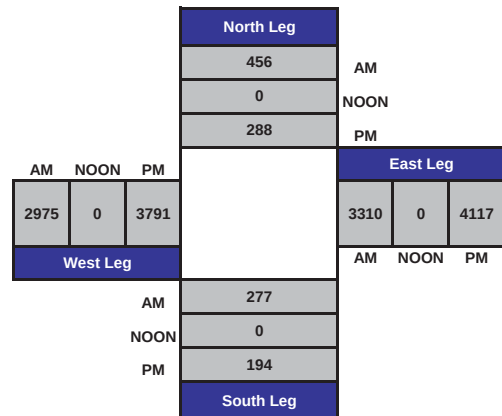
City: Chula Vista



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 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 2	WL 2	WT 3	WR 0	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 1129	NT 640	NR 435	SL 78	ST 464	SR 435	EL 589	ET 1408	ER 586	WL 365	WT 1555	WR 105	TOTAL 7789
APPROACH %'s :	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												
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

CONTROL : Signalized

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

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		
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 2	WL 2	WT 3	WR 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 979	NT 866	NR 394	SL 231	ST 1077	SR 397	EL 811	ET 1599	ER 1320	WL 695	WT 1380	WR 115	TOTAL 9864
APPROACH %'s :	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

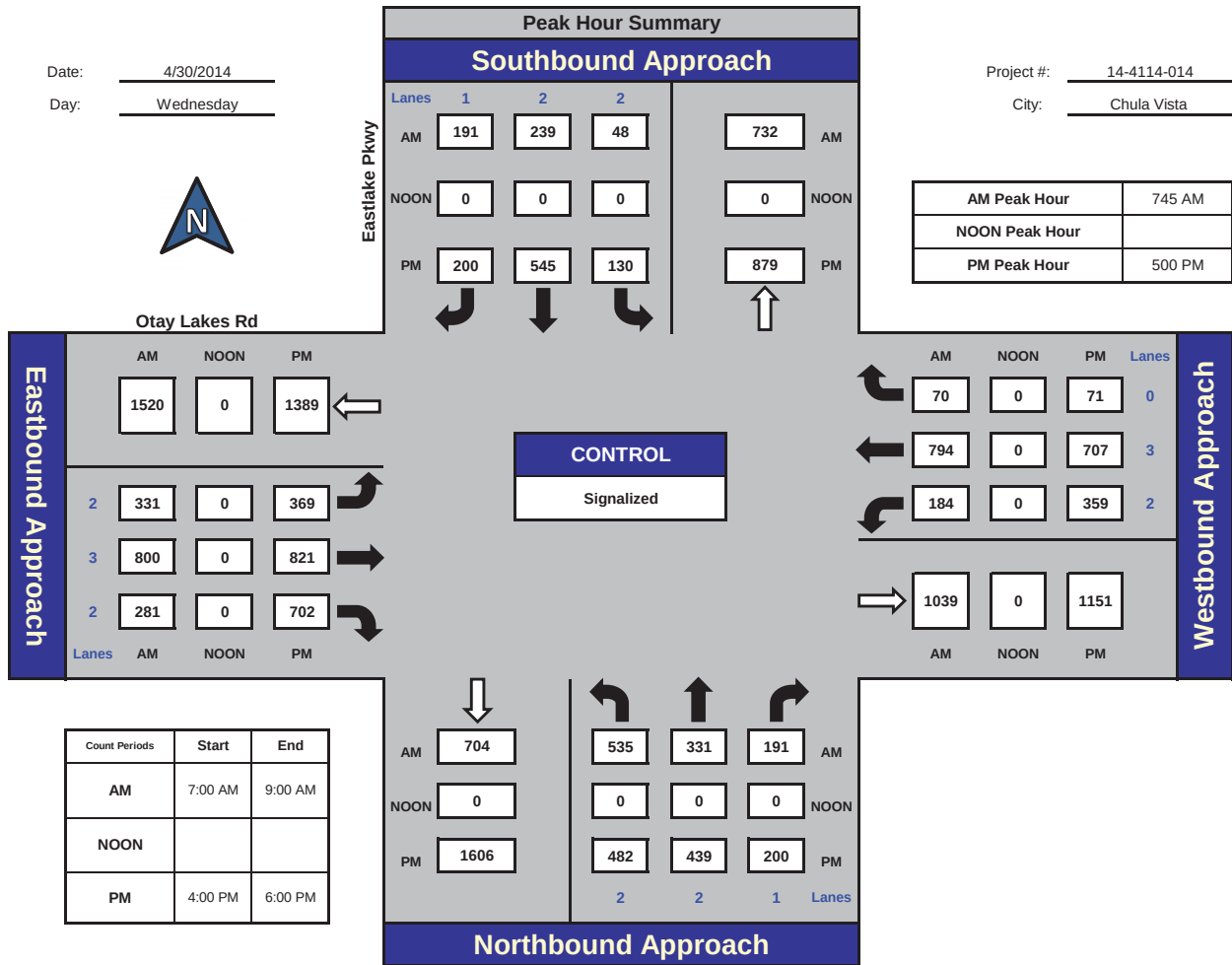
Prepared by:



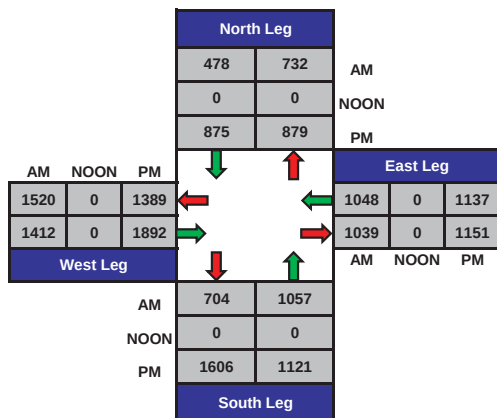
Eastlake Pkwy and Otay Lakes Rd , Chula Vista

Date: 4/30/2014
Day: Wednesday

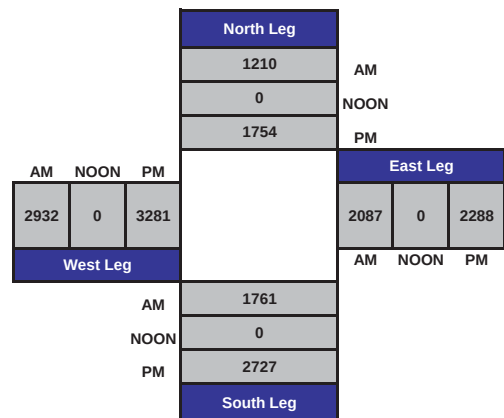
Project #: 14-4114-014
City: Chula Vista



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		
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
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 :	0	0	0	76	0	347	935	973	0	0	1492	221	4044
	#DIV/0!	#DIV/0!	#DIV/0!	17.97%	0.00%	82.03%	49.00%	51.00%	0.00%	0.00%	87.10%	12.90%	
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 1.5	ST 0	SR 1.5	EL 2	ET 3	ER 0	WL 0	WT 3	WR 0	TOTAL
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 0	NT 0	NR 0	SL 229	ST 0	SR 881	EL 739	ET 1466	ER 0	WL 0	WT 1191	WR 130	TOTAL 4636
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%	
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

ITM Peak Hour Summary

Prepared by:



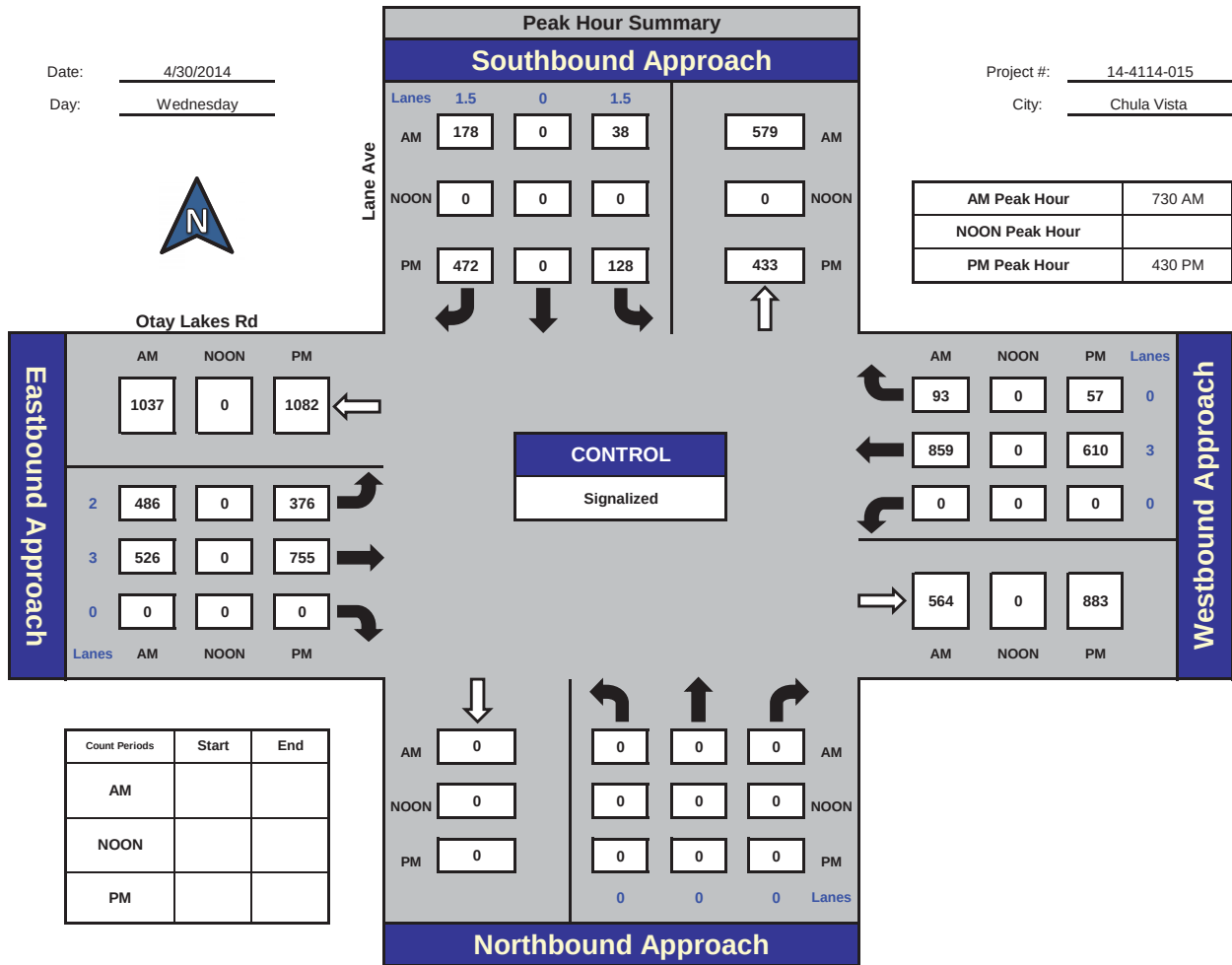
Lane Ave and Otoy Lakes Rd , Chula Vista

Date: 4/30/2014

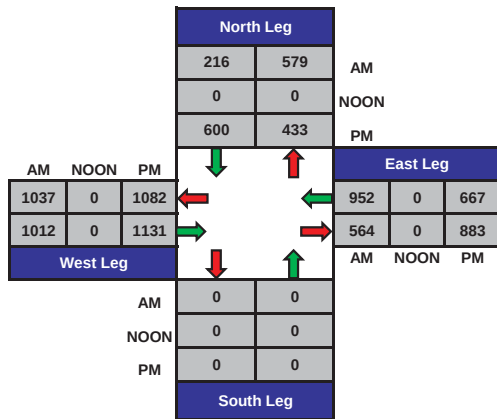
Day: Wednesday

Project #: 14-4114-015

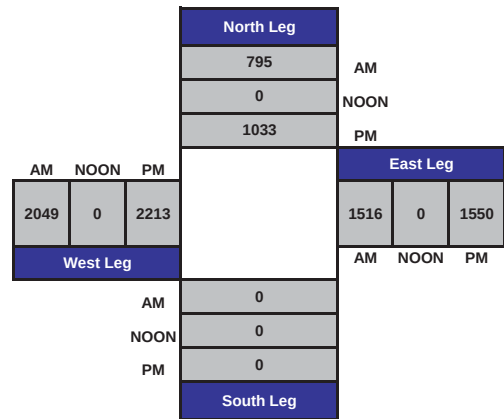
City: Chula Vista



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 0	NT 0	NR 0	SL 1	ST 0	SR 1	EL 1	ET 3	ER 0	WL 0	WT 3	WR 0	TOTAL
7:00 AM				11		7	9	98			172	11	308
7:15 AM				6		1	19	74			155	11	266
7:30 AM				5		2	23	103			228	17	378
7:45 AM				7		2	30	132			253	36	460
8:00 AM				19		4	26	120			239	46	454
8:15 AM				19		3	34	104			216	61	437
8:30 AM				26		14	41	107			203	68	459
8:45 AM				29		9	41	95			192	75	441
TOTAL VOLUMES :	NL 0	NT 0	NR 0	SL 122	ST 0	SR 42	EL 223	ET 833	ER 0	WL 0	WT 1658	WR 325	TOTAL 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												
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

CONTROL : Signalized

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

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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 1	ST 0	SR 1	EL 1	ET 3	ER 0	WL 0	WT 3	WR 0	TOTAL
4:00 PM				39		28	28	163		0	134	31	423
4:15 PM				37		32	28	180		0	143	18	438
4:30 PM				46		39	30	164		8	119	27	433
4:45 PM				49		37	38	185		0	139	44	492
5:00 PM				55		45	39	205		0	121	37	502
5:15 PM				47		28	35	183		0	141	25	459
5:30 PM				46		31	32	182		0	95	23	409
5:45 PM				48		24	46	172		0	149	54	493
TOTAL VOLUMES :	NL 0	NT 0	NR 0	SL 367	ST 0	SR 264	EL 276	ET 1434	ER 0	WL 8	WT 1041	WR 259	TOTAL 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 :	430 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

CONTROL : Signalized

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

ITM Peak Hour Summary

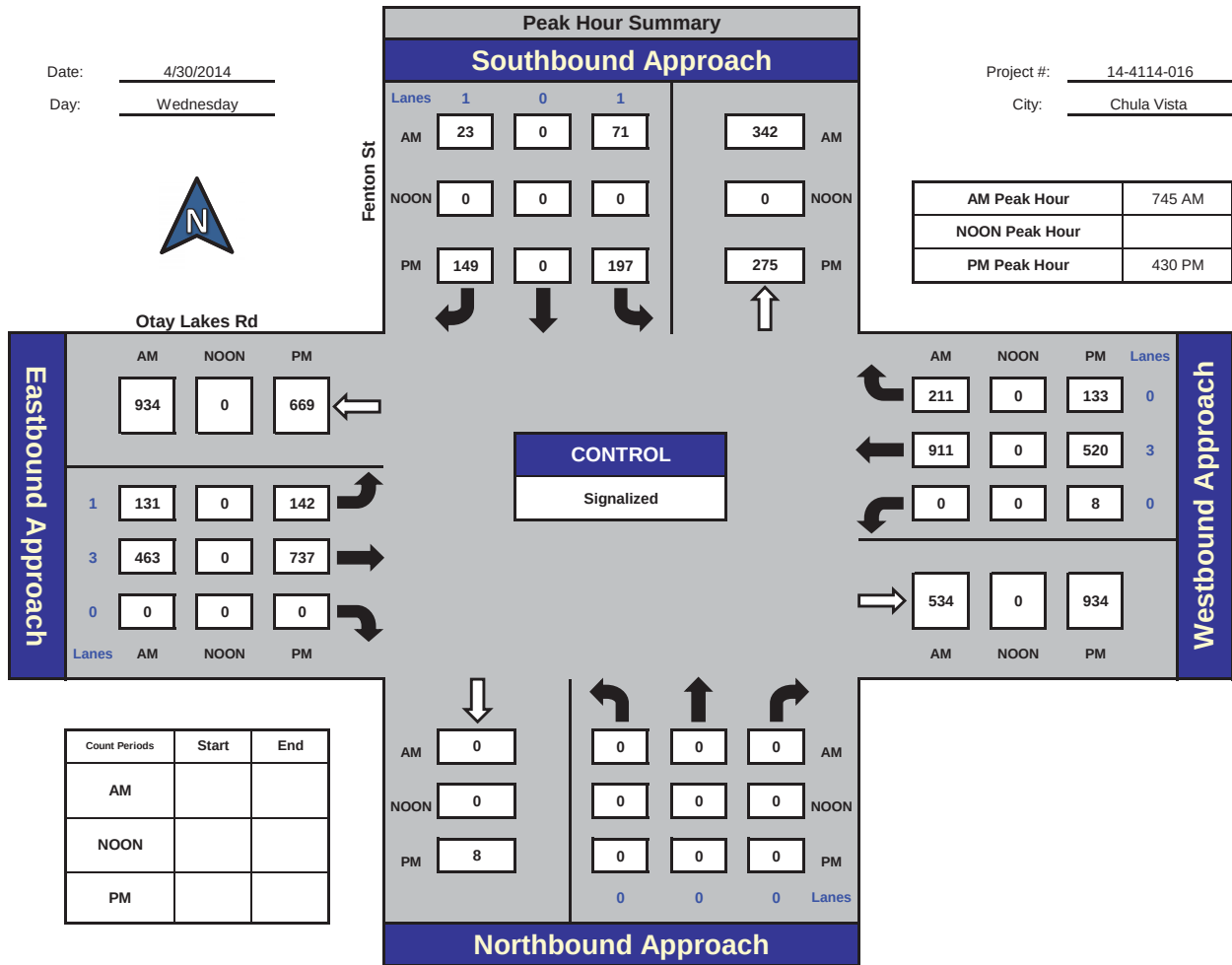
Prepared by:



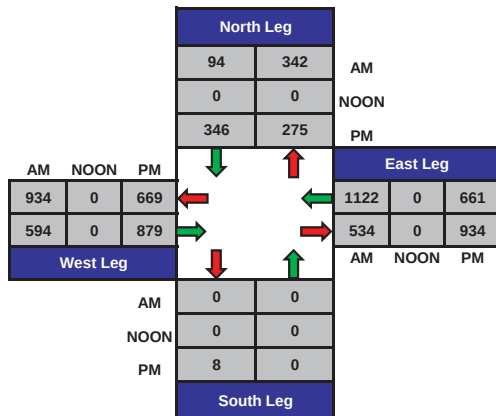
Fenton St and Otay Lakes Rd , Chula Vista

Date: 4/30/2014
Day: Wednesday

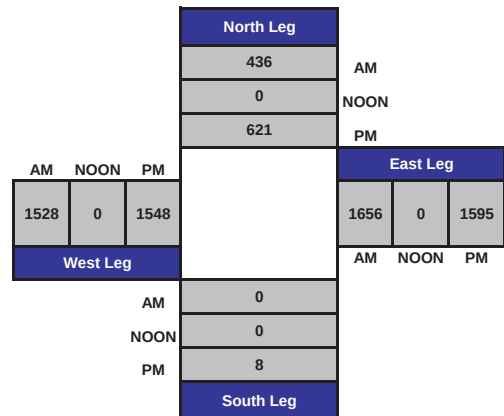
Project #: 14-4114-016
City: Chula Vista



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 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 0	WL 2	WT 3	WR 1	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 : APPROACH %'s :	NL 801 49.02%	NT 706 43.21%	NR 127 7.77%	SL 54 5.58%	ST 485 50.16%	SR 428 44.26%	EL 346 36.00%	ET 279 29.03%	ER 336 34.96%	WL 172 16.86%	WT 739 72.45%	WR 109 10.69%	TOTAL 4582	
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	

CONTROL : Signalized

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	1	
NB 1	SB 2	EB 1	WB 0

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 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 2	ET 3	ER 0	WL 2	WT 3	WR 1	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 506	NT 384	NR 100	SL 90	ST 469	SR 317	EL 361	ET 635	ER 826	WL 96	WT 492	WR 54	TOTAL 4330
APPROACH %'s :	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

CONTROL : Signalized

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

NB	SB	EB	WB
2	0	4	1

ITM Peak Hour Summary

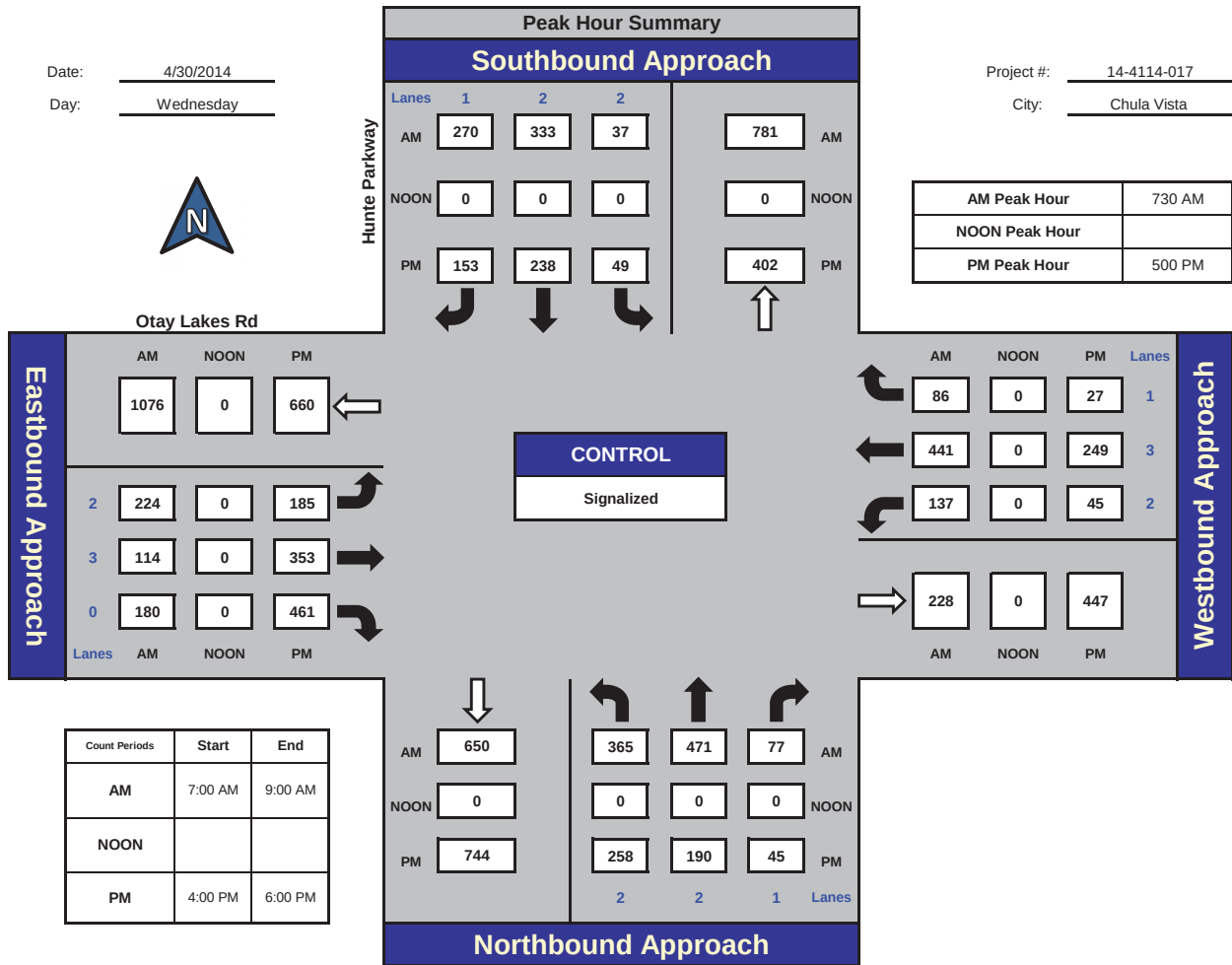
Prepared by:



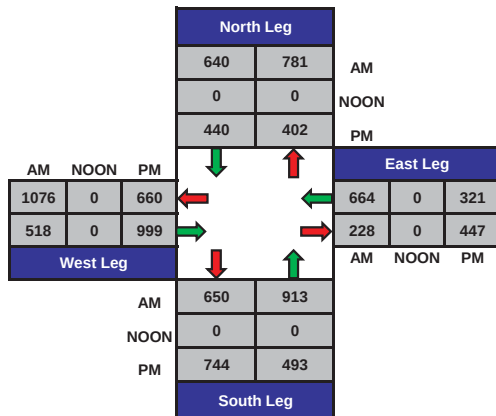
Hunte Parkway and Otoy Lakes Rd , Chula Vista

Date: 4/30/2014
Day: Wednesday

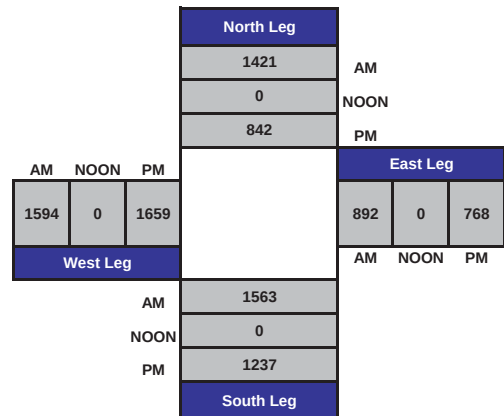
Project #: 14-4114-017
City: Chula Vista



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 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	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 : APPROACH %'s :		NL 6 66.67%	NT 3 33.33%	NR 0 0.00%	SL 124 22.71%	ST 3 0.55%	SR 419 76.74%	EL 191 41.52%	ET 237 51.52%	ER 32 6.96%	WL 3 0.38%	WT 595 74.94%	WR 196 24.69%	TOTAL 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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

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 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	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 49	NT 8	NR 9	SL 66	ST 6	SR 195	EL 157	ET 589	ER 76	WL 5	WT 402	WR 39	TOTAL 1601
APPROACH %'s :	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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

ITM Peak Hour Summary

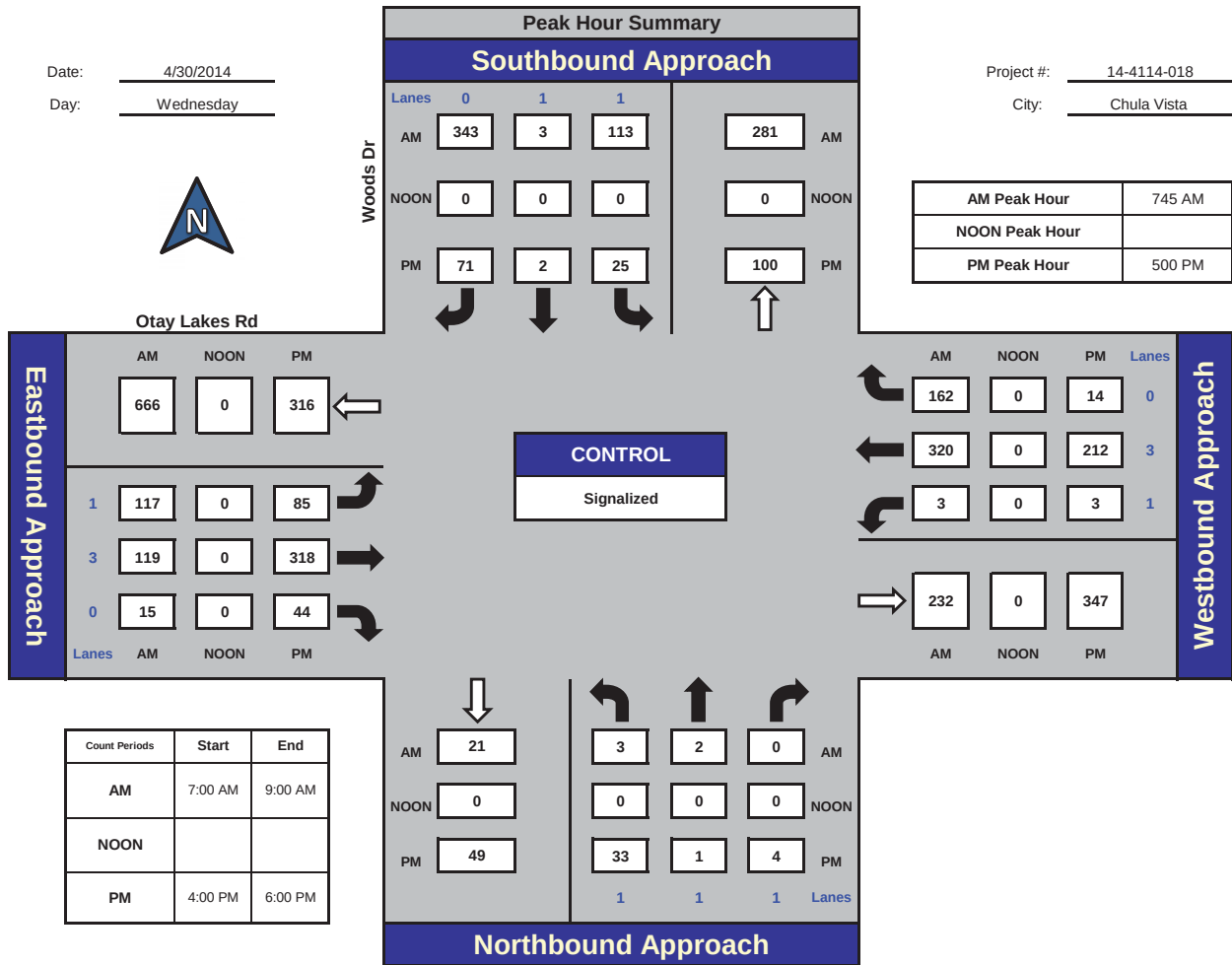
Prepared by:



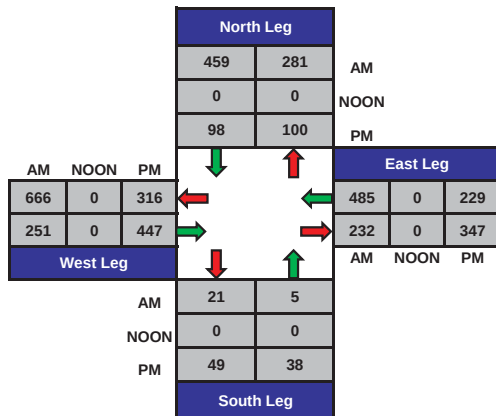
Woods Dr and Otay Lakes Rd , Chula Vista

Date: 4/30/2014
Day: Wednesday

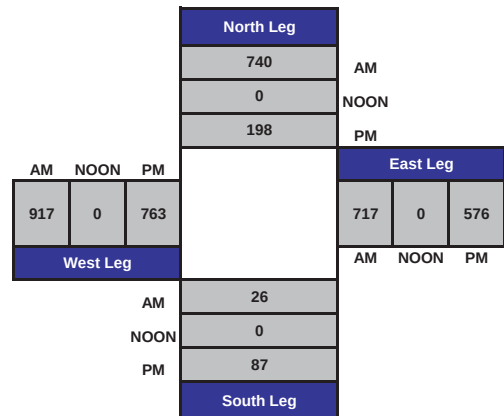
Project #: 14-4114-018
City: Chula Vista



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

AM													
NS/EW Streets:	Lake Crest Dr			Lake Crest Dr			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 0	NR 1	SL 0	ST 0	SR 0	EL 1	ET 1	ER 1	WL 1	WT 3	WR 0	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 :	NL 591	NT 0	NR 2	SL 0	ST 0	SR 0	EL 0	ET 127	ER 233	WL 2	WT 205	WR 0	TOTAL 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

NB 0	SB 0	EB 0	WB 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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 0	NR 1	SL 0	ST 0	SR 0	EL 1	ET 1	ER 1	WL 1	WT 3	WR 0	TOTAL
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 309	NT 0	NR 2	SL 0	ST 0	SR 0	EL 0	ET 182	ER 472	WL 5	WT 139	WR 0	TOTAL 1109
APPROACH %'s :	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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

ITM Peak Hour Summary

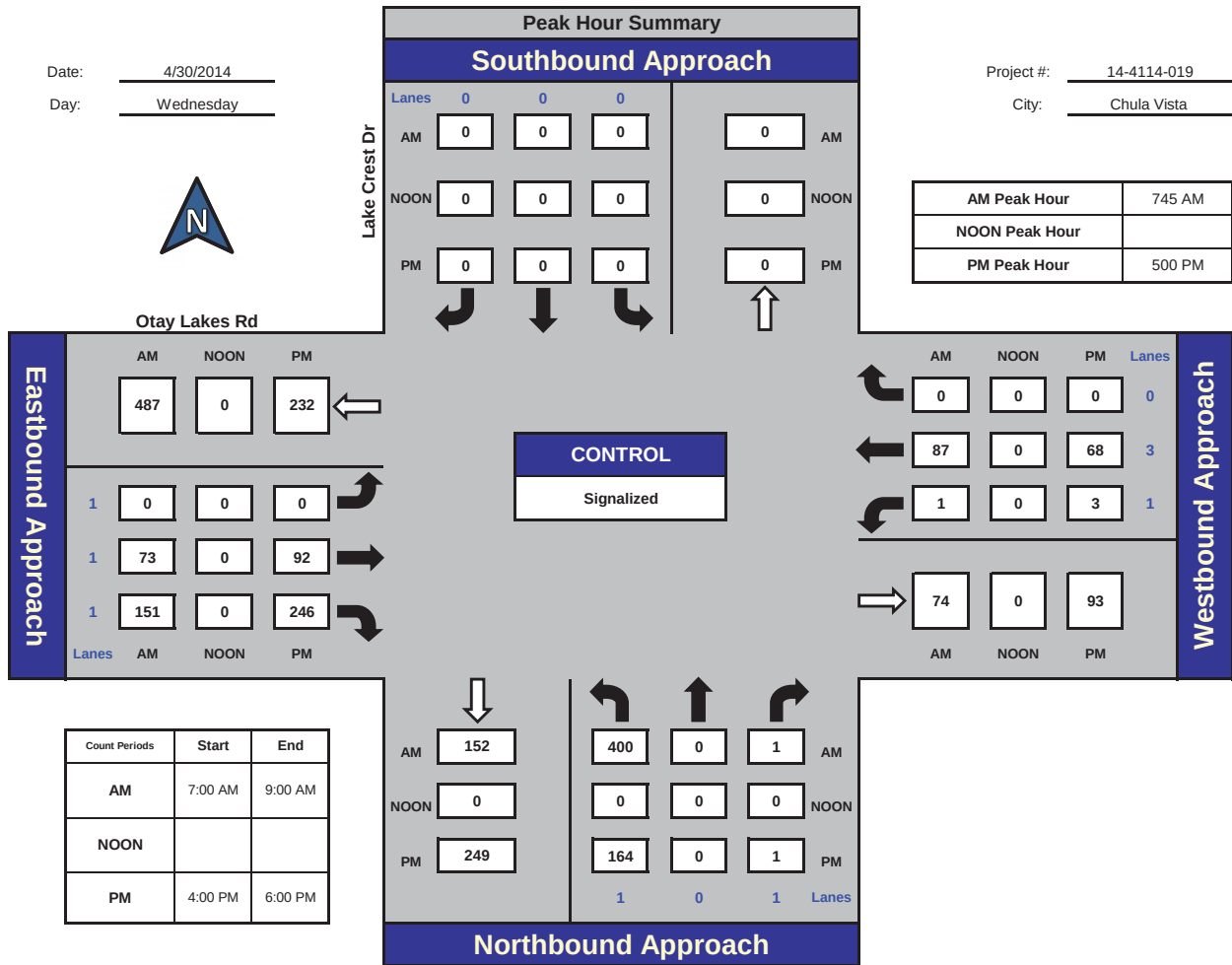
Prepared by:



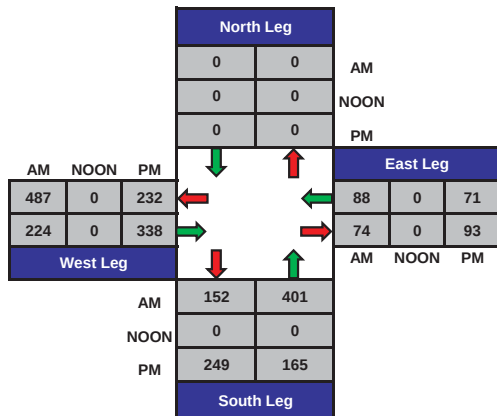
Lake Crest Dr and Otay Lakes Rd , Chula Vista

Date: 4/30/2014
Day: Wednesday

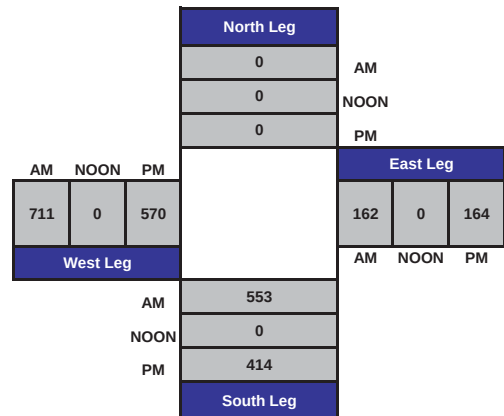
Project #: 14-4114-019
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Prepared by:
National Data & Surveying Services

Date: 4/30/2014

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			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 0	NT 1	NR 0	SL 0	ST 0	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
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 13	NT 0	NR 76	SL 0	ST 0	SR 0	EL 0	ET 172	ER 13	WL 18	WT 130	WR 0	TOTAL 422
APPROACH %'s :		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

CONTROL : 1-Way Stop NB

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

ITM Peak Hour Summary

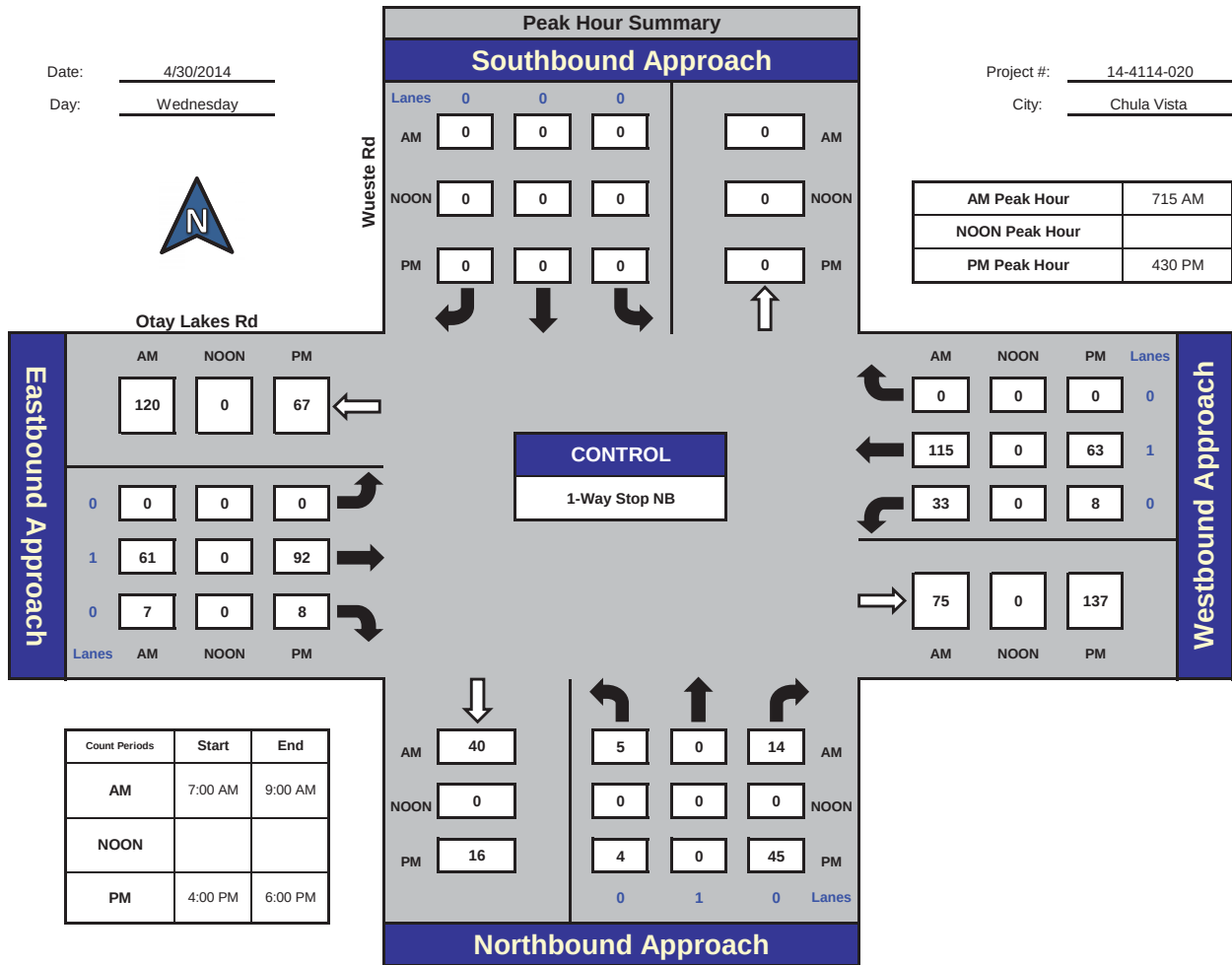
Prepared by:



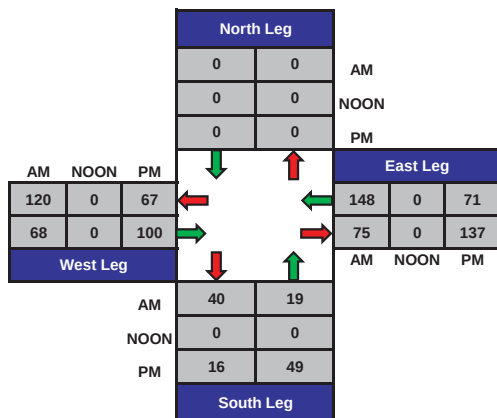
Wueste Rd and Otay Lakes Rd , Chula Vista

Date: 4/30/2014
Day: Wednesday

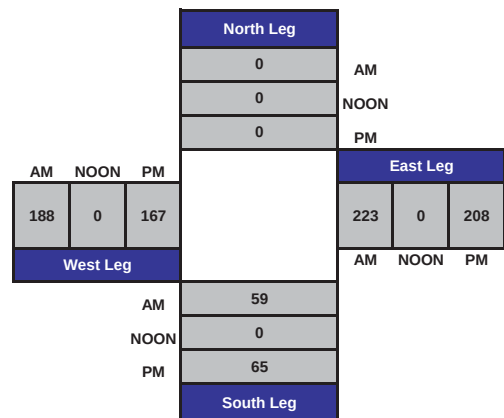
Project #: 14-4114-020
City: Chula Vista



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

AM													
NS/EW Streets:	SR-94			SR-94			Otay Lakes Rd			Otay Lakes Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 0	ER 1	WL 0	WT 0	WR 0	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 : APPROACH %'s :	NL 127 19.36%	NT 529 80.64%	NR 0 0.00%	SL 0 0.00%	ST 151 59.68%	SR 102 40.32%	EL 70 49.65%	ET 0 0.00%	ER 71 50.35%	WL 0 #DIV/0!	WT 0 #DIV/0!	WR 0 #DIV/0!	TOTAL 1050
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	

CONTROL : 1-Way Stop EB

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 0	ER 1	WL 0	WT 0	WR 0	TOTAL
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
TOTAL VOLUMES :	NL 71	NT 181	NR 0	SL 0	ST 681	SR 71	EL 82	ET 0	ER 156	WL 0	WT 0	WR 0	TOTAL 1242
APPROACH %'s :	28.17%	71.83%	0.00%	0.00%	90.56%	9.44%	34.45%	0.00%	65.55%	#DIV/0!	#DIV/0!	#DIV/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

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

ITM Peak Hour Summary

Prepared by:



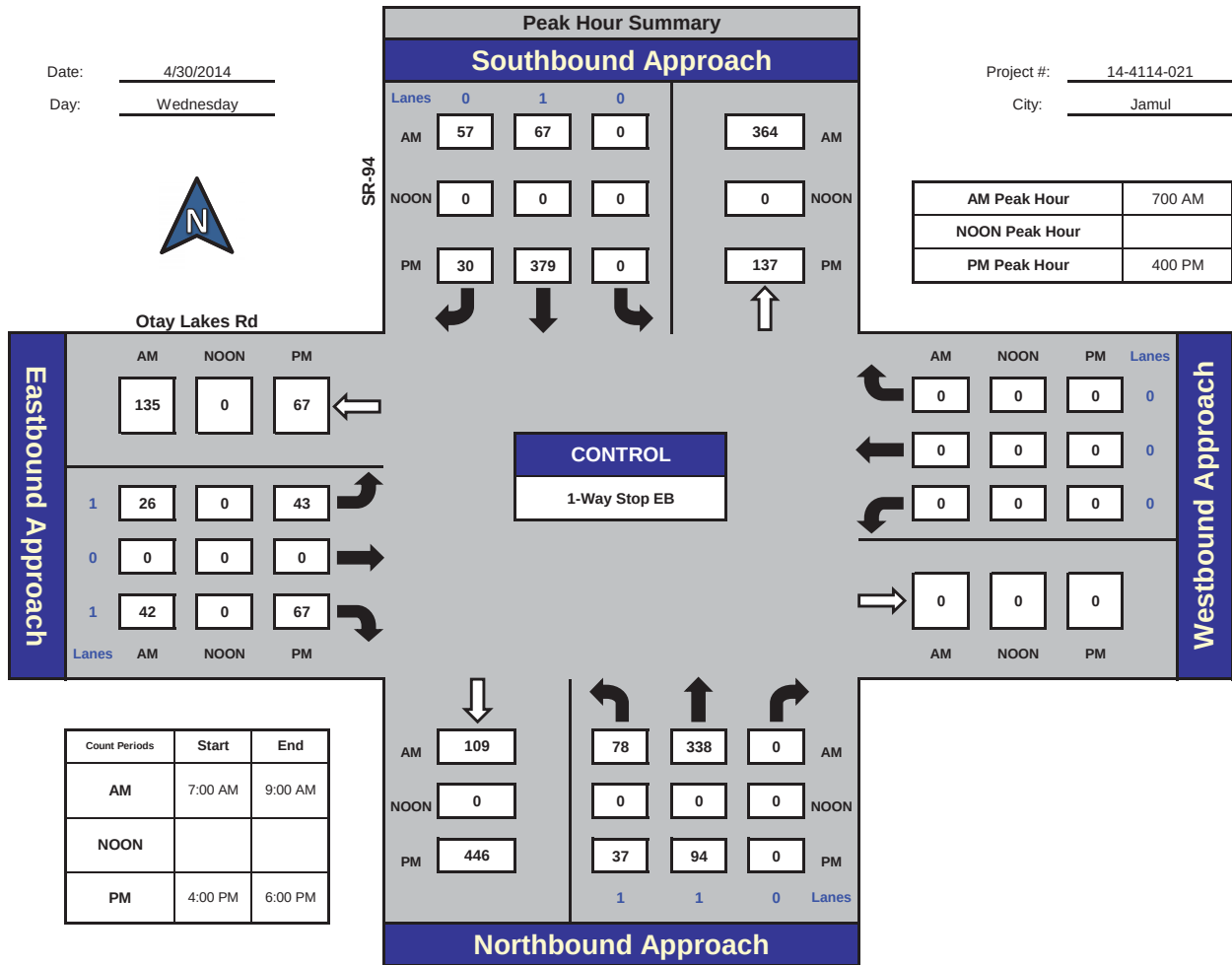
SR-94 and Otay Lakes Rd , Jamul

Date: 4/30/2014

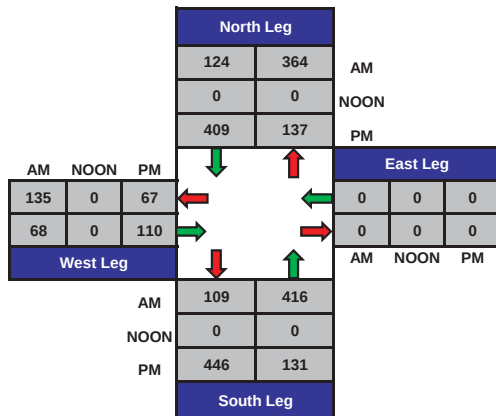
Day: Wednesday

Project #: 14-4114-021

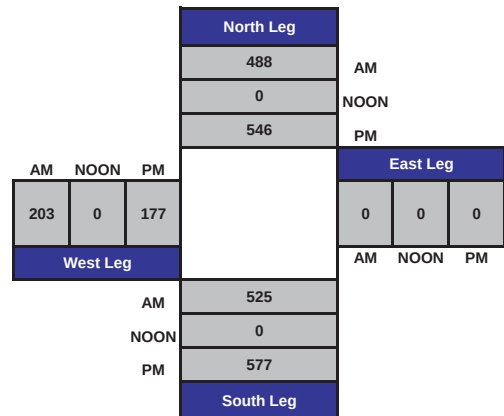
City: Jamul



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			TOTAL
LANES:	NL 1	NT 1	NR 1	SL 2	ST 1	SR 2	EL 2	ET 3	ER 1	WL 1	WT 3	WR 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 144	NT 69	NR 26	SL 680	ST 97	SR 437	EL 449	ET 2880	ER 103	WL 20	WT 3507	WR 795	TOTAL 9207
APPROACH %'s :	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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

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 1	NT 1	NR 1	SL 2	ST 1	SR 2	EL 2	ET 3	ER 1	WL 1	WT 3	WR 2	TOTAL
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 85	NT 34	NR 4	SL 826	ST 52	SR 425	EL 664	ET 4194	ER 141	WL 7	WT 2936	WR 596	TOTAL 9964
APPROACH %'s :	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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

ITM Peak Hour Summary

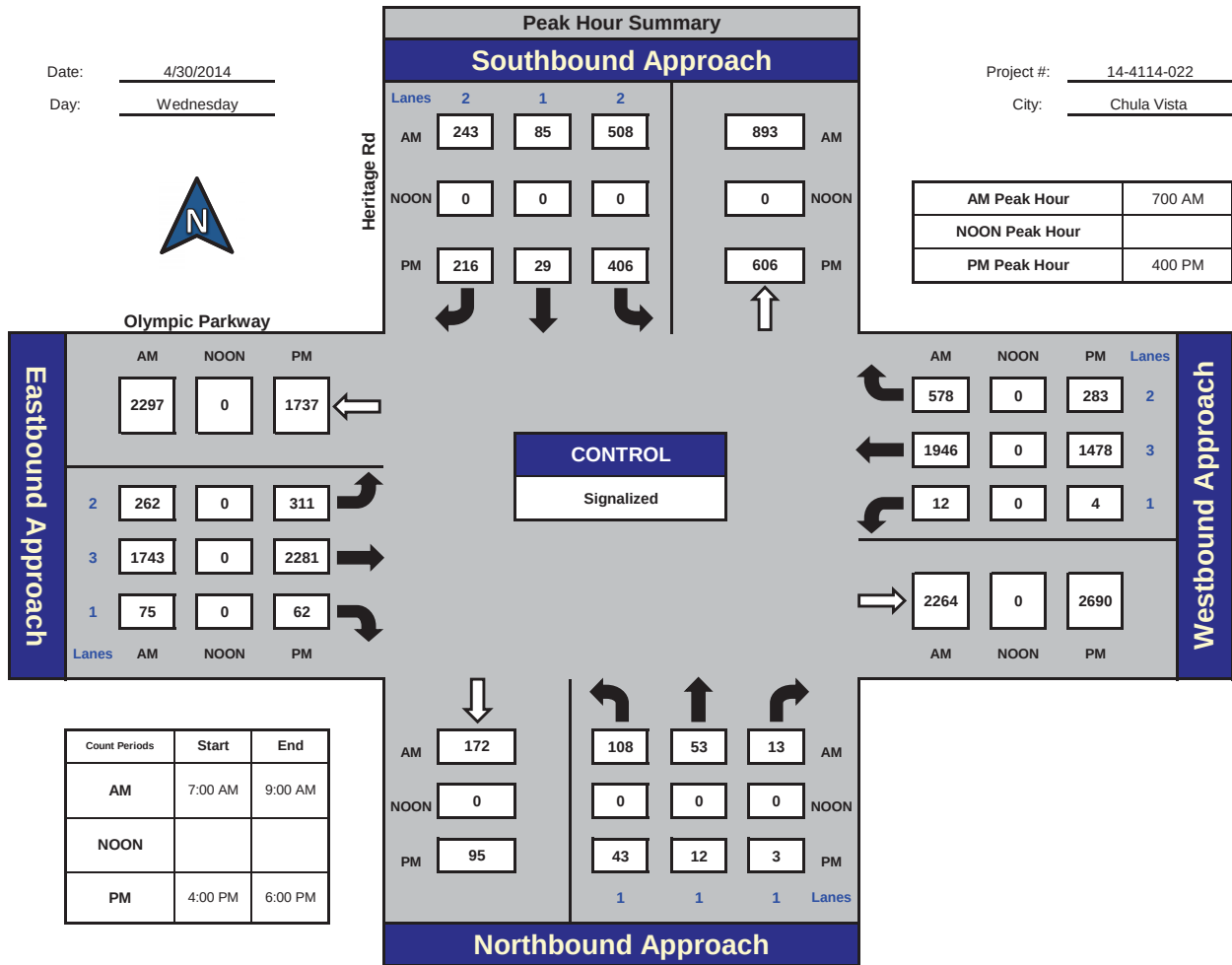
Prepared by:



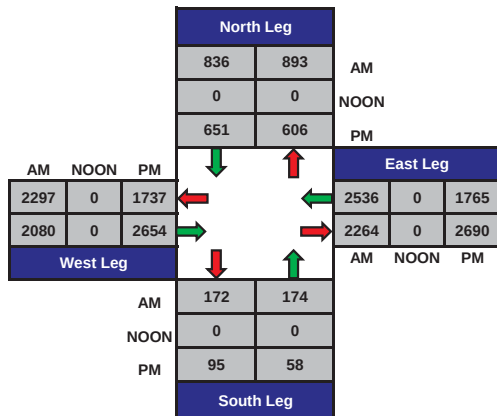
Heritage Rd and Olympic Parkway, Chula Vista

Date: 4/30/2014
Day: Wednesday

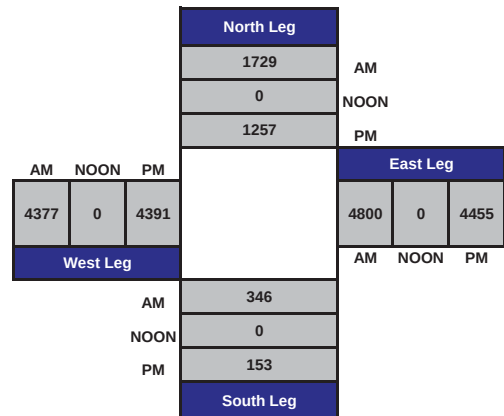
Project #: 14-4114-022
City: Chula Vista



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 2	NT 3	NR 1	SL 2	ST 3	SR 2	EL 2	ET 3	ER 2	WL 2	WT 3	WR 1	TOTAL
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 904	NT 858	NR 144	SL 142	ST 653	SR 427	EL 636	ET 1375	ER 695	WL 96	WT 2186	WR 128	TOTAL 8244
APPROACH %'s :	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

CONTROL : Signalized

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

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 2	NT 3	NR 1	SL 2	ST 3	SR 2	EL 2	ET 3	ER 2	WL 2	WT 3	WR 1	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 655	NT 483	NR 81	SL 302	ST 603	SR 347	EL 502	ET 2797	ER 812	WL 95	WT 1887	WR 199	TOTAL 8763
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%	
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

CONTROL : Signalized

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

ITM Peak Hour Summary

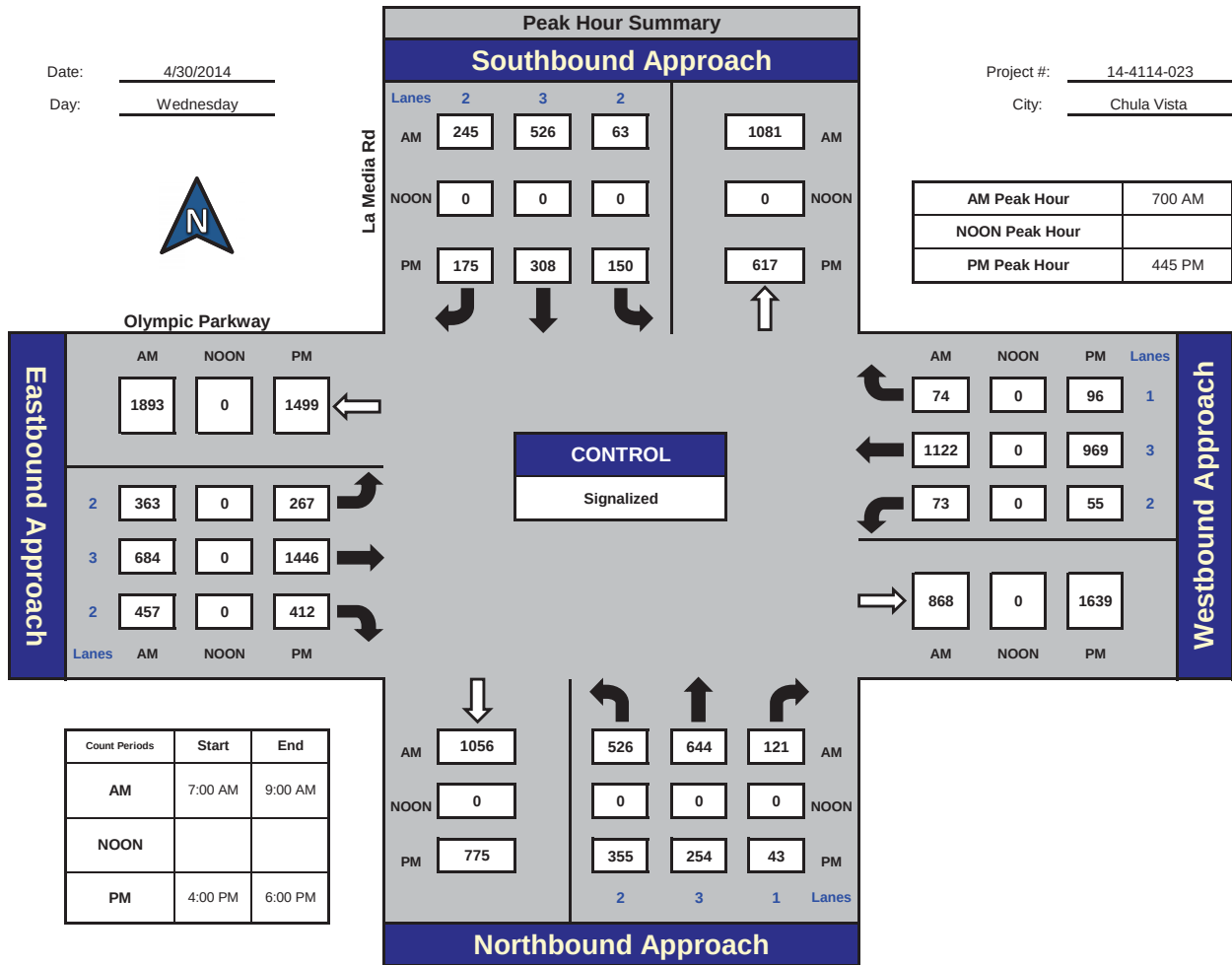
Prepared by:



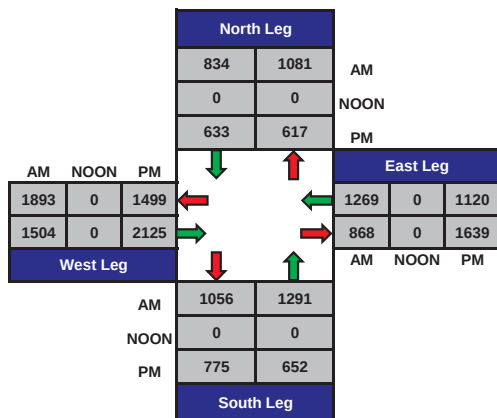
La Media Rd and Olympic Parkway, Chula Vista

Date: 4/30/2014
Day: Wednesday

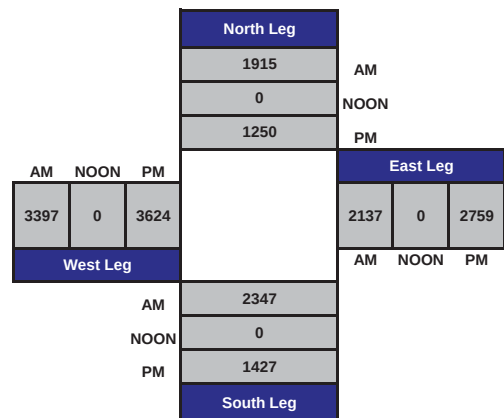
Project #: 14-4114-023
City: Chula Vista



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 1	NT 2	NR 0	SL 2	ST 2	SR 0	EL 2	ET 3	ER 0	WL 1	WT 3	WR 1	TOTAL
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 397	NT 327	NR 451	SL 497	ST 234	SR 295	EL 135	ET 1365	ER 148	WL 156	WT 1715	WR 320	TOTAL 6040
APPROACH %'s :	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

CONTROL : Signalized

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 4	SB 3	EB 0	WB 3

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 1	NT 2	NR 0	SL 2	ST 2	SR 0	EL 2	ET 3	ER 0	WL 1	WT 3	WR 1	TOTAL
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 199	NT 203	NR 342	SL 461	ST 248	SR 162	EL 310	ET 2412	ER 446	WL 452	WT 1808	WR 632	TOTAL 7675
APPROACH %'s :	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

CONTROL : Signalized

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 1	SB 0	EB 3	WB 8

ITM Peak Hour Summary

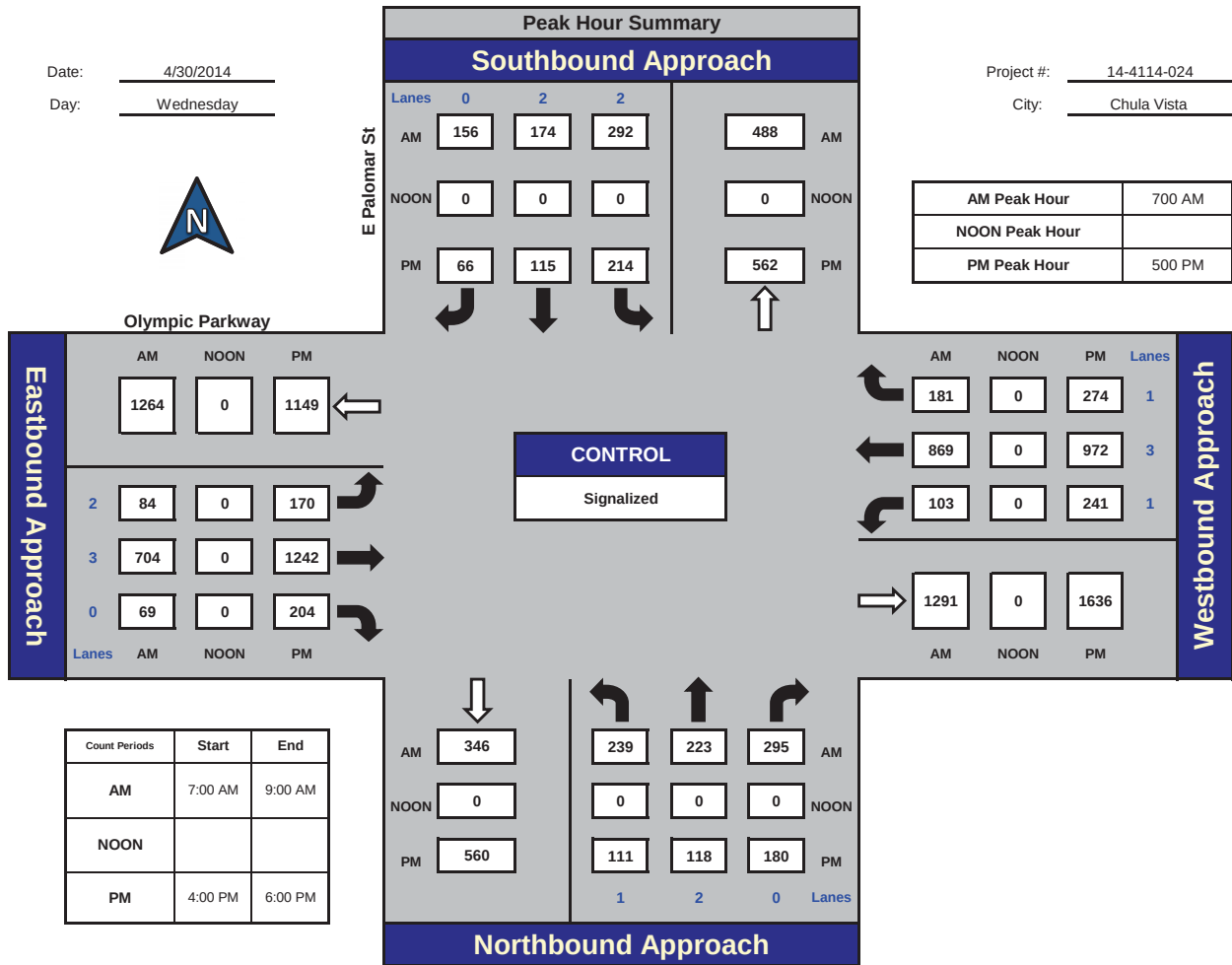
Prepared by:



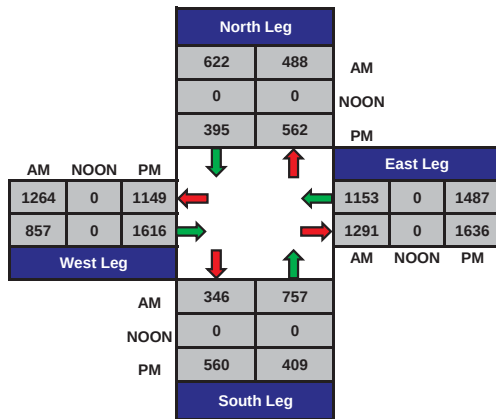
E Palomar St and Olympic Parkway, Chula Vista

Date: 4/30/2014
Day: Wednesday

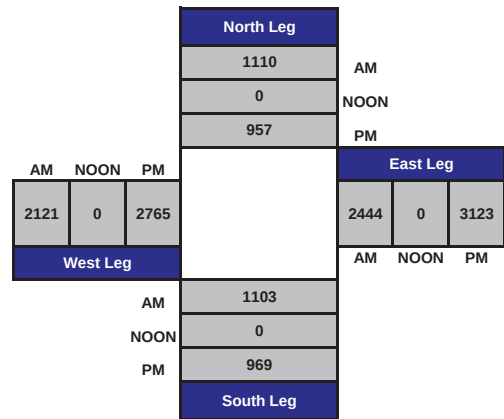
Project #: 14-4114-024
City: Chula Vista



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 0	NT 0	NR 0	SL 1.5	ST 0	SR 1.5	EL 0	ET 3	ER 1	WL 0	WT 3	WR 1	TOTAL
7:00 AM				17		28		221	12		293	25	596
7:15 AM				27		25		271	14		257	23	617
7:30 AM				26		26		306	27		305	35	725
7:45 AM				37		17		375	20		215	26	690
8:00 AM				19		16		281	14		271	20	621
8:15 AM				23		11		251	4		271	30	590
8:30 AM				21		14		258	4		237	19	553
8:45 AM				20		7		227	7		204	19	484
TOTAL VOLUMES : APPROACH %'s :	NL 0 #DIV/0!	NT 0 #DIV/0!	NR 0 #DIV/0!	SL 190 56.89%	ST 0 0.00%	SR 144 43.11%	EL 0 0.00%	ET 2190 95.55%	ER 102 4.45%	WL 0 0.00%	WT 2053 91.24%	WR 197 8.76%	TOTAL 4876
PEAK HR START TIME :	715 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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

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 0	NT 0	NR 0	SL 1.5	ST 0	SR 1.5	EL 0	ET 3	ER 1	WL 0	WT 3	WR 1	TOTAL
4:00 PM				67		24		383	4		348	7	833
4:15 PM				66		44		378	2		296	10	796
4:30 PM				70		34		373	5		317	7	806
4:45 PM				67		34		426	3		284	8	822
5:00 PM				72		51		412	1		334	8	878
5:15 PM				62		55		440	1		301	6	865
5:30 PM				61		42		401	4		351	11	870
5:45 PM				89		41		396	1		306	6	839
TOTAL VOLUMES :	NL 0	NT 0	NR 0	SL 554	ST 0	SR 325	EL 0	ET 3209	ER 21	WL 0	WT 2537	WR 63	TOTAL 6709
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%	
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

ITM Peak Hour Summary

Prepared by:



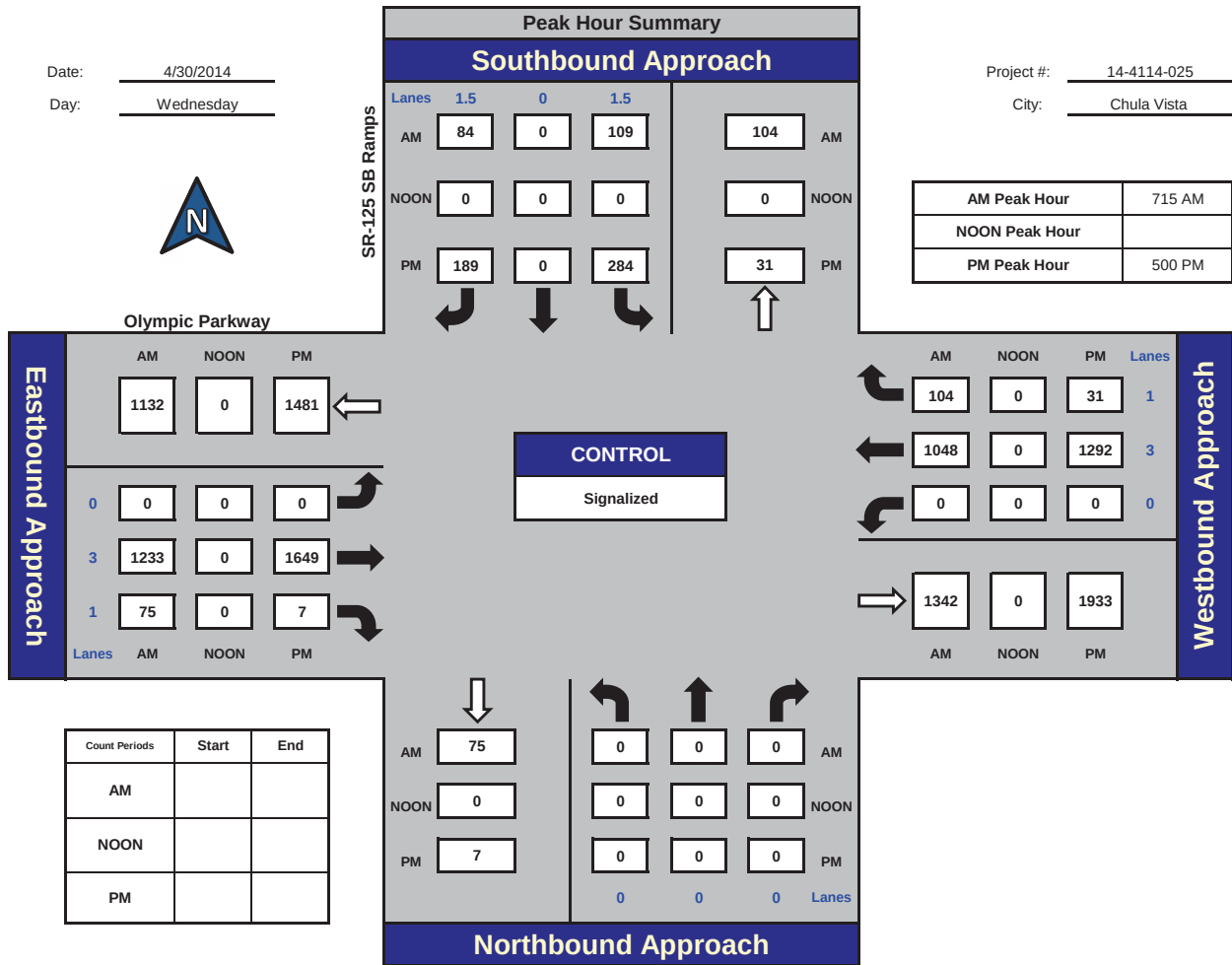
SR-125 SB Ramps and Olympic Parkway, Chula Vista

Date: 4/30/2014

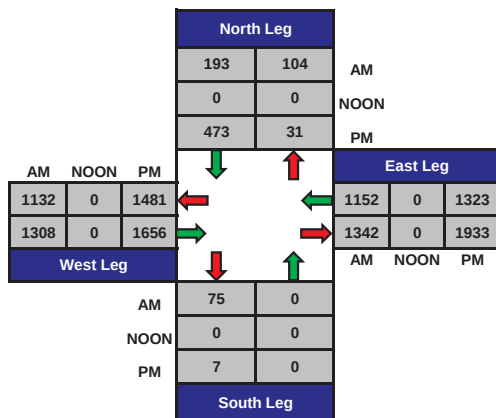
Day: Wednesday

Project #: 14-4114-025

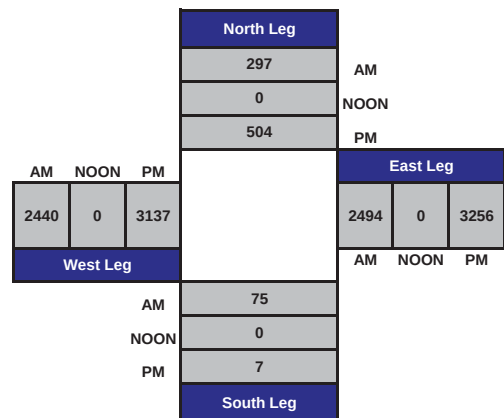
City: Chula Vista



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 2	NT 0	NR 1	SL 0	ST 0	SR 0	EL 0	ET 3	ER 1	WL 0	WT 3	WR 0	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 : APPROACH %'s :	NL 19 31.15%	NT 0 0.00%	NR 42 68.85%	SL 0 #DIV/0!	ST 0 #DIV/0!	SR 0 #DIV/0!	EL 0 0.00%	ET 1996 83.06%	ER 407 16.94%	WL 0 0.00%	WT 2205 70.47%	WR 924 29.53%	TOTAL 5593	
PEAK HR START TIME :	700 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	

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

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 2	NT 0	NR 1	SL 0	ST 0	SR 0	EL 0	ET 3	ER 1	WL 0	WT 3	WR 0	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 : APPROACH %'s :	NL 83 35.02%	NT 0 0.00%	NR 154 64.98%	SL 0 #DIV/0!	ST 0 #DIV/0!	SR 0 #DIV/0!	EL 0 0.00%	ET 3693 96.98%	ER 115 3.02%	WL 0 0.00%	WT 2507 85.39%	WR 429 14.61%	TOTAL 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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

ITM Peak Hour Summary

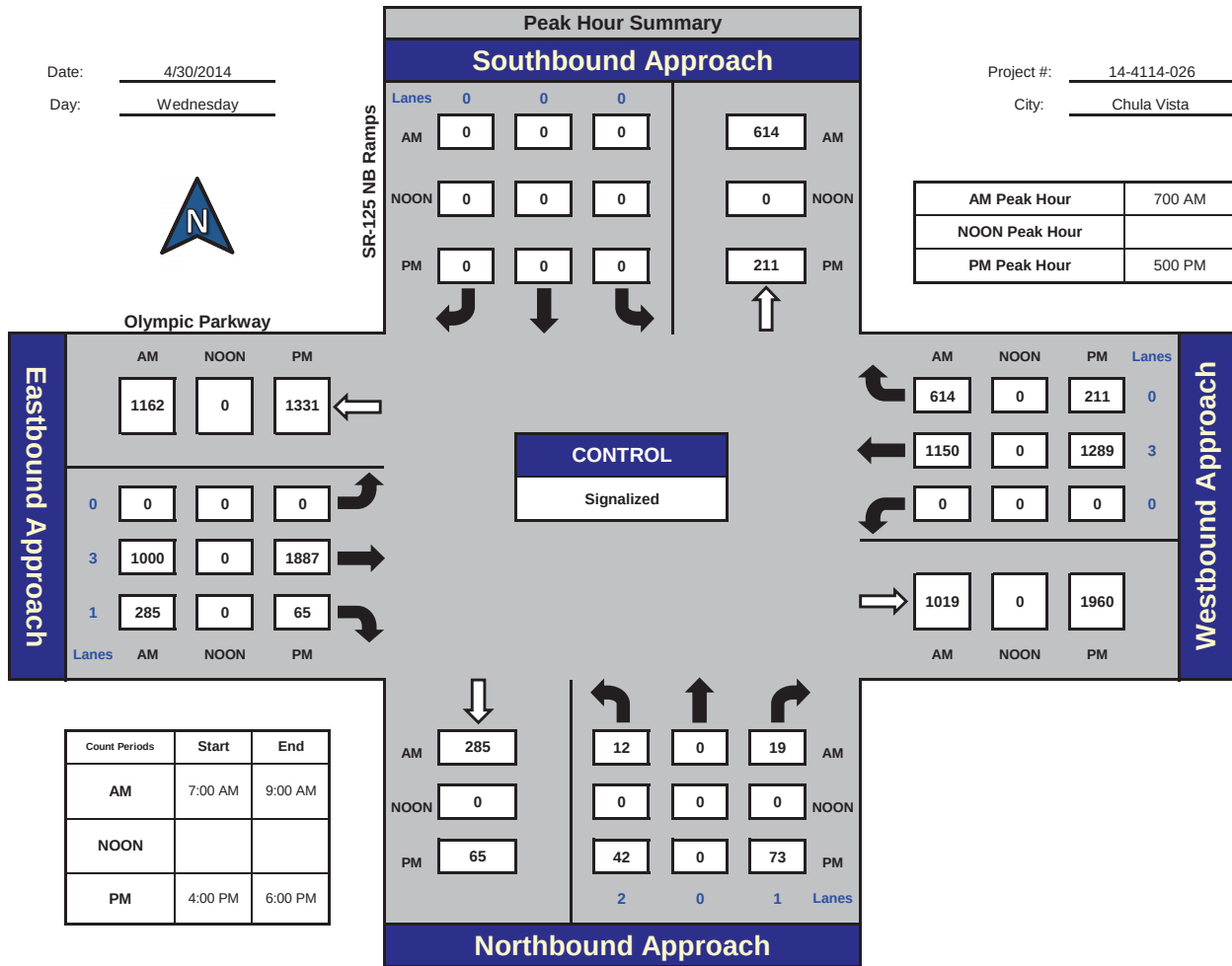
Prepared by:



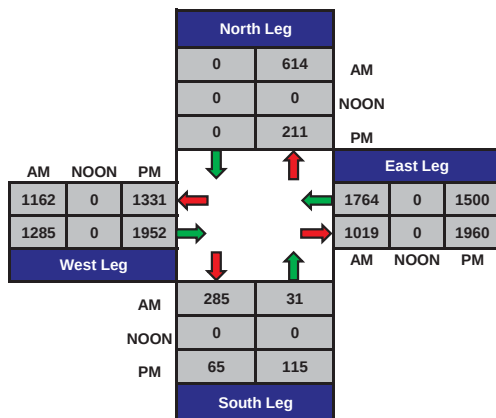
SR-125 NB Ramps and Olympic Parkway, Chula Vista

Date: 4/30/2014
Day: Wednesday

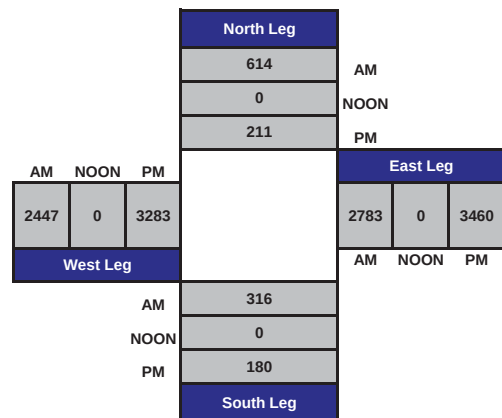
Project #: 14-4114-026
City: Chula Vista



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 2	NT 3	NR 1	SL 2	ST 3	SR 2	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	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 446	NT 411	NR 72	SL 159	ST 300	SR 387	EL 337	ET 737	ER 353	WL 149	WT 1738	WR 148	TOTAL 5237
APPROACH %'s :	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

CONTROL : Signalized

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 1	SB 1	EB 1	WB 0

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			
	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	TOTAL
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												TOTAL
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

CONTROL : Signalized

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

ITM Peak Hour Summary

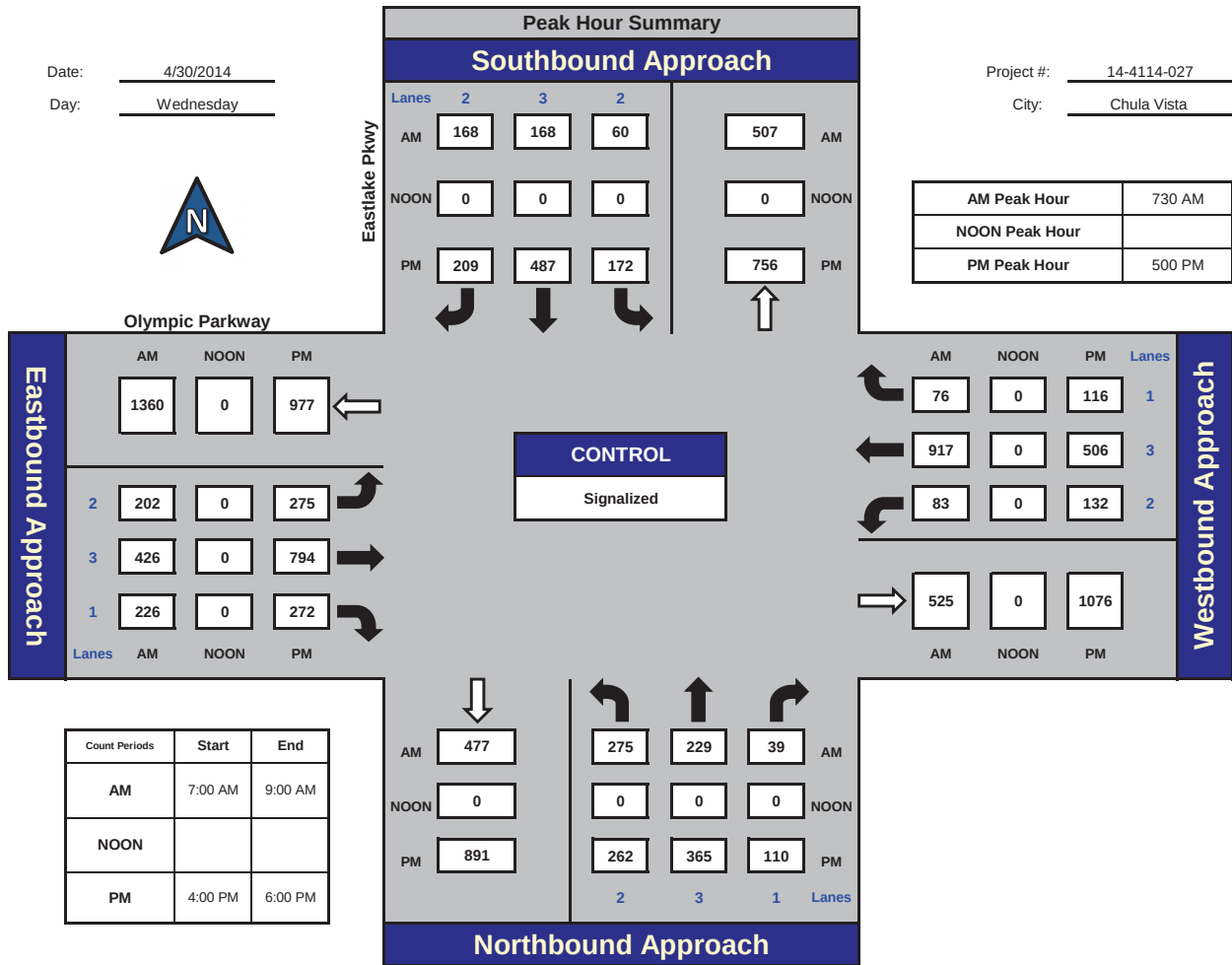
Prepared by:



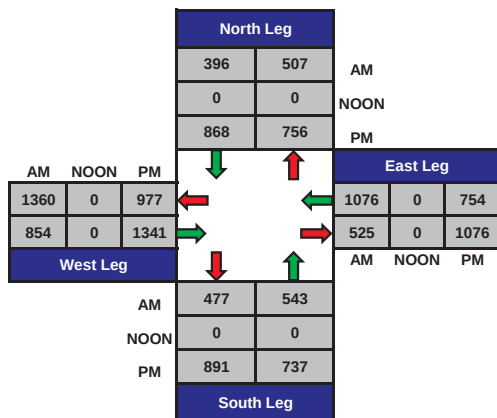
Eastlake Pkwy and Olympic Parkway , Chula Vista

Date: 4/30/2014
Day: Wednesday

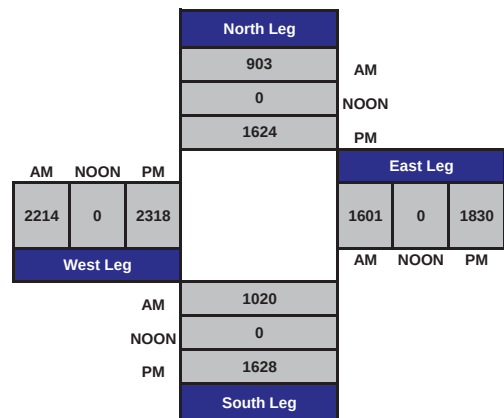
Project #: 14-4114-027
City: Chula Vista



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 2	NT 3	NR 0	SL 2	ST 3	SR 1	EL 2	ET 3	ER 0	WL 2	WT 2	WR 1	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 : APPROACH %'s :	NL 73 19.78%	NT 259 70.19%	NR 37 10.03%	SL 85 7.84%	ST 232 21.40%	SR 767 70.76%	EL 477 56.92%	ET 323 38.54%	ER 38 4.53%	WL 37 4.59%	WT 629 78.04%	WR 140 17.37%	TOTAL 3097	
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	

CONTROL : Signalized

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

NB	SB	EB	WB
0	1	0	1

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:	Hunte Parkway			Hunte Parkway			Olympic Parkway			Olympic Parkway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 3	NR 0	SL 2	ST 3	SR 1	EL 2	ET 3	ER 0	WL 2	WT 2	WR 1	TOTAL
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 33	NT 197	NR 52	SL 126	ST 188	SR 528	EL 695	ET 752	ER 68	WL 29	WT 508	WR 110	TOTAL 3286
APPROACH %'s :	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

CONTROL : Signalized

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

NB	SB	EB	WB
0	3	1	2

ITM Peak Hour Summary

Prepared by:



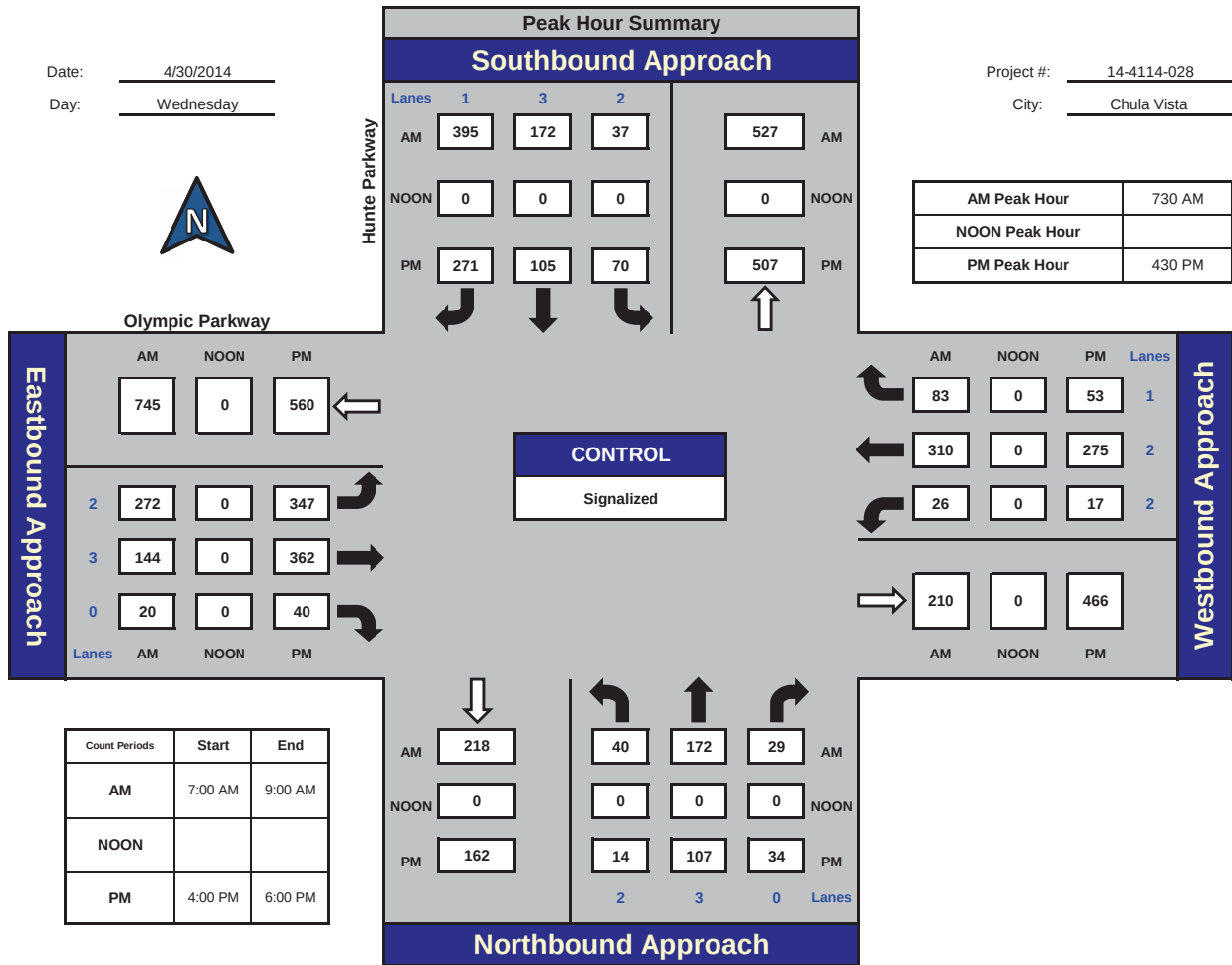
Hunte Parkway and Olympic Parkway, Chula Vista

Date: 4/30/2014

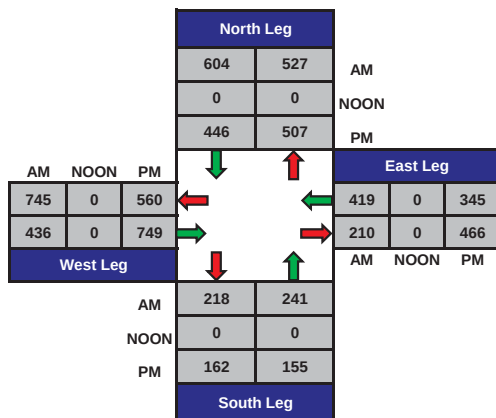
Day: Wednesday

Project #: 14-4114-028

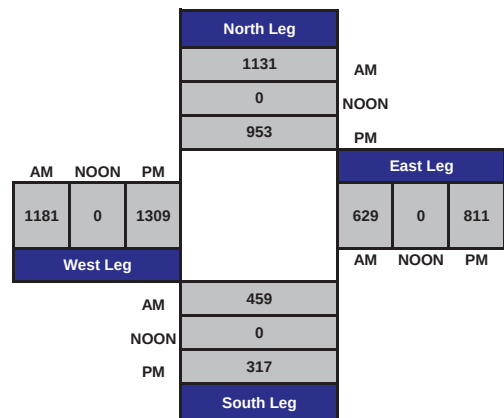
City: Chula Vista



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 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 2	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
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 : APPROACH %'s :	NL 166 95.95%	NT 7 4.05%	NR 0 0.00%	SL 5 1.24%	ST 9 2.24%	SR 388 96.52%	EL 171 37.92%	ET 224 49.67%	ER 56 12.42%	WL 3 1.22%	WT 240 97.56%	WR 3 1.22%	TOTAL 1272
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

CONTROL : Signalized

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

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				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 2	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	
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 : APPROACH %'s :	NL 110 85.94%	NT 14 10.94%	NR 4 3.13%	SL 2 0.65%	ST 10 3.24%	SR 297 96.12%	EL 387 41.88%	ET 371 40.15%	ER 166 17.97%	WL 4 1.60%	WT 244 97.60%	WR 2 0.80%	1611	
PEAK HR START TIME :	415 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

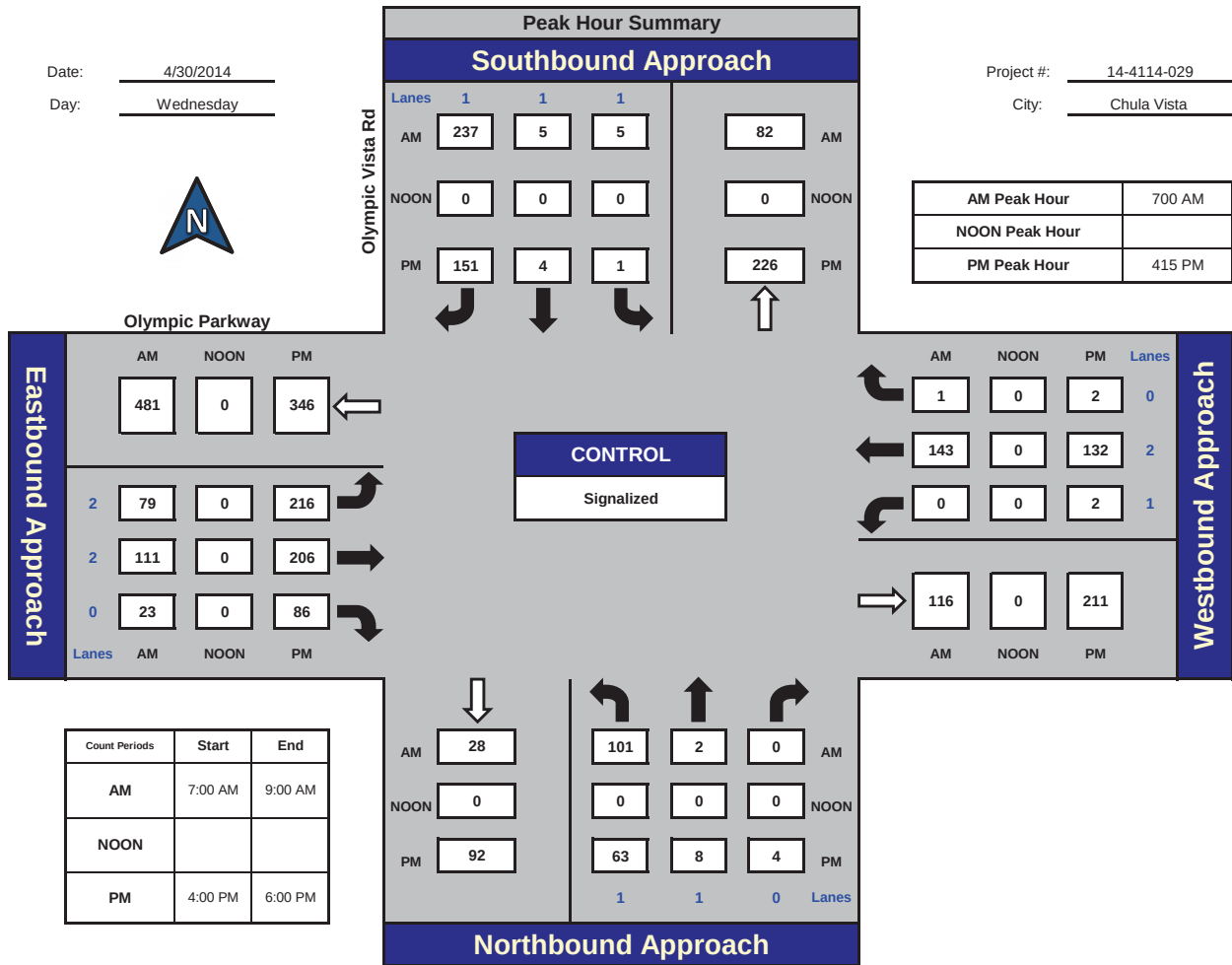
Prepared by:



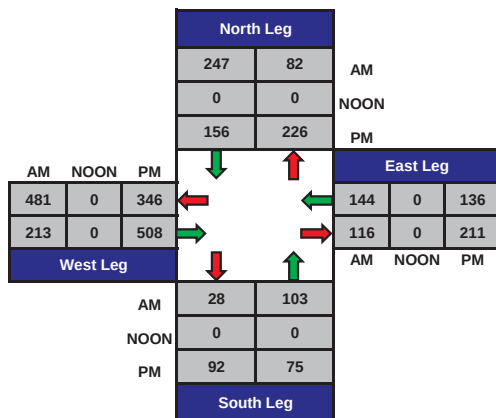
Olympic Vista Rd and Olympic Parkway, Chula Vista

Date: 4/30/2014
Day: Wednesday

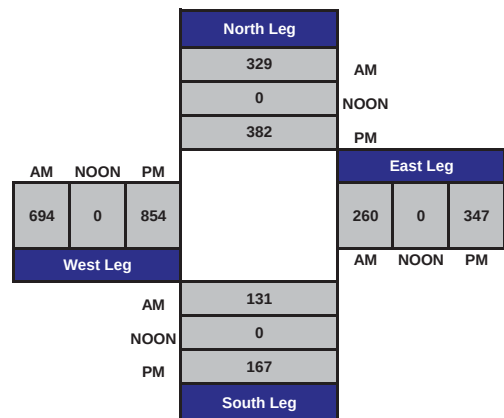
Project #: 14-4114-029
City: Chula Vista



Total Ins & Outs



Total Volume Per Leg



Prepared by:
National Data & Surveying Services

National Data & Surveying Services

Date: 4/30/2014

NS/EW Streets:

PEAK HR START TIME :	730 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

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			TOTAL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	0	1	0	0	0	0	1	1	1	1	0	
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

ITM Peak Hour Summary

Prepared by:



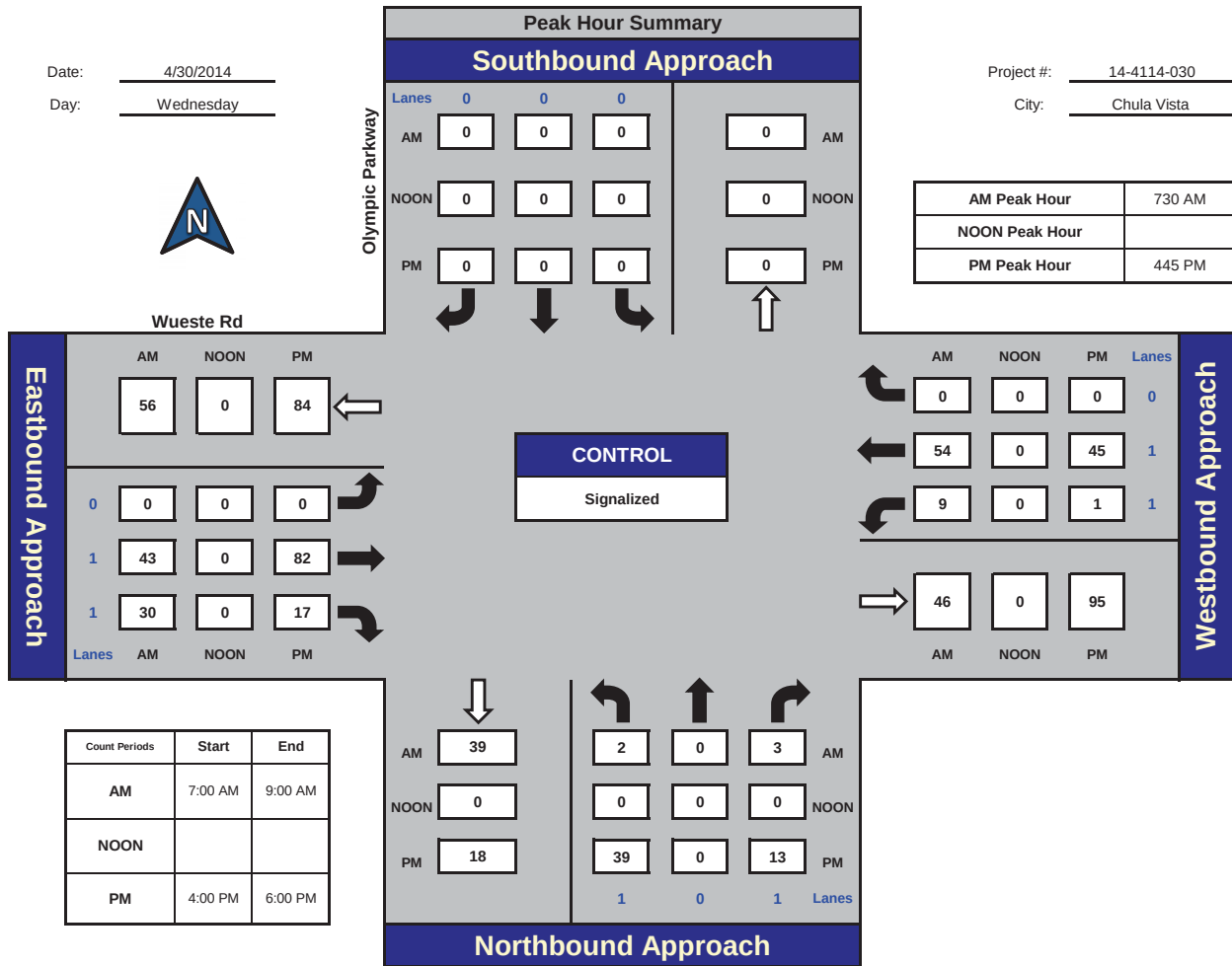
Olympic Parkway and Wueste Rd , Chula Vista

Date: 4/30/2014

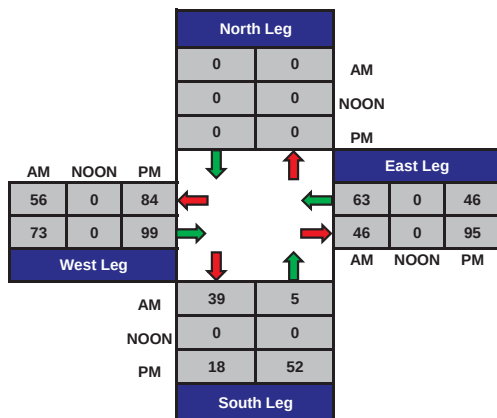
Day: Wednesday

Project #: 14-4114-030

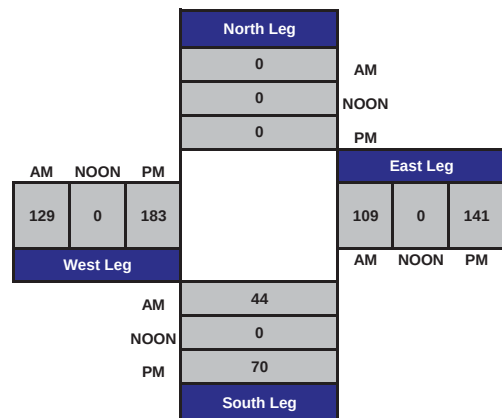
City: Chula Vista



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 0	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 0	ER 0	WL 1	WT 0	WR 1	TOTAL
7:00 AM			5	6	0	0			0	0	8			19
7:15 AM			0	3	0	4			0	0	9			16
7:30 AM			3	3	0	6			0	0	7			19
7:45 AM			7	5	0	6			0	0	12			30
8:00 AM			12	5	2	1			0	0	11			31
8:15 AM			3	4	0	8			0	0	10			25
8:30 AM			5	2	1	4			0	0	6			18
8:45 AM			9	3	0	3			3	1	8			27
TOTAL VOLUMES :		NL 0	NT 44	NR 31	SL 3	ST 32	SR 0	EL 0	ET 3	ER 1	WL 71	WT 0	WR 0	TOTAL 185
APPROACH %'s :		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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-031

Day: Thursday

City: Chula Vista

Date: 5/1/2014

NS/EW Streets:		PM												
		Lake Crest Dr			Lake Crest Dr			Wueste Rd			Wueste Rd			TOTAL
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 0	ER 0	WL 1	WT 0	WR 1	TOTAL	
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 1	NT 76	NR 87	SL 5	ST 50	SR 0	EL 0	ET 0	ER 0	WL 28	WT 0	WR 6	TOTAL 253
APPROACH %'s :		0.61%	46.34%	53.05%	9.09%	90.91%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	82.35%	0.00%	17.65%	
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

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

ITM Peak Hour Summary

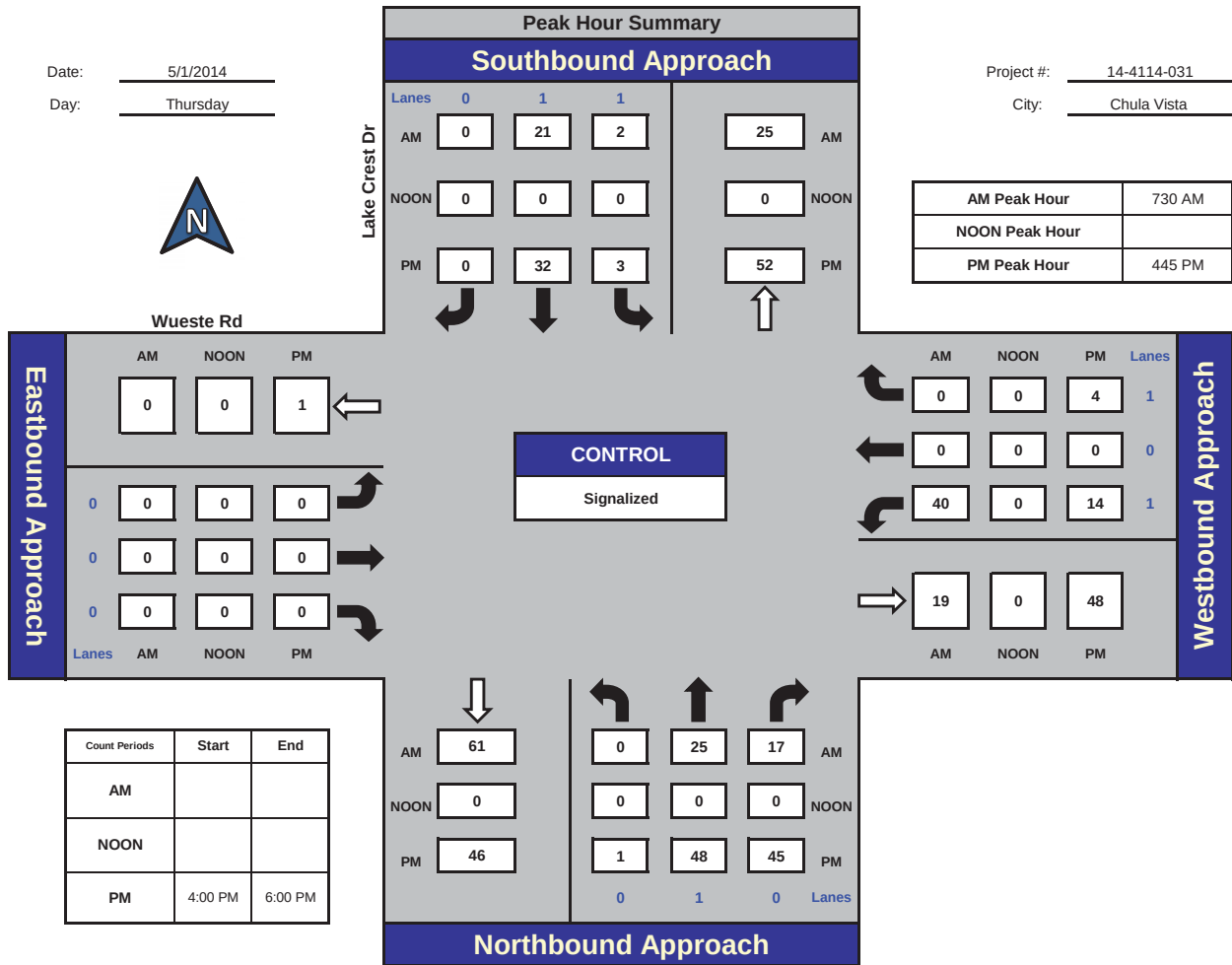
Prepared by:



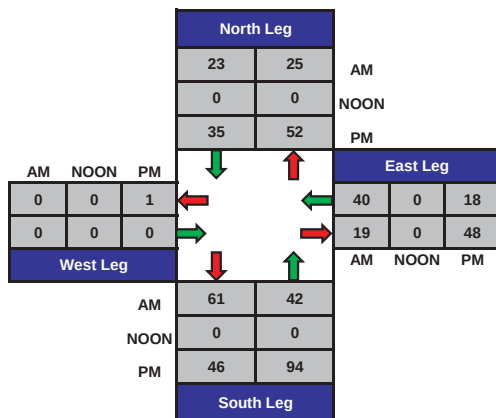
Lake Crest Dr and Wueste Rd , Chula Vista

Date: 5/1/2014
Day: Thursday

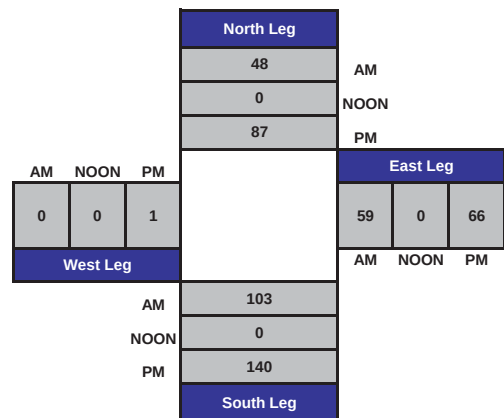
Project #: 14-4114-031
City: Chula Vista



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

AM														
NS/EW Streets:	La Media Rd			La Media Rd			Otay Mesa Rd			Otay Mesa Rd				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL 1	NT 1	NR 0	SL 2	ST 2	SR 1	EL 1	ET 3	ER 1	WL 1	WT 2.5	WR 0.5	TOTAL	
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 : APPROACH %'s :	NL 79 6.34%	NT 199 15.97%	NR 968 77.69%	SL 43 20.28%	ST 128 60.38%	SR 41 19.34%	EL 58 10.68%	ET 358 65.93%	ER 127 23.39%	WL 530 58.56%	WT 327 36.13%	WR 48 5.30%	TOTAL 2906	
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	

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

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 1	NT 1	NR 0	SL 2	ST 2	SR 1	EL 1	ET 3	ER 1	WL 1	WT 2.5	WR 0.5	TOTAL
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 93	NT 150	NR 544	SL 67	ST 258	SR 49	EL 42	ET 257	ER 195	WL 791	WT 382	WR 69	TOTAL 2897
APPROACH %'s :	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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

ITM Peak Hour Summary

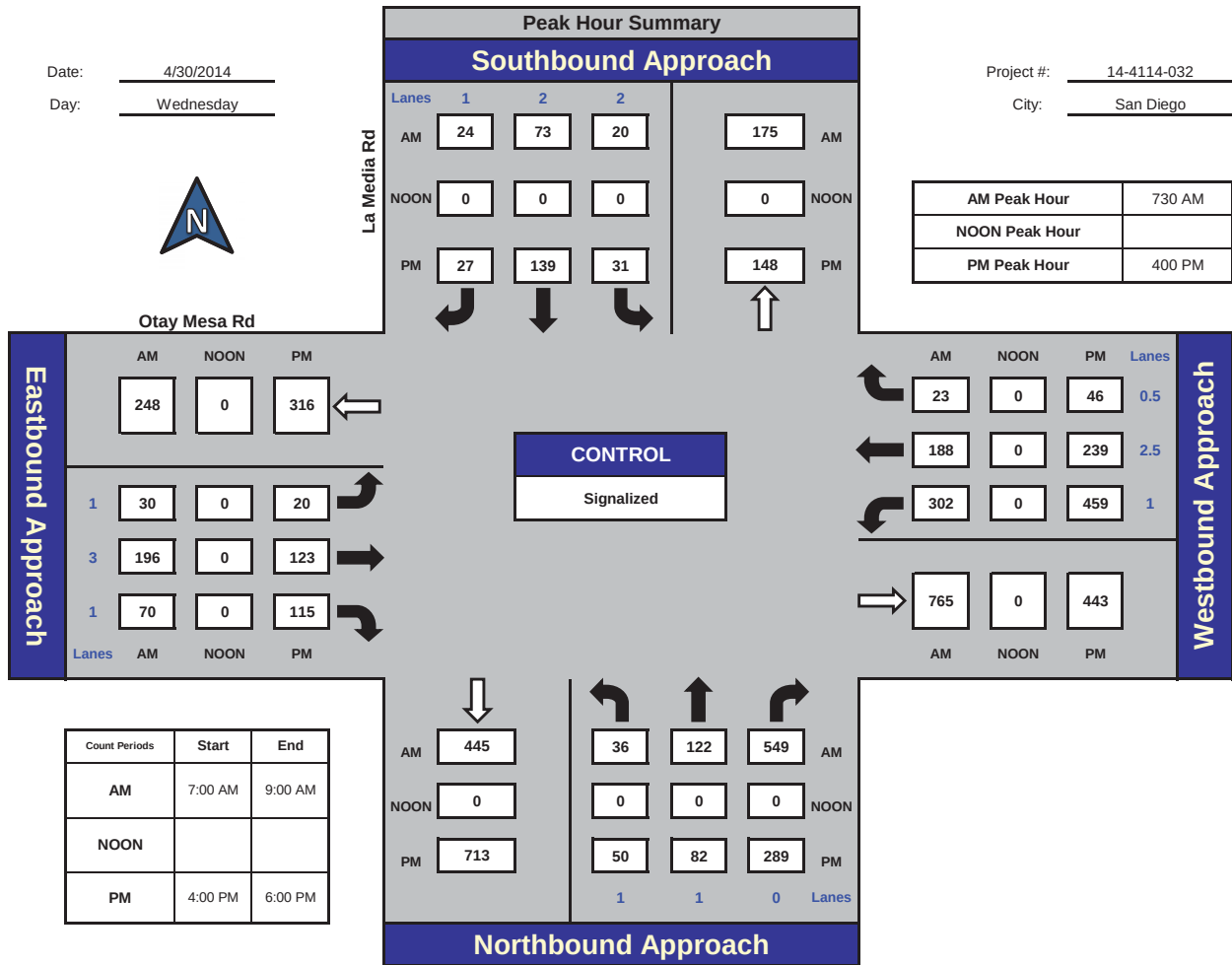
Prepared by:



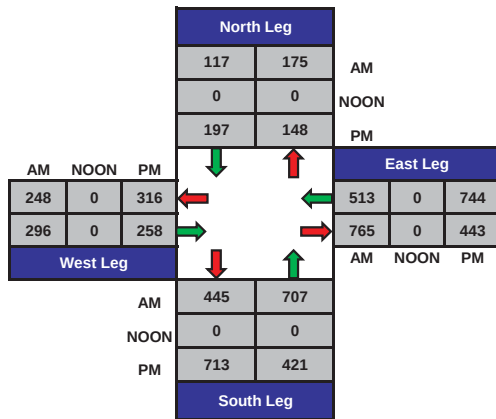
La Media Rd and Otay Mesa Rd , San Diego

Date: 4/30/2014
Day: Wednesday

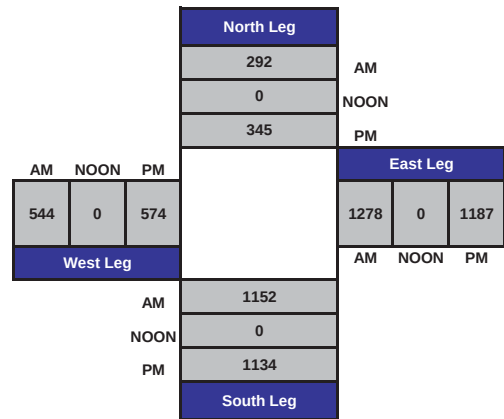
Project #: 14-4114-032
City: San Diego



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
	0	0	0	2	0	1	0	3	0	0	3	0	
7:00 AM				73		66		139			26		304
7:15 AM				78		71		147			34		330
7:30 AM				149		80		177			48		454
7:45 AM				149		100		195			38		482
8:00 AM				68		93		137			35		333
8:15 AM				83		80		114			40		317
8:30 AM				55		58		148			37		298
8:45 AM				52		45		97			48		242
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	0	0	707	0	593	0	1154	0	0	306	0	2760
	#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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

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 0	NT 0	NR 0	SL 2	ST 0	SR 1	EL 0	ET 3	ER 0	WL 0	WT 3	WR 0	TOTAL
4:00 PM				23		37		116			187		363
4:15 PM				18		41		101			78		238
4:30 PM				17		32		119			134		302
4:45 PM				17		44		87			85		233
5:00 PM				35		37		107			94		273
5:15 PM				25		46		97			41		209
5:30 PM				22		51		90			43		206
5:45 PM				13		49		77			34		173
TOTAL VOLUMES :	NL 0	NT 0	NR 0	SL 170	ST 0	SR 337	EL 0	ET 794	ER 0	WL 0	WT 696	WR 0	TOTAL 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 :	400 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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

ITM Peak Hour Summary

Prepared by:



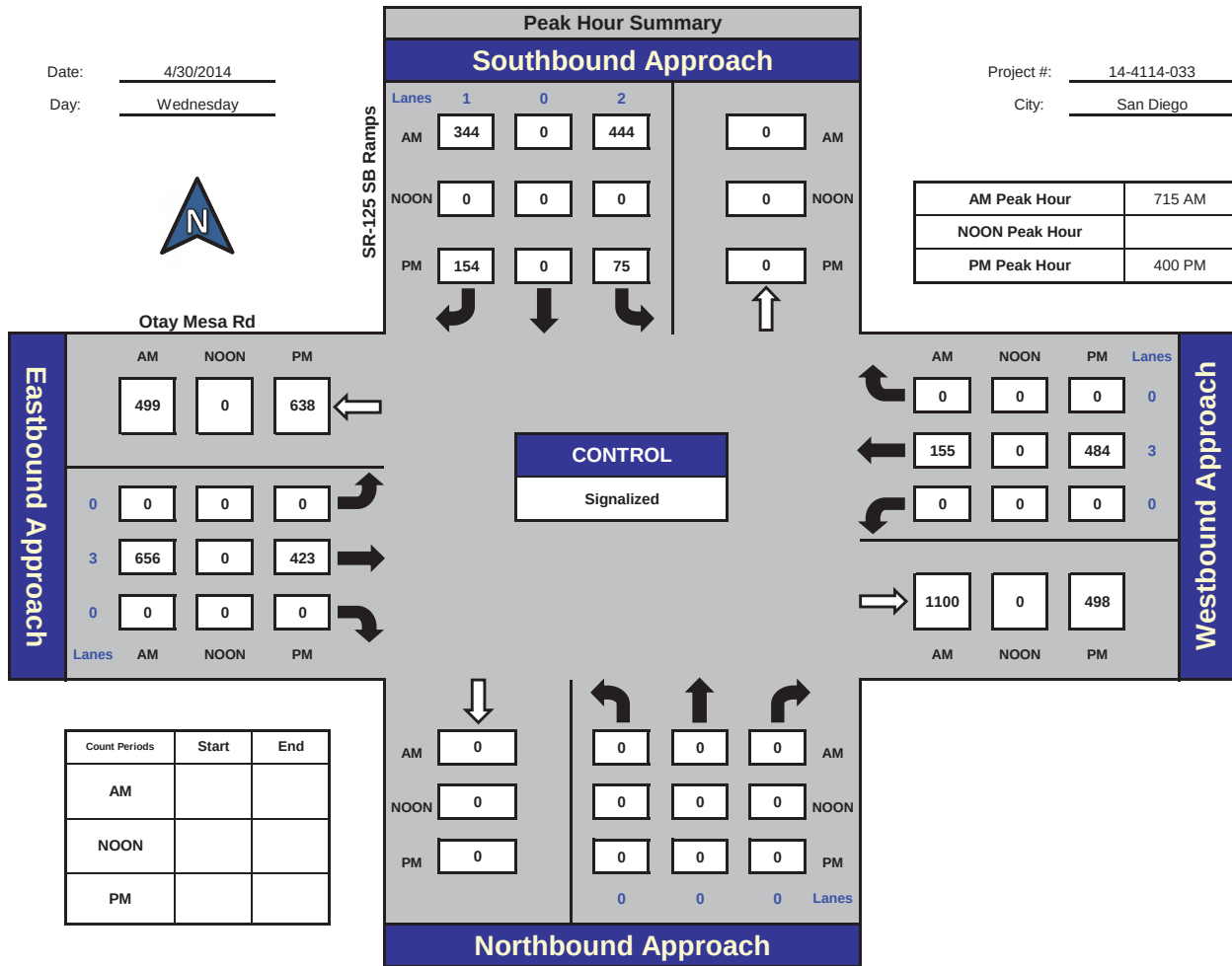
SR-125 SB Ramps and Otay Mesa Rd , San Diego

Date: 4/30/2014

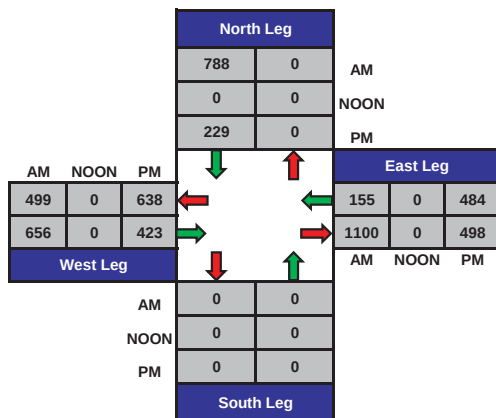
Day: Wednesday

Project #: 14-4114-033

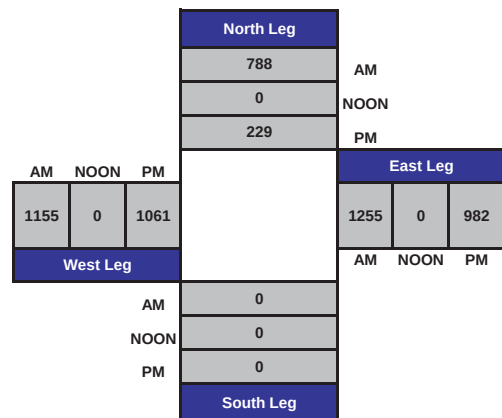
City: San Diego



Total Ins & Outs



Total Volume Per Leg



Prepared by:
National Data & Surveying Services

National Data & Surveying Services

Date: 4/30/2014

Otay Mesa Rd

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

NB 0	SB 0	EB 1	WB 0

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			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 2	ET 2	ER 0	WL 0	WT 1.5	WR 1.5	TOTAL
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 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 534	ET 432	ER 0	WL 0	WT 690	WR 596	TOTAL 2252
APPROACH %'s :	#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 :	400 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

CONTROL : Signalized

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

NB	SB	EB	WB
0	0	3	0

ITM Peak Hour Summary

Prepared by:



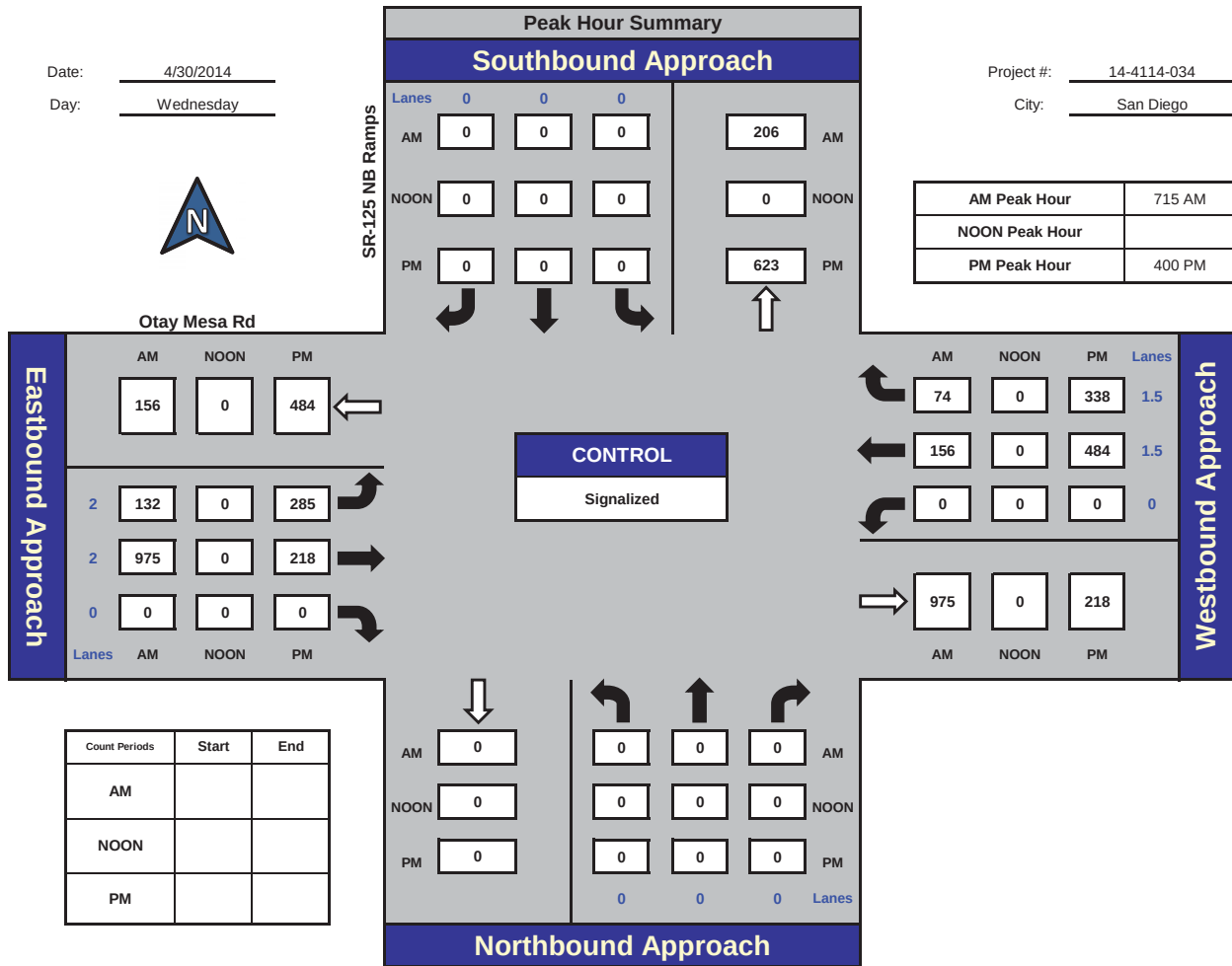
SR-125 NB Ramps and Otay Mesa Rd , San Diego

Date: 4/30/2014

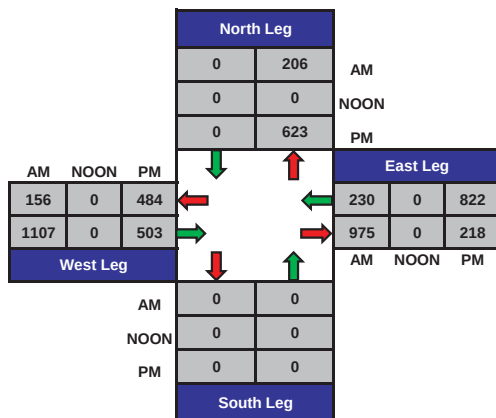
Day: Wednesday

Project #: 14-4114-034

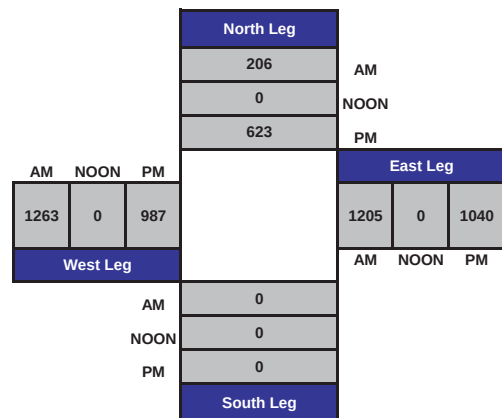
City: San Diego



Total Ins & Outs



Total Volume Per Leg



Prepared by:
National Data & Surveying Services

National Data & Surveying Services

Date: 4/30/2014

NS/EW Streets:

NB 0	SB 0	EB 0	WB 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 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	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 12	NT 288	NR 1	SL 3	ST 899	SR 30	EL 18	ET 0	ER 6	WL 0	WT 0	WR 5	TOTAL 1262
APPROACH %'s :		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

CONTROL : 1-Way Stop EB

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

ITM Peak Hour Summary

Prepared by:



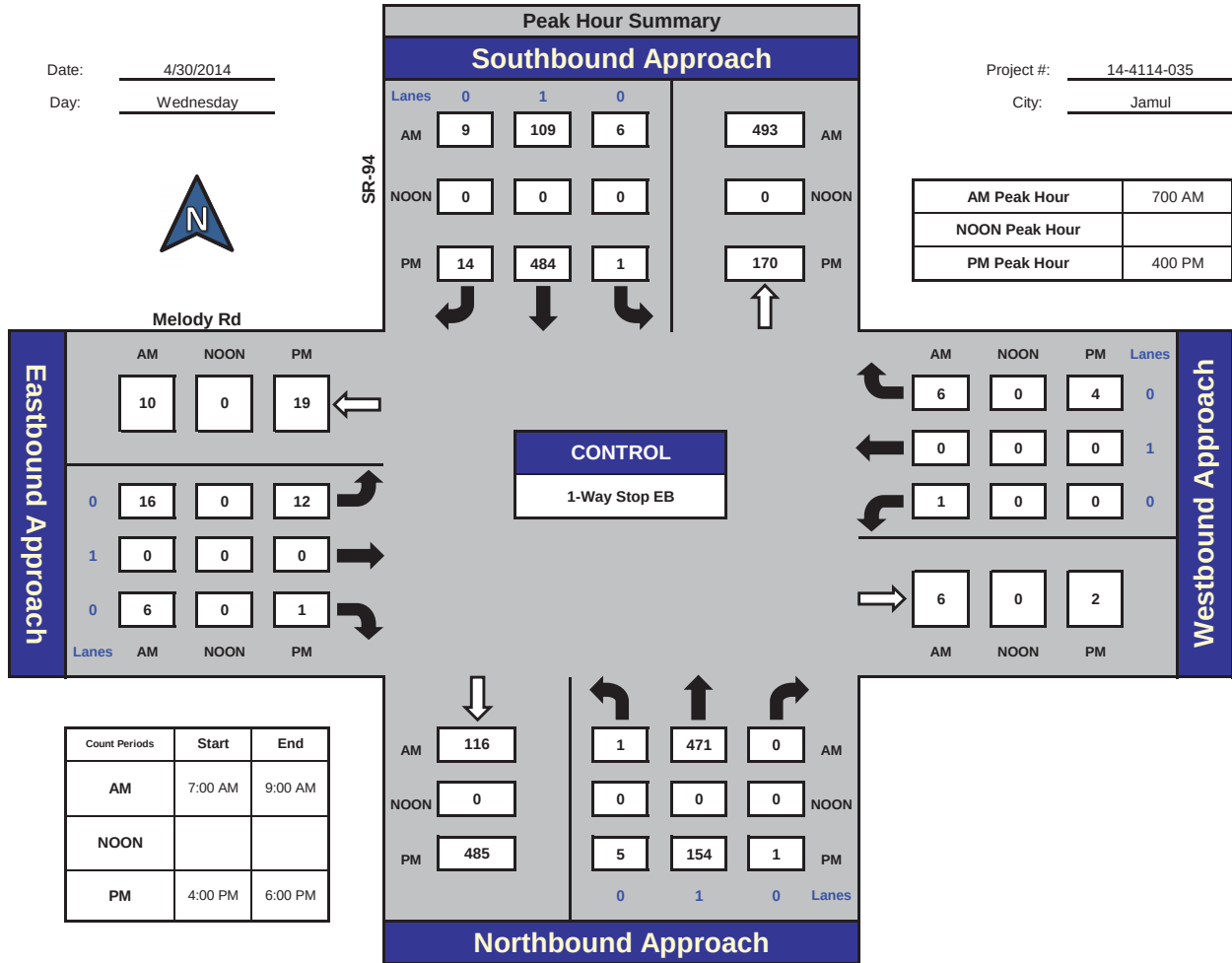
SR-94 and Melody Rd , Jamul

Date: 4/30/2014

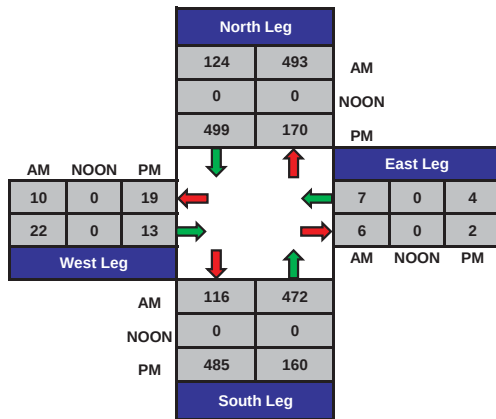
Day: Wednesday

Project #: 14-4114-035

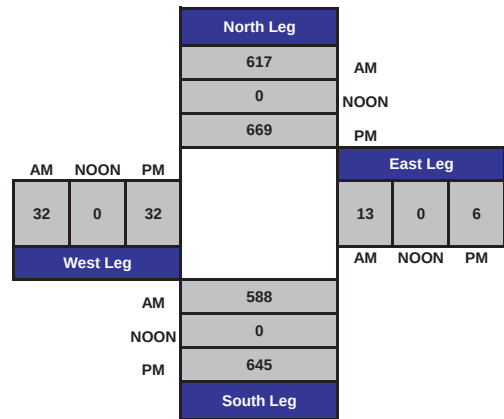
City: Jamul



Total Ins & Outs



Total Volume Per Leg



Prepared by:
National Data & Surveying Services

Date: 4/30/2014

945

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

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

CONTROL : 1-Way Stop EB

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

ITM Peak Hour Summary

Prepared by:



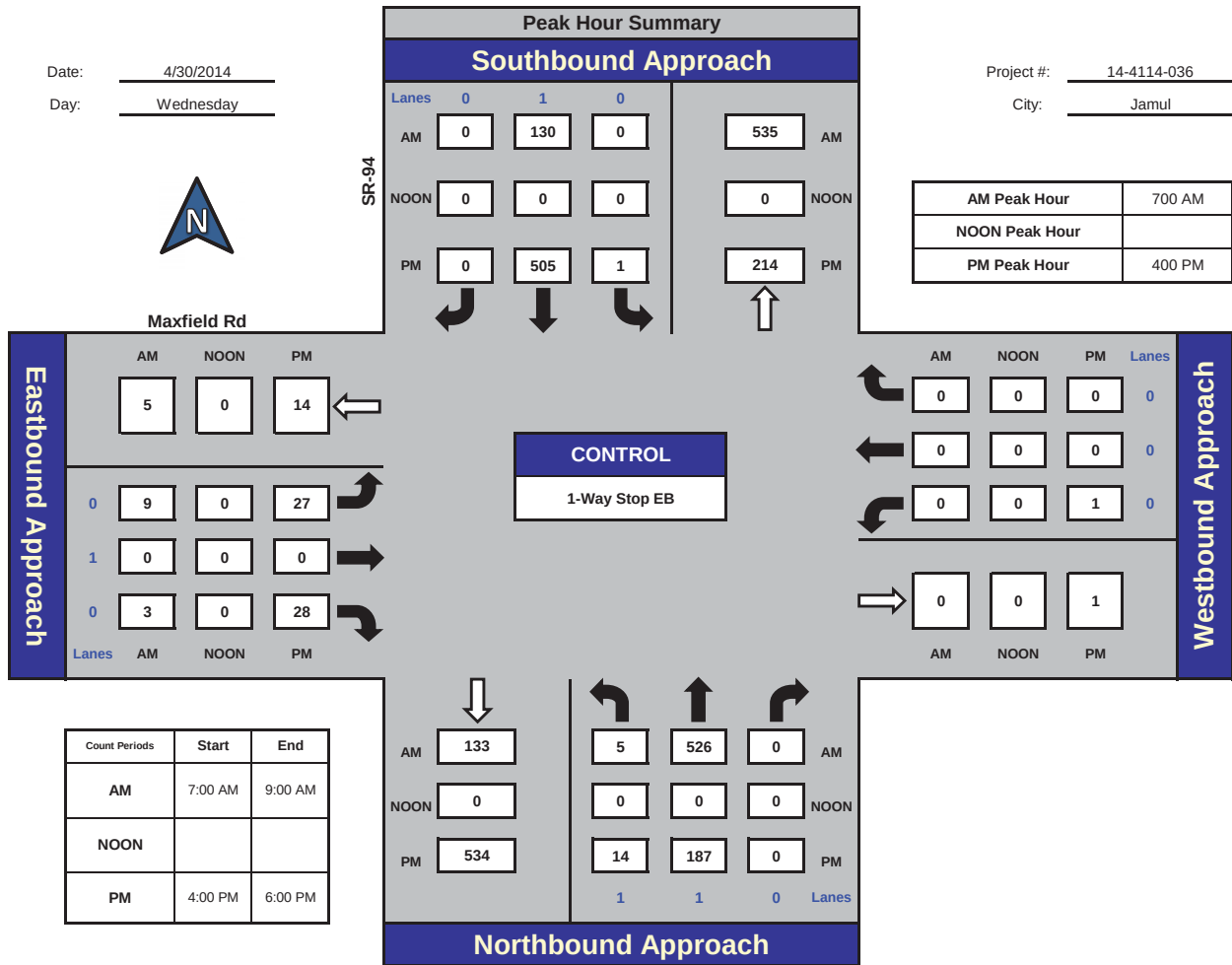
SR-94 and Maxfield Rd , Jamul

Date: 4/30/2014

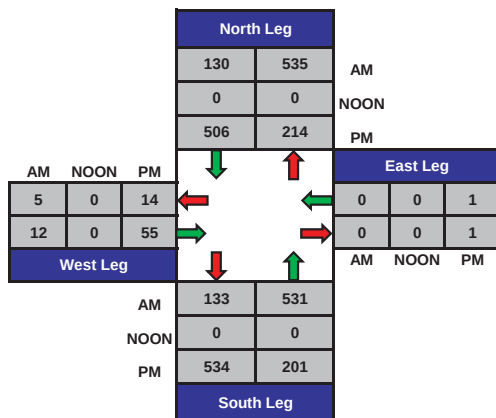
Day: Wednesday

Project #: 14-4114-036

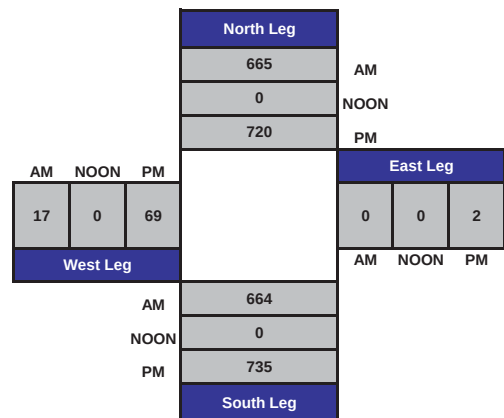
City: Jamul



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 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
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 185	NT 76	NR 7	SL 76	ST 55	SR 68	EL 20	ET 247	ER 55	WL 6	WT 761	WR 95	TOTAL 1651
APPROACH %'s :	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												
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-4114-037

Day: Wednesday

City: Jamul

Date: 4/30/2014

NS/EW Streets:	PM												
	Jefferson Rd			Jefferson Rd			SR-94			SR-94			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	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 : APPROACH %'s :	NL 109 49.77%	NT 72 32.88%	NR 38 17.35%	SL 93 48.19%	ST 64 33.16%	SR 36 18.65%	EL 35 3.19%	ET 856 78.10%	ER 205 18.70%	WL 11 2.61%	WT 350 82.94%	WR 61 14.45%	TOTAL 1930
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

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0

ITM Peak Hour Summary

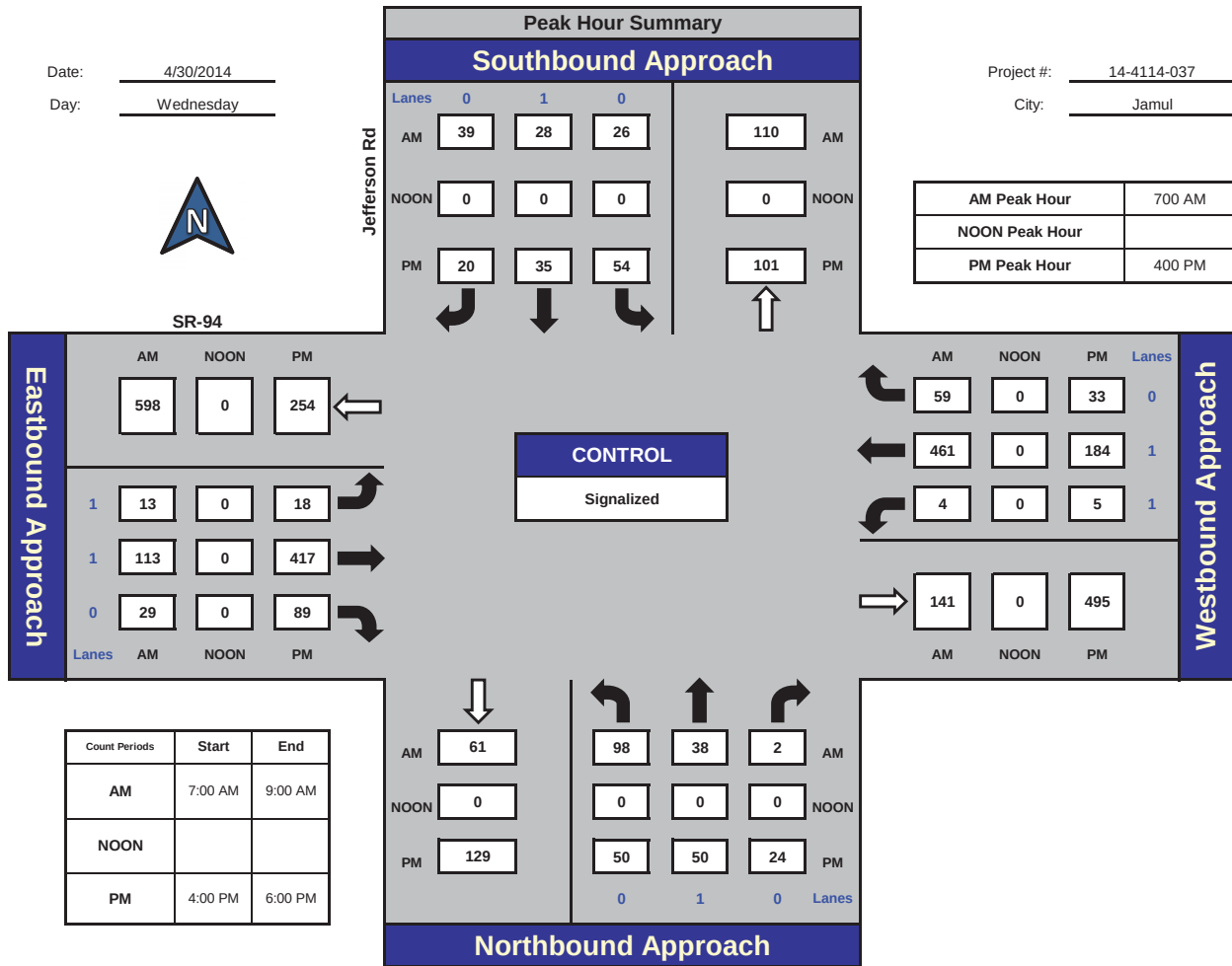
Prepared by:



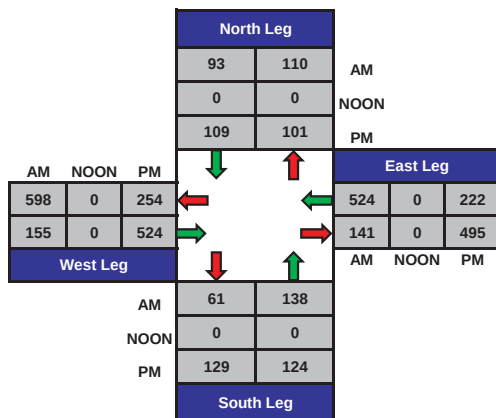
Jefferson Rd and SR-94, Jamul

Date: 4/30/2014
Day: Wednesday

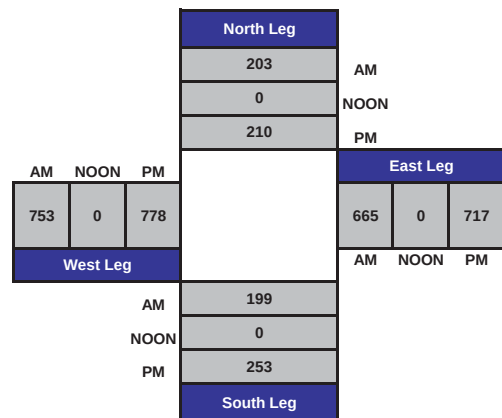
Project #: 14-4114-037
City: Jamul



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						EB	WB						Total
					0	0						7,331	6,824						14,155
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							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						EB	WB						Total
					0	0						7,331	6,824						14,155
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

City: Chula Vista

Date: 4/30/2014

Project #: CA14_4115_002

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

City: Chula Vista

Date: 4/30/2014

Project #: CA14_4115_003

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0						29,116	30,499
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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: 4/30/2014

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
					54	298						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
					39	170						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
					24	109						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
					54	183						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
					125	393						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
					367	1083						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
					655	1986						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
					987	3586						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
					737	3058						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
					492	2259						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
					561	2106						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
					553	2181						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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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 fromEastHSt toTelegraphCanyon Rd/OtayLakesRd

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	
					36	260						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	
					36	137						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	
					24	86						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	
					41	142						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	
					96	320						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	
					251	765						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	
					509	1589						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	
					817	2761						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	
					638	2555						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	
					533	2197						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	
					589	2145						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	
					593	2261						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			1490	1367	2831	4 - 6 Pk Volume		0	0	1804	1675	3415
Pk Hr Factor			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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
					54	271						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	
					32	168						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	
					28	119						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	
					47	133						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	
					102	282						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	
					235	684						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	
					529	1489						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	
					764	2686						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	
					755	2896						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	
					634	2559						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	
					666	2382						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	
					645	2512						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							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				1697	1285	2957	4 - 6 Pk Volume		0	0	2180	1638	3785
Pk Hr Factor				0.000	0.000	0.968	Pk Hr Factor		0.000	0.000	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
					42	211						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
					28	137						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
					24	103						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
					40	130						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
					104	299						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
					255	747						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
					519	1562						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
					775	2755						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
					730	2914						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
					543	2255						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
					574	2089						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
					576	2159						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	
					24	112						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	
					15	90						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	
					13	64						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	
					12	57						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	
					35	107						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	
					128	356						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	
					425	1076						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	
					570	1924						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	
					496	1981						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	
					355	1413						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	
					350	1307						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	
					397	1413						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
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	
					17	87						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	
					7	59						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	
					8	51						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	
					5	36						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	
					29	86						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	
					101	292						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	
					233	690						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	
					422	1324						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	
					360	1452						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	
					229	967						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	
					245	919						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	
					240	882						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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	EBWB					Total	
					0	0						4,586	5,086
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	17	12:45			52	242	76	270
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	11	13:45			57	228	77	263
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	3	24	14:45			82	289	120	379
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	12	15:45			73	370	96	490
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	10	35	16:45			102	380	82	320
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	39	107	17:45			107	447	92	318
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	167	394	18:45			118	416	60	248
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	270	666	19:45			82	341	49	239
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	181	821	20:45			55	247	35	156
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	108	477	21:45			31	162	11	72
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	128	438	22:45			12	84	6	55
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	141	504	23:45			14	60	6	33
TOTALS	13202243				3563		TOTALS	32662843				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	5	12:45			16	75	17	100
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	5	13:45			13	82	36	113
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	7	14:45			26	85	31	114
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	10	15:45			18	84	15	79
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	7	16:45			22	97	10	77
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	13	17:45			19	89	16	68
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	57	18:45			19	88	12	64
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	127	19:45			14	71	11	44
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	90	20:45			12	52	13	47
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	115	21:45			8	35	2	16
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	122	22:45			6	21	3	15
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	99	23:45			2	12	2	12
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	EBWB					Total	
					0	0						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	164	12:45			243	1016	231	980
					72	358						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	129	13:45			303	1110	315	1150
					44	229						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	87	14:45			570	1865	499	1512
					35	165						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	104	15:45			454	1758	383	1682
					43	175						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	274	16:45			562	2109	377	1372
					138	379						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	940	17:45			482	2078	382	1528
					403	1180						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	1525	18:45			388	1748	269	1235
					957	2711						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	1977	19:45			298	1276	238	1165
					794	3821						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	1580	20:45			243	1066	244	976
					597	2684						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	1123	21:45			177	838	177	823
					481	1980						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	975	22:45			107	571	103	527
					482	1819						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	1109	23:45			66	329	63	326
					546	2126						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	12:45			198	834	172	710
					66	338						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	13:45			243	837	219	807
					46	222						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	14:45			314	1113	254	999
					25	148						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	15:45			331	1339	272	1021
					38	144						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	16:45			412	1564	268	1040
					114	277						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	17:45			388	1597	277	1129
					267	811						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	18:45			308	1324	181	892
					493	1576						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	19:45			266	1080	185	796
					510	2147						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	20:45			205	893	161	709
					452	1914						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	21:45			181	716	140	614
					351	1479						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	22:45			101	451	93	427
					352	1366						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	23:45			62	297	54	250
					400	1551						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
					57	264						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
					43	173						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
					23	116						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
					32	117						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
					89	219						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
					215	670						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
					486	1414						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
					599	2408						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
					460	2048						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
					356	1576						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
					376	1521						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
					473	1783						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	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	125	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	70	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	66	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	141	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	448	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	776	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	1164	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	1070	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	791	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	743	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	872	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	201	12:45			290	1114	269	1024	
					94	399						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	
					56	238						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	
					28	165						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	
					41	176						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	
					109	287						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	
					287	866						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	
					629	1909						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	
					686	2709						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	
					523	2349						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	
					436	1873						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	
					459	1885						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	
					561	2132						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
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			1109	1705	2709	4 - 6 Pk Volume		0	0	1949	1490	3436
Pk Hr Factor			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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	1	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	8	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	9	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	11	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	18	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	69	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	135	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	133	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	104	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	112	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	82	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	82	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	EBWB					Total	
					5,440	5,364						0	0
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	12:45	82	330	62	297	144	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	19	13:45	71	310	78	254	149	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	19	14:45	78	282	83	344	161	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	17	15:45	138	439	98	411	236	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	45	16:45	113	414	131	469	244	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	98	17:45	102	430	113	541	215	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	466	18:45	94	365	99	453	193	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	685	19:45	60	287	53	298	113	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	762	20:45	47	247	42	243	89	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	566	21:45	25	137	26	140	51	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	508	22:45	10	74	5	70	15	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	683	23:45	5	32	7	26	12	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: 4/30/2014

City: Chula Vista
Project #: CA14_4115_028

DAILY TOTALS					NB	SB	EBWB					Total	
					3,225	3,044						0	0
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	30	12:45	30	109	25	107	55	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	11	13:45	33	145	44	127	77	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	9	14:45	85	212	78	234	163	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	13	15:45	62	345	62	321	124	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	24	16:45	46	231	77	276	123	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	77	17:45	56	211	64	288	120	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	302	18:45	44	196	63	244	107	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	561	19:45	23	137	35	174	58	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	607	20:45	20	126	32	126	52	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	220	21:45	17	70	24	93	41	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	213	22:45	8	47	7	56	15	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	266	23:45	4	25	10	36	14	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	EBWB					Total
					3,225	3,044						0
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	EBWB					Total
					4,313	3,841						0
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	322	12:45	36	134	49	171	85305	
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	519	13:45	48	202	36	115	84317	
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	211	14:45	87	293	70	224	157517	
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	517	15:45	100	512	70	441	170953	
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	921	16:45	96	373	88	305	184678	
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	3178	17:45	94	334	72	351	166685	
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	108238	18:45	76	294	69	297	145591	
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	267688	19:45	59	267	53	263	112530	
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	113787	20:45	34	169	32	188	66357	
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	72329	21:45	26	105	17	120	43225	
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	77267	22:45	10	64	16	62	26126	
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	89336	23:45	5	26	7	31	1257	
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	EBWB					Total
					1,070	945						0
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	18	12:45	30	64	14	47	111	
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	76	
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		1	14:45	20	50	17	42	92	
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		2	15:45	32	148	23	115	263	
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		1	16:45	26	82	22	62	144	
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	10	17:45	15	76	22	77	153	
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	47	18:45	12	85	14	58	143	
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	213	19:45	13	67	18	59	126	
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	270	20:45	6	39	5	37	76	
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	54	21:45	6	26	6	30	56	
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	45	22:45	1	10	1	8	18	
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	88	23:45	3	9	1	9	18	
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	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	0	170			
Pk Hr Factor	0.814	0.758	0.000	0.000	0.806		Pk Hr Factor	0.870	0.837	0.000	0.000	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	1	3	12:45			20	99	24	99	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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 51	12:45	66	307	70	266	136 573
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 33	13:45	76	293	71	285	147 578
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 17	14:45	89	327	114	310	203 637
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 39	15:45	81	287	149	483	230 770
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 87	16:45	66	255	140	582	206 837
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	164 405	17:45	67	249	131	553	198 802
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	247 786	18:45	52	190	111	521	163 711
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	168 750	19:45	35	125	81	330	116 455
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	173 670	20:45	30	115	62	276	92 391
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	145 568	21:45	29	112	29	187	58 299
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	132 549	22:45	15	54	25	113	40 167
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	116 519	23:45	0	20	11	62	11 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 33	12:45	64	279	52	224					116 503
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 28	13:45	66	245	55	221					121 466
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 16	14:45	78	292	103	288					181 580
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 31	15:45	72	247	131	410					203 657
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 70	16:45	53	212	118	509					171 721
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					143 347	17:45	56	211	108	466					164 677
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					207 683	18:45	34	148	95	428					129 576
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					134 605	19:45	29	99	55	250					84 349
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					144 572	20:45	27	97	57	226					84 323
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					116 481	21:45	21	94	23	147					44 241
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					118 461	22:45	14	50	20	81					34 131
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					99 428	23:45	0	15	7	55					7 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 28	12:45	51	228	49	169					100 397
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 25	13:45	54	204	43	194					97 398
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 15	14:45	62	248	96	256					158 504
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 33	15:45	57	219	116	354					173 573
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 70	16:45	41	183	122	467					163 650
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					142 338	17:45	39	174	102	425					141 599
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					189 637	18:45	25	116	89	397					114 513
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					131 582	19:45	27	86	52	227					79 313
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					116 499	20:45	24	85	53	204					77 289
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					99 420	21:45	21	92	22	135					43 227
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					101 375	22:45	11	48	19	81					30 129
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					79 346	23:45	0	14	6	50					6 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: 4/30/2014

City: 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		360
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		370
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		414
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		487
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		546
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		511
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		439
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		284
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		222
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		206
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		97
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		75
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	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	0	546
Pk Hr Factor	0.869	0.907	0.000	0.000	0.879	Pk Hr Factor	0.808	0.901	0.000	0.000	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
					31						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
					33						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
					24						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
					42						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
					84						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
					373						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
					577						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
					512						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
					362						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
					355						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
					296						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
					316						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						EB	WB						Total
					0	0						7,331	6,824						14,155
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						EB	WB						Total
					0	0						7,331	6,824						14,155
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

City: Chula Vista

Date: 4/30/2014

Project #: CA14_4115_002

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

City: Chula Vista

Date: 4/30/2014

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

City: Chula Vista

Date: 4/30/2014

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							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

City: Chula Vista

Date: 4/30/2014

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	60 298		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	38 176		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	19 102		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	41 149		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	90 276		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	321 891		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	664 1922		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	1037 3917		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	810 3493		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	566 2478		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	598 2262		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	605 2315		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

City: Chula Vista

Date: 4/30/2014

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

City: Chula Vista

Date: 4/30/2014

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							TOTAL
00:00			47	12	59		12:00			228	249	477							477
00:15			41	9	50		12:15			214	251	465							465
00:30			40	23	63		12:30			209	236	445							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							485
01:15			19	24	43		13:15			226	285	511							511
01:30			18	13	31		13:30			256	278	534							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							550
02:15			8	12	20		14:15			304	292	596							596
02:30			17	9	26		14:30			346	355	701							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							657
03:15			13	20	33		15:15			371	295	666							666
03:30			17	13	30		15:30			366	333	699							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							688
04:15			35	38	73		16:15			381	266	647							647
04:30			27	52	79		16:30			401	336	737							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							739
05:15			46	118	164		17:15			373	356	729							729
05:30			60	135	195		17:30			402	353	755							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							573
06:15			115	173	288		18:15			301	208	509							509
06:30			248	197	445		18:30			323	201	524							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							466
07:15			385	356	741		19:15			237	160	397							397
07:30			407	421	828		19:30			249	142	391							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							351
08:15			309	297	606		20:15			178	102	280							280
08:30			351	261	612		20:30			193	98	291							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							255
09:15			229	275	504		21:15			155	69	224							224
09:30			240	198	438		21:30			123	62	185							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							141
10:15			199	243	442		22:15			96	30	126							126
10:30			210	264	474		22:30			73	41	114							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							91
11:15			220	225	445		23:15			57	12	69							69
11:30			250	249	499		23:30			58	17	75							75
11:45			247	901	257	966	23:45			47	228	11	65	58	293				
TOTALS			6913	7290	14203		TOTALS			11728	9564	21292							21292
SPLIT %			48.7%	51.3%	40.0%		SPLIT %			55.1%	44.9%	60.0%							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							16:45
AM Pk Volume			1572	1453	3025		PM Pk Volume			1563	1386	2925							2925
Pk Hr Factor			0.842	0.863	0.913		Pk Hr Factor			0.970	0.973	0.969							0.969
7 - 9 Volume	0	0	2839	2651	5490		4 - 6 Volume	0	0	3100	2563	5663							5663
7 - 9 Peak Hour			07:00	07:00	07:00		4 - 6 Peak Hour			17:00	16:45	16:45							16:45
7 - 9 Pk Volume	0	0	1572	1453	3025		4 - 6 Pk Volume	0	0	1563	1386	2925							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							0.969

VOLUME

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

Day: Wednesday

City: Chula Vista

Date: 4/30/2014

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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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					
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					

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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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

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					
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				
					17	87						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				
					7	59						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				
					8	51						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				
					5	36						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				
					29	86						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				
					101	292						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				
					233	690						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				
					422	1324						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				
					360	1452						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				
					229	967						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				
					245	919						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				
					240	882						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					

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					
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				
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				
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				
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				
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				
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				
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				
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				
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				
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				
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				
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				
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				

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	17	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	11	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	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	12	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	26	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	67	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	285	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	447	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	573	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	294	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	235	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	262	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
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	5	33	12:45			41	182	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	3	26	13:45			39	188	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	3	22	14:45			87	261	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	22	15:45			69	346	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	8	37	16:45			76	318	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	38	88	17:45			71	344	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	131	335	18:45			73	294	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	192	546	19:45			65	267	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	123	609	20:45			48	216	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	93	379	21:45			35	166	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	103	372	22:45			14	66	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	99	383	23:45			11	49	17	74		
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		
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	10	12:45			16	75	91	100	
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	14	13:45			13	82	95	113	
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	12	14:45			26	85	111	114	
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	10	15:45			18	84	102	79	
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	15	16:45			22	97	119	77	
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	28	17:45			19	89	108	68	
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	106	18:45			19	88	107	64	
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	127	19:45			14	71	85	44	
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	90	20:45			12	52	64	47	
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	115	21:45			8	35	43	16	
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	122	22:45			6	21	27	15	
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	99	23:45			2	12	14	12	
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
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	164	12:45			243	1016	231	980
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	129	13:45			303	1110	315	1150
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	87	14:45			570	1865	499	1512
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	104	15:45			454	1758	383	1682
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	274	16:45			562	2109	377	1372
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	940	17:45			482	2078	382	1528
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	1525	18:45			388	1748	269	1235
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	1977	19:45			298	1276	238	1165
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	1580	20:45			243	1066	244	976
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	1123	21:45			177	838	177	823
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	975	22:45			107	571	103	527
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	1109	23:45			66	329	63	326
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

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					
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	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	114	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	70	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	74	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	196	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	641	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	1055	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	1287	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	1121	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	823	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	672	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	804	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	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	TOTALS				12670		10160		22830				
SPLIT %				50.8%		49.2%	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
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	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	125	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	70	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	66	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	141	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	448	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	776	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	1164	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	1070	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	791	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	743	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	872	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

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	13	55	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	8	32	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	8	26	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	10	30	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	27	70	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	71	233	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	205	617	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	185	644	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	148	586	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	92	467	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	85	370	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	118	409	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
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	1	4	12:45			24	105	19	102
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	8	13:45			29	113	17	89
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	9	14:45			37	129	37	124
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	11	15:45			49	165	34	174
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	18	16:45			36	174	26	124
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	69	17:45			33	216	36	131
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	135	18:45			47	183	38	151
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	133	19:45			41	132	22	133
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	104	20:45			26	106	24	82
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	112	21:45			11	73	6	38
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	82	22:45			13	46	6	28
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	82	23:45			5	30	2	14
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	12:45	82	330	62	297	144	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	19	13:45	71	310	78	254	149	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	19	14:45	78	282	83	344	161	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	17	15:45	138	439	98	411	236	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	45	16:45	113	414	131	469	244	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	98	17:45	102	430	113	541	215	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	466	18:45	94	365	99	453	193	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	685	19:45	60	287	53	298	113	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	762	20:45	47	247	42	243	89	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	566	21:45	25	137	26	140	51	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	508	22:45	10	74	5	70	15	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	683	23:45	5	32	7	26	12	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: 4/30/2014

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	30	12:45	30	109	25	107	55	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	11	13:45	33	145	44	127	77	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	9	14:45	85	212	78	234	163	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	13	15:45	62	345	62	321	124	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	24	16:45	46	231	77	276	123	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	77	17:45	56	211	64	288	120	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	302	18:45	44	196	63	244	107	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	561	19:45	23	137	35	174	58	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	607	20:45	20	126	32	126	52	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	220	21:45	17	70	24	93	41	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	213	22:45	8	47	7	56	15	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	266	23:45	4	25	10	36	14	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	22	12:45	36	134	49	171	85	305		
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	19	13:45	48	202	36	115	84	317		
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	11	14:45	87	293	70	224	157	517		
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	17	15:45	100	512	70	441	170	953		
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	21	16:45	96	373	88	305	184	678		
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	78	17:45	94	334	72	351	166	685		
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	238	18:45	76	294	69	297	145	591		
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	688	19:45	59	267	53	263	112	530		
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	787	20:45	34	169	32	188	66	357		
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	329	21:45	26	105	17	120	43	225		
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	267	22:45	10	64	16	62	26	126		
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	336	23:45	5	26	7	31	12	57		
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	111	
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	76	
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	92	
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	263	
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	144	
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	153	
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	143	
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	126	
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	76	
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	56	
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	18	
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	18	
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	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	0	170		
Pk Hr Factor	0.814	0.758	0.000	0.000	0.806	Pk Hr Factor	0.870	0.837	0.000	0.000	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	2	8	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	17	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	7	29	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	17	53	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	52	142	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	35	195	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	40	185	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	41	168	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	43	195	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	47	196	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
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	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	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	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	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	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	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	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	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	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	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	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	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					
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
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	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	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	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	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	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	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	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	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	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	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	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	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
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	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	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	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	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	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	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	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	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	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	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	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	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: 4/30/2014

City: 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	360	
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	370	
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	414	
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	487	
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	546	
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	511	
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	439	
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	284	
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	222	
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	206	
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	97	
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	75	
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	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	0	546		
Pk Hr Factor	0.869	0.907	0.000	0.000	0.879	Pk Hr Factor	0.808	0.901	0.000	0.000	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	31	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	33	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	24	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	42	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	84	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	373	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	577	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	512	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	362	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	355	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	296	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	316	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			

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
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ 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
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Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ 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	2	0	3	0	1	1	0	2	0	1	1	0	2	0	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
Final Volume:	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

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	1	2
	0	1	0	1	0	1	0	1	0	2	1	0

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
User Adj:	1.00	1.00	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:	458	20	131	8	13	95	48	595	367	189	753	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	20	131	8	13	95	48	595	367	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:	458	20	131	8	13	95	48	595	367	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:	0.13	0.01	0.08	0.00	0.07	0.07	0.03	0.12	0.23	0.06	0.14	0.14
Crit Moves:	****			****			****		****			
Green/Cycle:	0.27	0.39	0.39	0.02	0.14	0.14	0.10	0.48	0.48	0.11	0.49	0.49
Volume/Cap:	0.49	0.03	0.21	0.21	0.49	0.49	0.29	0.25	0.49	0.49	0.29	0.29
Delay/Veh:	18.7	11.3	12.3	31.7	25.6	25.6	26.2	9.4	11.2	25.9	9.0	9.0
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:	18.7	11.3	12.3	31.7	25.6	25.6	26.2	9.4	11.2	25.9	9.0	9.0
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 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

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	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	2	0	0	0	0	0	0	0	2	0	1	2	0	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
User Adj:	1.00	1.00	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	1087	0	0	0	0	1299	343	555	1178	0
Reduct Vol:	0	0	210	0	0	110	0	0	60	0	0	0
Reduced Vol:	0	0	877	0	0	0	0	1299	283	555	1178	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	877	0	0	0	0	1299	283	555	1178	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	0.31	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	0.70	0.00
Volume/Cap:	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.76	0.37	0.76	0.48	0.00
Delay/Veh:	0.0	0.0	25.4	0.0	0.0	0.0	0.0	20.9	14.9	37.8	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	25.4	0.0	0.0	0.0	0.0	20.9	14.9	37.8	6.3	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	19	8	12	10	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 #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

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R	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	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	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:	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
User Adj:	1.00	1.00	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	1805	0	0	1404	1713
Reduct Vol:	0	0	115	0	0	0	0	0	0	0	0	410
Reduced Vol:	286	0	490	0	0	0	702	1805	0	0	1404	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
Final Volume:	286	0	490	0	0	0	702	1805	0	0	1404	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:	0.16	0.00	0.18	0.00	0.00	0.00	0.20	0.36	0.00	0.00	0.40	0.47
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.21	0.67	0.00	0.00	0.47	0.47
Volume/Cap:	0.92	0.00	1.00	0.00	0.00	0.00	1.00	0.53	0.00	0.00	0.85	1.00
Delay/Veh:	54.4	0.0	64.7	0.0	0.0	0.0	57.2	5.1	0.0	0.0	18.3	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:	54.4	0.0	64.7	0.0	0.0	0.0	57.2	5.1	0.0	0.0	18.3	40.2
LOS by Move:	D	A	E	A	A	A	E	A	A	A	B	D
DesignQueue:	8	0	8	0	0	0	10	8	0	0	15	15

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

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	1	0	0	1	0	1	0	2	1	0	1	0	2	1	0

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
User Adj:	1.00	1.00	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	1991	130	51	2549	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	54	84	68	60	34	62	1991	130	51	2549	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	1991	130	51	2549	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	5022	329	1769	5287	97

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	0.48	0.48
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	0.76	0.76
Delay/Veh:	36.9	32.0	32.0	31.5	30.8	30.8	61.0	12.8	12.8	42.9	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:	36.9	32.0	32.0	31.5	30.8	30.8	61.0	12.8	12.8	42.9	13.5	13.5
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 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

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	0	1	1	1	0	0	1	1	0	2	1	0	1	0	2	1	0

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
User Adj:	1.00	1.00	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	1959	1	2	2628	122
Reduct Vol:	0	0	0	0	0	20	0	0	0	0	0	0
Reduced Vol:	0	0	1	103	0	85	156	1959	1	2	2628	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
Final Volume:	0	0	1	103	0	85	156	1959	1	2	2628	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	5124	238

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.09	0.36	0.36	0.00	0.51	0.51
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.08	0.12	0.77	0.77	0.07	0.72	0.72
Volume/Cap:	0.00	0.00	0.71	0.38	0.00	0.71	0.71	0.47	0.47	0.02	0.71	0.71
Delay/Veh:	0.0	0.0	471.9	66.9	0.0	85.9	73.7	6.2	6.2	64.9	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:	0.0	0.0	471.9	66.9	0.0	85.9	73.7	6.2	6.2	64.9	12.7	12.7
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 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

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	1	0		0		0	0	0		3		0		1	1		0		3		0		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
User Adj:	1.00	1.00	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	219	0	0	0	0	1624	500	237	2229	0
Reduct Vol:	0	0	45	0	0	0	0	0	90	0	0	0
Reduced Vol:	379	0	174	0	0	0	0	1624	410	237	2229	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:	379	0	174	0	0	0	0	1624	410	237	2229	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	0.13	0.44	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:	0.66	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.54	0.66	0.64	0.00
Delay/Veh:	26.4	0.0	29.5	0.0	0.0	0.0	0.0	12.5	11.6	26.7	5.8	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:	26.4	0.0	29.5	0.0	0.0	0.0	0.0	12.5	11.6	26.7	5.8	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 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	0	1	0	1	1	0	2	1	0	1	0	2	1	0

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
Final Volume:	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

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	2	0	1	1	0	2	0	3	0	1	2	0	2	1	0

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
User Adj:	1.00	1.00	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	219	619	236	210	1332	267	69	1300	253
Reduct Vol:	0	0	20	0	0	0	0	0	35	0	0	0
Reduced Vol:	527	814	159	219	619	236	210	1332	232	69	1300	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	219	619	236	210	1332	232	69	1300	253

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	2.53	0.47
Final Sat.:	3432	3538	1583	3432	2586	986	3432	5083	1583	3432	4410	859

Capacity Analysis Module:

Vol/Sat:	0.15	0.23	0.10	0.06	0.24	0.24	0.06	0.26	0.15	0.02	0.29	0.29
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.36	0.36	0.09	0.28	0.28	0.07	0.31	0.31	0.08	0.32	0.32
Volume/Cap:	0.91	0.64	0.28	0.74	0.86	0.86	0.91	0.84	0.47	0.25	0.91	0.91
Delay/Veh:	49.1	20.9	17.2	42.9	32.9	32.9	70.6	28.2	21.5	32.9	32.0	32.0
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:	49.1	20.9	17.2	42.9	32.9	32.9	70.6	28.2	21.5	32.9	32.0	32.0
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	16	16

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

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	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1

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
User Adj:	1.00	1.00	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	402	140	402	119	393	952	357	213	965	268
Reduct Vol:	0	0	55	0	0	35	0	0	40	0	0	80
Reduced Vol:	479	841	347	140	402	84	393	952	317	213	965	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
Final Volume:	479	841	347	140	402	84	393	952	317	213	965	188

Saturation Flow Module:	Sat/Lane:	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	0.12	0.04	0.11	0.05	0.11	0.19	0.20	0.06	0.19	0.12
Crit Moves:	****					****		****				****	
Green/Cycle:	0.18	0.37	0.46	0.09	0.28	0.42	0.14	0.29	0.29	0.10	0.24	0.24	0.24
Volume/Cap:	0.79	0.65	0.27	0.47	0.41	0.12	0.79	0.65	0.70	0.65	0.79	0.50	0.50
Delay/Veh:	36.7	20.8	12.4	33.7	22.2	13.2	39.5	24.4	28.4	37.2	30.4	25.6	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	1.00
AdjDel/Veh:	36.7	20.8	12.4	33.7	22.2	13.2	39.5	24.4	28.4	37.2	30.4	25.6	25.6
LOS by Move:	D	C	B	C	C	B	D	C	C	D	C	C	C
DesignQueue:	9	12	5	3	7	2	7	11	10	4	12	6	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 #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

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	0	0	0	1	1	0	3	0	0	1	0	2	1	0

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
User Adj:	1.00	1.00	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	1502	0	13	1334	224
Reduct Vol:	0	0	0	0	0	40	0	0	0	0	0	0
Reduced Vol:	0	0	0	154	0	200	200	1502	0	13	1334	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
Final Volume:	0	0	0	154	0	200	200	1502	0	13	1334	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	2.58	0.42
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	1769	4521	759

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	0.30	0.30
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.18	0.63	0.00	0.02	0.47	0.47
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.63	0.63	0.47	0.00	0.47	0.63	0.63
Delay/Veh:	0.0	0.0	0.0	21.8	0.0	25.9	26.7	5.8	0.0	41.4	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:	0.0	0.0	0.0	21.8	0.0	25.9	26.7	5.8	0.0	41.4	12.5	12.5
LOS by Move:	A	A	A	C	A	C	C	A	A	D	B	B
DesignQueue:	0	0	0	4	0	5	6	7	0	0	10	10

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	0	3	0	1	0	3	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
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
Final Volume:	0	0	0	251	0	46	0	1568	46	0	1276	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	0.07	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	0	
Y+R:	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:	1	0	0	0	2	0	0	0	0	0	0	0	3	0	1	0	0	3	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
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
Final Volume:	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	1	2	0	2	0	1	2	0	3	0	2	2	0	2	1	0

Volume Module: >> Count Date: 4 Oct 2005 <<	North Bound				South Bound				East Bound				West Bound			
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	
Final Volume:	559	346	170		50	250	175		346	836	249		192	830	73	

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	0.93	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:	North Bound				South Bound				East Bound				West Bound			
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	0	1	0	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
Final Volume:	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

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	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	1	1	0	3	0	0	0	2	1	0	0	2	1

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

Base Vol:	0	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	1.00
Initial Bse:	0	0	0	0	71	0	23	131	463	0	0	911	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	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	0.98
PHF Volume:	0	0	0	0	72	0	23	133	471	0	0	926	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	72	0	23	133	471	0	0	926	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	1.00
MLF Adj:	1.00	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	72	0	23	133	471	0	0	926	214

Saturation Flow Module:

Sat/Lane:	1900	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	2.45	0.55	
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	0	4260	987	

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.01	0.08	0.09	0.00	0.00	0.22	0.22
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.19	0.75	0.00	0.00	0.55	0.55
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.14	0.39	0.12	0.00	0.00	0.39	0.39
Delay/Veh:	0.0	0.0	0.0	26.5	0.0	24.8	21.9	2.1	0.0	0.0	7.7	7.7
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	26.5	0.0	24.8	21.9	2.1	0.0	0.0	7.7	7.7
LOS by Move:	A	A	A	C	A	C	C	A	A	A	A	A
DesignQueue:	0	0	0	2	0	1	4	1	0	0	6	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 #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	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
Final Volume:	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	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	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	4.0	4.0	4.0	
Lanes:	0	1	0	0	1	0	1	0	2	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
Final Volume:	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	0	1	0	0

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
Final Volume:	487	0	1	0	0	0	0	89	169	1	106	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	0.05	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
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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	0	0	0	0	0	1	0	0	1	0	0	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
Final Volume:	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			
Shared Queue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx			
Shrd ConDel:	xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx			
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*			
ApproachDel:	9.2		xxxxxx			xxxxxx			xxxxxx	xxxxxx					
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 1 0 0	0 0 0 1 0	1 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
Final Volume:	82 356 0	0 71 60	27 0 44	0 0 0

Critical Gap Module:

Critical Gp:	4.1 xxxx xxxxx	xxxx xxxx xxxxx	6.4 xxxx	6.2 xxxxx xxxx xxxxx
FollowUpTim:	2.2 xxxx xxxxx	xxxx 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	xxxx 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:	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx
Shrd ConDel:	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx	xxxxxx 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
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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

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	2	0	1	1	0	2	0	3	0	1	1	0	3	0	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
User Adj:	1.00	1.00	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	329	325	194	174	94	784	77	115	968	202
Reduct Vol:	0	0	0	0	0	0	0	0	15	0	0	25
Reduced Vol:	266	248	329	325	194	174	94	784	62	115	968	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	329	325	194	174	94	784	62	115	968	177

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	1704	1704	3432	1824	1635	3432	5083	1583	1769	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.15	0.15	0.19	0.09	0.11	0.11	0.03	0.15	0.04	0.06	0.19	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.23	0.36	0.36	0.13	0.26	0.26	0.06	0.26	0.26	0.09	0.29	0.29
Volume/Cap:	0.65	0.40	0.53	0.72	0.40	0.40	0.44	0.58	0.15	0.71	0.65	0.38
Delay/Veh:	31.4	19.2	20.6	39.1	24.6	24.6	37.6	26.3	22.7	48.9	25.7	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:	31.4	19.2	20.6	39.1	24.6	24.6	37.6	26.3	22.7	48.9	25.7	23.0
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	12	6

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 #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

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	1	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
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	1348	82	0	1145	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	119	0	92	0	1348	82	0	1145	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
Final Volume:	0	0	0	119	0	92	0	1348	82	0	1145	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	0.36	0.00	0.31	0.00	0.36	0.07	0.00	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	24.5	0.0	24.2	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	24.5	0.0	24.2	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 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

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
	0	0	1	0	0	0	0	0	3	0	1	0
	0	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
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	20	0	0	0	0	1028	0	0	1182	631
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	55
Reduced Vol:	12	0	20	0	0	0	0	1028	0	0	1182	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
Final Volume:	12	0	20	0	0	0	0	1028	0	0	1182	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	0.01	0.00	0.00	0.00	0.00	0.20	0.00	0.00	0.23	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.81	0.00	0.00	0.81	0.81
Volume/Cap:	0.08	0.00	0.29	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.29	0.26
Delay/Veh:	27.8	0.0	30.2	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.5	1.5
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:	27.8	0.0	30.2	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.5	1.5
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	3	2

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

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	2	0	3	0	1

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
User Adj:	1.00	1.00	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	40	62	174	174	210	442	235	86	952	79
Reduct Vol:	0	0	0	0	0	40	0	0	20	0	0	20
Reduced Vol:	286	238	40	62	174	134	210	442	215	86	952	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	40	62	174	134	210	442	215	86	952	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	0.03	0.02	0.03	0.05	0.06	0.09	0.14	0.03	0.19	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.35	0.43	0.08	0.30	0.40	0.10	0.32	0.32	0.08	0.30	0.30
Volume/Cap:	0.63	0.13	0.06	0.22	0.11	0.12	0.63	0.27	0.42	0.33	0.62	0.12
Delay/Veh:	31.7	15.6	11.9	30.4	17.8	13.4	34.3	17.8	19.3	31.4	21.9	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:	31.7	15.6	11.9	30.4	17.8	13.4	34.3	17.8	19.3	31.4	21.9	17.9
LOS by Move:	C	B	B	C	B	B	C	B	B	C	C	B
DesignQueue:	5	2	1	1	2	2	4	4	6	2	10	2

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

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 << 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
User Adj:	1.00	1.00	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	32	40	187	430	296	157	22	28	338	90
Reduct Vol:	0	0	0	0	0	75	0	0	0	0	0	0
Reduced Vol:	44	187	32	40	187	355	296	157	22	28	338	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	32	40	187	355	296	157	22	28	338	90

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.92	0.96	0.90	0.93	0.83	0.90	0.93	0.96	0.90	0.93	0.83
Lanes:	2.00	2.58	0.42	2.00	2.00	1.00	2.00	2.65	0.35	2.00	2.00	1.00
Final Sat.:	3432	4518	762	3432	3538	1583	3432	4655	647	3432	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.01	0.04	0.04	0.01	0.05	0.22	0.09	0.03	0.03	0.01	0.10	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	0.15	0.15	0.18	0.19	0.46	0.40	0.08	0.08	0.09	0.34	0.20
Delay/Veh:	33.5	20.3	20.3	33.4	20.6	12.8	25.8	14.1	14.1	31.1	21.7	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	20.3	20.3	33.4	20.6	12.8	25.8	14.1	14.1	31.1	21.7	20.8
LOS by Move:	C	C	C	C	C	B	C	B	B	C	C	C
DesignQueue:	1	2	2	1	3	8	5	2	2	1	5	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 #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

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	2	0	1	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
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
User Adj:	1.00	1.00	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	115	24	0	148	1
Reduct Vol:	0	0	0	0	0	45	0	0	0	0	0	0
Reduced Vol:	105	2	0	5	5	200	82	115	24	0	148	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
Final Volume:	105	2	0	5	5	200	82	115	24	0	148	1

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:	0.93	0.98	1.00	0.93	0.98	0.83	0.90	0.95	0.95	1.00	0.98	0.98
Lanes:	1.00	1.00	0.00	1.00	1.00	1.00	2.00	1.66	0.34	1.00	1.99	0.01
Final Sat.:	1769	1862	0	1769	1862	1583	3432	3005	623	1900	3694	26

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.00	0.00	0.00	0.00	0.13	0.02	0.04	0.04	0.00	0.04	0.04
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	0.11	0.11	0.00	0.16	0.16
Delay/Veh:	22.9	12.1	0.0	24.4	14.7	17.4	26.4	13.9	13.9	0.0	17.7	17.7
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	13.9	13.9	0.0	17.7	17.7
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	2	2

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

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	1	0	0	0	0	0	0	0	0	0	0	1		

Volume Module:

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
User Adj:	1.00	1.00	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	61	43	13	77	0	0	0	0	3	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	61	43	13	77	0	0	0	0	3	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
Final Volume:	0	61	43	13	77	0	0	0	0	3	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

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.03	0.01	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.65	0.65	0.14	0.80	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Volume/Cap:	0.00	0.05	0.04	0.05	0.05	0.00	0.00	0.00	0.00	0.03	0.00	0.05
Delay/Veh:	0.0	3.8	3.7	22.2	1.3	0.0	0.0	0.0	0.0	27.0	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	3.8	3.7	22.2	1.3	0.0	0.0	0.0	0.0	27.0	0.0	27.2
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	C
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
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

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	1	0	1	0	0	0	0	0	0	0		1	0	0	0	1
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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
User Adj:	1.00	1.00	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	20	2	25	0	0	0	0	47	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	20	2	25	0	0	0	0	47	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
Final Volume:	0	30	20	2	25	0	0	0	0	47	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	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.32	0.32	0.05	0.37	0.00	0.00	0.00	0.00	0.54	0.00	0.00
Volume/Cap:	0.00	0.05	0.04	0.03	0.04	0.00	0.00	0.00	0.00	0.05	0.00	0.00
Delay/Veh:	0.0	24.5	24.4	47.8	21.1	0.0	0.0	0.0	0.0	11.2	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	24.5	24.4	47.8	21.1	0.0	0.0	0.0	0.0	11.2	0.0	0.0
LOS by Move:	A	C	C	D	C	A	A	A	A	B	A	A
DesignQueue:	0	1	1	0	1	0	0	0	0	1	0	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 #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	0	1	0	1	0	0	1	0	1	0	3	0	1	1	0	2	1	0

Volume Module:	North Bound				South Bound				East Bound				West Bound			
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	
Final Volume:	41	137	618		23	82	27		34	221	29		340	212	26	

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:	0.93	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:	North Bound				South Bound				East Bound				West Bound			
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	2	0	0	0	1	0	0	3	0	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
Final Volume:	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	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	4.0	4.0	4.0	4.0	
Lanes:	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2	1	1
----- ----- ----- ----- -----																				

Volume Module:

Base Vol:	0	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	1.00
Initial Bse:	0	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	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	0.81
PHF Volume:	0	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	0
Reduced Vol:	0	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	1.00
MLF Adj:	1.00	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	0	163	1202	0	0	192	91

Saturation Flow Module:

Sat/Lane:	1900	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	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	1.24
Final Sat.:	0	0	0	0	0	0	3432	3538	0	0	4646	2204	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	0.53	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]

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	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	
Volume Module:																				
Base Vol:	1	471	0		6	109	9		16	0	6		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:	1	471	0		6	109	9		16	0	6		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:	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93					
PHF Volume:	1	506	0		6	117	10		17	0	6		1	0	6					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Final Volume:	1	506	0		6	117	10		17	0	6		1	0	6					

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	127	xxxx	xxxxx	506	xxxx	xxxxx	647	644	122	647	648	506
Potent Cap.:	1459	xxxx	xxxxx	1058	xxxx	xxxxx	384	392	929	384	389	566
Move Cap.:	1459	xxxx	xxxxx	1058	xxxx	xxxxx	378	389	929	379	386	566
Volume/Cap:	0.00	xxxx	xxxxx	0.01	xxxx	xxxxx	0.05	0.00	0.01	0.00	0.00	0.01

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	7.5	xxxx	xxxxx	8.4	xxxx	xxxxx	15.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	A	*	*	B	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	929	xxxx	529	xxxxx			
Shared Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	0.0	xxxxx			
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.9	xxxxx	11.9	xxxxx			
Shared LOS:	A	*	*	*	*	*	*	*	A	*	B	*			
ApproachDel:	xxxxxx			xxxxxx			13.3			11.9					
ApproachLOS:	*			*			B			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 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]

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	1	0	0	1	0	0	1	0	0	0	1	0	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
Final Volume:	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	xxxx	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
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

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	0	1!	0	0	1	0	0	1	0	1	0	0	1	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
User Adj:	1.00	1.00	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	29	31	44	15	126	32	4	515	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	42	2	29	31	44	15	126	32	4	515	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	109	42	2	29	31	44	15	126	32	4	515	66

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.73	0.73	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	0.28	0.30	0.42	1.00	0.80	0.20	1.00	0.89	0.11
Final Sat.:	982	381	20	448	482	672	1769	1436	368	1769	1623	208

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.11	0.06	0.06	0.06	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	0.32	0.32	0.32	0.10	0.19	0.19	0.01	0.56	0.56
Delay/Veh:	24.1	24.1	24.1	21.1	21.1	21.1	25.7	9.7	9.7	19.7	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:	24.1	24.1	24.1	21.1	21.1	21.1	25.7	9.7	9.7	19.7	8.9	8.9
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 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]

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	0	0	1	0	0	0	0	0	0	0	1	0	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
User Adj:	1.00	1.00	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	0	0	85	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	161	0	0	85	0	0	0	0	0	0	0

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	246	xxxx	161
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	743	xxxx	884
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	743	xxxx	884
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.00

Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Shared Queue:	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			xxxxxx			xxxxxx					
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
		LOS	Del/ Veh C	LOS	Del/ 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	Del/ Veh	V/ C	LOS	Del/ Veh	V/ 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	3	0	1	1	0	2	0	1	1	0	2	0	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
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
Final Volume:	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

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	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
User Adj:	1.00	1.00	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:	125	26	64	2	44	46	63	357	221	47	243	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	26	64	2	44	46	63	357	221	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
Final Volume:	125	26	64	2	44	46	63	357	221	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	0.14	0.01	0.05	0.05
Crit Moves:	****			****			****		****	****		
Green/Cycle:	0.15	0.36	0.36	0.01	0.22	0.22	0.28	0.58	0.58	0.06	0.36	0.36
Volume/Cap:	0.24	0.04	0.11	0.11	0.24	0.24	0.13	0.12	0.24	0.24	0.13	0.13
Delay/Veh:	22.7	12.6	13.1	32.1	19.8	19.8	16.4	5.8	6.4	27.7	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:	22.7	12.6	13.1	32.1	19.8	19.8	16.4	5.8	6.4	27.7	13.0	13.0
LOS by Move:	C	B	B	C	B	B	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 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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R	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	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	4.0	4.0	4.0	
Lanes:	0	0	0	0	0	0	0	0	0	0	2	0	1	2	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
User Adj:	1.00	1.00	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	1728	0	0	0	0	1322	227	463	941	0
Reduct Vol:	0	0	295	0	0	170	0	0	50	0	0	0
Reduced Vol:	0	0	1433	0	0	0	0	1322	177	463	941	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	1433	0	0	0	0	1322	177	463	941	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	0.51	0.00	0.00	0.00	0.00	0.37	0.11	0.13	0.27	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.38	0.38	0.14	0.52	0.00
Volume/Cap:	0.00	0.00	0.99	0.00	0.00	0.00	0.00	0.99	0.29	0.99	0.52	0.00
Delay/Veh:	0.0	0.0	41.7	0.0	0.0	0.0	0.0	49.1	19.8	76.8	14.7	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	41.7	0.0	0.0	0.0	0.0	49.1	19.8	76.8	14.7	0.0
LOS by Move:	A	A	D	A	A	A	A	D	B	E	B	A
DesignQueue:	0	0	22	0	0	0	0	24	6	11	13	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 #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

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	0	0	10	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	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
User Adj:	1.00	1.00	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	2500	0	0	1117	1341
Reduct Vol:	0	0	100	0	0	0	0	0	0	0	0	245
Reduced Vol:	253	4	482	0	0	0	526	2500	0	0	1117	1096
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	253	4	482	0	0	0	526	2500	0	0	1117	1096

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	0.49	0.00	0.00	0.32	0.39
Crit Moves:	****						****					
Green/Cycle:	0.20	0.20	0.20	0.00	0.00	0.00	0.18	0.65	0.00	0.00	0.46	0.46
Volume/Cap:	0.71	0.71	0.85	0.00	0.00	0.00	0.85	0.76	0.00	0.00	0.68	0.85
Delay/Veh:	28.7	28.7	34.3	0.0	0.0	0.0	34.3	8.5	0.0	0.0	13.7	19.6
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:	28.7	28.7	34.3	0.0	0.0	0.0	34.3	8.5	0.0	0.0	13.7	19.6
LOS by Move:	C	C	C	A	A	A	C	A	A	A	B	B
DesignQueue:	7	7	8	0	0	0	8	12	0	0	11	12

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

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	1	0	0	1	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
User Adj:	1.00	1.00	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	2386	155	64	1837	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	59	52	157	73	60	101	2386	155	64	1837	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:	163	59	52	157	73	60	101	2386	155	64	1837	57

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	0.91	0.91	0.61	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	2.82	0.18	1.00	2.91	0.09
Final Sat.:	1071	921	810	1156	948	788	1769	5024	327	1769	5216	162

Capacity Analysis Module:

Vol/Sat:	0.15	0.06	0.06	0.14	0.08	0.08	0.06	0.47	0.47	0.04	0.35	0.35
Crit Moves:	****											
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.10	0.63	0.63	0.05	0.59	0.59
Volume/Cap:	0.69	0.29	0.29	0.62	0.35	0.35	0.60	0.75	0.75	0.69	0.60	0.60
Delay/Veh:	42.4	31.2	31.2	37.8	31.8	31.8	47.0	13.3	13.3	64.1	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:	42.4	31.2	31.2	37.8	31.8	31.8	47.0	13.3	13.3	64.1	12.7	12.7
LOS by Move:	D	C	C	D	C	C	D	B	B	E	B	B
DesignQueue:	7	5	5	7	6	6	5	19	19	3	16	16

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

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
User Adj:	1.00	1.00	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	2434	5	0	1800	101
Reduct Vol:	0	0	0	0	0	30	0	0	0	0	0	0
Reduced Vol:	3	5	1	153	3	123	171	2434	5	0	1800	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
Final Volume:	3	5	1	153	3	123	171	2434	5	0	1800	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	5388	11	1900	5071	285

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.04	0.04	0.08	0.10	0.45	0.45	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	0.54	0.71	0.71	0.71	0.00	0.71	0.71
Delay/Veh:	55.8	55.8	55.8	58.1	58.1	62.5	71.2	18.6	18.6	0.0	29.8	29.8
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:	55.8	55.8	55.8	58.1	58.1	62.5	71.2	18.6	18.6	0.0	29.8	29.8
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 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	1		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
Final Volume:	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

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	0	1	0	1	1	0	2	1	0	1	0	2	1	0

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
User Adj:	1.00	1.00	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	97	28	48	78	111	1933	306	95	1447	33
Reduct Vol:	0	0	10	0	0	10	0	0	0	0	0	0
Reduced Vol:	128	38	87	28	48	68	111	1933	306	95	1447	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	87	28	48	68	111	1933	306	95	1447	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	2.60	0.40	1.00	2.93	0.07
Final Sat.:	1769	1862	1583	1769	1862	1583	1769	4569	722	1769	5262	121

Capacity Analysis Module:

Vol/Sat:	0.07	0.02	0.05	0.02	0.03	0.04	0.06	0.42	0.42	0.05	0.27	0.27
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.23	0.23	0.05	0.19	0.19	0.11	0.54	0.54	0.07	0.49	0.49
Volume/Cap:	0.78	0.09	0.24	0.29	0.13	0.22	0.56	0.78	0.78	0.78	0.56	0.56
Delay/Veh:	70.5	33.5	35.0	51.7	37.1	38.0	49.6	21.7	21.7	78.2	19.6	19.6
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:	70.5	33.5	35.0	51.7	37.1	38.0	49.6	21.7	21.7	78.2	19.6	19.6
LOS by Move:	E	C	C	D	D	D	D	C	C	E	B	B
DesignQueue:	7	2	4	2	2	3	6	24	24	5	17	17

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

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	2	0	1	1	0	2	0	3	0	1	2	0	2	1	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
User Adj:	1.00	1.00	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	122	392	57	143	1424	473	131	1267	126
Reduct Vol:	0	0	15	0	0	0	0	0	75	0	0	0
Reduced Vol:	276	319	121	122	392	57	143	1424	398	131	1267	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
Final Volume:	276	319	121	122	392	57	143	1424	398	131	1267	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	0.96	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	4847	482

Capacity Analysis Module:

Vol/Sat:	0.08	0.09	0.08	0.04	0.12	0.12	0.04	0.28	0.25	0.04	0.26	0.26
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.31	0.31	0.07	0.28	0.28	0.09	0.38	0.38	0.07	0.36	0.36
Volume/Cap:	0.73	0.29	0.24	0.47	0.44	0.44	0.45	0.73	0.66	0.57	0.73	0.73
Delay/Veh:	39.4	19.5	19.3	34.6	22.5	22.5	33.3	21.2	21.7	37.5	22.3	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:	39.4	19.5	19.3	34.6	22.5	22.5	33.3	21.2	21.7	37.5	22.3	22.3
LOS by Move:	D	B	B	C	C	C	C	C	C	D	C	C
DesignQueue:	5	5	4	2	7	7	3	14	11	3	14	14

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	0	2	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1

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
Final Volume:	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

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	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	1	1	0	3	0	0	1	0	2	1	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
User Adj:	1.00	1.00	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	1636	0	7	1602	138
Reduct Vol:	0	0	0	0	0	25	0	0	0	0	0	0
Reduced Vol:	0	0	0	206	0	92	147	1636	0	7	1602	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
Final Volume:	0	0	0	206	0	92	147	1636	0	7	1602	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	2.77	0.23
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	1769	4911	424

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.06	0.08	0.32	0.00	0.00	0.33	0.33
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.13	0.65	0.00	0.01	0.53	0.53
Volume/Cap:	0.00	0.00	0.00	0.62	0.00	0.31	0.62	0.49	0.00	0.49	0.62	0.62
Delay/Veh:	0.0	0.0	0.0	25.9	0.0	21.6	29.4	5.4	0.0	53.5	10.4	10.4
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	25.9	0.0	21.6	29.4	5.4	0.0	53.5	10.4	10.4
LOS by Move:	A	A	A	C	A	C	C	A	A	D	B	B
DesignQueue:	0	0	0	6	0	3	4	8	0	0	10	10

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	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	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	4.0	4.0	4.0	
Lanes:	0	0	0	0	0	0	2	0	0	1	0	0	3	0	0	1

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
Final Volume:	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
Final Volume:	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	1	2	0	2	0	1	2	0	3	0	2	2	0	2	1	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
User Adj:	1.00	1.00	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
Final Volume:	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
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	0	0	1	0	1	0	1	2	0	3	0	0	0	0	2	1	0

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
Final Volume:	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	0	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
Final Volume:	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

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:	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
User Adj:	1.00	1.00	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	47	51	246	158	192	365	477	47	258	28
Reduct Vol:	0	0	0	0	0	25	0	0	0	0	0	0
Reduced Vol:	267	197	47	51	246	133	192	365	477	47	258	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	267	197	47	51	246	133	192	365	477	47	258	28

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	0.90	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	3237	1704	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.08	0.06	0.03	0.01	0.07	0.08	0.06	0.11	0.28	0.01	0.05	0.02
Crit Moves:	****			****			****		****	****		
Green/Cycle:	0.10	0.32	0.32	0.08	0.30	0.30	0.09	0.36	0.36	0.07	0.34	0.34
Volume/Cap:	0.78	0.17	0.09	0.19	0.23	0.28	0.60	0.32	0.78	0.19	0.15	0.05
Delay/Veh:	42.0	17.1	16.6	30.6	18.5	19.1	33.6	16.3	23.9	31.0	16.3	15.8
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:	42.0	17.1	16.6	30.6	18.5	19.1	33.6	16.3	23.9	31.0	16.3	15.8
LOS by Move:	D	B	B	C	B	B	C	B	C	C	B	B
DesignQueue:	5	3	1	1	4	4	4	5	13	1	2	1

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	1	0	2	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
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
Final Volume:	38	1	5	29	2	82	98	365	51	3	243	16

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:	0.92	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:	North Bound			South Bound			East Bound			West Bound		
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	1	0	0	0	0	1	0	1	0	1	0	3	0				

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
Final Volume:	173	0	1	0	0	0	0	97	234	3	72	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	0.00	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]

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	0	1	0	0	1	0	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
User Adj:	1.00	1.00	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	50	0	0	0	0	102	9	9	70	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	4	0	50	0	0	0	0	102	9	9	70	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:	194	194	106	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	111	xxxx	xxxxx
Potent Cap.:	795	701	948	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1479	xxxx	xxxxx
Move Cap.:	791	697	948	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1479	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	933	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Shared Queue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx			
Shrd ConDel:	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx			
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*			
ApproachDel:	9.1		xxxxxx			xxxxxx			xxxxxx			xxxxxx			
ApproachLOS:	A		*			*			*			*			

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	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	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
Final Volume:	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
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
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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

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	2	0	1	1	0	2	0	3	0	1	1	0	3	0	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
User Adj:	1.00	1.00	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	184	219	118	68	174	1273	209	247	996	281
Reduct Vol:	0	0	0	0	0	0	0	0	50	0	0	40
Reduced Vol:	114	121	184	219	118	68	174	1273	159	247	996	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	114	121	184	219	118	68	174	1273	159	247	996	241

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	1693	1693	3432	2236	1283	3432	5083	1583	1769	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.06	0.07	0.11	0.06	0.05	0.05	0.05	0.25	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	0.32	0.32	0.18	0.38	0.38
Volume/Cap:	0.95	0.27	0.42	0.77	0.19	0.19	0.42	0.77	0.31	0.77	0.51	0.40
Delay/Veh:	102.5	23.6	24.8	48.3	22.1	22.1	33.1	26.7	20.7	42.3	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:	102.5	23.6	24.8	48.3	22.1	22.1	33.1	26.7	20.7	42.3	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
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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

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	1	0

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
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	1678	7	0	1314	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	289	0	192	0	1678	7	0	1314	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
Final Volume:	0	0	0	289	0	192	0	1678	7	0	1314	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	0.33	0.00	0.00	0.26	0.00
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.21	0.00	0.21	0.00	0.64	0.64	0.00	0.64	0.00
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.39	0.00	0.51	0.01	0.00	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	21.6	0.0	20.7	0.0	5.8	3.8	0.0	5.2	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	21.6	0.0	20.7	0.0	5.8	3.8	0.0	5.2	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
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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

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	0	
Y+R:	4.0		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	1		0		0	0		0		0	3		0		1

Volume Module:	North Bound				South Bound				East Bound				West Bound						
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	
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		76	0		0		0	0	1970		0	0	1346		220	
Reduct Vol:	0		0		0	0		0		0	0	0		0	0	0		0	
Reduced Vol:	44		0		76	0		0		0	0	1970		0	0	1346		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	
Final Volume:	44		0		76	0		0		0	0	1970		0	0	1346		220	

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		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:	North Bound				South Bound				East Bound				West Bound							
Vol/Sat:	0.01		0.00		0.05	0.00		0.00		0.00	0.00		0.39		0.00	0.00		0.26		0.08
Crit Moves:	****				****				****				****							
Green/Cycle:	0.09		0.00		0.09	0.00		0.00		0.00	0.00		0.76		0.00	0.00		0.76		0.76
Volume/Cap:	0.14		0.00		0.51	0.00		0.00		0.00	0.00		0.51		0.00	0.00		0.35		0.10
Delay/Veh:	25.1		0.0		28.9	0.0		0.0		0.0	0.0		3.0		0.0	0.0		2.5		2.0
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:	25.1		0.0		28.9	0.0		0.0		0.0	0.0		3.0		0.0	0.0		2.5		2.0
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		4		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 (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

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	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
User Adj:	1.00	1.00	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	114	178	503	216	284	820	281	136	523	120
Reduct Vol:	0	0	0	0	0	40	0	0	45	0	0	20
Reduced Vol:	271	377	114	178	503	176	284	820	236	136	523	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	114	178	503	176	284	820	236	136	523	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	0.07	0.05	0.10	0.06	0.08	0.16	0.15	0.04	0.10	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	0.17	0.65	0.33	0.15	0.71	0.48	0.44	0.50	0.34	0.21
Delay/Veh:	36.0	16.9	13.1	37.0	19.2	12.8	35.5	18.6	18.7	32.2	19.3	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	13.1	37.0	19.2	12.8	35.5	18.6	18.7	32.2	19.3	18.5
LOS by Move:	D	B	B	D	B	B	D	B	B	C	B	B
DesignQueue:	5	4	3	3	5	2	5	8	6	3	5	3

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R	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	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	4.0	4.0	4.0	
Lanes:	2	0	2	1	0	1	2	0	2	1	0	1	2	0	2	

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
User Adj:	1.00	1.00	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	35	72	109	280	359	374	41	18	284	55
Reduct Vol:	0	0	0	0	0	55	0	0	0	0	0	0
Reduced Vol:	14	111	35	72	109	225	359	374	41	18	284	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
Final Volume:	14	111	35	72	109	225	359	374	41	18	284	55

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	2.30	0.70	2.00	2.00	1.00	2.00	2.71	0.29	2.00	2.00	1.00
Final Sat.:	3432	3949	1255	3432	3538	1583	3432	4789	529	3432	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.03	0.02	0.03	0.14	0.10	0.08	0.08	0.01	0.08	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	0.10	0.10	0.32	0.11	0.29	0.49	0.20	0.20	0.05	0.29	0.12
Delay/Veh:	32.9	20.0	20.0	34.2	20.1	11.4	26.4	14.8	14.8	30.9	21.3	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	20.0	20.0	34.2	20.1	11.4	26.4	14.8	14.8	30.9	21.3	20.3
LOS by Move:	C	C	C	C	C	B	C	B	B	C	C	C
DesignQueue:	0	2	2	1	2	5	6	4	4	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 #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

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
User Adj:	1.00	1.00	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	218	91	2	140	2
Reduct Vol:	0	0	0	0	0	25	0	0	0	0	0	0
Reduced Vol:	67	8	4	1	4	135	229	218	91	2	140	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	218	91	2	140	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	0.94	0.94	0.93	0.98	0.98
Lanes:	1.00	0.67	0.33	1.00	1.00	1.00	2.00	1.41	0.59	1.00	1.97	0.03
Final Sat.:	1769	1179	590	1769	1862	1583	3432	2512	1049	1769	3661	55

Capacity Analysis Module:

Vol/Sat:	0.04	0.01	0.01	0.00	0.00	0.09	0.07	0.09	0.09	0.00	0.04	0.04
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	0.28	0.28	0.01	0.15	0.15
Delay/Veh:	27.6	14.6	14.6	25.2	14.7	16.4	23.2	15.9	15.9	24.2	17.6	17.6
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:	27.6	14.6	14.6	25.2	14.7	16.4	23.2	15.9	15.9	24.2	17.6	17.6
LOS by Move:	C	B	B	C	B	B	C	B	B	C	B	B
DesignQueue:	2	0	0	0	0	3	3	4	4	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 #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

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	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
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
User Adj:	1.00	1.00	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	102	21	1	56	0	0	0	0	48	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	102	21	1	56	0	0	0	0	48	0	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
Final Volume:	0	102	21	1	56	0	0	0	0	48	0	16

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	0.05	0.01	0.00	0.03	0.00	0.00	0.00	0.00	0.03	0.00	0.01
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.51	0.51	0.08	0.59	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.00	0.11	0.03	0.01	0.05	0.00	0.00	0.00	0.00	0.11	0.00	0.04
Delay/Veh:	0.0	7.6	7.3	25.2	5.1	0.0	0.0	0.0	0.0	17.2	0.0	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:	0.0	7.6	7.3	25.2	5.1	0.0	0.0	0.0	0.0	17.2	0.0	16.8
LOS by Move:	A	A	A	C	A	A	A	A	A	B	A	B
DesignQueue:	0	2	0	0	1	0	0	0	0	1	0	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 #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

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	1	0	0	1	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	1	48	45	3	32	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:	1	48	45	3	32	0	0	0	0	14	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:	1	52	49	3	35	0	0	0	0	15	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	52	49	3	35	0	0	0	0	15	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
Final Volume:	1	52	49	3	35	0	0	0	0	15	0	4

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.83	0.93	0.98	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.02	0.98	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	38	1822	1583	1769	1862	0	0	0	0	1769	0	1583

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.00	0.02	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****			****						****		
Green/Cycle:	0.14	0.67	0.67	0.05	0.57	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.20	0.04	0.05	0.04	0.03	0.00	0.00	0.00	0.00	0.04	0.00	0.01
Delay/Veh:	40.1	6.0	6.0	47.9	9.9	0.0	0.0	0.0	0.0	33.9	0.0	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:	40.1	6.0	6.0	47.9	9.9	0.0	0.0	0.0	0.0	33.9	0.0	33.7
LOS by Move:	D	A	A	D	A	A	A	A	A	C	A	C
DesignQueue:	3	1	1	0	1	0	0	0	0	1	0	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 #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	0	1	0	1	0	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
Final Volume:	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	2	0	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
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
Final Volume:	0	0	0	86	0	177	0	485	0	0	555	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	0.03	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

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	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	0	0	0	2	1

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
User Adj:	1.00	1.00	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	382	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	382	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
Final Volume:	0	0	0	0	0	0	382	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	0.11	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	0.41	1.00	0.00	0.00	0.59	0.59	
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.08	0.00	0.00	0.27	0.27	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	6.0	6.0	
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	0.0	0.0	0.0	12.0	0.0	0.0	0.0	6.0	6.0	
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 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]

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	0	0	1	0	0	1	0	0	1	0	0	0	0	0	1

Volume Module:

Base Vol:	5	154	1	1	484	14	12	0	1	0	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:	5	154	1	1	484	14	12	0	1	0	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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	6	192	1	1	604	17	15	0	1	0	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	6	192	1	1	604	17	15	0	1	0	0	5

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3

Capacity Module:

Cnflct Vol:	622	xxxx	xxxxx	194	xxxx	xxxxx	823	821	613	xxxx	xxxx	193
Potent Cap.:	959	xxxx	xxxxx	1380	xxxx	xxxxx	292	309	492	xxxx	xxxx	849
Move Cap.:	959	xxxx	xxxxx	1380	xxxx	xxxxx	289	307	492	xxxx	xxxx	849
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.05	0.00	0.00	xxxx	xxxx	0.01

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	0.0			
Control Del:	8.8	xxxx	xxxxx	7.6	xxxx	xxxxx	18.1	xxxx	xxxxx	xxxxx	xxxx	9.3			
LOS by Move:	A	*	*	A	*	*	C	*	*	*	*	A			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	492	xxxx	xxxx	xxxxx			
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.3	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	B	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			17.7			9.3					
ApproachLOS:	*			*			C			A					

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]

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
User Adj:	1.00	1.00	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	230	0	1	622	0	33	0	34	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	17	230	0	1	622	0	33	0	34	1	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:	622	xxxx	xxxxxx	230	xxxx	xxxxxx	889	889	622	906	xxxx	xxxxxx
Potent Cap.:	959	xxxx	xxxxxx	1338	xxxx	xxxxxx	264	282	487	257	xxxx	xxxxxx
Move Cap.:	959	xxxx	xxxxxx	1338	xxxx	xxxxxx	260	277	487	235	xxxx	xxxxxx
Volume/Cap:	0.02	xxxx	xxxx	0.00	xxxx	xxxx	0.13	0.00	0.07	0.01	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.4	xxxx	xxxxxx	0.0	xxxx	xxxxxx			
Control Del:	8.8	xxxx	xxxxxx	7.7	xxxx	xxxxxx	20.9	xxxx	xxxxxx	20.4	xxxx	xxxxxx			
LOS by Move:	A	*	*	A	*	*	C	*	*	C	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	487	xxxx	xxxx	xxxxxx			
Shared Queue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	0.2	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	7.7	xxxx	xxxxxx	xxxxxx	xxxx	13.0	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	*	*	A	*	*	*	*	B	*	*	*			
ApproachDel:	xxxxxx		xxxxxx			16.8			20.4						
ApproachLOS:	*		*			C			C						

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

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	0	1!	0	0	1	0	0	1	0	1	0	0	1	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
User Adj:	1.00	1.00	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	56	36	21	19	429	92	5	189	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	51	25	56	36	21	19	429	92	5	189	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:	51	51	25	56	36	21	19	429	92	5	189	34

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.81	0.81	0.81	0.93	0.95	0.95	0.93	0.96	0.96
Lanes:	0.41	0.40	0.19	0.50	0.32	0.18	1.00	0.82	0.18	1.00	0.85	0.15
Final Sat.:	633	633	304	760	493	281	1769	1495	319	1769	1543	277

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.07	0.07	0.07	0.01	0.29	0.29	0.00	0.12	0.12
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	0.37	0.37	0.37	0.05	0.51	0.51	0.03	0.27	0.27
Delay/Veh:	21.8	21.8	21.8	21.5	21.5	21.5	19.9	8.3	8.3	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	21.5	21.5	21.5	19.9	8.3	8.3	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 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]

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	0	1	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
User Adj:	1.00	1.00	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	0	0	144	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	75	0	0	144	0	0	0	0	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	219	xxxx	75
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	769	xxxx	987
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	769	xxxx	987
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*			
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:	xxxxxx			xxxxxx			xxxxxx			xxxxxx					
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	1200-1500: (At Capacity)
	PM	1,681	>1500: (Over Capacity)
I-805 NB Ramps / Telegraph Canyon Road	AM	1,383	1200-1500: (At Capacity)
	PM	1,193	<1200: (Under Capacity)
SR-125 SB Ramps / Otay Lakes Road	AM	893	<1200: (Under Capacity)
	PM	1,191	<1200: (Under Capacity)
SR-125 NB Ramps / Otay Lakes Road	AM	842	<1200: (Under Capacity)
	PM	1,121	<1200: (Under Capacity)
SR-125 SB Ramps / Olympic Parkway	AM	728	<1200: (Under Capacity)
	PM	1,015	<1200: (Under Capacity)
SR-125 NB Ramps / Olympic Parkway	AM	652	<1200: (Under Capacity)
	PM	974	<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	563	<1200: (Under Capacity)
	PM	315	<1200: (Under Capacity)
SR-125 SB Ramps / Otay Mesa Road	AM	325	<1200: (Under Capacity)
	PM	623	<1200: (Under Capacity)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

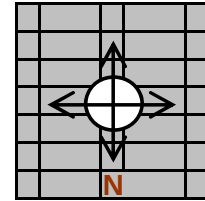
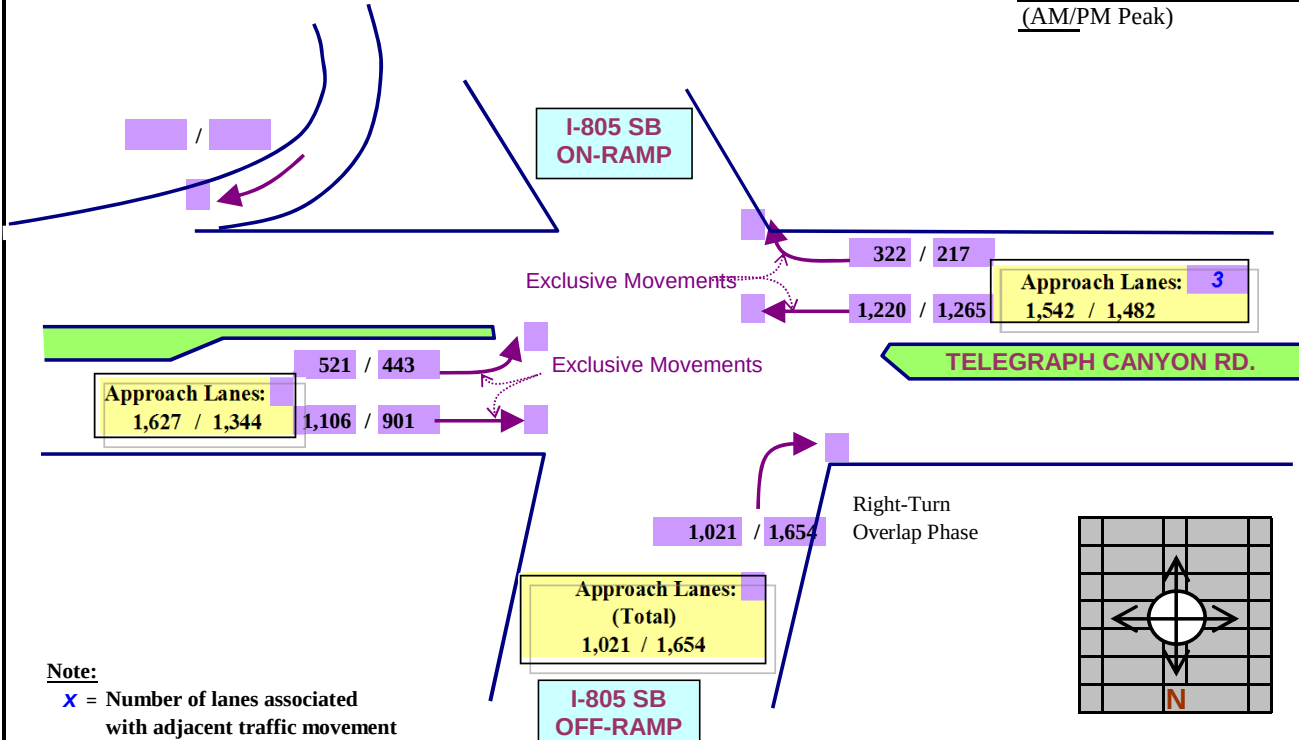
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OTAY RANCH VILLAGE 13

LOCATION: I-805 SB / TELEGRAPH CANYON RD.

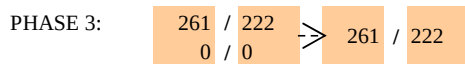
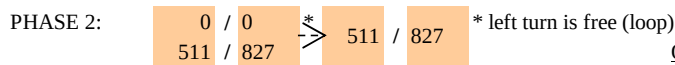
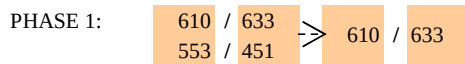
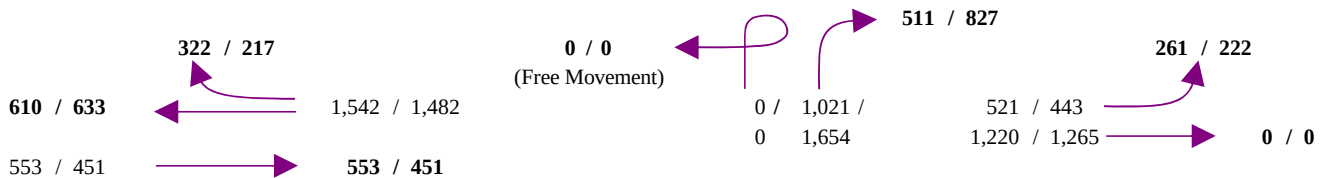
Scenario: Existing

(AM/PM Peak)



(Indicate "N" on North Arrow)

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

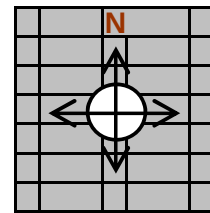
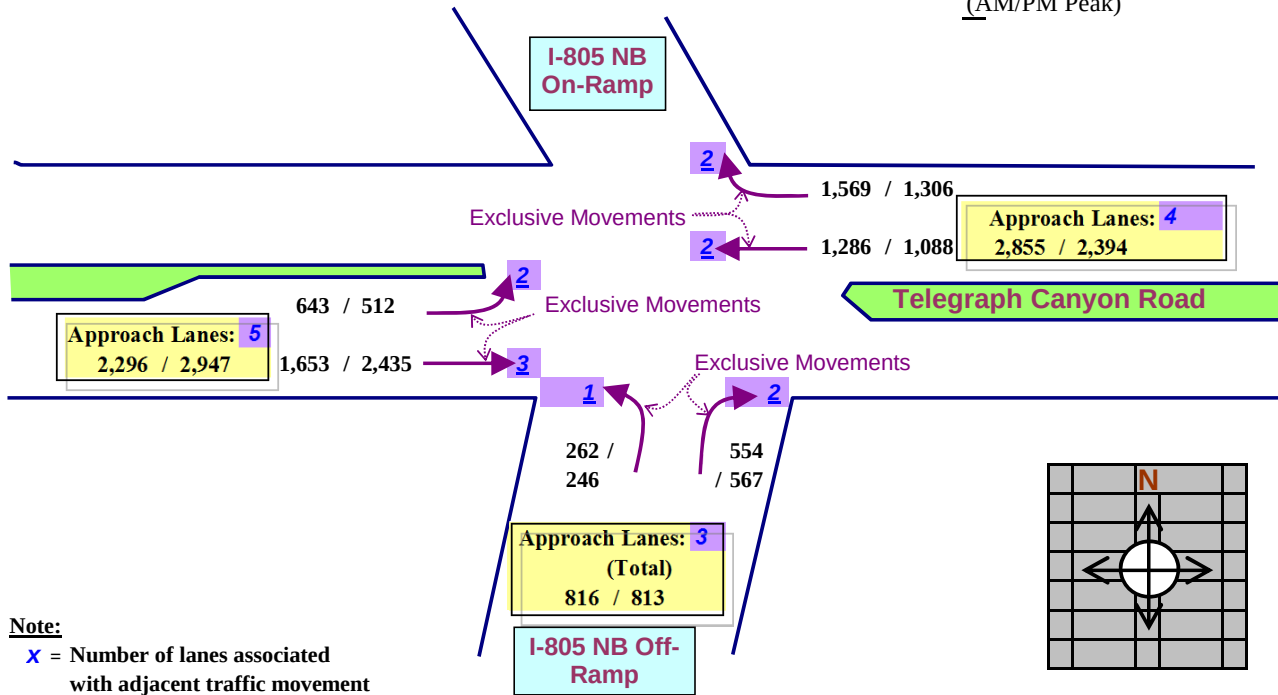
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OTAY RANCH VILLAGE 13

LOCATION: I-805 NB / TELEGRAPH CANYON RD.

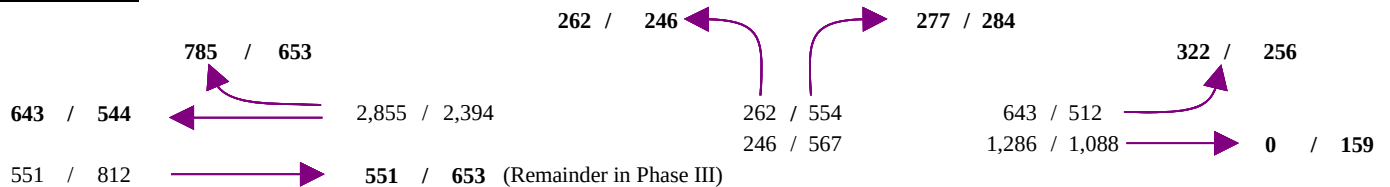
Scenario: Existing

(AM/PM Peak)



(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:

785	/	653
551	/	653

 $\Rightarrow$

785	/	653

PHASE 2:

262	/	246
277	/	284

 $\Rightarrow$

277	/	284

PHASE 3:

322	/	256
0	/	159

 $\Rightarrow$

322	/	256

TOTAL = 1,383 / 1,193 ILV/HR. in the AM / PM peak hours

OPERATING LEVEL:

ILV/HR. = **1,383** in AM $\Rightarrow$ ILV: BETWEEN 1,200 & 1,500
and **1,193** in PM $\Rightarrow$ ILV < 1,200

THEREFORE, INTERSECTION OPERATES : AT CAPACITY (in AM)
& UNDER CAPACITY (in PM)

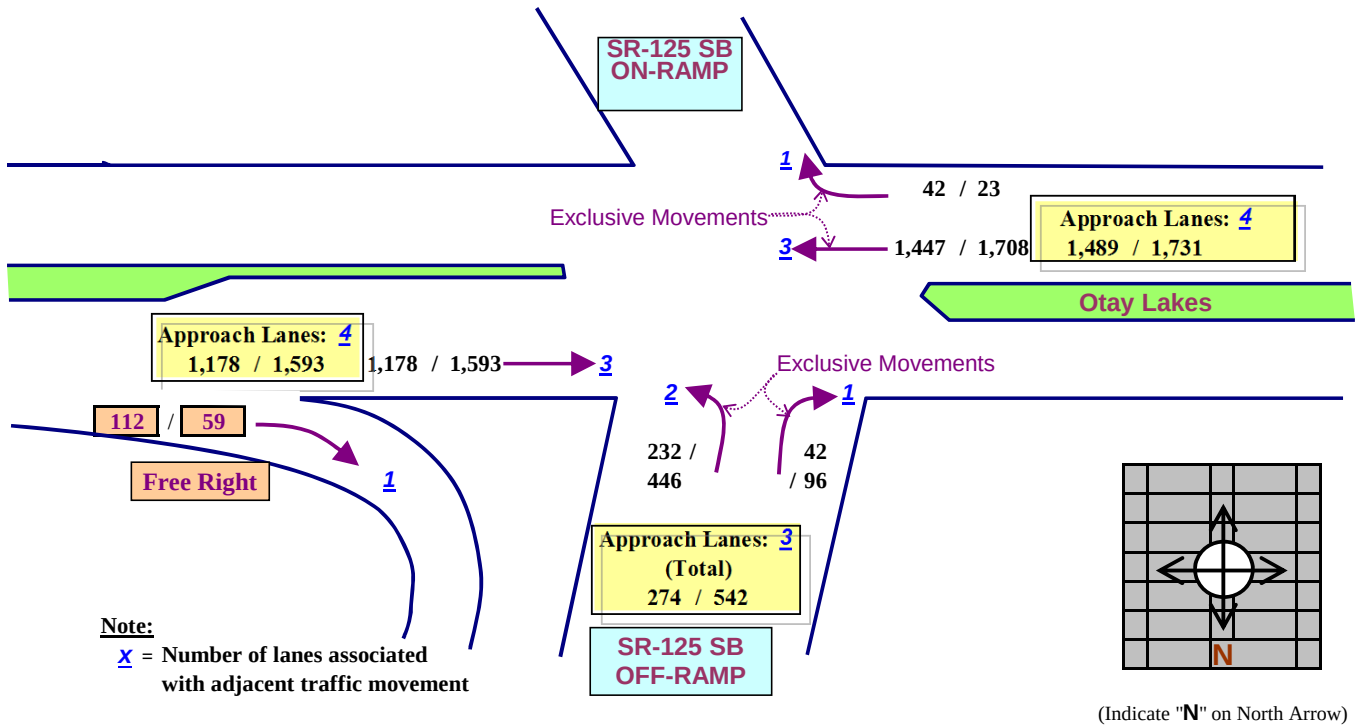
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

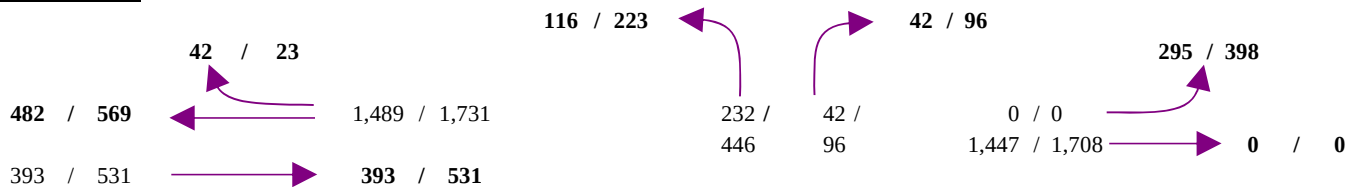
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing
(AM/PM Peak)

LOCATION: SR-125 SB / Otay Lakes



ILV per Lane:



PHASE 1:

482	/	569
393	/	531

 $\Rightarrow$

482	/	569

PHASE 2:

116	/	223
42	/	96

 $\Rightarrow$

116	/	223

PHASE 3:

295	/	398
0	/	0

 $\Rightarrow$

295	/	398

OPERATING LEVEL:

ILV/HR. = **893** in AM $\Rightarrow$ ILV: <1,200M
 and **1,191** in PM $\Rightarrow$ 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)

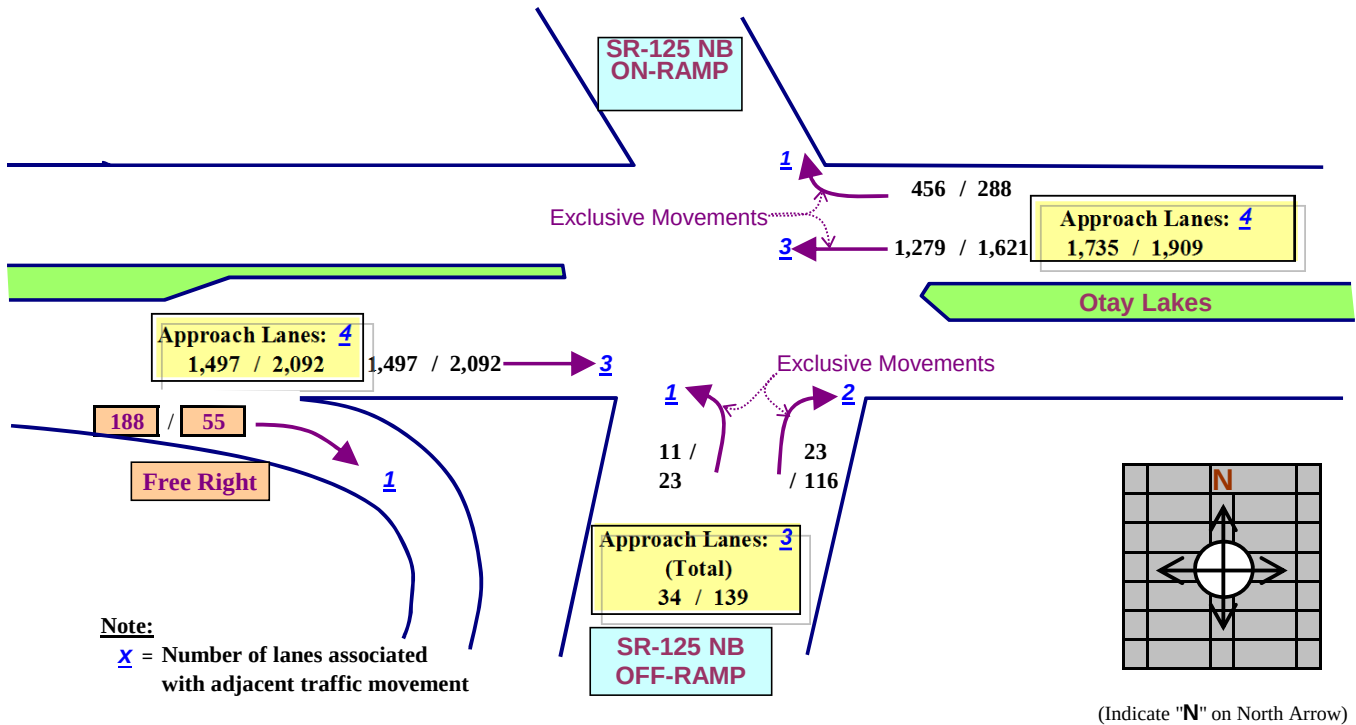
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

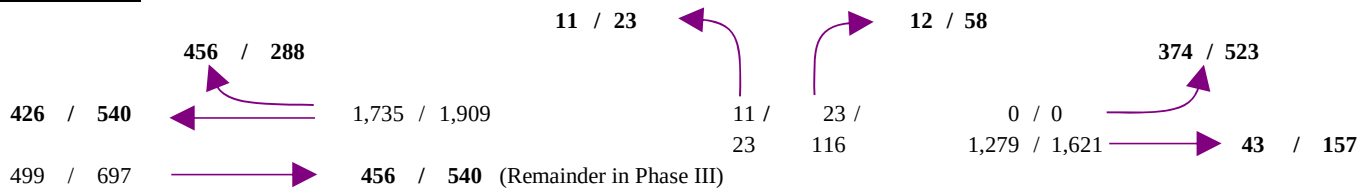
PROJECT: Otay Ranch Village 13 **Scenario:** Existing
(AM/PM Peak)

LOCATION: SR-125 NB / Otay Lakes



Note:
X = Number of lanes associated with adjacent traffic movement

ILV per Lane:



PHASE 1:

456	/	540
456	/	540

 >> 456 / 540

PHASE 2:

11	/	23
12	/	58

 >> 12 / 58

PHASE 3:

374	/	523
43	/	157

 >> 374 / 523

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)

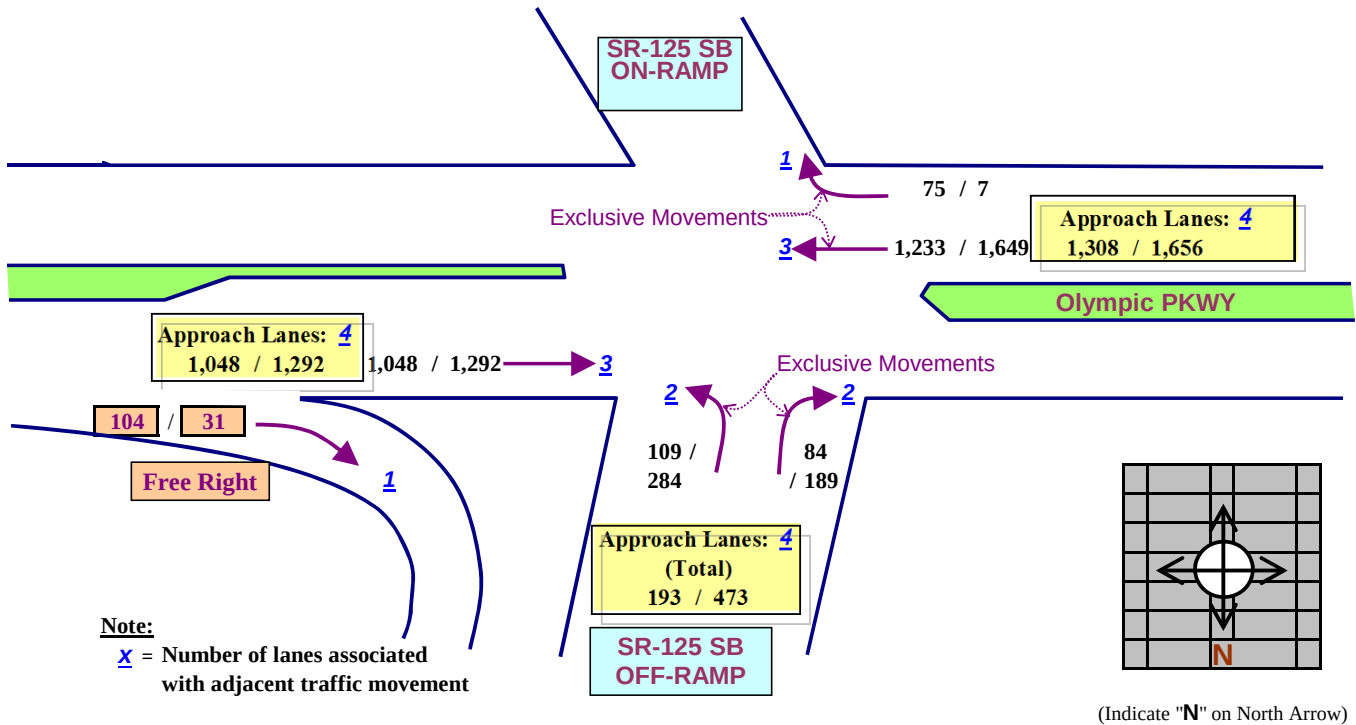
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

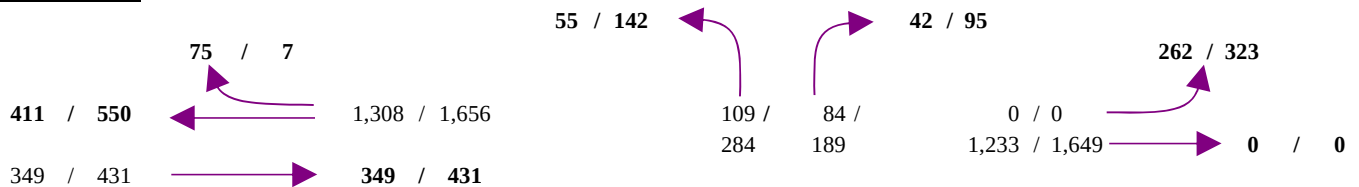
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing
(AM/PM Peak)

LOCATION: SR-125 SB / Olympic PKWY



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)

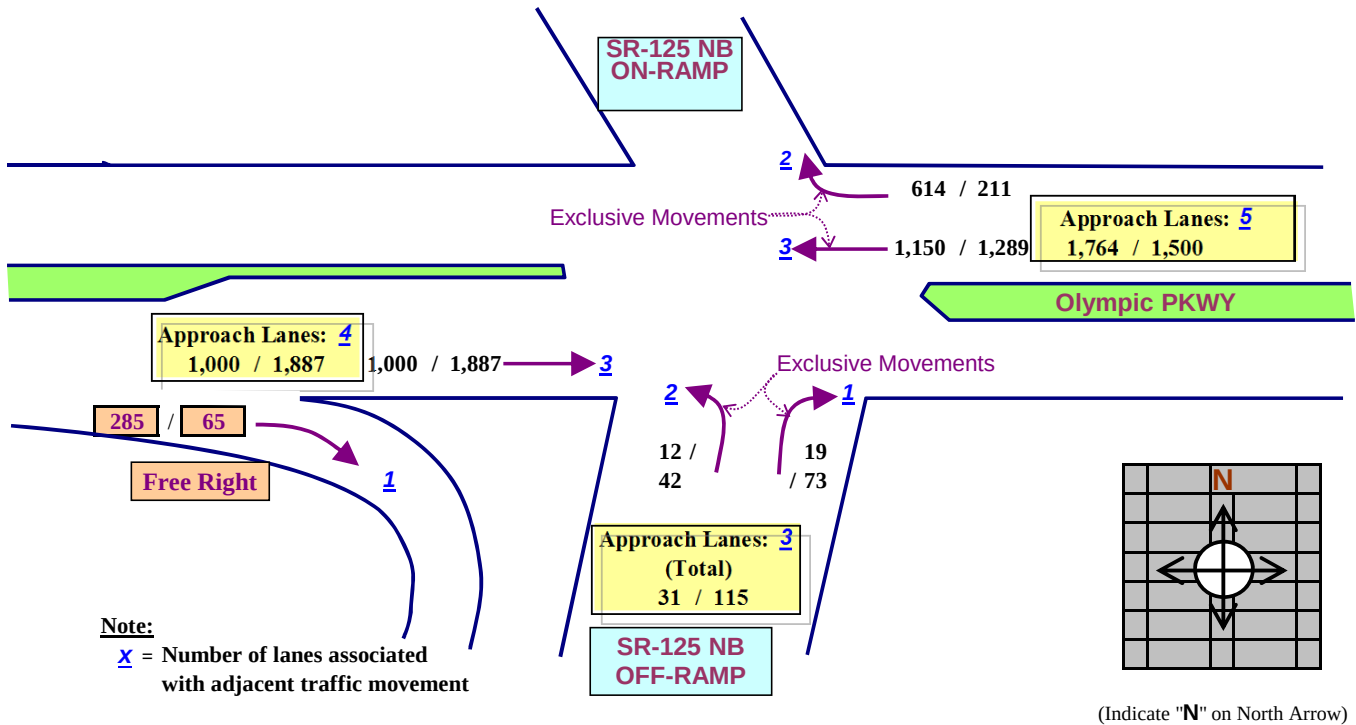
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

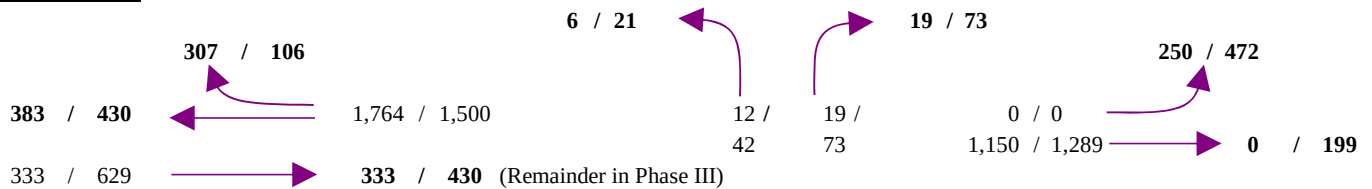
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing
(AM/PM Peak)

LOCATION: SR-125 NB / Olympic PKWY



ILV per Lane:



PHASE 1:

383	/	430
333	/	430

 $\Rightarrow$

383	/	430

PHASE 2:

6	/	21
19	/	73

 $\Rightarrow$

19	/	73

PHASE 3:

250	/	472
0	/	199

 $\Rightarrow$

250	/	472

OPERATING LEVEL:

ILV/HR. = **652** in AM $\Rightarrow$ ILV: <1,200M
 and **974** in PM $\Rightarrow$ 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)

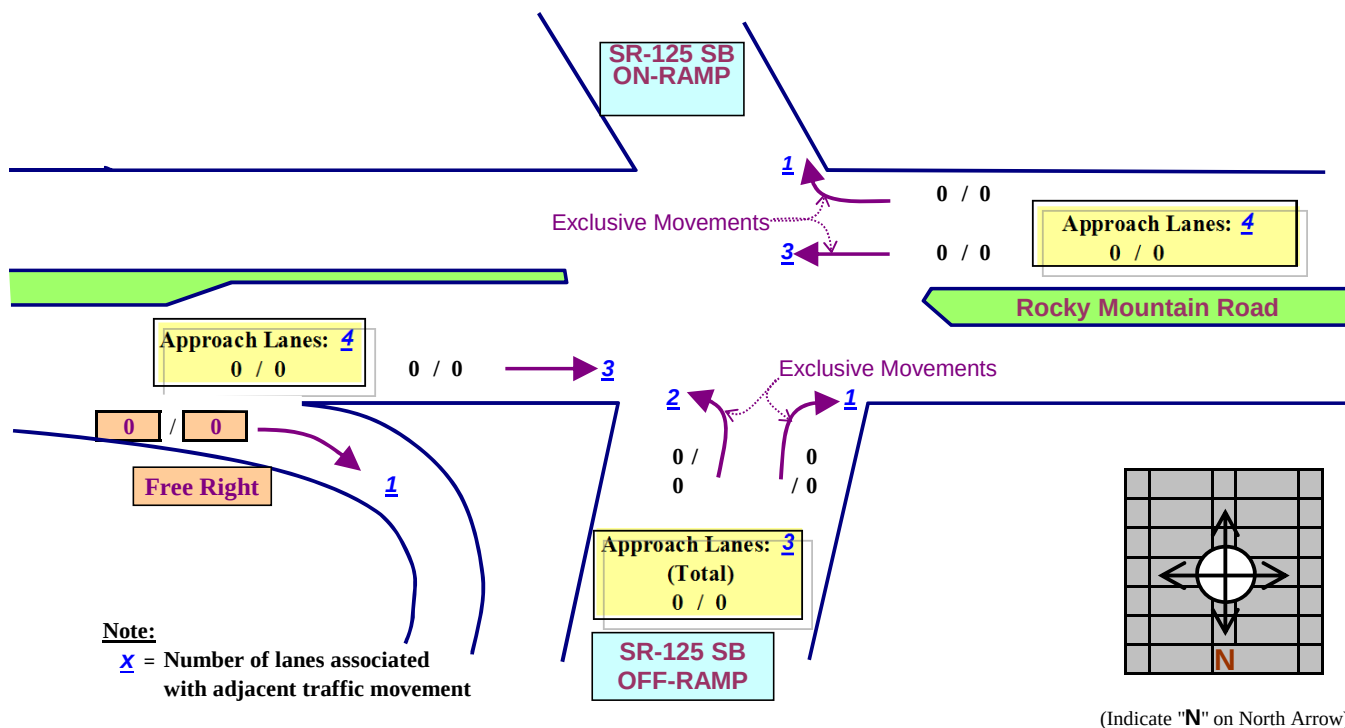
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

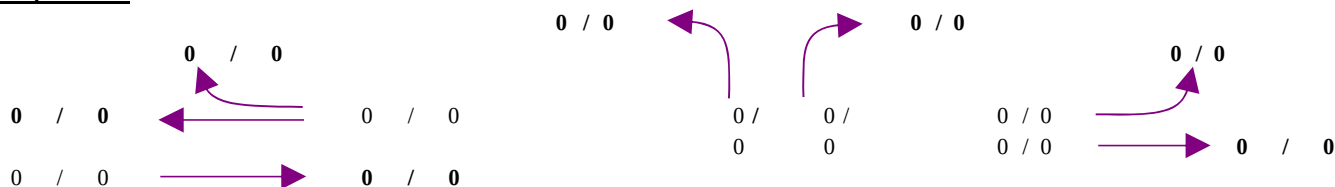
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing
(AM/PM Peak)

LOCATION: SR-125 SB / Rocky Mountain Road



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)

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

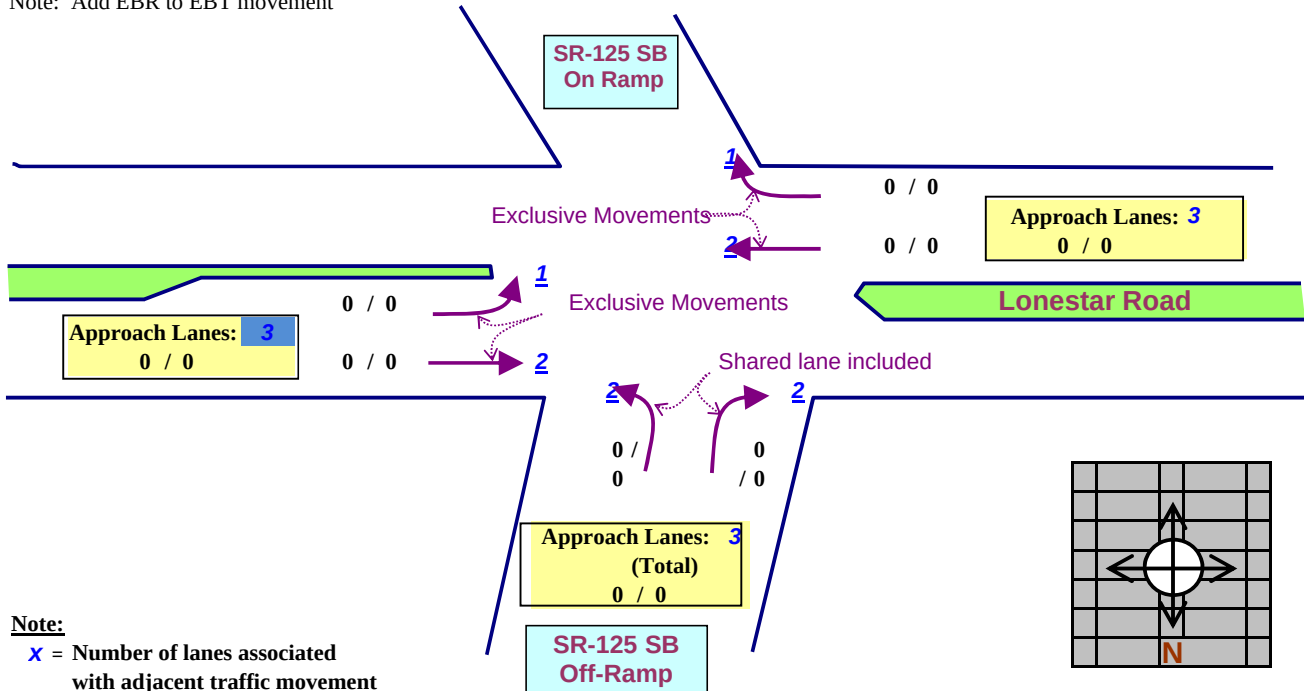
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: SR-125 SB Ramps / Otay Valley Road

Scenario: Existing
(AM/PM Peak)

Note: Add EBR to EBT movement

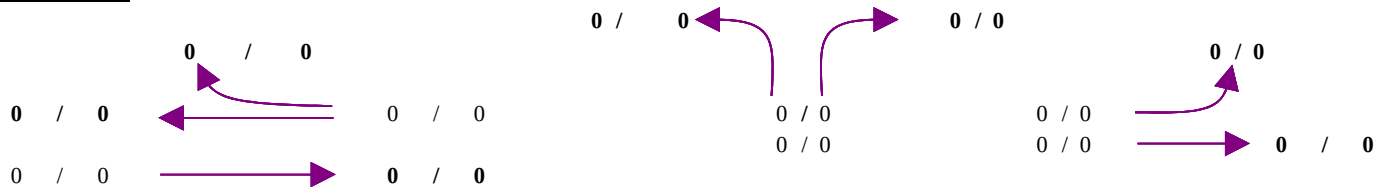


Note:

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)

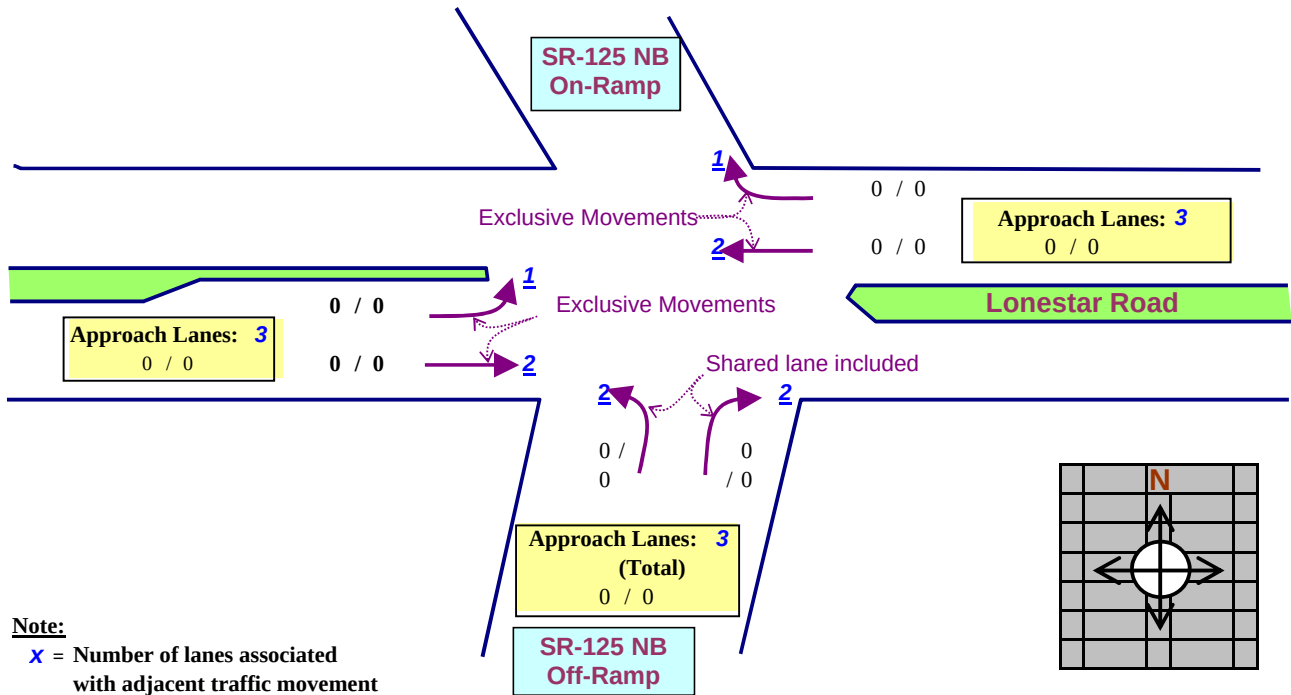
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

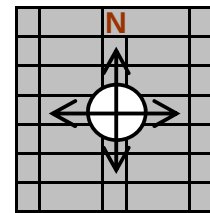
LOCATION: SR-125 NB Ramps / Otay Valley Road

Scenario: Existing
(AM/PM Peak)



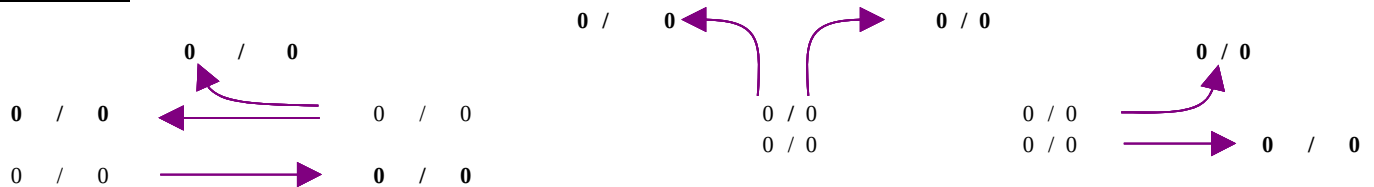
Note:

x = Number of lanes associated with adjacent traffic movement



(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:

0	/	0
0	/	0

 $\Rightarrow$

0	/	0

PHASE 2:

0	/	0
0	/	0

 $\Rightarrow$

0	/	0

PHASE 3:

0	/	0
0	/	0

 $\Rightarrow$

0	/	0

TOTAL = 0 / 0 **ILV/HR. in the AM / PM peak hours**

OPERATING LEVEL:

ILV/HR. = 0 in AM $\Rightarrow$ ILV: <1,200M
and 0 in PM $\Rightarrow$ ILV: <1,200

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

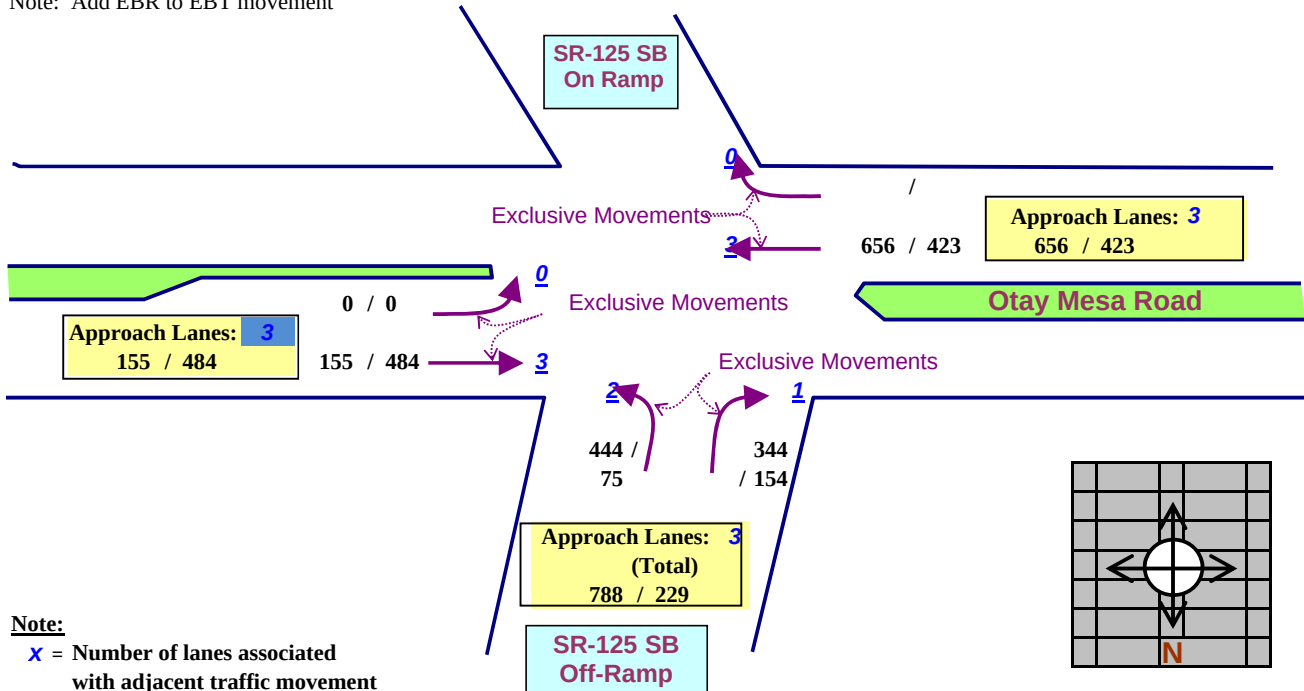
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: 58. SR-125 SB Ramps / Otay Mesa Road (City of SD)

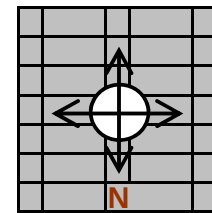
Scenario: Existing
(AM/PM Peak)

Note: Add EBR to EBT movement



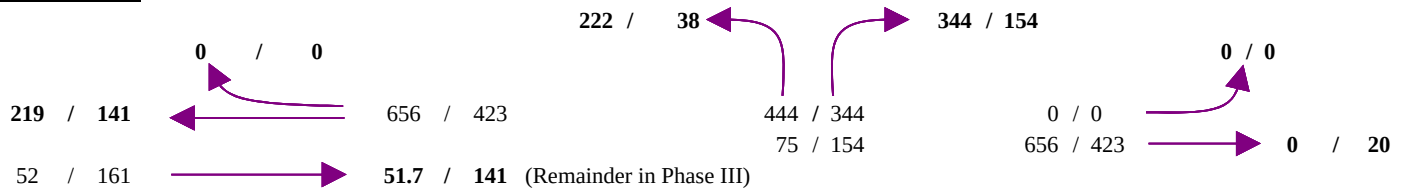
Note:

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)

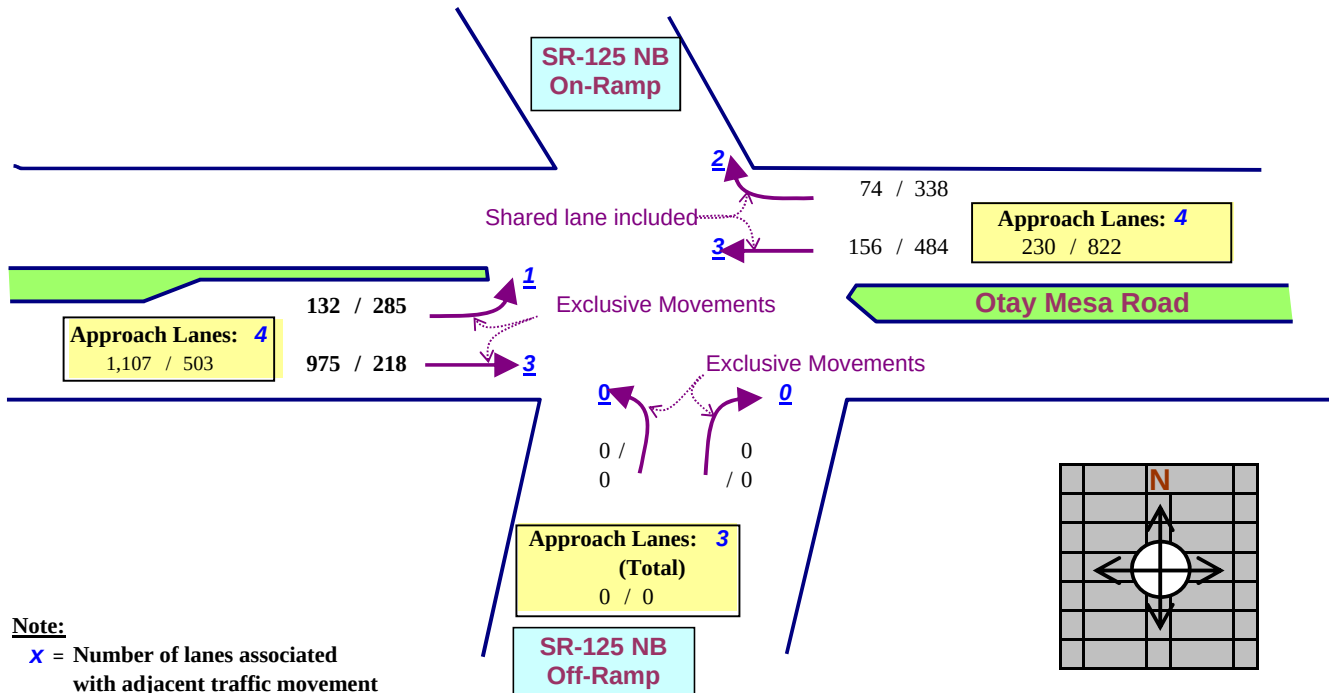
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

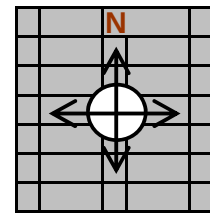
LOCATION: 59. SR-125 NB Ramps / Otay Mesa Road (City of SD)

Scenario: Existing
(AM/PM Peak)



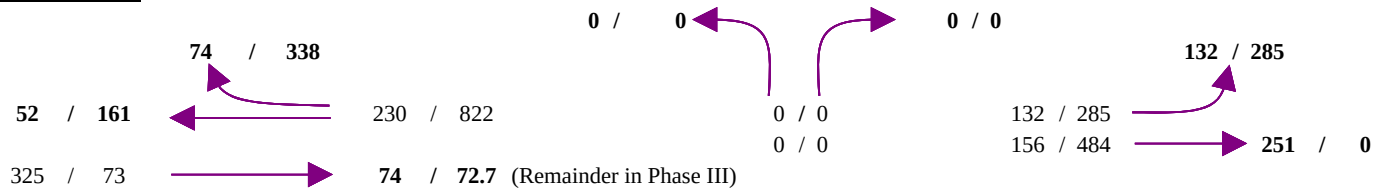
Note:

x = Number of lanes associated with adjacent traffic movement



(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1: 74 / 338 > 74 / 338

PHASE 2: 0 / 0 > 0 / 0

PHASE 3: 132 / 285 > 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

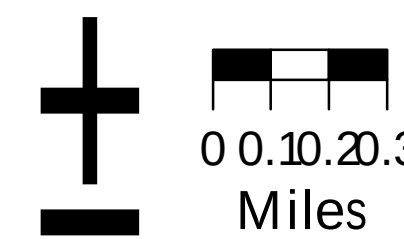
Traffic Analysis Zones

Selz Volumes & Percentage

Unadjusted ADT(x1000)

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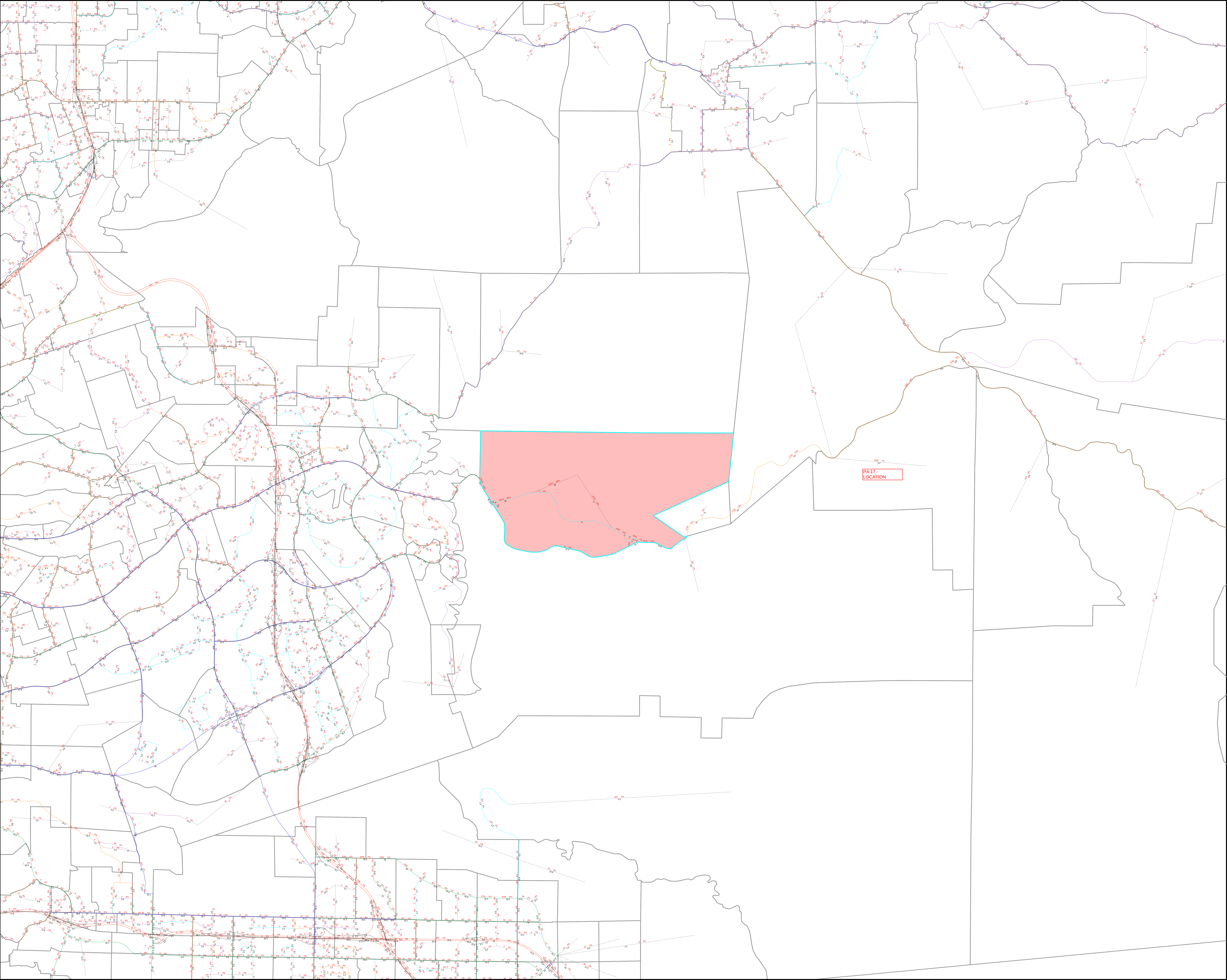
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Web site: www.sandag.org



SANDAG

servicebureau

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 Ammended:
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)

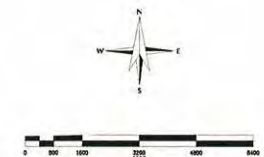
Commercial/Industrial/Mixed Use

- Freeway Commercial (FC)
- Eastern Urban Center (EUC)
- Mixed Use (MU)
- Industrial (I)

Open Space/Public/Other

- Public/Quasi-Public (PQ)
- 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

NAP Not a Part



DRAFT
For Review Only

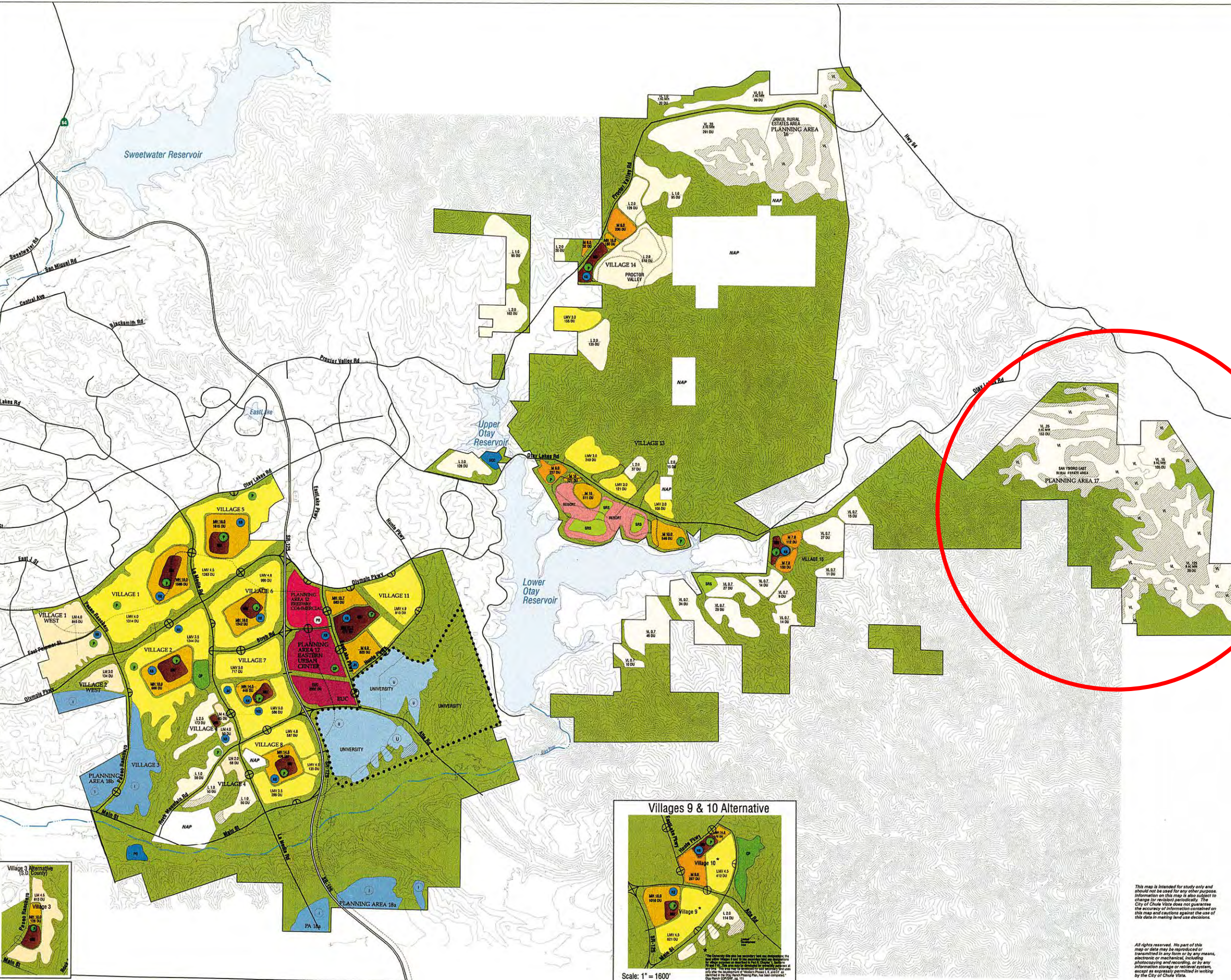
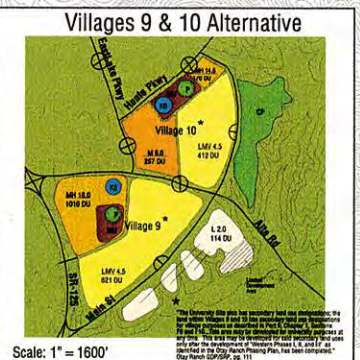


CITY OF CHULA VISTA
GEOGRAPHIC INFORMATION SYSTEM

Map Created: December 13, 2001

This map is intended for study only and should not be used for any other purpose. Information on this map is subject to change for revision periodically. The City of Chula Vista does not guarantee the accuracy of information contained on this map and cautions against the use of this data in making land use decisions.

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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

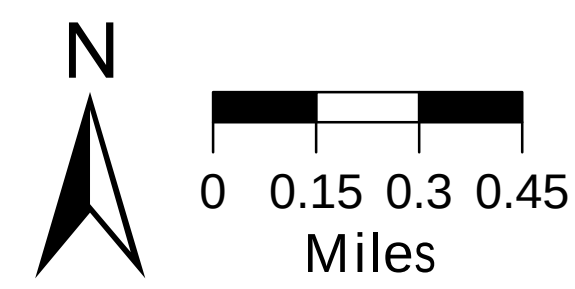
Traffic Analysis Zones

Unadjusted ADT(x1000)

Adjusted ADT(x1000)

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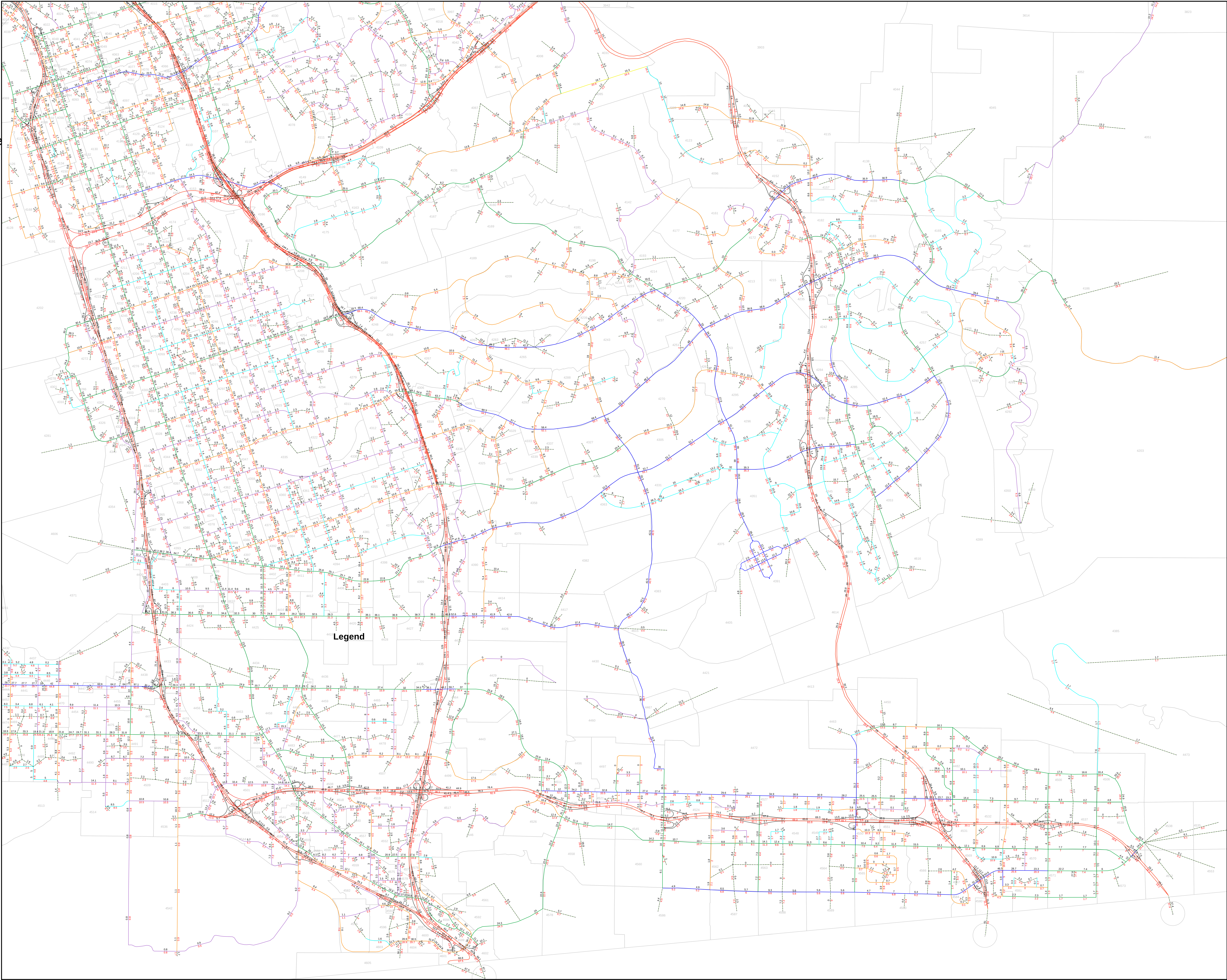
SAN DIEGO ASSOCIATION OF GOVERNMENTS
401 B STREET, SUITE 800
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(619) 689-1900
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servicebureau

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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0 0.2 0.4 0.6
Miles

SANDAG

servicebureau

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

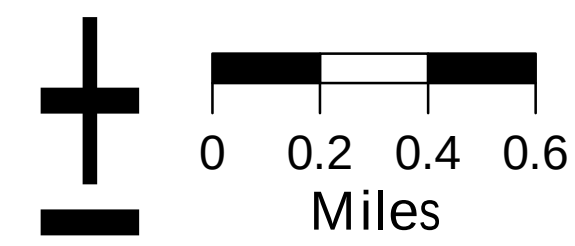
Traffic Analysis Zones

Unadjusted ADT(x1000)

Adjusted ADT(x1000)

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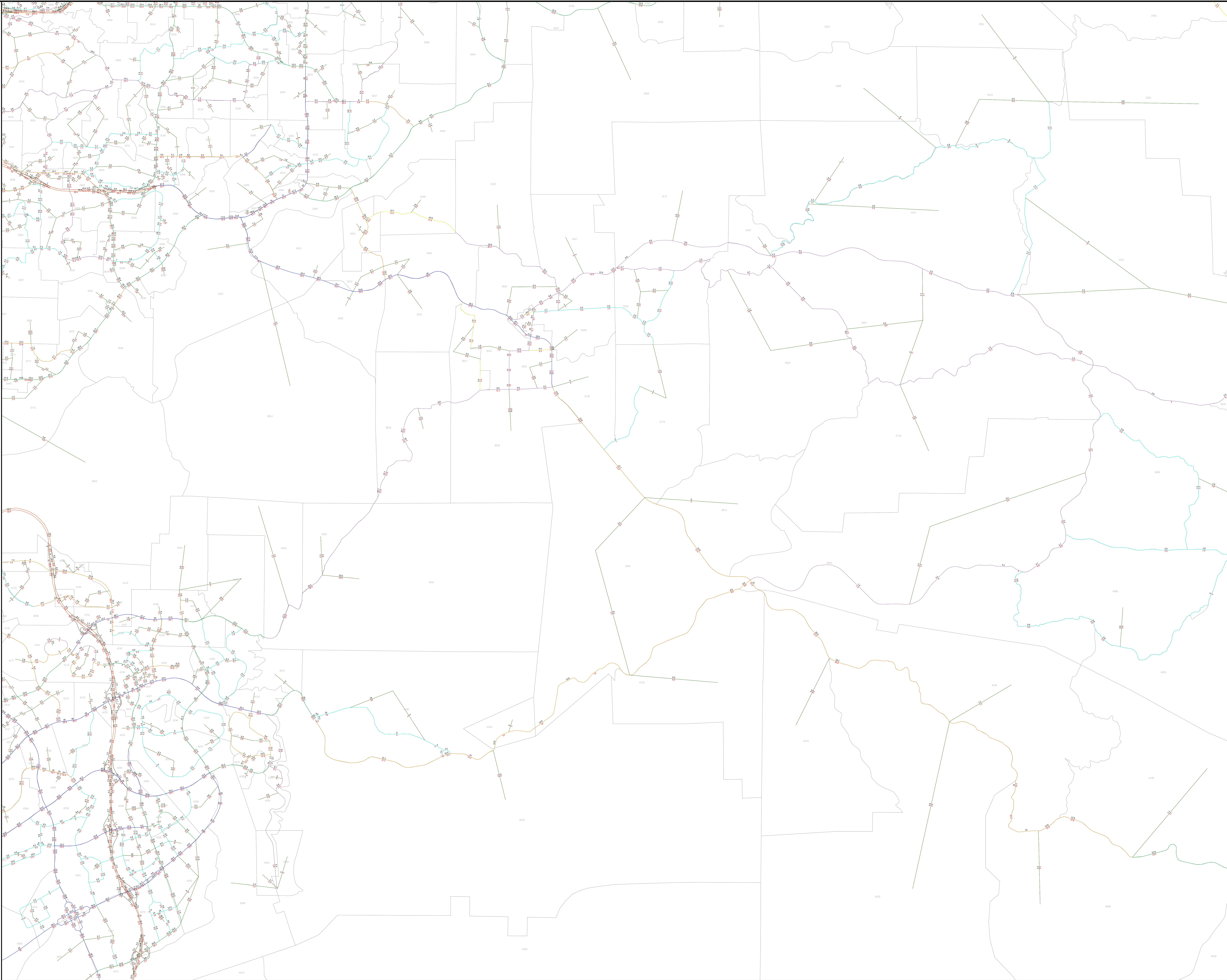
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August 17, 2009



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
		LOS	Del/ Veh C	LOS	Del/ 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	Del/ Veh	V/ C	LOS	Del/ Veh	V/ 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	

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
Final Volume:	381	787	0	324	697	0	298	551	333	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:	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	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	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:	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	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	2	0	0	0	0	0	0	0	2	0	1	2	0	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	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	0	0	10	15	0	0	0	15	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	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:	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
Final Volume:	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	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
FinalVolume:	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	0	1	1	1	0	0	1	1	0	2	1	0	1	0	2	1	0

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	1		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	1	0	1	0	1	1	0	2	1	0	1	0	2	1	0

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
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	2	0	1	1	0	2	0	3	0	1	2	0	2	1	0

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	0	2	0	2	0	2	0	3	0	2	0	3	0

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	0	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	1	1	0	3	0	0	0	0	0	1	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
Final Volume:	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	2	0	0	0	3	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	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	2	0	0	0	0	0	0	0	3	0	1	0	0	3	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	3	0	2	2	0	2	1	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	0	0	1	0	1	0	1	2	0	3	0	0	0	0	2	1	0

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	0	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	1	0	3	0	0	0	2	1	0	0	2	1

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

Base Vol:	0	0	0	0	71	0	23	131	463	0	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	1.00	1.00
Initial Bse:	0	0	0	0	71	0	23	131	463	0	0	0	911	211
Added Vol:	0	0	0	0	0	0	0	0	84	0	0	0	196	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	71	0	23	131	547	0	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	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	0.98	0.98
PHF Volume:	0	0	0	0	72	0	23	133	556	0	0	0	1125	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	72	0	23	133	556	0	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	1.00	1.00
MLF Adj:	1.00	1.00	1.00	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	72	0	23	133	556	0	0	0	1125	214

Saturation Flow Module:

Sat/Lane:	1900	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	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	0.46
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	0	4426	844	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	1	0	2	0	3	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	0	2	1	0	2	1

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	1	0	0	0	0	0	1	0	1	0	1	1	0	3	0	0

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]

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	1	0	0	0	0	1	0	0	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
Added Vol:	0	0	40	0	0	0	0	155	0	93	363	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	54	0	0	0	0	216	7	126	478	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	68	0	0	0	0	272	9	159	602	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	6	0	68	0	0	0	0	272	9	159	602	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:	1196	1196	276	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	281	xxxx	xxxxx
Potent Cap.:	206	186	762	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1282	xxxx	xxxxx
Move Cap.:	184	161	762	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1282	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	602	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx			
Shrd ConDel:	xxxxx	11.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx			
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*			
ApproachDel:	11.8			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	B			*			*			*					

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]

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	0	0	1	0	1	0	1	0	0	1	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:	9	0	0	0	0	13	31	5	21	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	338	0	0	67	70	57	5	63	0	2	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:	92	356	0	0	71	74	60	5	66	0	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	92	356	0	0	71	74	60	5	66	0	2	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:	144	xxxx	xxxxx	xxxxx	xxxx	xxxxx	647	646	107	xxxx	683	xxxxx
Potent Cap.:	1438	xxxx	xxxxx	xxxxx	xxxx	xxxxx	384	390	947	xxxx	372	xxxxx
Move Cap.:	1438	xxxx	xxxxx	xxxxx	xxxx	xxxxx	363	365	947	xxxx	348	xxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxxx	xxxx	xxxx	0.17	0.01	0.07	xxxx	0.01	xxxx

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	0.0	xxxxx			
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.4	xxxxx			
LOS by Move:	A	*	*	*	*	*	*	*	*	*	C	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	364	xxxx	847	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	0.3	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.1	xxxx	9.6	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	C	*	A	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			13.2			15.4					
ApproachLOS:	*			*			B			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): 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	2	0	1	1	0	2	0	3	0	1	1	0	3	0	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
Final Volume:	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	3	0	1	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	0	3	0	2	2	0	3	0	1	2	0	3	0	1

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	0	2	0	1	2	0	2	1	0	2	0	2	0	1

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	1	0	1	0	1	2	0	1	1	0	1	0	1	1	0

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

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	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1

Volume Module:

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	36	0	10	83	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	79	30	19	137	0	0	0	0	2	0	7
User Adj:	1.00	1.00	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	112	43	27	194	0	0	0	0	3	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	112	43	27	194	0	0	0	0	3	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	112	43	27	194	0	0	0	0	3	0	10

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	0.06	0.03	0.02	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.01
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.63	0.63	0.16	0.78	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.10	0.04	0.10	0.13	0.00	0.00	0.00	0.00	0.02	0.00	0.10
Delay/Veh:	0.0	4.5	4.3	21.7	1.6	0.0	0.0	0.0	0.0	26.3	0.0	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:	0.0	4.5	4.3	21.7	1.6	0.0	0.0	0.0	0.0	26.3	0.0	26.8
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	C
DesignQueue:	0	1	1	1	1	0	0	0	0	0	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 #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

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	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1

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	40	0	0	0	0	0	0	93	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	25	57	2	21	0	0	0	0	133	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	67	2	25	0	0	0	0	157	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	67	2	25	0	0	0	0	157	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	67	2	25	0	0	0	0	157	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	0.04	0.00	0.01	0.00	0.00	0.00	0.00	0.09	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.13	0.13	0.05	0.18	0.00	0.00	0.00	0.00	0.74	0.00	0.00
Volume/Cap:	0.00	0.12	0.32	0.03	0.07	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Delay/Veh:	0.0	40.5	42.3	47.8	36.0	0.0	0.0	0.0	0.0	4.1	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	40.5	42.3	47.8	36.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0
LOS by Move:	A	D	D	D	D	A	A	A	A	A	A	A
DesignQueue:	0	2	3	0	1	0	0	0	0	2	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): 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		0	1		0		0	1		0		1	1		0		2

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
Final Volume:	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	2	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	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	0	0	0	2	1

Volume Module:	North Bound				South Bound				East Bound				West Bound			
Base Vol:	0	0	0	0	0	0	0	0	132	975	0	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	1.00	1.00	1.00	
Initial Bse:	0	0	0	0	0	0	0	0	132	975	0	0	0	156	74	
Added Vol:	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	0	0	0	0	0	141	975	0	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	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	0.81	0.81	0.81	
PHF Volume:	0	0	0	0	0	0	0	0	174	1202	0	0	0	192	91	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	0	0	174	1202	0	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	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	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	0	0	174	1202	0	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	1900	1900	1900	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.93	1.00	1.00	1.00	0.89	0.93	
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	2.76	1.24	
Final Sat.:	0	0	0	0	0	0	0	0	3432	3538	0	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	0.00	0.00	0.05	0.34	0.00	0.00	0.04	0.04	0.04	
Crit Moves:									****				****			
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.55	1.00	0.00	0.00	0.45	0.45	0.45	
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.34	0.00	0.00	0.09	0.09	0.09	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.4	0.1	0.0	0.0	9.5	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	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.4	0.1	0.0	0.0	9.5	9.5	9.5	
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
DesignQueue:	0	0	0	0	0	0	0	0	1	0	0	0	1	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]

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	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	

Volume Module:

Base Vol:	1	471	0	6	109	9	16	0	6	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:	1	471	0	6	109	9	16	0	6	1	0	6
Added Vol:	10	16	0	0	7	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	487	0	6	116	9	16	0	10	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	12	524	0	6	125	10	17	0	11	1	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	524	0	6	125	10	17	0	11	1	0	6

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	134	xxxx	xxxxx	524	xxxx	xxxxx	693	690	130	695	695	524
Potent Cap.:	1450	xxxx	xxxxx	1043	xxxx	xxxxx	358	368	920	357	366	553
Move Cap.:	1450	xxxx	xxxxx	1043	xxxx	xxxxx	350	363	920	349	361	553
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.05	0.00	0.01	0.00	0.00	0.01

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	7.5	xxxx	xxxxx	8.5	xxxx	xxxxx	15.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	A	*	*	C	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	920	xxxx	511	xxxxx			
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.0	xxxxx	0.0	xxxxx			
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.0	xxxxx	12.2	xxxxx			
Shared LOS:	A	*	*	*	*	*	*	*	A	*	B	*			
ApproachDel:	xxxxxx			xxxxxx			13.2			12.2					
ApproachLOS:	*			*			B			B					

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]

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	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
Added Vol:	0	10	5	0	4	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	536	5	0	134	0	9	0	3	2	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	567	5	0	142	0	10	0	3	2	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	5	567	5	0	142	0	10	0	3	2	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	142	xxxx	xxxxx	xxxxx	xxxx	xxxxx	722	725	142	724	xxxx	xxxxx
Potent Cap.:	1441	xxxx	xxxxx	xxxxx	xxxx	xxxxx	342	352	906	341	xxxx	xxxxx
Move Cap.:	1441	xxxx	xxxxx	xxxxx	xxxx	xxxxx	341	350	906	339	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.00	0.01	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx			
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.9	xxxx	xxxxx	15.7	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	C	*	*	C	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	906	xxxx	xxxx	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			14.1			15.7					
ApproachLOS:	*			*			B			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 #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	0	1	0	0	1	0	0	1	0	1	0	0	1	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
Final Volume:	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	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	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	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:xxxxx	xxxx	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	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	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			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

Delay Costs			Accident Costs			Total Costs	
Peak	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: 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
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
		LOS	Del/ Veh C	LOS	Del/ 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	Del/ Veh	V/ C	LOS	Del/ Veh	V/ 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	1	0	2	0	1	1	0	2	0	1

Volume Module: >> Count Date: 20 Oct 2005 <<	North Bound				South Bound				East Bound				West Bound			
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	
Final Volume:	377	577	0		461	806	0		166	750	326		110	595	167	

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:	0.11	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	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	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:	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
Final Volume:	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
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	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	2	0	0	0	0	0	0	0	2	0	1	2	0	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	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	0	0	10	15	0	0	0	15	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	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	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
Final Volume:	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

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	1	0	0	1	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	65	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	58	51	154	71	59	99	2401	152	63	1826	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	2453	155	64	1865	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	59	52	157	73	60	101	2453	155	64	1865	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:	163	59	52	157	73	60	101	2453	155	64	1865	57

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	0.91	0.91	0.61	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	2.91	0.09
Final Sat.:	1071	921	810	1156	948	788	1769	5032	319	1769	5218	160

Capacity Analysis Module:

Vol/Sat:	0.15	0.06	0.06	0.14	0.08	0.08	0.06	0.49	0.49	0.04	0.36	0.36
Crit Moves:	****						****			****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.09	0.63	0.63	0.05	0.59	0.59
Volume/Cap:	0.69	0.29	0.29	0.62	0.35	0.35	0.61	0.77	0.77	0.69	0.61	0.61
Delay/Veh:	42.4	31.2	31.2	37.8	31.8	31.8	47.6	13.7	13.7	64.1	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:	42.4	31.2	31.2	37.8	31.8	31.8	47.6	13.7	13.7	64.1	12.8	12.8
LOS by Move:	D	C	C	D	C	C	D	B	B	E	B	B
DesignQueue:	7	5	5	7	6	6	5	20	20	3	16	16

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	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	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	1	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	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	1	0	1	0	1	1	0	2	1	0	1	0	2	1	0

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	2	0	1	1	0	2	0	3	0	1	2	0	2	1	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	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	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1

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
Final Volume:	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	0	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	0	1	0	3	0	1	0	2	1	0	0	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	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	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	2	0	0	0	1	0	0	3	0	1	0	0	3	0	1	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	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	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
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	3	0	2	2	0	2	1	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
Final Volume:	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
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	0	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	1	0	1	2	0	3	0	0	0	0	2	1	0

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	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
Final Volume:	0	0	0	168	0	434	410	1061	0	0	767	74

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	1.28	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:

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	0	0	0	1	1	0	3	0	0	0	1	1	1	0

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
Final Volume:	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	0	1	2	0	2	1	0	2	0	3	0	1

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
Final Volume:	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	1	0	2	1	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	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	1	0	0	0	0	0	1	0	1	0	1	1	0	3	0	0

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	0	0	0	1	0	0	0	0	1	0	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	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
Final Volume:	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
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			xxxxxx			xxxxxx			xxxxxx					
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	1	0	0	0	0	1	0	0	1	0	1	0	0	0	1	0	0

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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

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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

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Capacity Module:

Cnflct Vol:	499	xxxx	xxxxx	xxxxx	xxxx	xxxxx	709	705	460	xxxx	744	xxxxx
Potent Cap.:	1065	xxxx	xxxxx	xxxxx	xxxx	xxxxx	349	361	601	xxxx	343	xxxxx
Move Cap.:	1065	xxxx	xxxxx	xxxxx	xxxx	xxxxx	326	337	601	xxxx	320	xxxxx
Volume/Cap:	0.07	xxxx	xxxx	xxxxx	xxxx	xxxx	0.20	0.01	0.14	xxxx	0.02	xxxx

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Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	0.1	xxxxx			
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.5	xxxxx			
LOS by Move:	A	*	*	*	*	*	*	*	*	*	C	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	327	xxxx	584	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	0.5	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.0	xxxx	12.3	xxxxx	xxxx	xxxxx			
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	2	0	1	1	0	2	0	3	0	1	1	0	3	0	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
Final Volume:	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	1	0

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	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:

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	0.34	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	0	0	15	0	0	15	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	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	0	3	0	1	0	0	3	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	0	3	0	2	2	0	3	0	1	2	0	3	0	1

Volume Module: >> Count Date: 27 Sep 2005 <<	North Bound				South Bound				East Bound				West Bound			
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	
Final Volume:	271	377	167		178	503	176		284	936	236		159	572	100	

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	0.73		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:	North Bound				South Bound				East Bound				West Bound			
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

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	39	0	0	42	99	65	0	17	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	107	73	70	105	313	446	427	40	34	303	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	75	72	109	324	461	442	41	35	313	55
Reduct Vol:	0	0	0	0	0	55	0	0	0	0	0	0
Reduced Vol:	14	111	75	72	109	269	461	442	41	35	313	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
Final Volume:	14	111	75	72	109	269	461	442	41	35	313	55

Saturation Flow Module:	Sat/Lane:	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	0.93	0.97	0.90	0.93	0.83
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.75	0.25	2.00	2.00	1.00
Final Sat.:	3432	3322	1748	3432	3538	1583	3432	4873	456	3432	3538	1583

Capacity Analysis Module:	Vol/Sat:	0.00	0.03	0.04	0.02	0.03	0.17	0.13	0.09	0.09	0.01	0.09	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	0.28
Volume/Cap:	0.06	0.12	0.15	0.32	0.11	0.34	0.63	0.23	0.23	0.11	0.32	0.12	0.12
Delay/Veh:	32.9	20.1	20.4	34.2	20.1	11.9	28.6	15.0	15.0	31.2	21.5	20.3	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	1.00
AdjDel/Veh:	32.9	20.1	20.4	34.2	20.1	11.9	28.6	15.0	15.0	31.2	21.5	20.3	20.3
LOS by Move:	C	C	C	C	C	B	C	B	B	C	C	C	C
DesignQueue:	0	2	2	1	2	6	8	4	4	1	5	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 #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		1	0	1		0		1	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	1	0	0	0	0	1

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

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	1	0	0	1	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	1	48	45	3	32	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:	1	48	45	3	32	0	0	0	0	14	0	4
Added Vol:	0	0	116	0	0	0	0	0	0	50	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	48	161	3	32	0	0	0	0	64	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:	1	52	175	3	35	0	0	0	0	70	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	52	175	3	35	0	0	0	0	70	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
Final Volume:	1	52	175	3	35	0	0	0	0	70	0	4

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.83	0.93	0.98	1.00	1.00	1.00	1.00	0.93	1.00	0.83
Lanes:	0.02	0.98	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	38	1822	1583	1769	1862	0	0	0	0	1769	0	1583

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.11	0.00	0.02	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.64	0.64	0.05	0.55	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.21	0.04	0.17	0.04	0.03	0.00	0.00	0.00	0.00	0.17	0.00	0.01
Delay/Veh:	40.6	7.0	7.8	47.9	10.9	0.0	0.0	0.0	0.0	32.8	0.0	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:	40.6	7.0	7.8	47.9	10.9	0.0	0.0	0.0	0.0	32.8	0.0	31.4
LOS by Move:	D	A	A	D	B	A	A	A	A	C	A	C
DesignQueue:	3	1	4	0	1	0	0	0	0	3	0	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 #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		0	1		0		0	1		0		1	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	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	0	0	0	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	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	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	0	0	0	2	1

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
Final Volume:	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]

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 0 0 1! 0 0 1 0 0 1 0 1
-----|-----|-----|-----|

Volume Module:

Base Vol:	5	154	1	1	484	14	12	0	1	0	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:	5	154	1	1	484	14	12	0	1	0	0	4
Added Vol:	6	8	0	0	19	0	0	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	162	1	1	503	14	12	0	14	0	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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	14	202	1	1	628	17	15	0	17	0	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	202	1	1	628	17	15	0	17	0	0	5

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxxx	3.3

Capacity Module:

Cnflct Vol:	645	xxxx	xxxxx	203	xxxx	xxxxx	872	870	637	xxxx	xxxxx	203
Potent Cap.:	940	xxxx	xxxxx	1368	xxxx	xxxxx	271	290	477	xxxx	xxxxx	838
Move Cap.:	940	xxxx	xxxxx	1368	xxxx	xxxxx	266	285	477	xxxx	xxxxx	838
Volume/Cap:	0.01	xxxx	xxxxx	0.00	xxxx	xxxxx	0.06	0.00	0.04	xxxx	xxxxx	0.01

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxxx	0.0
Control Del:	8.9	xxxx	xxxxx	7.6	xxxx	xxxxx	19.3	xxxx	xxxxx	xxxxx	xxxxx	9.3
LOS by Move:	A	*	*	A	*	*	C	*	*	*	*	A
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	477	xxxx	xxxxx	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	12.8	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	B	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	15.8	xxxxxx	xxxxxx	xxxxxx	xxxxxx	9.3
ApproachLOS:	*	*	*	*	*	*	C	*	*	*	*	A

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]

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	1	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	6	3	0	13	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	193	3	1	518	0	27	0	28	7	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	238	4	1	638	0	33	0	34	9	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	17	238	4	1	638	0	33	0	34	9	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	638	xxxx	xxxxx	241	xxxx	xxxxx	914	916	638	932	xxxx	xxxxx
Potent Cap.:	946	xxxx	xxxxx	1325	xxxx	xxxxx	254	272	477	247	xxxx	xxxxx
Move Cap.:	946	xxxx	xxxxx	1325	xxxx	xxxxx	250	267	477	226	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	0.00	xxxx	xxxx	0.13	0.00	0.07	0.04	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	0.5	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	7.7	xxxx	xxxxx	21.6	xxxx	xxxxx	21.6	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	C	*	*	C	*	*
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	477	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	13.1	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	B	*	*	*
ApproachDel:	xxxxxx	xxxxxx	17.3	xxxxxx	xxxxxx	21.6	xxxxxx	xxxxxx	17.3	xxxxxx	xxxxxx	21.6
ApproachLOS:	*	*	C	*	*	C	*	*	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 #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	0	1	0	0	1	0	0	1	0	1	0	0	1	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
Final Volume:	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	0	1	0	0	1	0	0	0	0	0	0	0	0	1	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	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	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:xxxxx	xxxx	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	xxxx	0.42	xxxx	xxxx	xxxx	xxxx	xxxx	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	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
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			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

Delay Costs			Accident Costs			Total Costs	
Peak	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

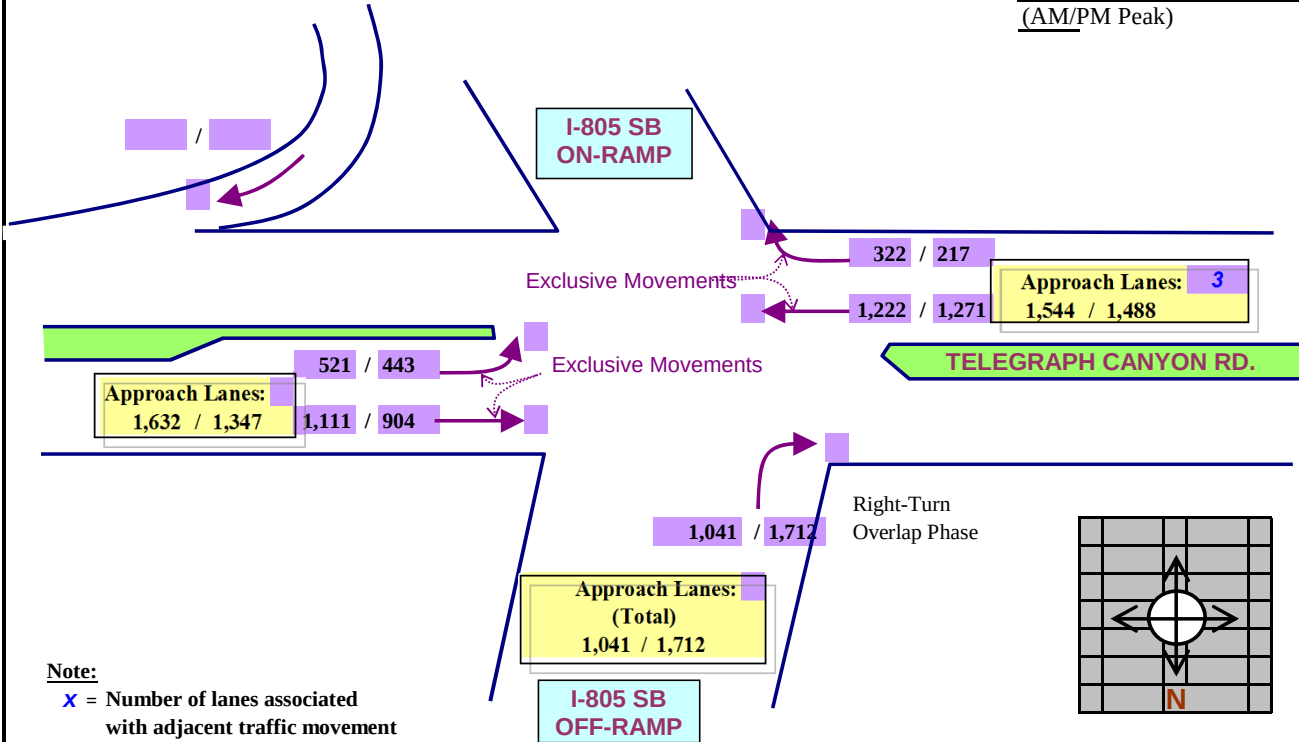
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OTAY RANCH VILLAGE 13

LOCATION: I-805 SB / TELEGRAPH CANYON RD.

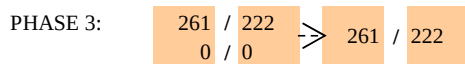
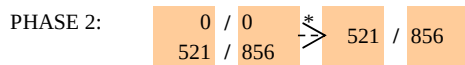
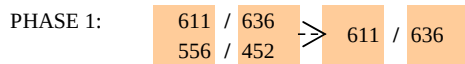
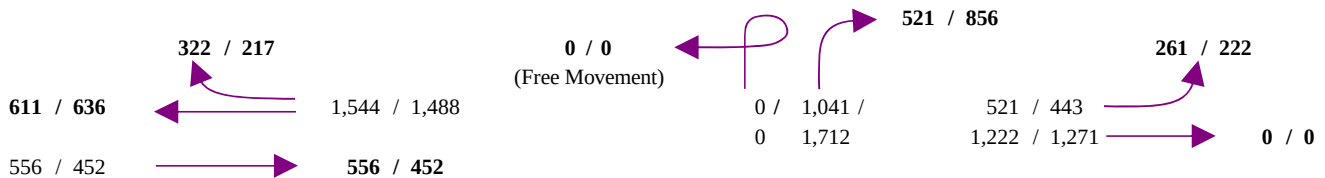
Scenario: Existing + P1

(AM/PM Peak)



(Indicate "N" on North Arrow)

ILV per Lane:



* left turn is free (loop)

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

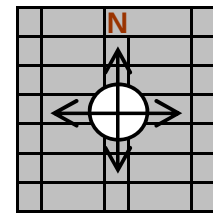
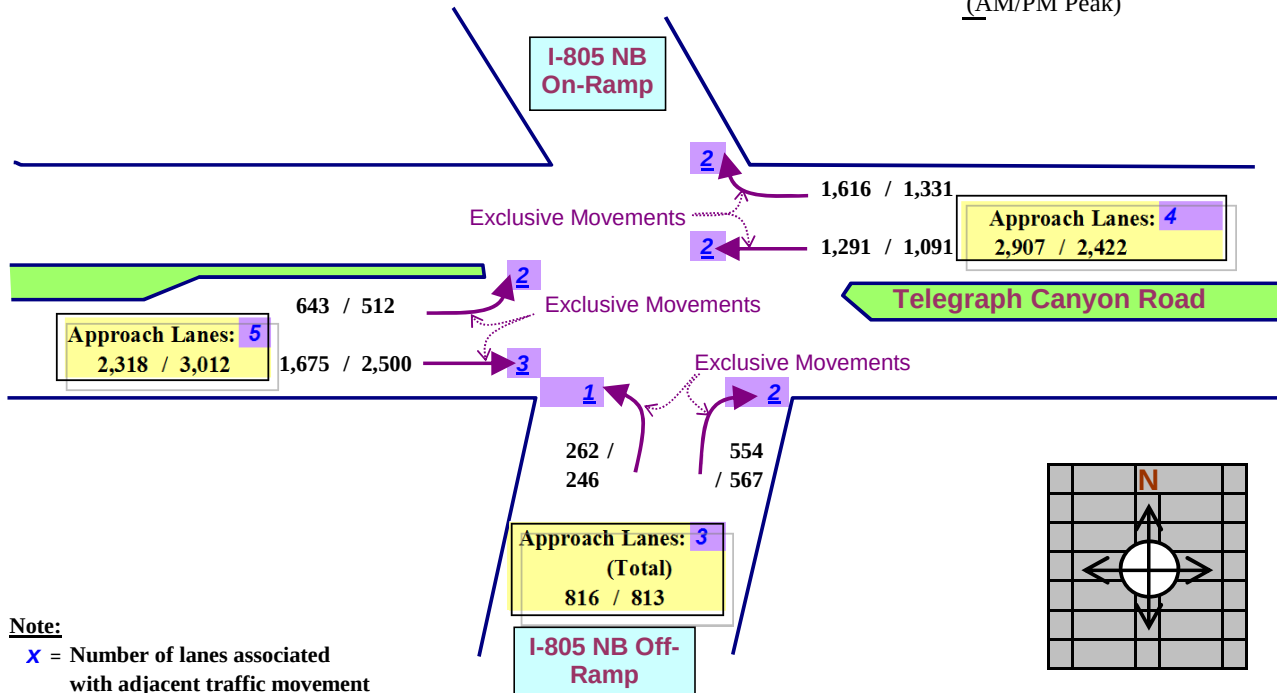
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OTAY RANCH VILLAGE 13

LOCATION: I-805 NB / TELEGRAPH CANYON RD.

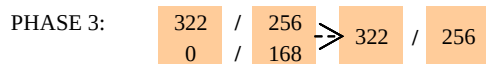
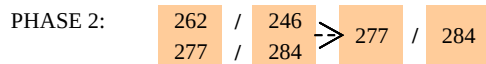
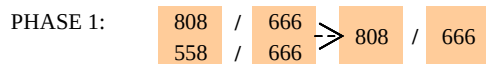
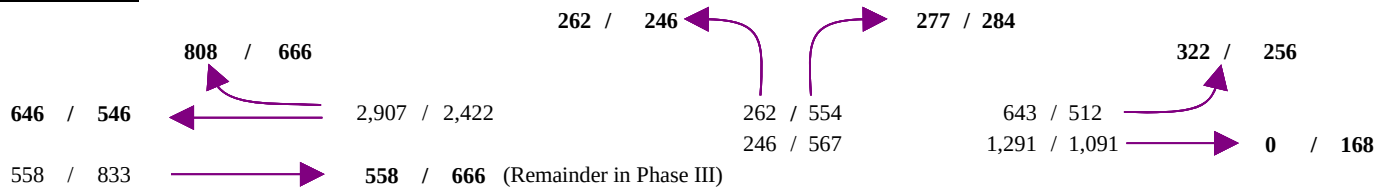
Scenario: Existing + P1

(AM/PM Peak)



(Indicate "N" on North Arrow)

ILV per Lane:



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)

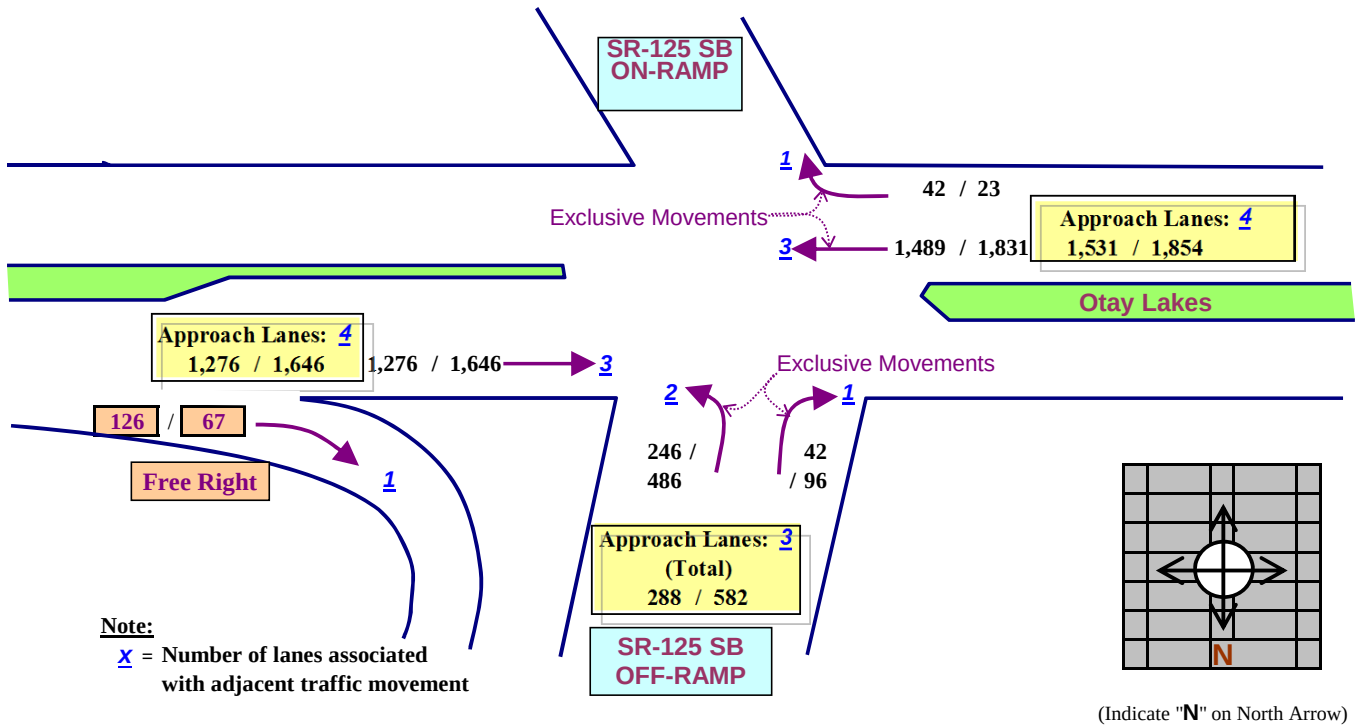
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

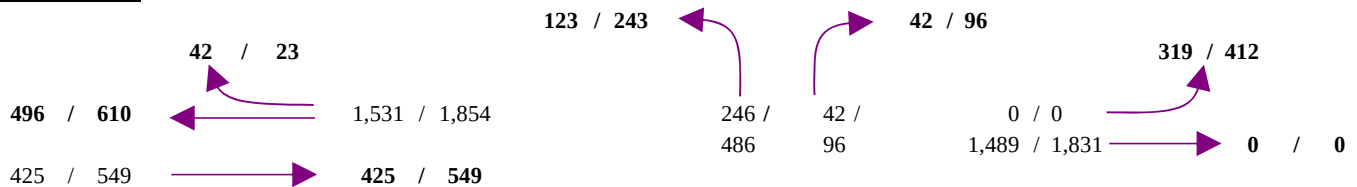
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing + P1
(AM/PM Peak)

LOCATION: SR-125 SB / Otay Lakes



ILV per Lane:



PHASE 1:

496	/	610
425	/	549

 > 496 / 610

PHASE 2:

123	/	243
42	/	96

 > 123 / 243

PHASE 3:

319	/	412
0	/	0

 > 319 / 412

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)

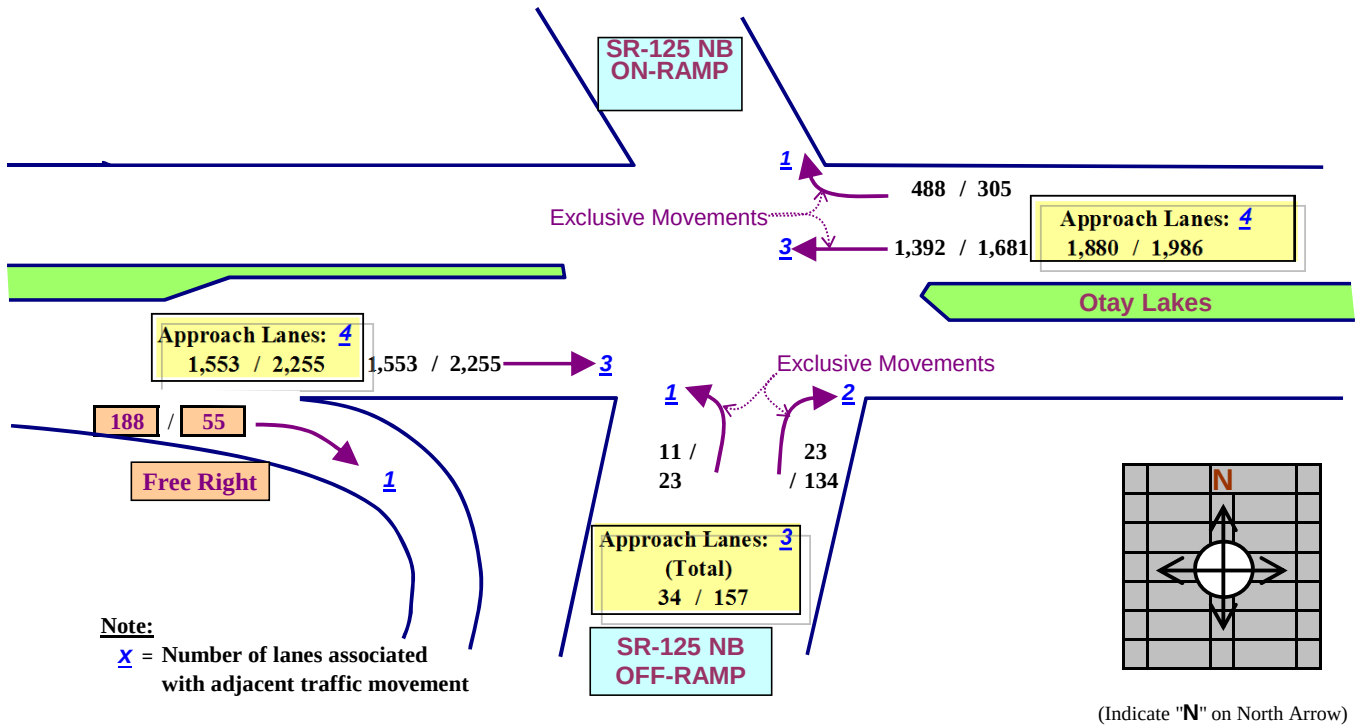
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

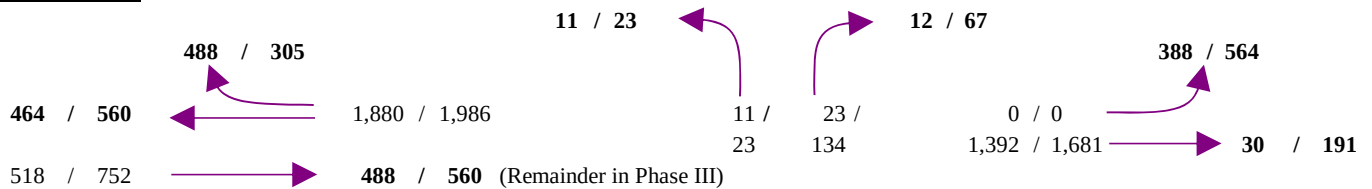
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

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

PHASE 2: 11 / 23 > 12 / 67

PHASE 3: 388 / 564 > 388 / 564

OPERATING LEVEL:

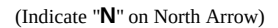
ILV/HR. = **888** in AM ==> ILV: <1,200M
 and **1,191** in PM ==> ILV <1,200

TOTAL = 888 / 1,191 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

(AM/PM Peak)



THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

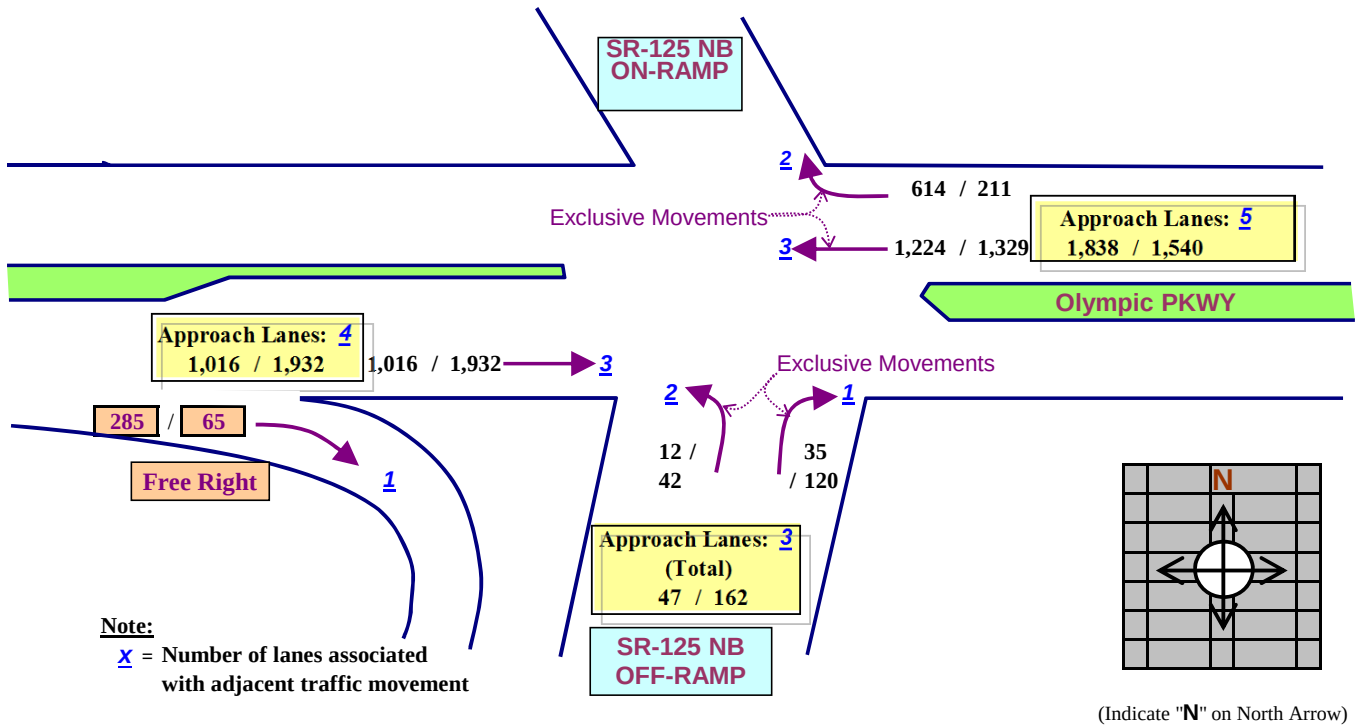
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

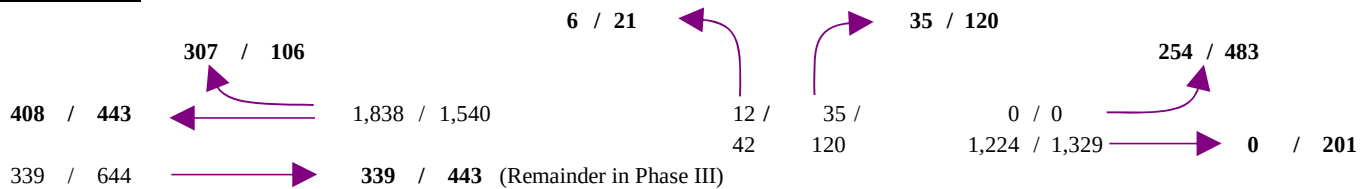
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing + P1
(AM/PM Peak)

LOCATION: SR-125 NB / Olympic PKWY



ILV per Lane:



PHASE 1:

408	/	443
339	/	443

 >> 408 / 443

PHASE 2:

6	/	21
35	/	120

 >> 35 / 120

PHASE 3:

254	/	483
0	/	201

 >> 254 / 483

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)

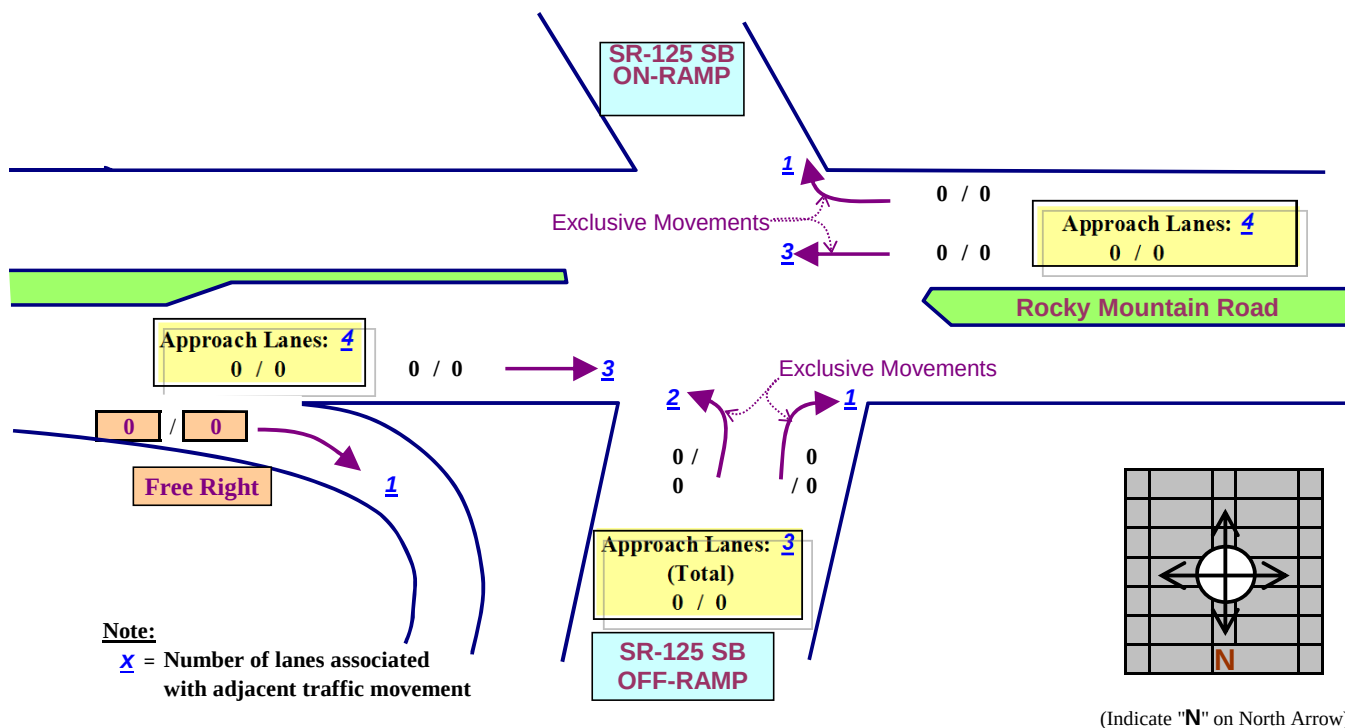
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

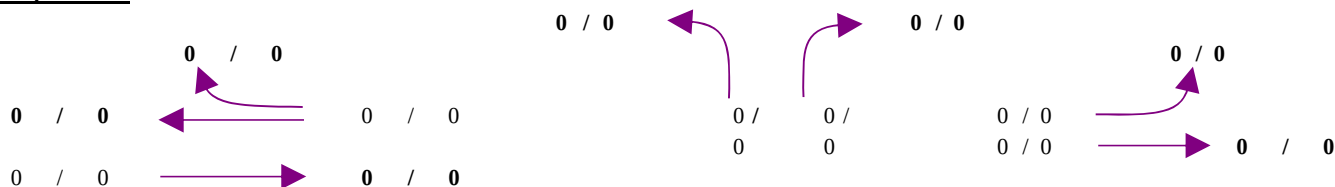
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing + P1
(AM/PM Peak)

LOCATION: SR-125 SB / Rocky Mountain Road



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)

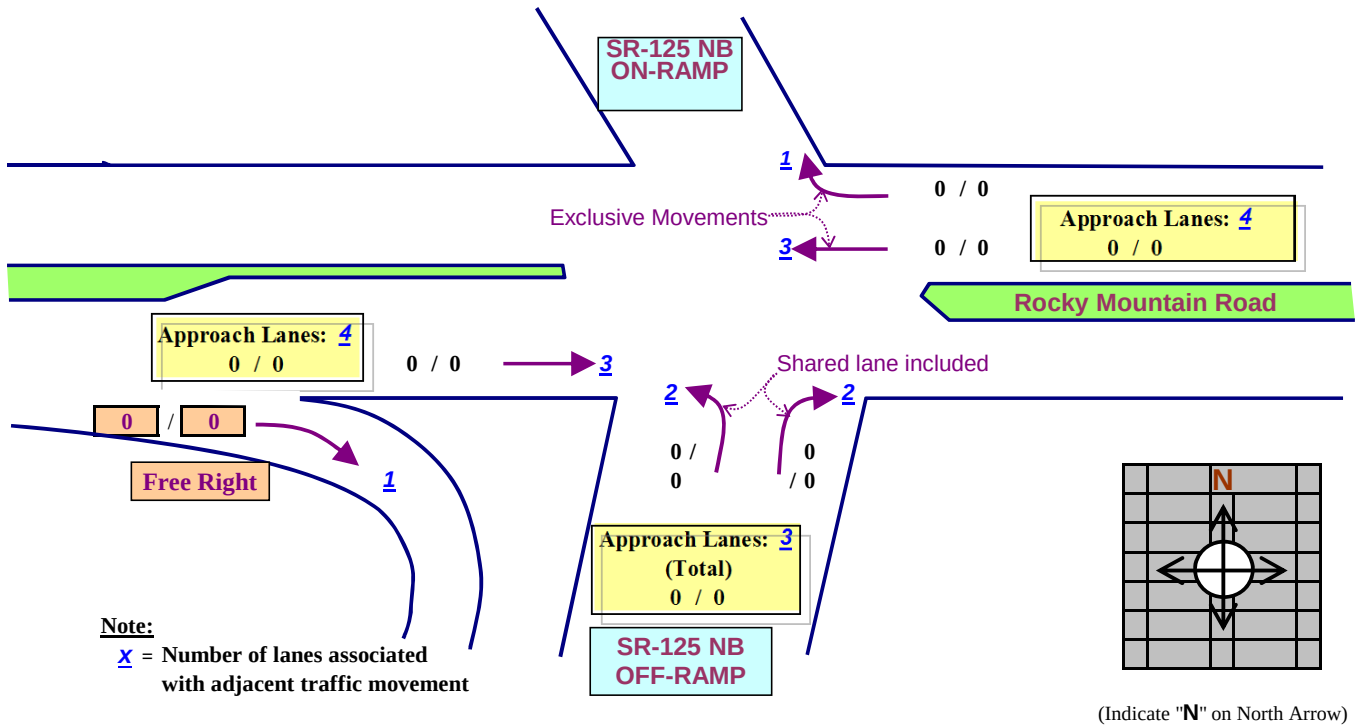
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

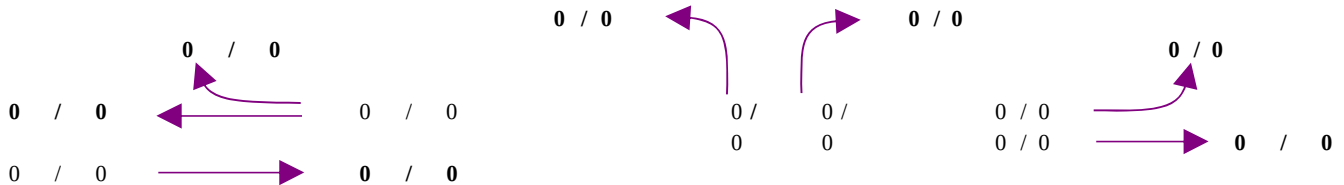
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing + P1
(AM/PM Peak)

LOCATION: SR-125 NB / Main Street



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)

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

Scenario: Existing + P1
(AM/PM Peak)

(Indicate "N" on North Arrow)

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

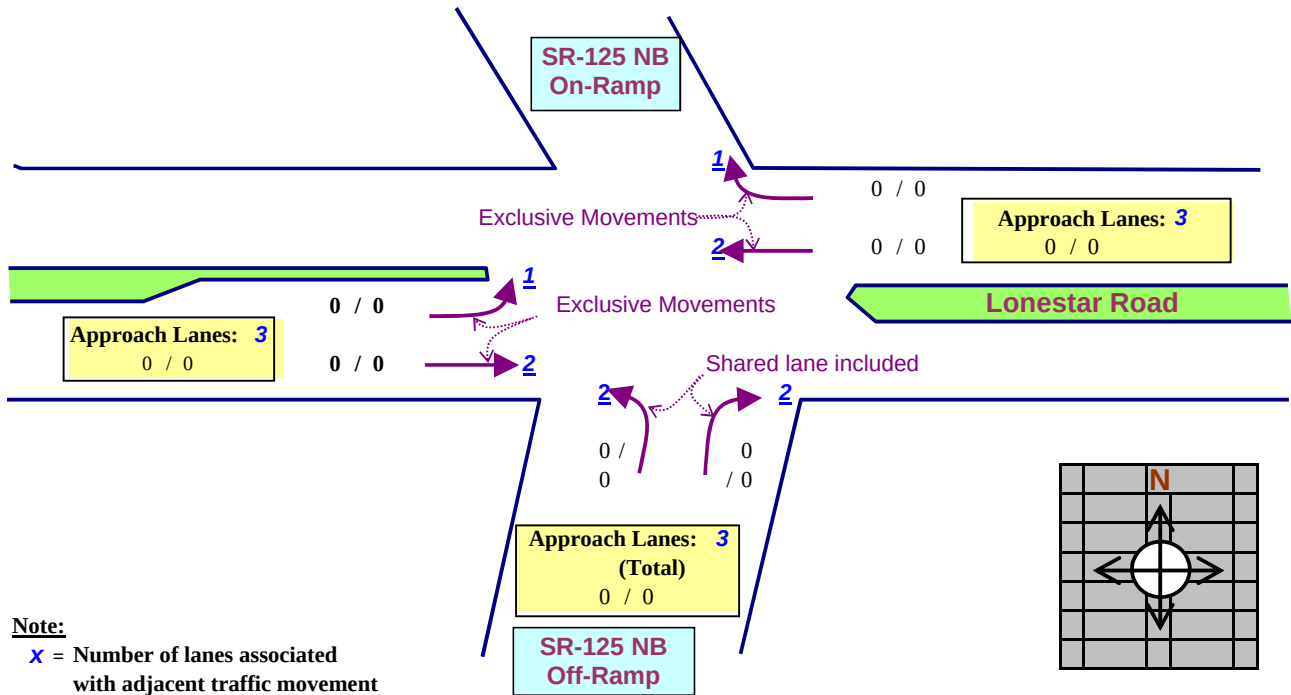
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: SR-125 NB Ramps / Otay Valley Road

Scenario: Existing + P1
(AM/PM Peak)

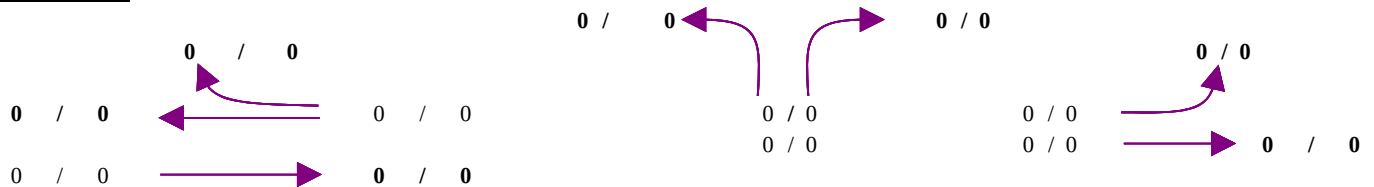


Note:

x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:

0	/	0
0	/	0

 $\Rightarrow$

0	/	0
0	/	0

PHASE 2:

0	/	0
0	/	0

 $\Rightarrow$

0	/	0
0	/	0

PHASE 3:

0	/	0
0	/	0

 $\Rightarrow$

0	/	0
0	/	0

TOTAL = 0 / 0 ILV/HR. in the AM / PM peak hours

OPERATING LEVEL:

ILV/HR. = 0 in AM $\Rightarrow$ ILV: <1,200M
and 0 in PM $\Rightarrow$ ILV: <1,200

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

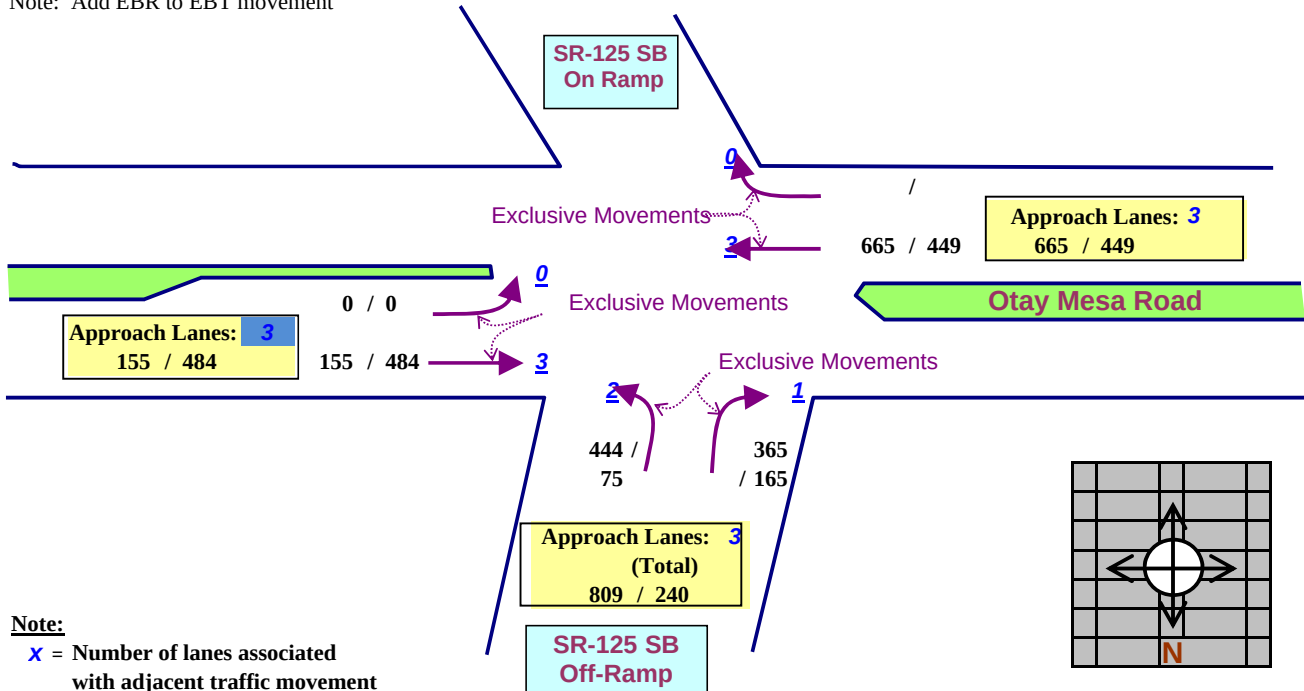
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

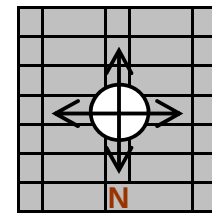
LOCATION: 58. SR-125 SB Ramps / Otay Mesa Road (City of SD)

Scenario: Existing + P1
(AM/PM Peak)

Note: Add EBR to EBT movement

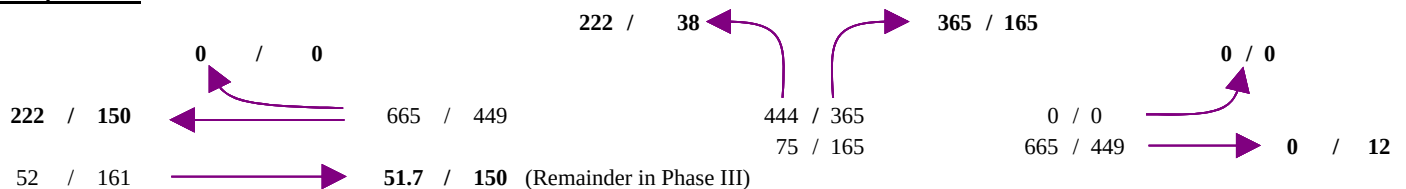


Note:
x = Number of lanes associated with adjacent traffic movement



(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)

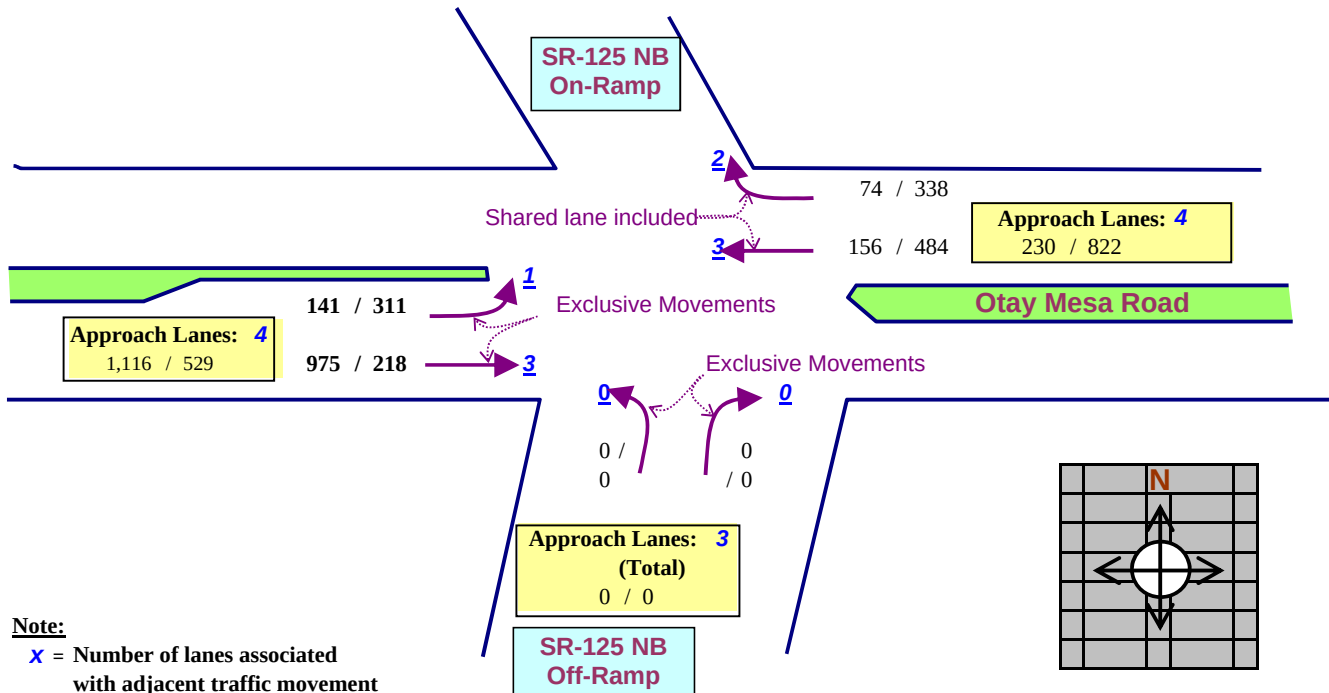
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

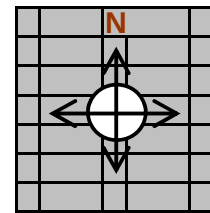
LOCATION: 59. SR-125 NB Ramps / Otay Mesa Road (City of SD)

Scenario: Existing + P1
(AM/PM Peak)



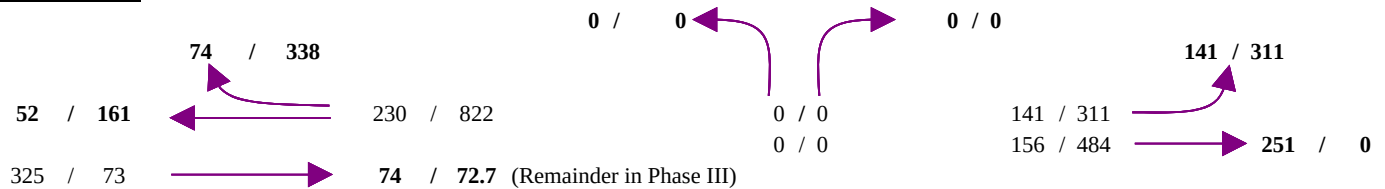
Note:

x = Number of lanes associated with adjacent traffic movement



(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:

74	/	338
74	/	73

 $\Rightarrow$

74	/	338

PHASE 2:

0	/	0
0	/	0

 $\Rightarrow$

0	/	0

PHASE 3:

141	/	311
251	/	0

 $\Rightarrow$

251	/	311

OPERATING LEVEL:

ILV/HR. = 325 in AM $\Rightarrow$ ILV: <1,200M
and 649 in PM $\Rightarrow$ ILV: <1,200

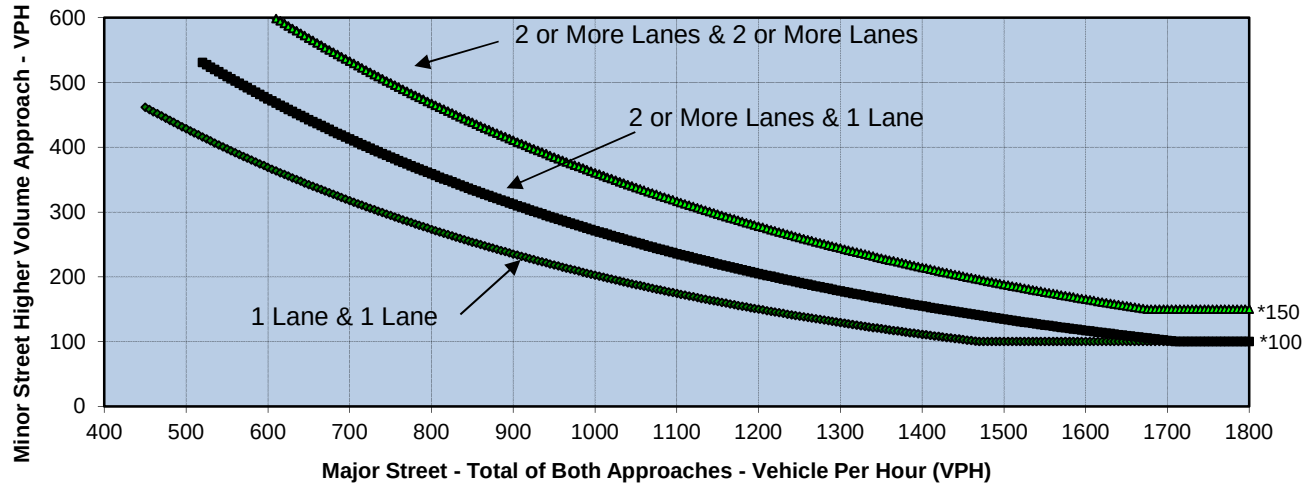
TOTAL = 325 / 649 ILV/HR. in the AM / PM peak hours

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

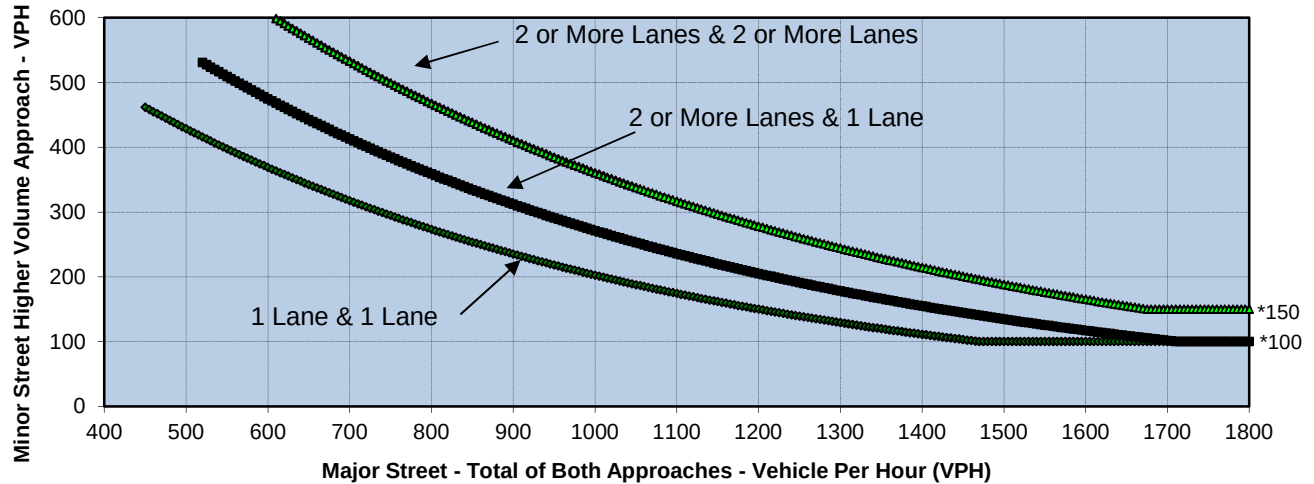
	NB	SB	EB	WB
Left	0	112	59	0
Through	0	0	673	1,134
Right	0	21	0	11
Total	0	133	732	1,145

Major Street Direction

	North/South
x	East/West

	Major Street	Minor Street	Warrant Met
	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	NO
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
		LOS	Del/ Veh C	LOS	Del/ 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	Del/ Veh	V/ C	LOS	Del/ Veh	V/ 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	2	0	3	0	1	1	0	2	0	1	1	0	2	0	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
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
Final Volume:	395	801	0	324	705	0	298	551	341	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:	0.12	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	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	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:	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	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	2	0	0	0	0	2	0	0	2	0	1	2	0	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	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	10	15	0	0	15	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:	0	1	0	0	2	0	0	0	0	0	2	0	3	0	0	

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	0	1	0	1	0	0	1	0	1	0	2	1	0	1	0	2	1	0

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
FinalVolume:	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	0	1	1	1	0	0	1	1	0	2	1	0	1	0	2	1	0

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	1	0		0		0	0	3		0		1	1		0		3

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	1	0	1	0	1	1	0	2	1	0	1	0	2	1	0

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	2	0	1	1	0	2	0	3	0	1	2	0	2	1	0

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
FinalVolume:	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	0	2	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1

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	0	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	1	0	2	1	0

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
Final Volume:	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	0	0	3	0	1	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	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:

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	0.33	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	1	0

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	0.00	0.94	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	3	0	2	2	0	2	1	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	0	0	1	0	1	0	1	2	0	3	0	0	0	0	2	1	0

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
Final Volume:	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	0	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	1	0	3	0	0	0	2	1	0	0	2	1

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

Base Vol:	0	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	1.00
Initial Bse:	0	0	0	0	71	0	23	131	463	0	0	911	211
Added Vol:	0	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	0
Initial Fut:	0	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	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	0.98
PHF Volume:	0	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	0
Reduced Vol:	0	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	1.00
MLF Adj:	1.00	1.00	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	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	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	1	0	2	0	3	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
Final Volume:	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	0	1	0	1	0	2	1	0	1	0	2	1	0

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	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:

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:

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	1	0	0	0	0	0	1	0	2	0	1	1	0	3	0	0

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	0	0	0	1	1	0	1	0	2	0	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	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	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	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								
Final Volume:	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	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	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
Shared Cap.:	xxxx	495	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Shared Queue:	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		xxxxxx			xxxxxx			xxxxxx			xxxxxx			
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	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	xxxxx	xxxx	xxxxx	690	687	118	xxxx	735	xxxxx
Potent Cap.:	1412	xxxx	xxxxx	xxxxx	xxxx	xxxxx	359	370	933	xxxx	347	xxxxx
Move Cap.:	1412	xxxx	xxxxx	xxxxx	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	xxxxx	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	xxxxx	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:	xxxxxx			xxxxxx			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	2	0	1	1	0	2	0	3	0	1	1	0	3	0	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	3	0	1	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	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:

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	0.24	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	0	0	15	0	0	15	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	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	0	3	0	1	0	0	3	0	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	0	3	0	2	2	0	3	0	1	2	0	3	0	1

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	0	2	0	1	2	0	2	1	0	2	0	2	0	1

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		1	0	1		0		1	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	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1

Volume Module:

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:

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	0.10	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	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1

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	3		0		1	1		0		2

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	0	0	0	0	0	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
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:	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	0.30	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	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	0	0	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	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
Final Volume:	0	0	0	0	0	0	191	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	0.06	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]

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	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	

Volume Module:

Base Vol:	1	471	0	6	109	9	16	0	6	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:	1	471	0	6	109	9	16	0	6	1	0	6
Added Vol:	22	33	0	0	17	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	504	0	6	126	9	16	0	17	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	25	542	0	6	135	10	17	0	18	1	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	542	0	6	135	10	17	0	18	1	0	6

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	145	xxxx	xxxxx	542	xxxx	xxxxx	748	745	140	754	749	542
Potent Cap.:	1437	xxxx	xxxxx	1027	xxxx	xxxxx	329	342	908	326	340	540
Move Cap.:	1437	xxxx	xxxxx	1027	xxxx	xxxxx	319	334	908	313	332	540
Volume/Cap:	0.02	xxxx	xxxx	0.01	xxxx	xxxx	0.05	0.00	0.02	0.00	0.00	0.01

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	7.5	xxxx	xxxxx	8.5	xxxx	xxxxx	16.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	A	*	*	C	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	908	xxxx	490	xxxxx			
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	0.0	xxxxx			
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.0	xxxxx	12.5	xxxxx			
Shared LOS:	A	*	*	*	*	*	*	*	A	*	B	*			
ApproachDel:	xxxxxx			xxxxxx			12.9			12.5					
ApproachLOS:	*			*			B			B					

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]

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	1	0	0	1	0	0	1	0	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
Added Vol:	0	22	11	0	11	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	548	11	0	141	0	9	0	3	6	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	580	12	0	149	0	10	0	3	6	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	580	12	0	149	0	10	0	3	6	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	149	xxxx	xxxxx	xxxxx	xxxx	xxxxx	746	751	149	747	xxxx	xxxxx
Potent Cap.:	1432	xxxx	xxxxx	xxxxx	xxxx	xxxxx	330	339	897	329	xxxx	xxxxx
Move Cap.:	1432	xxxx	xxxxx	xxxxx	xxxx	xxxxx	329	338	897	327	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.00	0.02	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx			
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.3	xxxx	xxxxx	16.2	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	C	*	*	C	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	897	xxxx	xxxx	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			14.5			16.2					
ApproachLOS:	*			*			B			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 #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	0	1	0	0	1	0	0	1	0	1	0	0	1	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
Final Volume:	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	0	10	0	0	0	0	12	0	0	0	12	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	148	0	0	78	0	0	0	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	1.00	1.00	1.00
Initial Bse:	0	148	0	0	78	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	843	9	60	443	0	0	0	0	17	0	115	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	991	9	60	521	0	0	0	0	17	0	115	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	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	1.00	1.00	1.00
PHF Volume:	0	991	9	60	521	0	0	0	0	17	0	115	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	991	9	60	521	0	0	0	0	17	0	115	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	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	991	9	60	521	0	0	0	0	17	0	115	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	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	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	0.00	0.00	1.00
Final Sat.:	0	3687	33	1769	3538	0	0	0	0	1769	0	1583	0	0	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	0.07	0.01	0.00	0.07
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	0.16	0.16	0.00	0.16
Volume/Cap:	0.00	0.47	0.47	0.20	0.20	0.00	0.00	0.00	0.00	0.06	0.00	0.47	0.06	0.00	0.47
Delay/Veh:	0.0	7.5	7.5	21.9	2.3	0.0	0.0	0.0	0.0	21.7	0.0	24.4	21.7	0.0	24.4
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	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	24.4	21.7	0.0	24.4
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	C	C	A	C
DesignQueue:	0	8	8	2	2	0	0	0	0	0	0	3	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	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	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 xxxxx	0.30 xxxx xxxxx xxxx xxxx xxxxx	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	LT - LTR - RT	LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx	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	xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx	9.0 xxxx xxxxx xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx
Shared LOS: * * *	A * * * * *	* * *	* * *
ApproachDel: xxxxxx	xxxxxx xxxxxx	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

Delay Costs			Accident Costs			Total Costs	
Peak	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		Exit 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

Delay Costs			Accident Costs			Total Costs	
Peak	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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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
			Del/	V/		Del/	V/		
			LOS	Veh	C	LOS	Veh	C	in
# 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	
		LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	in	
# 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	2	0	3	0	1	1	0	2	0	1	1	0	2	0	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
FinalVolume:	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							
Movement:	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	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	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 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	0	0	15	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	
Lanes:	0	0	0	2	0	0	0	2	0	0	2	0	1	2	0	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
Final Volume:	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

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*****
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							
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	0	0	10	15	0	0	0	15	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	4.0				
Lanes:	0	1	0	0	2	0	0	0	0	0	2	0	3	0	0	0	0	2	0	2

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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
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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
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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
*****

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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)

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*****
Intersection #5 Oleander Ave / Telegraph Canyon Rd
*****

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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
*****

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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

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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	140	0	0	73	0
PasserByVol:	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
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

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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

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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

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

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	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	30	0	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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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 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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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	1

```

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	3	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

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:	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	14	70	0	0	0	182	0	7	95	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	459	317	450	584	204	270	1264	228	355	1089	356
User Adj:	1.00	1.00	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:	149	480	331	470	610	213	282	1321	238	371	1138	372
Reduct Vol:	0	0	55	0	0	40	0	0	40	0	0	70
Reduced Vol:	149	480	276	470	610	173	282	1321	198	371	1138	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	480	276	470	610	173	282	1321	198	371	1138	302

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	0.14	0.10	0.14	0.17	0.11	0.08	0.26	0.13	0.11	0.22	0.19
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.28	0.40	0.15	0.35	0.46	0.11	0.29	0.29	0.12	0.30	0.30
Volume/Cap:	0.52	0.48	0.25	0.90	0.49	0.24	0.75	0.90	0.43	0.90	0.75	0.64
Delay/Veh:	34.7	22.9	15.1	50.0	19.5	12.5	40.6	33.7	22.4	55.0	25.9	25.7
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:	34.7	22.9	15.1	50.0	19.5	12.5	40.6	33.7	22.4	55.0	25.9	25.7
LOS by Move:	C	C	B	D	B	B	D	C	C	E	C	C
DesignQueue:	3	8	4	9	9	4	6	15	6	7	13	9

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 0 0 0 1      1 0 3 0 0      1 0 2 1 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 Include			Split Phase Include			Protected Include			Protected 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	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
Final Volume:	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	0	0	0	0	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

[illegible]

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			
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	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	1	0	0	1	1	0	3	0	0	1	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	2	0	2	0	1	2	0	3	0	1

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

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

Final Volume:	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	0	1	0	0	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	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         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   0       1   0   2   0   1       1   0   3   0   0
-----|-----|-----|-----|-----|
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   56         0   0   0         0  924   0         29  483   0
PasserByVol:   0   0   0         0   0   0         0   0   0         0   0   0
Initial Fut:   164   0   57         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 1069  259         34  580   0
Reduct Vol:    0   0   0         0   0   0         0   0   25         0   0   0
Reduced Vol:   173   0   60         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
Final Volume:  173   0   60         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         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   9   3           1   2   0
*****

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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 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   0       0   0   1   1   0       1   0   2   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  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
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:	xxxx	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	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		
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	0 0 0 1 0	0 1 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
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	xxxx	xxxxx	xxxx	xxxx	xxxxx	805	797	486	xxxx	861	xxxxx
Potent Cap.:	1021	xxxx	xxxxx	xxxx	xxxx	xxxxx	301	319	582	xxxx	293	xxxxx
Move Cap.:	1021	xxxx	xxxxx	xxxx	xxxx	xxxxx	265	287	582	xxxx	264	xxxxx
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.37	0.03	0.18	xxxx	0.06	xxxx

Level Of Service Module:

2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0.2	xxxxx
Control Del:	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.5	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	C	*
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	267	xxxx	544	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.8	xxxx	0.8	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	27.0	xxxx	13.4	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	D	*	B	*	*	*
ApproachDel:	xxxxxx			xxxxxx			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	2 0 1 1 0	2 0 3 0 1	1 0 3 0 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 0 0 0
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
Adjustment:	0.93	0.89	0.89	0.90	0.93	0.93	0.90	0.89	0.83	0.93	0.89
Lanes:	1.00	1.00	1.00	2.00	1.27	0.73	2.00	3.00	1.00	1.00	3.00
Final Sat.:	1769	1689	1689	3432	2236	1283	3432	5083	1583	1769	5083

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	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	0	0	3	0	0	3

```

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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Existing Plus Project (Buildout) Conditions
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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	1	0

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	

Volume Module:	>> Count	Date:	27 Sep 2005	<<
Base Vol:	262	365	110	172
Growth Adj:	1.00	1.00	1.00	1.00
Initial Bse:	262	365	110	172
Added Vol:	0	0	112	0
PasserByVol:	0	0	0	0
Initial Fut:	262	365	222	172
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97
PHF Volume:	271	377	229	178
Reduct Vol:	0	0	0	40
Reduced Vol:	271	377	229	178
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
Final Volume:	271	377	229	178

Saturation Flow Module:	Sat/Lane:	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	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	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	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	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	18.5
LOS by Move:	D	B	B	D	B	B	D	C	B	D	B	B	B
DesignQueue:	5	4	5	3	5	2	5	11	6	4	7	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 #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
-----|-----|-----|-----|
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
*****

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

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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): 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
-----|-----|-----|-----|
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

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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

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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
Final Volume:	0	379	21	20	201	0	0	0	0	48	0	51

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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	0.83	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	0.20	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
Design Queue:	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			
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	1	0	1	0	0	0	0	0	1	0	1

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Volume Module:

Base Vol:	0	48	45	3	32	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	14	0	4
Added Vol:	0	0	252	0	0	0	0	0	0	132	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	48	297	3	32	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	159	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	52	323	3	35	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
Final Volume:	0	52	323	3	35	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:

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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	1	1	0	1	1	0	1	1	0	1

```

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	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0	0	0

Volume Module:	North Bound				South Bound				East Bound				West Bound			
Base Vol:	0	0	0	0	75	0	154	0	423	0	0	484	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	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	75	0	154	0	423	0	0	484	0	0	0	0
Added Vol:	0	0	0	0	0	0	29	0	56	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	75	0	183	0	479	0	0	484	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	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	0.78	0.78	0.78	0.78
PHF Volume:	0	0	0	0	96	0	234	0	613	0	0	619	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	96	0	234	0	613	0	0	619	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	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	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	96	0	234	0	613	0	0	619	0	0	0	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	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.90	1.00	0.83	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00
Lanes:	0.00	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	0	3432	0	1583	0	5083	0	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	0.00	0.03	0.00	0.15	0.00	0.12	0.00	0.00	0.12	0.00	0.00	0.12	0.00
Crit Moves:																
Green/Cycle:	0.00	0.00	0.00	0.00	0.55	0.00	0.55	0.00	0.45	0.00	0.00	0.45	0.00	0.00	0.45	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.05	0.00	0.27	0.00	0.27	0.00	0.00	0.27	0.00	0.00	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	6.3	0.0	7.3	0.0	10.3	0.0	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	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	6.3	0.0	7.3	0.0	10.3	0.0	0.0	10.3	0.0	0.0	10.3	0.0
LOS by Move:	A	A	A	A	A	A	A	A	B	A	A	B	A	A	B	A
DesignQueue:	0	0	0	0	1	0	4	0	4	0	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

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-----
                        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
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 0 0 0 0      2 0 2 0 0      0 0 2 1 1
-----
Volume Module:
Base Vol:      0 0 0      0 0 0      285 218 0      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 0 484 338
Added Vol: 0 0 0      0 0 0      56 0 0      0 0 0 0
PasserByVol: 0 0 0      0 0 0      0 0 0      0 0 0 0
Initial Fut: 0 0 0      0 0 0      341 218 0      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
PHF Adj: 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 0 649 453
Reduct Vol: 0 0 0      0 0 0      0 0 0      0 0 0 0
Reduced Vol: 0 0 0      0 0 0      457 292 0      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
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 0 0      0 0 0      457 292 0      0 0 649 453
-----
Saturation Flow Module:
Sat/Lane: 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

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-----
                        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
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 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 xxxxx    4.1 xxxx xxxxx    7.1 6.5 6.2      7.1 6.5 6.2
FollowUpTim:  2.2 xxxx xxxxx    2.2 xxxx xxxxx    3.5 4.0 3.3      3.5 4.0 3.3
-----|-----|-----|-----|-----|
Capacity Module:
Cnflct Vol:   674 xxxx xxxxx    220 xxxx xxxxx    941 938 665      956 946 220
Potent Cap.:  917 xxxx xxxxx    1350 xxxx xxxxx   243 265 460      238 261 820
Move Cap.:    917 xxxx xxxxx    1350 xxxx xxxxx   236 257 460      214 254 820
Volume/Cap:   0.03 xxxx xxxxx    0.00 xxxx xxxxx   0.06 0.00 0.08   0.01 0.00 0.01
-----|-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx    0.0 xxxx xxxxx    0.2 xxxx xxxxx   xxxx xxxx xxxxx
Control Del:  9.0 xxxx xxxxx    7.7 xxxx xxxxx   21.3 xxxx xxxxx  xxxx xxxx xxxxx
LOS by Move:  A * *            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 460    xxxx 584 xxxxx
SharedQueue:  0.1 xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx 0.3    xxxx 0.0 xxxxx
Shrd ConDel:  9.0 xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx 13.5   xxxx 11.3 xxxxx
Shared LOS:    A * *            * * *            * * *            B * *            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

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-----|-----|-----|-----|-----|
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 xxxxx  4.1 xxxx xxxxx  7.1 6.5 6.2  7.1 xxxx xxxxx
FollowUpTim:    2.2 xxxx xxxxx  2.2 xxxx xxxxx  3.5 4.0 3.3  3.5 xxxx xxxxx
-----|-----|-----|-----|-----|-----|
Capacity Module:
Cnflct Vol:     656 xxxx xxxxx  257 xxxx xxxxx  946 951 656  964 xxxx xxxxx
Potent Cap.:    931 xxxx xxxxx  1307 xxxx xxxxx  241 260 465  235 xxxx xxxxx
Move Cap.:      931 xxxx xxxxx  1307 xxxx xxxxx  238 255 465  214 xxxx xxxxx
Volume/Cap:     0.02 xxxx xxxxx  0.00 xxxx xxxxx  0.14 0.00 0.07  0.09 xxxx xxxxx
-----|-----|-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ:      0.1 xxxx xxxxx  0.0 xxxx xxxxx  0.5 xxxx xxxxx  0.3 xxxx xxxxx
Control Del:     8.9 xxxx xxxxx  7.8 xxxx xxxxx  22.6 xxxx xxxxx  23.4 xxxx xxxxx
LOS by Move:     A    *    *    A    *    *    C    *    *    C    *    *
Movement:        LT - LTR - RT  LT - LTR - RT  LT - LTR - RT  LT - LTR - RT
Shared Cap.:     xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx 465  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx  0.0 xxxx xxxxx  xxxxx xxxx 0.2 xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx  7.8 xxxx xxxxx  xxxxx xxxx 13.4 xxxxx xxxx xxxxx
Shared LOS:      *    *    *    A    *    *    *    *    B    *    *    *
ApproachDel:     xxxxxx  xxxxxx  17.9  23.4
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

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-----
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        0  0  1! 0 0        1  0  0  1  0        1  0  0  1  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

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

```

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

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

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```

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 xxxxx 0.67 xxxx xxxx xxxx xxxx xxxxx xxxx xxxx 0.56
-----|-----|-----|-----|-----|

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```

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:  xxxxxx  xxxxxx  xxxxxx  +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	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:xxxxx	xxxx	xxxxx	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	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	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx				12.5				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

Delay Costs			Accident Costs			Total Costs	
Peak	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		Exit Flow		Capacity	
			Entry	Bypass	Entry	Bypass	Flow		Entry	Bypass
1	Otay Lakes Road	None		303		103	226		1185	0.2615
2	Project Driveway 3	None		147		144	262		1190	0.1262
3	Otay Lakes Road	None		258		71	220		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

Delay Costs			Accident Costs			Total Costs	
Peak	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, 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	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

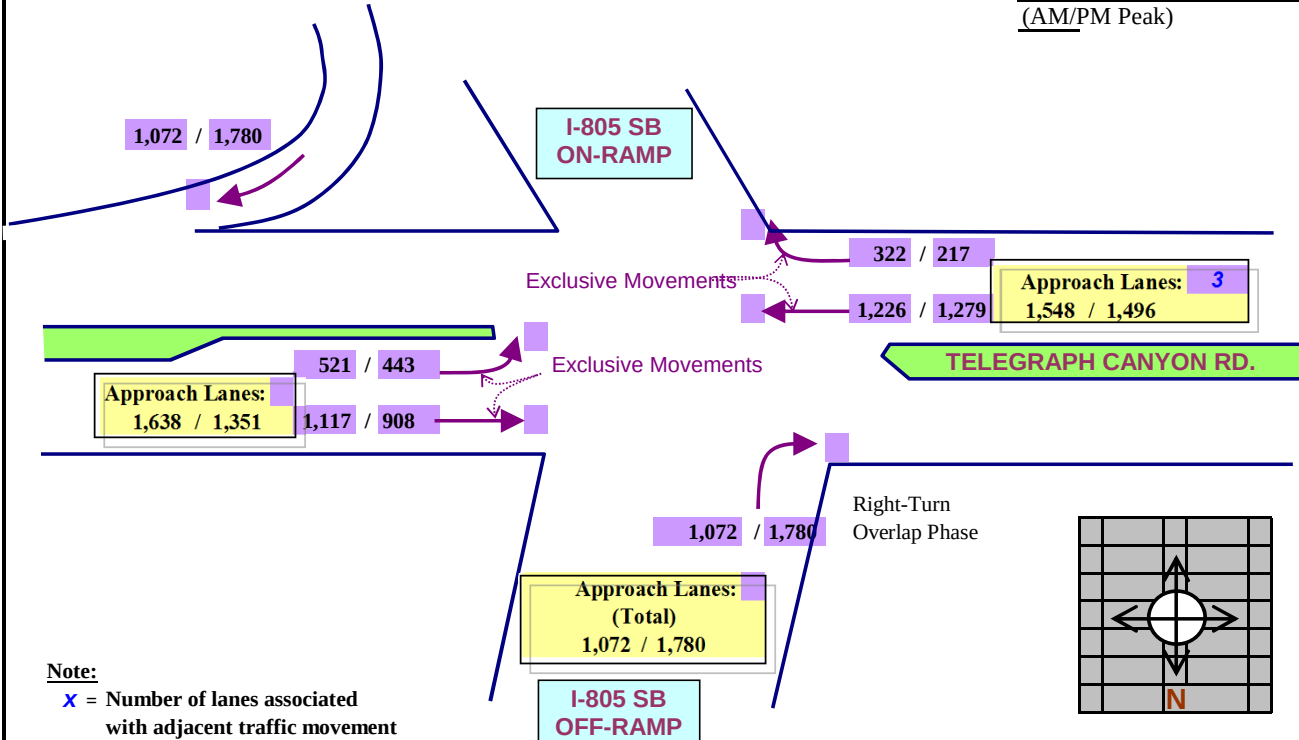
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OTAY RANCH VILLAGE 13

LOCATION: I-805 SB / TELEGRAPH CANYON RD.

Scenario: Existing + Buildout

(AM/PM Peak)

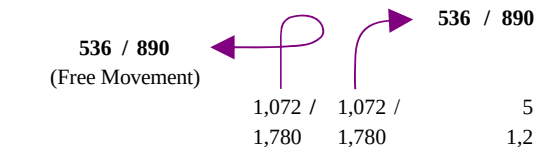
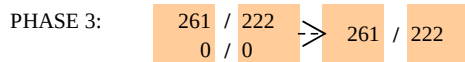
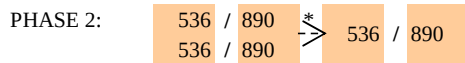
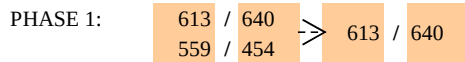
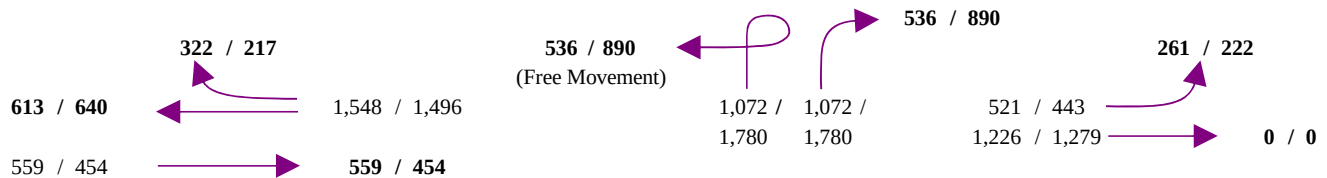


Note:

X = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



* left turn is free (loop)

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

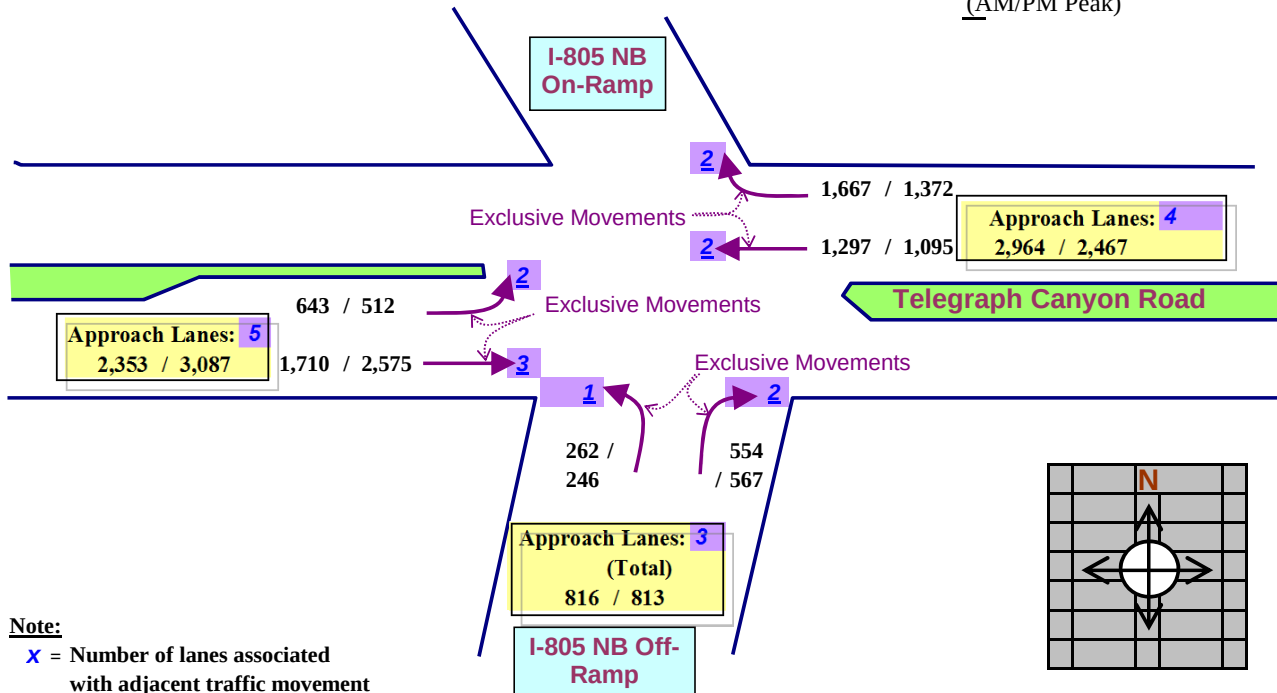
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OTAY RANCH VILLAGE 13

LOCATION: I-805 NB / TELEGRAPH CANYON RD.

Scenario: Existing + Buildout

(AM/PM Peak)

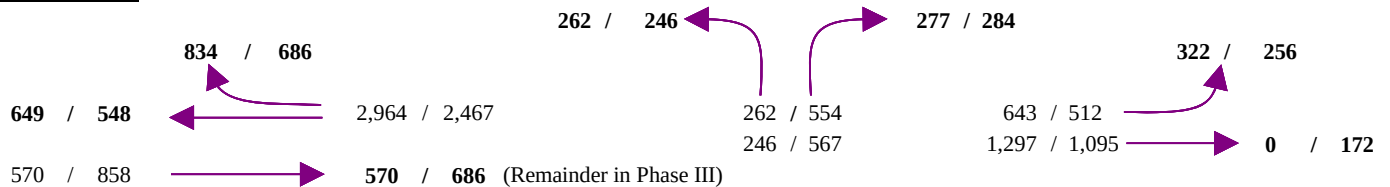


Note:

x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:

834	/	686
570	/	686

 ⇒

834	/	686

PHASE 2:

262	/	246
277	/	284

 ⇒

277	/	284

PHASE 3:

322	/	256
0	/	172

 ⇒

322	/	256

TOTAL = 1,432 / 1,226 ILV/HR. in the AM / PM peak hours

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

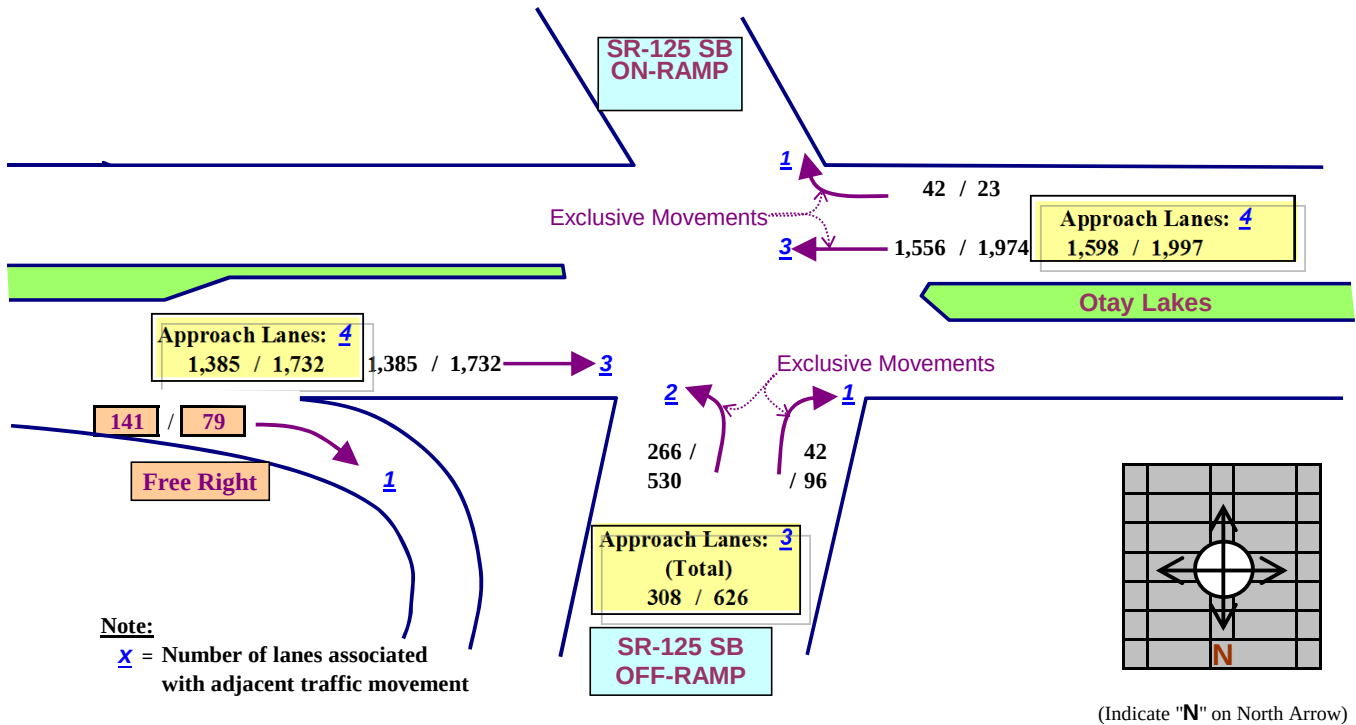
THEREFORE, INTERSECTION OPERATES : AT CAPACITY (in AM)
& AT CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

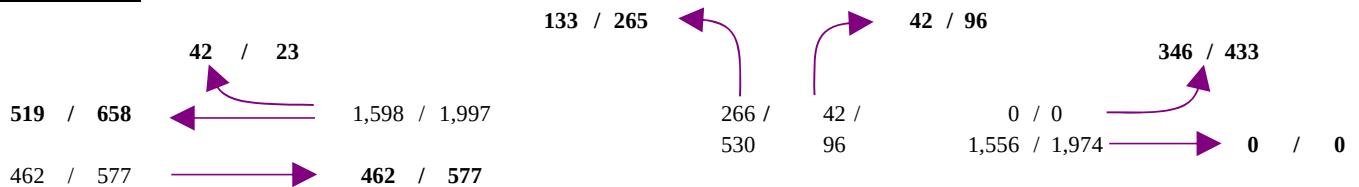
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing + Buildout
LOCATION: SR-125 SB / Otay Lakes (AM/PM Peak)



ILV per Lane:



PHASE 1:

519	/	658
462	/	577

 $\Rightarrow$

519	/	658

PHASE 2:

133	/	265
42	/	96

 $\Rightarrow$

133	/	265

PHASE 3:

346	/	433
0	/	0

 $\Rightarrow$

346	/	433

OPERATING LEVEL:

ILV/HR. = **998** in AM $\Rightarrow$ ILV: <1,200M
 and **1,356** in PM $\Rightarrow$ 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)

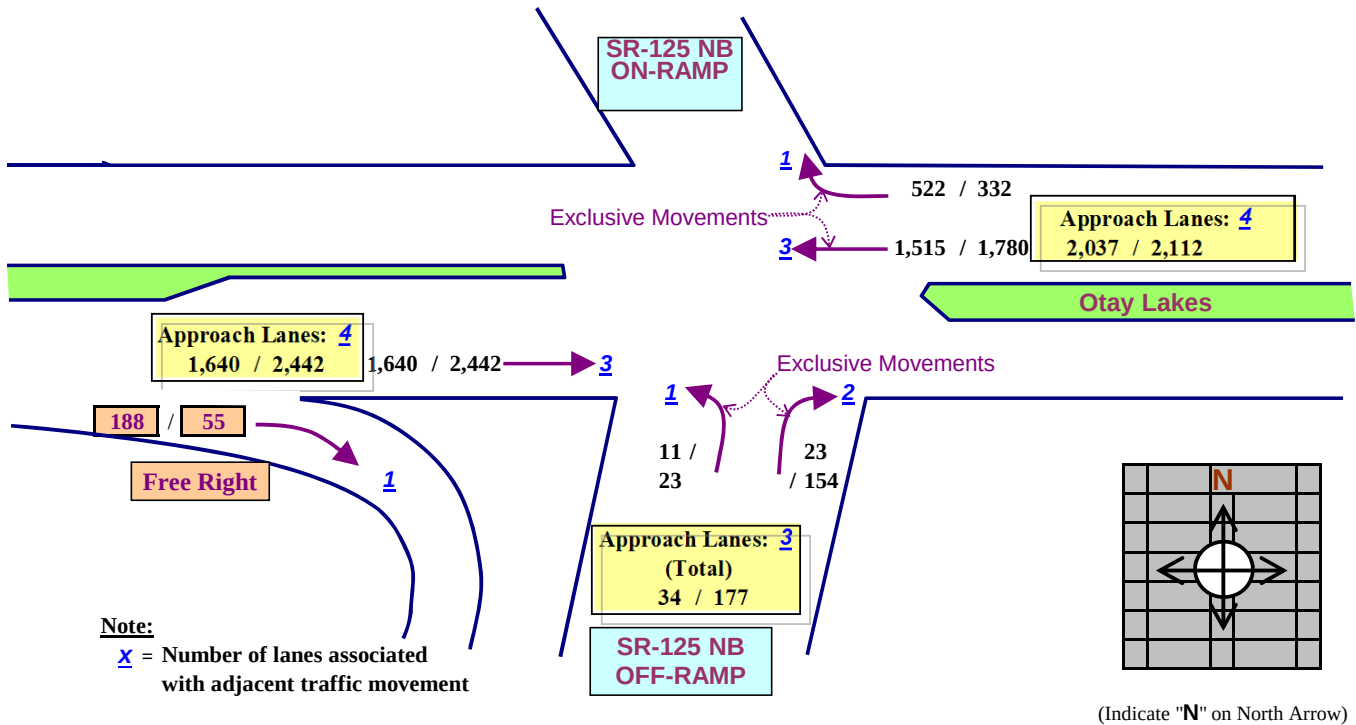
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

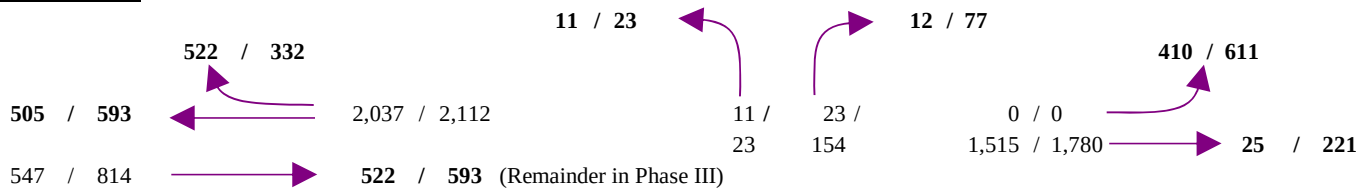
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing + Buildout

LOCATION: SR-125 NB / Otay Lakes



ILV per Lane:



PHASE 1: 522 / 593 > 522 / 593

PHASE 2: 11 / 23 > 12 / 77

PHASE 3: 410 / 611 > 410 / 611

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

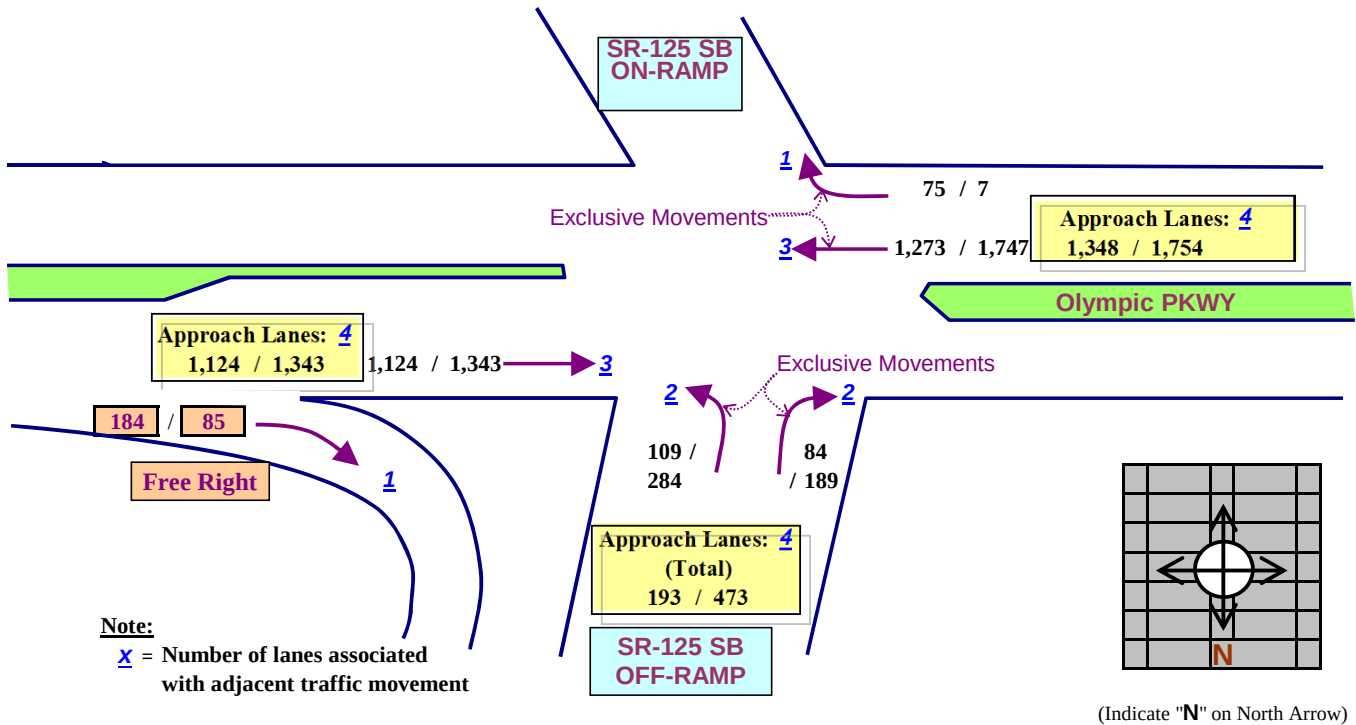
THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& AT CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

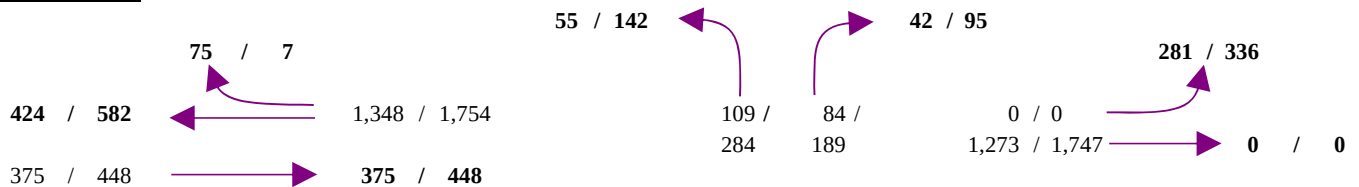
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing + Buildout
LOCATION: SR-125 SB / Olympic PKWY



ILV per Lane:



PHASE 1:	424 / 582 375 / 448	>	424 / 582
PHASE 2:	55 / 142 42 / 95	>	55 / 142
PHASE 3:	281 / 336 0 / 0	>	281 / 336

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)

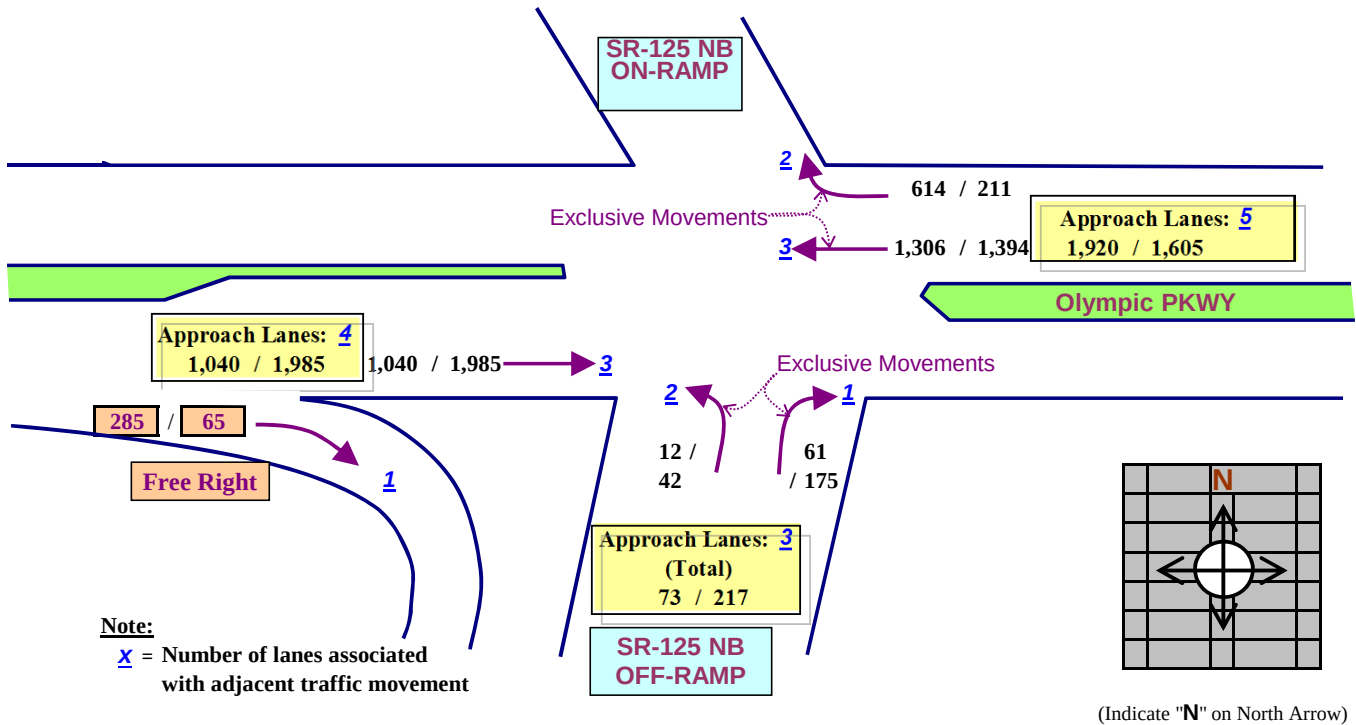
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

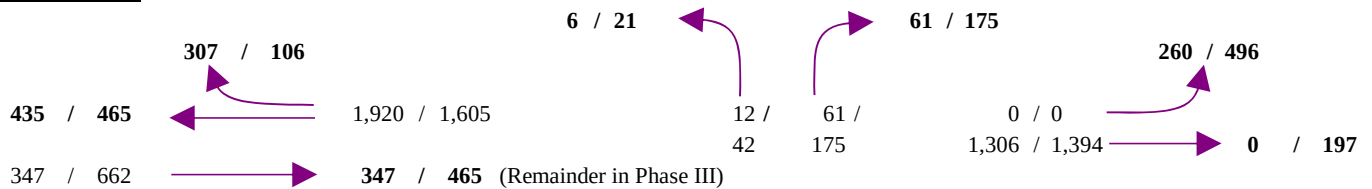
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing + Buildout

LOCATION: SR-125 NB / Olympic PKWY



ILV per Lane:



PHASE 1: 435 / 465 > 435 / 465

PHASE 2: 6 / 21 > 61 / 175

PHASE 3: 260 / 496 > 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)

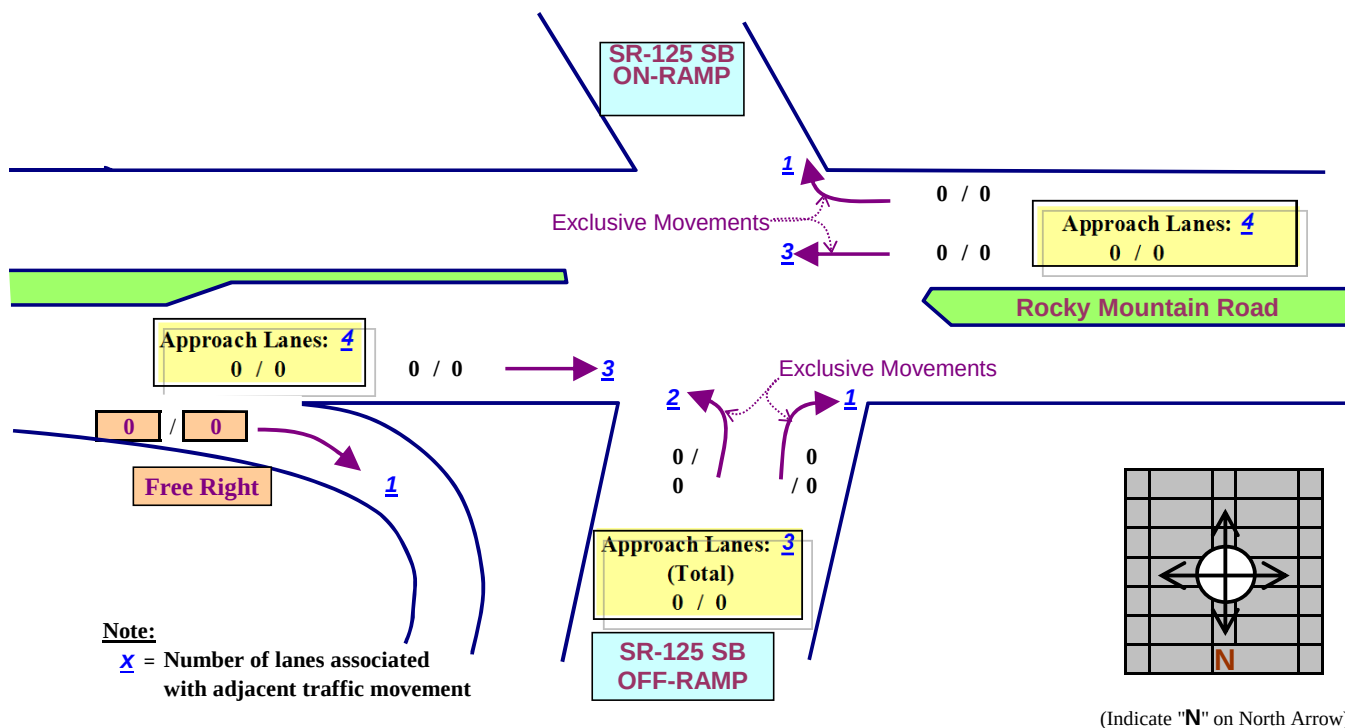
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

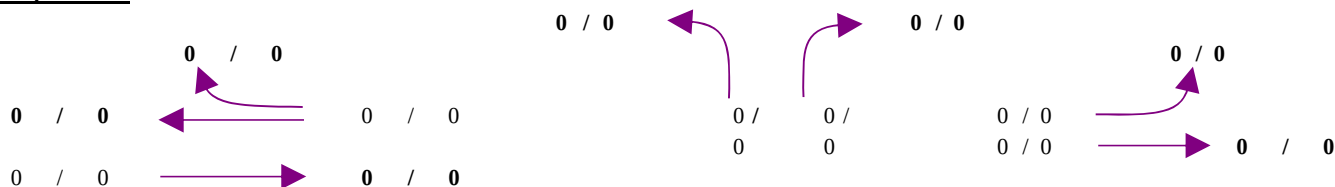
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing + Buildout
(AM/PM Peak)

LOCATION: SR-125 SB / Rocky Mountain Road



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)

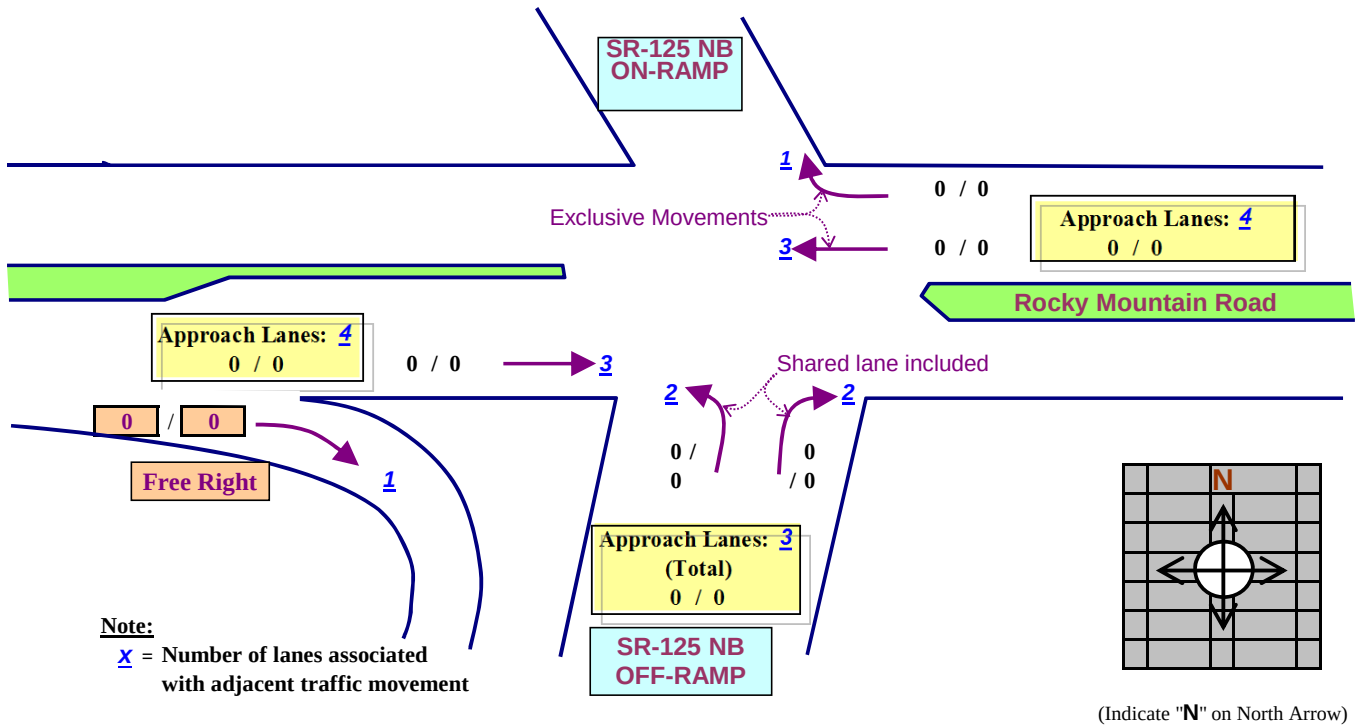
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

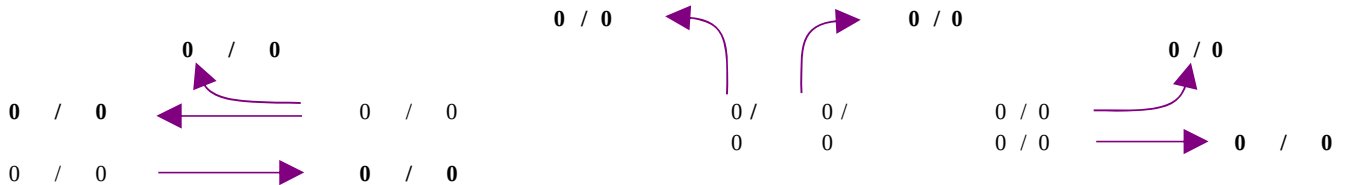
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** Existing + Buildout
(AM/PM Peak)

LOCATION: SR-125 NB / Main Street



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

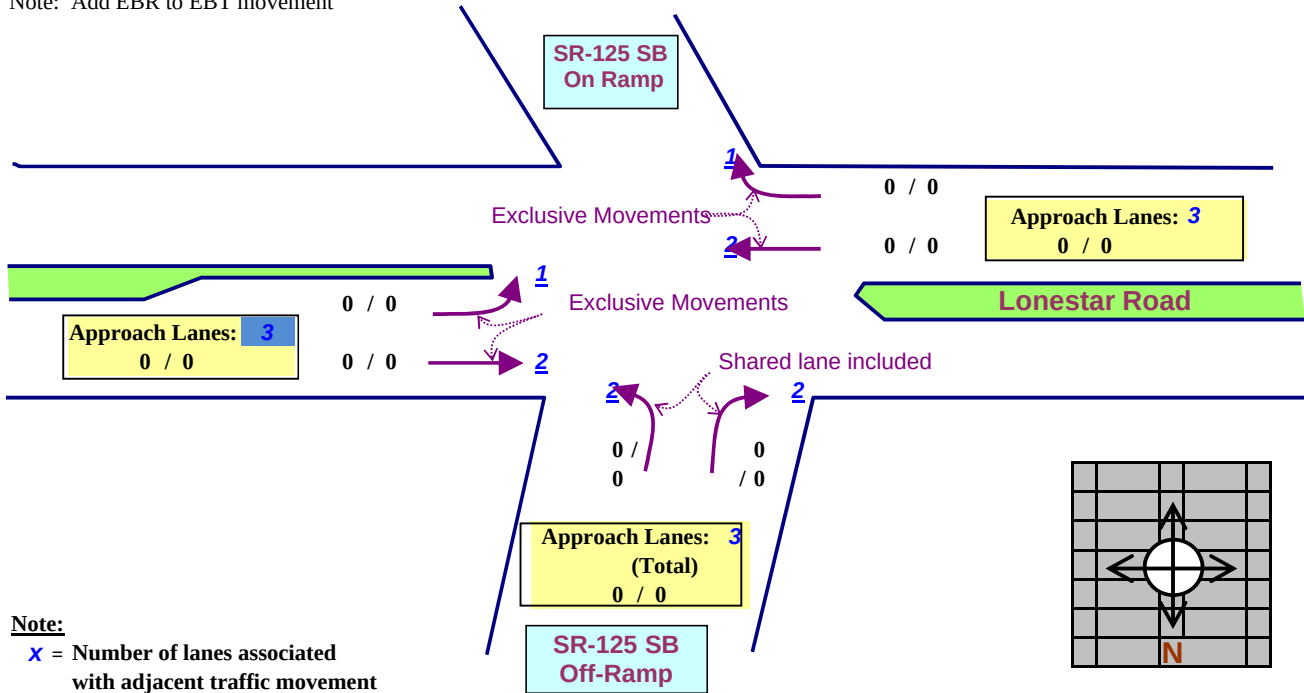
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: SR-125 SB Ramps / Otay Valley Road

Scenario: Existing + Buildout
(AM/PM Peak)

Note: Add EBR to EBT movement

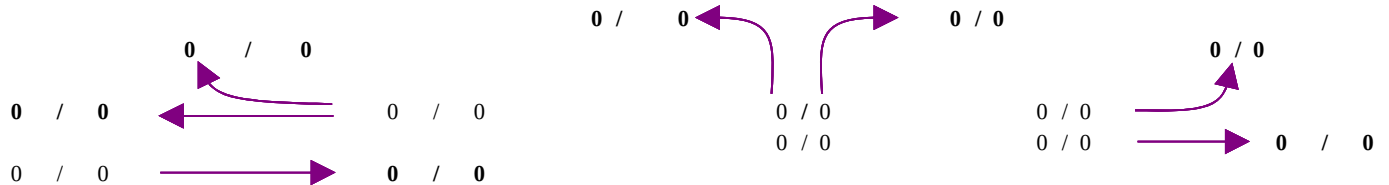


Note:

x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1: 0 / 0 > 0 / 0

PHASE 2: 0 / 0 > 0 / 0

PHASE 3: 0 / 0 > 0 / 0

TOTAL = 0 / 0 ILV/HR. in the AM / PM peak hours

OPERATING LEVEL:

ILV/HR. = 0 in AM ==> ILV: <1,200M
and 0 in PM ==> ILV <1,200

**THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)**

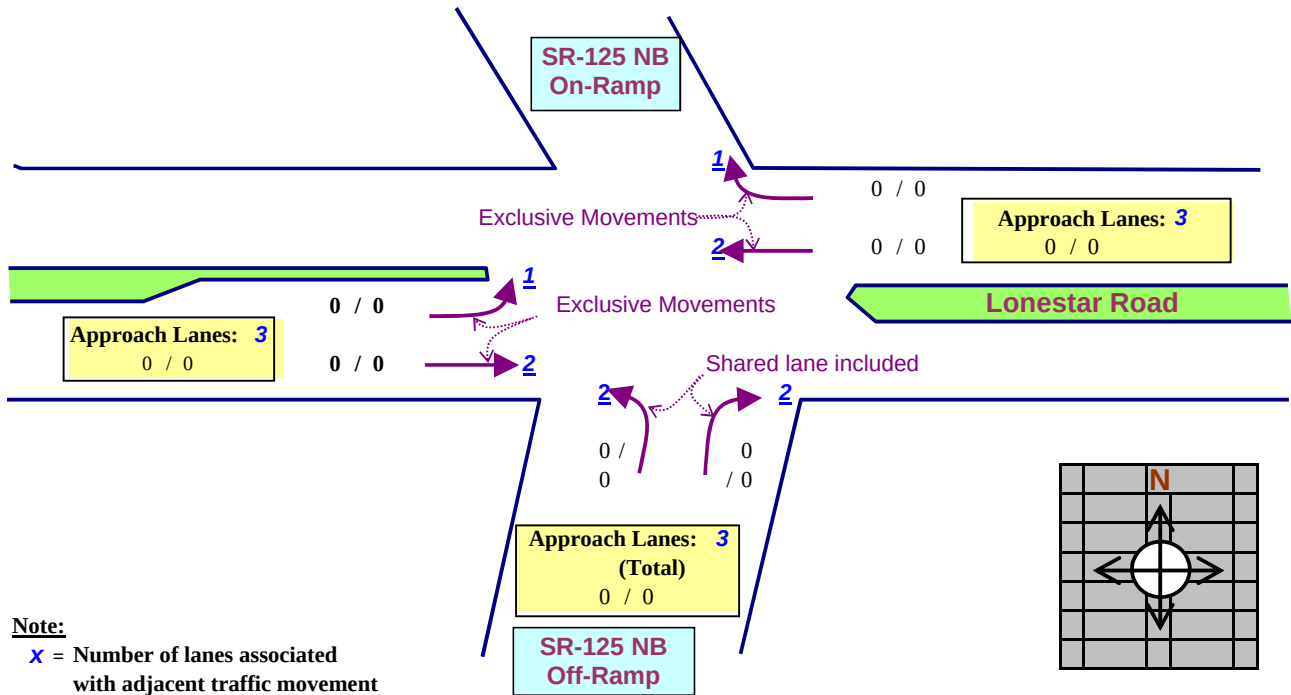
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

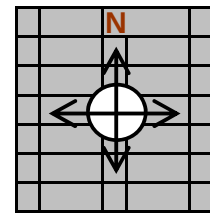
LOCATION: SR-125 NB Ramps / Otay Valley Road

Scenario: Existing + Buildout
(AM/PM Peak)



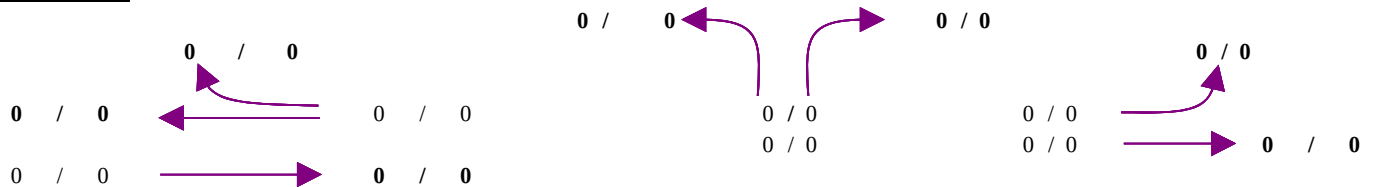
Note:

x = Number of lanes associated with adjacent traffic movement



(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:

0	/	0
0	/	0

 $\Rightarrow$

0	/	0
0	/	0

PHASE 2:

0	/	0
0	/	0

 $\Rightarrow$

0	/	0
0	/	0

PHASE 3:

0	/	0
0	/	0

 $\Rightarrow$

0	/	0
0	/	0

TOTAL = 0 / 0 **ILV/HR. in the AM / PM peak hours**

OPERATING LEVEL:

ILV/HR. = 0 in AM ==> ILV: <1,200M
and 0 in PM ==> ILV <1,200

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

Scenario: Existing + Buildout
(AM/PM Peak)

(Indicate "N" on North Arrow)

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

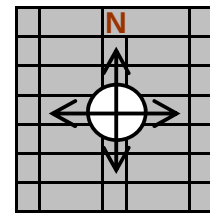
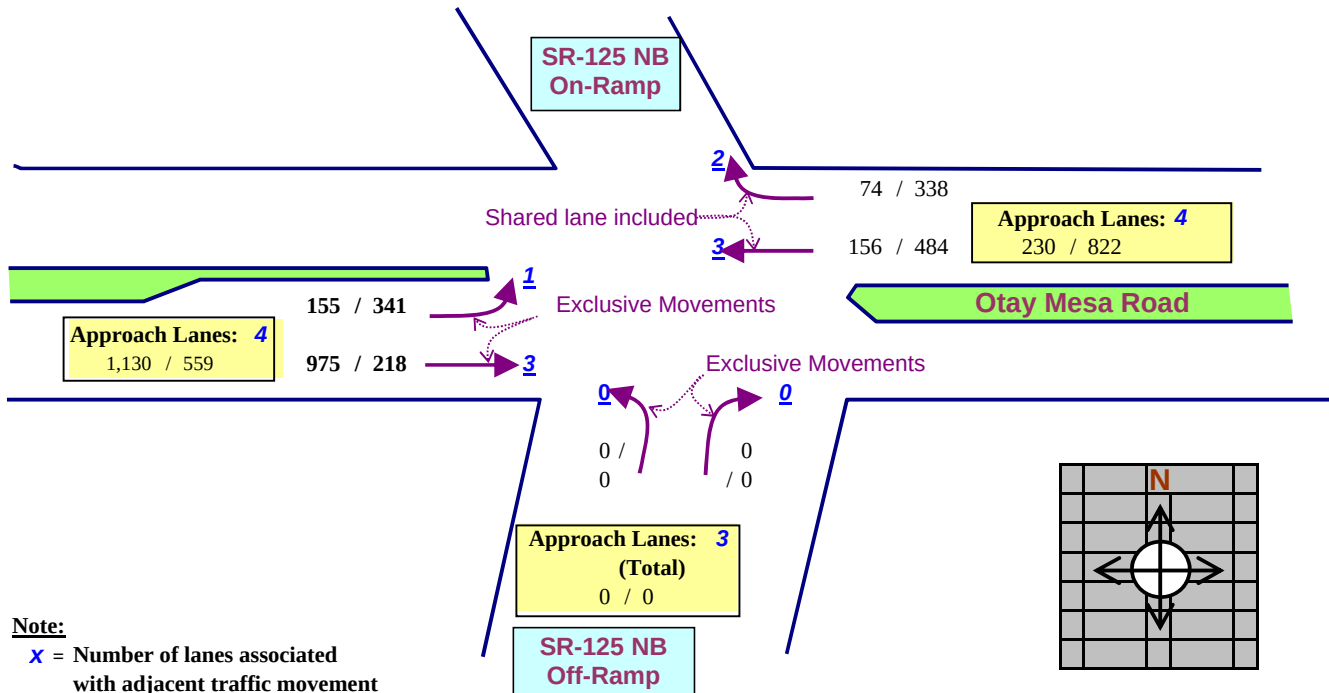
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

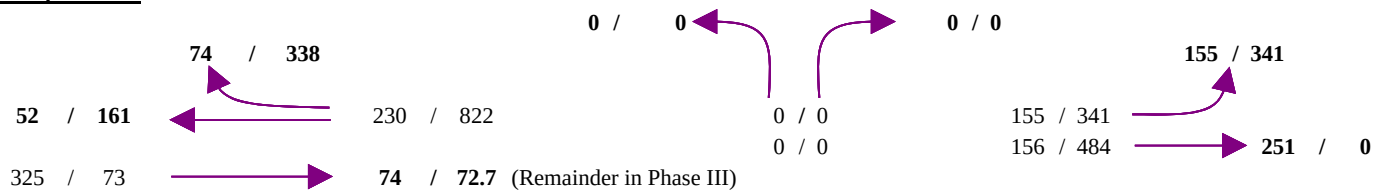
LOCATION: 59. SR-125 NB Ramps / Otay Mesa Road (City of SD)

Scenario: Existing + Buildout
(AM/PM Peak)



(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:

74	/	338
74	/	73

 $\Rightarrow$

74	/	338

PHASE 2:

0	/	0
0	/	0

 $\Rightarrow$

0	/	0

PHASE 3:

155	/	341
251	/	0

 $\Rightarrow$

251	/	341

OPERATING LEVEL:

ILV/HR. = 325 in AM $\Rightarrow$ ILV: <1,200M
and 679 in PM $\Rightarrow$ ILV: <1,200

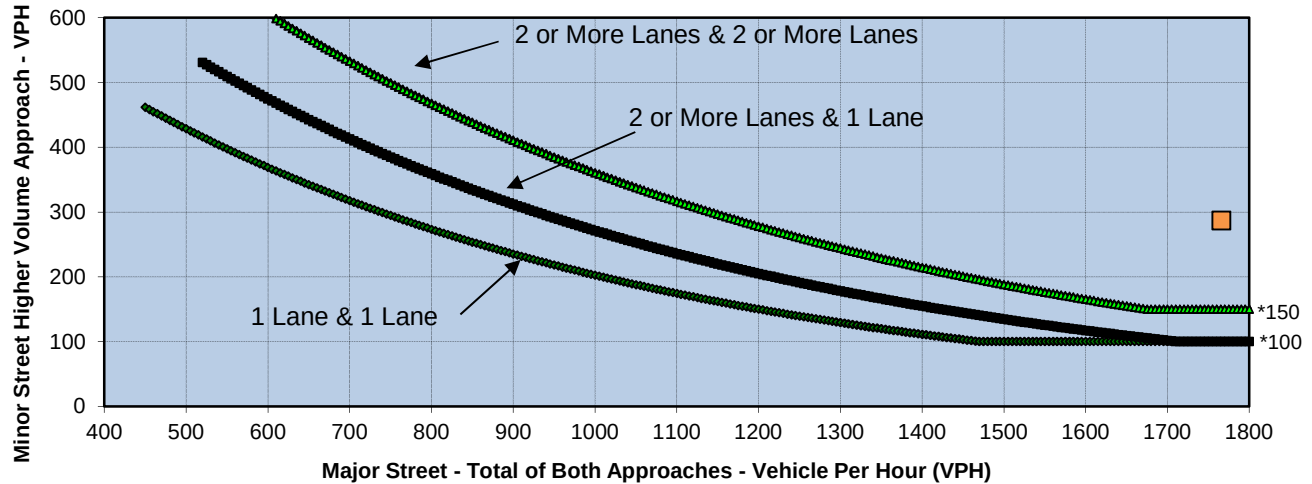
TOTAL = 325 / 679 ILV/HR. in the AM / PM peak hours

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

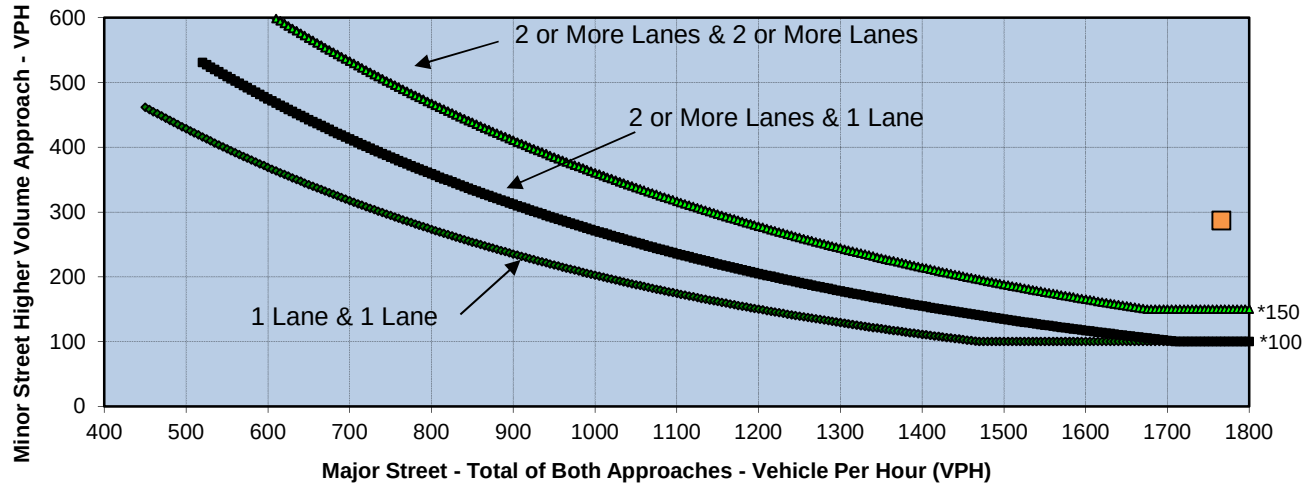
	NB	SB	EB	WB
Left	4	0	0	132
Through	0	0	1,058	568
Right	283	0	8	0
Total	287	0	1,066	700

Major Street Direction

	North/South
x	East/West

	Major Street	Minor Street	<u>Warrant Met</u>
	Otay Lakes Road	Wueste Road	
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	Warrant Met
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: 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 - Int #20 Mit

Intersection Volume Report
Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T	--	R		L	--	T	--	R	
20 Wueste Rd / 0	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	
20 Wueste Rd / 0	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	Del/ Veh	V/ C	LOS	Del/ Veh	V/ 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	0	0	0	1	1	0	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
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					
20 Wueste Rd / 0	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	
20 Wueste Rd / 0	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	Del/ Veh	V/ C	LOS	Del/ Veh	V/ 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	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	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	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
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ 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
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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	2	0	3	0	1	1	0	2	0	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
Final Volume:	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	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
User Adj:	1.00	1.00	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

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	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	2	0	0	0	0	0	2	0	1	0	0	2	0	2	0	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
User Adj:	1.00	1.00	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	1178	0	0	0	0	1396	412	641	1304	0
Reduct Vol:	0	0	230	0	0	120	0	0	65	0	0	0
Reduced Vol:	0	0	948	0	0	0	0	1396	347	641	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	1.00
MLF Adj:	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	948	0	0	0	0	1396	347	641	1304	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	0.34	0.00	0.00	0.00	0.00	0.39	0.22	0.19	0.37	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.49	0.49	0.23	0.72	0.00
Volume/Cap:	0.00	0.00	0.81	0.00	0.00	0.00	0.00	0.81	0.45	0.81	0.51	0.00
Delay/Veh:	0.0	0.0	29.6	0.0	0.0	0.0	0.0	24.5	17.2	42.5	6.4	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	29.6	0.0	0.0	0.0	0.0	24.5	17.2	42.5	6.4	0.0
LOS by Move:	A	A	C	A	A	A	A	C	B	D	A	A
DesignQueue:	0	0	19	0	0	0	0	23	10	15	12	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 #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	0	0	10	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0	
Y+R:	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	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	0	2	0	2

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
Final Volume:	366	0	578	0	0	0	755	1842	0	0	1510	1479

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:	0.21	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	1	0	0	1	0	1	0	2	1	0	1	0	2	1	0

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
Final Volume:	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.

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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	1

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
Final Volume:	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.

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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	1	0		0		0	0	0		3		0		1	1		0		3		0		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
User Adj:	1.00	1.00	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
Final Volume:	446	0	218	0	0	0	0	1693	489	297	2368	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	0.33	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	1	0	1	0	1	1	0	2	1	0	1	0	2	1	0

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
Final Volume:	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.

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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	2	0	1	1	0	2	0	3	0	1	2	0	2	1	0

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
Final Volume:	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	0	2	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1

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
Final Volume:	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	1	0

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
Final Volume:	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	2	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
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
Final Volume:	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
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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	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
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
Final Volume:	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
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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	1	2	0	2	0	1	2	0	3	0	2	2	0	2	1	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
User Adj:	1.00	1.00	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
Final Volume:	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
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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	0	0	0	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
Final Volume:	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
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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	0	1	0	3	0	0	0

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
Final Volume:	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	1	0	2	0	3	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
Final Volume:	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
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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

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
Final Volume:	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
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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	0

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
Final Volume:	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
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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	0	0	0	1	0	0	0	1	0	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
Final Volume:	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	xxxx	xxxx	xxxxx			
Shared Queue:	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			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	C			*			*			*					

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 #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	1	0	0	0	0	1	0	1	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
User Adj:	1.00	1.00	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
Final Volume:	229	698	0	0	149	69	23	0	46	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:	217	xxxx	xxxxx	xxxx	xxxx	xxxxx	1339	xxxx	183	xxxx	xxxx	xxxxx
Potent Cap.:	1352	xxxx	xxxxx	xxxx	xxxx	xxxxx	169	xxxx	859	xxxx	xxxx	xxxxx
Move Cap.:	1352	xxxx	xxxxx	xxxx	xxxx	xxxxx	147	xxxx	859	xxxx	xxxx	xxxxx
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	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	0.2	xxxx	xxxx	xxxxx			
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	34.0	xxxx	9.4	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	D	*	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			
Shared Queue:	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			17.6			xxxxxx					
ApproachLOS:	*			*			C			*					

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 #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	2	0	1	1	0	2	0	3	0	1	1	0	3	0	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
Final Volume:	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	3	0	1

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
Final Volume:	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
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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
Final Volume:	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.

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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							
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	2	0	3	0	1

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
Final Volume:	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
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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

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 << 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
User Adj:	1.00	1.00	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	103	240	652	378	252	664	320	103	538	103
Reduct Vol:	0	0	0	0	0	90	0	0	0	0	0	30
Reduced Vol:	114	320	103	240	652	288	252	664	320	103	538	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
Final Volume:	114	320	103	240	652	288	252	664	320	103	538	73

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	0.89	0.93	0.90	0.93	0.83
Lanes:	2.00	2.29	0.71	2.00	2.00	1.00	2.00	2.06	0.94	2.00	2.00	1.00
Final Sat.:	3432	3938	1266	3432	3538	1583	3432	3461	1671	3432	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.03	0.08	0.08	0.07	0.18	0.18	0.07	0.19	0.19	0.03	0.15	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.22	0.22	0.15	0.30	0.47	0.16	0.40	0.40	0.10	0.34	0.34
Volume/Cap:	0.46	0.37	0.37	0.45	0.61	0.39	0.45	0.48	0.48	0.31	0.45	0.14
Delay/Veh:	43.7	31.6	31.6	37.1	29.3	16.9	36.6	21.2	21.2	40.6	25.0	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:	43.7	31.6	31.6	37.1	29.3	16.9	36.6	21.2	21.2	40.6	25.0	22.1
LOS by Move:	D	C	C	D	C	B	D	C	C	D	C	C
DesignQueue:	3	6	6	6	13	8	6	11	11	3	10	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 (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

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:

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
User Adj:	1.00	1.00	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	426	213	45	415	22
Reduct Vol:	0	0	0	0	0	65	0	0	0	0	0	0
Reduced Vol:	146	67	90	134	134	327	347	426	213	45	415	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
Final Volume:	146	67	90	134	134	327	347	426	213	45	415	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	0.93	0.93	0.93	0.97	0.97
Lanes:	1.00	0.43	0.57	1.00	1.00	1.00	2.00	1.33	0.67	1.00	1.90	0.10
Final Sat.:	1769	729	972	1769	1862	1583	3432	2359	1179	1769	3505	189

Capacity Analysis Module:

Vol/Sat:	0.08	0.09	0.09	0.08	0.07	0.21	0.10	0.18	0.18	0.03	0.12	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.24	0.24	0.15	0.29	0.29	0.21	0.33	0.33	0.11	0.24	0.24
Volume/Cap:	0.82	0.38	0.38	0.49	0.25	0.70	0.49	0.54	0.54	0.23	0.49	0.49
Delay/Veh:	57.7	24.5	24.5	30.4	20.4	28.4	26.9	20.8	20.8	31.0	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:	57.7	24.5	24.5	30.4	20.4	28.4	26.9	20.8	20.8	31.0	25.0	25.0
LOS by Move:	E	C	C	C	C	C	C	C	C	C	C	C
DesignQueue:	6	5	5	5	4	10	6	9	9	2	7	7

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

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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	1	0	0	0	0	0	0	0	0	0	0	1		

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
Final Volume:	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	1	0	0	0	0	0	0	0	0	0	0	0	1	

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
Final Volume:	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
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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

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	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
Final Volume:	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
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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	3	0	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
User Adj:	1.00	1.00	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
Final Volume:	0	0	0	297	0	275	0	1041	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	0.17	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	1

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
Final Volume:	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	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	0	1	0	2	0	0	0	1	1	0	0	1	0

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
Final Volume:	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

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	0	1! 0 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
User Adj:	1.00	1.00	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	744	23	34	263	34	34	23	46	23	57	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	744	23	34	263	34	34	23	46	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:	23	744	23	34	263	34	34	23	46	23	57	57

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.88	0.88	0.88	0.80	0.88	0.88	0.87	0.87	0.87
Lanes:	0.03	0.94	0.03	0.10	0.80	0.10	1.00	0.33	0.67	0.17	0.42	0.41
Final Sat.:	53	1726	53	172	1319	172	1527	559	1117	276	690	690

Capacity Analysis Module:

Vol/Sat:	0.43	0.43	0.43	0.20	0.20	0.20	0.02	0.04	0.04	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:	0.59	0.59	0.59	0.27	0.27	0.27	0.13	0.25	0.25	0.50	0.50	0.50
Delay/Veh:	4.4	4.4	4.4	2.8	2.8	2.8	21.6	22.2	22.2	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:	4.4	4.4	4.4	2.8	2.8	2.8	21.6	22.2	22.2	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.

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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]

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	1	0	0	1	0	0	0	1	0	0

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Volume Module:

Base Vol:	10	660	0	0	260	10	10	0	10	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	660	0	0	260	10	10	0	10	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	755	0	0	297	11	11	0	11	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	11	755	0	0	297	11	11	0	11	0	0	0

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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

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Capacity Module:

Cnflct Vol:	309	xxxx	xxxxx	xxxx	xxxx	xxxxx	1081	1081	303	1087	1087	755
Potent Cap.:	1252	xxxx	xxxxx	xxxx	xxxx	xxxxx	241	218	737	194	216	409
Move Cap.:	1252	xxxx	xxxxx	xxxx	xxxx	xxxxx	239	216	737	189	214	409
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.02	0.00	0.00	0.00

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Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.8	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	737	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	10.0	xxxxx	xxxx	xxxxx

Shared LOS:	*	*	*	*	*	*	*	*	A	*	*	*

ApproachDel:	xxxxxx	xxxxxx	15.4	xxxxxx

ApproachLOS:	*	*	C	*

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 #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

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	0	1	0	0	1	0	0	1	0	1	0	0	1	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
User Adj:	1.00	1.00	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	34	126	57	34	252	57	23	629	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	172	11	34	126	57	34	252	57	23	629	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:	160	172	11	34	126	57	34	252	57	23	629	34

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.70	0.70	0.87	0.87	0.87	0.93	0.95	0.95	0.93	0.97	0.97
Lanes:	0.47	0.50	0.03	0.16	0.58	0.26	1.00	0.81	0.19	1.00	0.95	0.05
Final Sat.:	617	661	44	262	960	436	1769	1475	335	1769	1752	96

Capacity Analysis Module:

Vol/Sat:	0.26	0.26	0.26	0.13	0.13	0.13	0.02	0.17	0.17	0.01	0.36	0.36
Crit Moves:	****			****			****			****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.07	0.39	0.39	0.15	0.47	0.47
Volume/Cap:	0.76	0.76	0.76	0.38	0.38	0.38	0.29	0.44	0.44	0.09	0.76	0.76
Delay/Veh:	29.4	29.4	29.4	19.2	19.2	19.2	34.7	17.4	17.4	27.5	20.3	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:	29.4	29.4	29.4	19.2	19.2	19.2	34.7	17.4	17.4	27.5	20.3	20.3
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	16	16

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 #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	0	10	0	0	0	5	12	0	0	0	12	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	1	0	2	0	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	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	1.00	1.00	1.00
Initial Bse:	0	460	0	0	480	0	0	0	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	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	0.87	0.87	0.87
PHF Volume:	0	526	0	0	549	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	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	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	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	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	526	0	0	549	0	0	0	0	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	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	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	0.00	1.00	1.00
Final Sat.:	0	3724	0	1900	3538	0	0	0	0	1900	0	1900	0	1900	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	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	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	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	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	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	0.0	0.0	0.0
LOS by Move:	A	A	A	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	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	0	1	0	1	0	1	0	1	0	0	0	0	0	1	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
User Adj:	1.00	1.00	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
Final Volume:	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			
Shared Queue:	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			xxxxxx			xxxxxx					
ApproachLOS:	B			C			*			*					

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 #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	1	0	0	0	1	0	0	1	0	0	0	0	1	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
Final Volume:	0	0	0	0	0	0	0	549	0	0	526	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1076	xxxx	526	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	243	xxxx	552	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	243	xxxx	552	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Shared Queue:	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			xxxxxx			xxxxxx					
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 C	LOS	Del/ Veh C	
# 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	Del/ Veh	V/ C	LOS	Del/ Veh	V/ 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	1	0	2	0	1	1	0	2	0	1

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
Final Volume:	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	1	0	0	1	0	1	0	3	0	1	2	0	2	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
User Adj:	1.00	1.00	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
Final Volume:	213	123	131	45	101	101	359	628	233	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:	0.06	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	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	2	0	0	0	0	0	2	0	1	0	0	2	0	2	0	0

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
Final Volume:	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
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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	0	0	10	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0	
Y+R:	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	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	0	2	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
Final Volume:	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.

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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	1	0	0	1	0	1	0	2	1	0	1	0	2	1	0

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
Final Volume:	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.

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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): 0.663

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	1

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
Final Volume:	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.

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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	1	0		0		0	0	0		3		0	1	1		0		3	0	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
Final Volume:	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.

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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): 0.783

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	1	0	1	0	1	1	0	2	1	0	1	0	2	1	0

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
Final Volume:	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.

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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	2	0	1	1	0	2	0	3	0	1	2	0	2	1	0

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
Final Volume:	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	2	0	2	0	1	2	0	3	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
Final Volume:	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	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	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	4.0	4.0	4.0	
Lanes:	0	0	0	0	0	0	1	0	3	0	0	0	1	0	2	

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
Final Volume:	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	0	0	15	0	0	15	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	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	3	0	1	0	0	3	0	1	0	0	3	0	1

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
Final Volume:	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	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
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
Final Volume:	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	1	2	0	2	0	1	2	0	3	0	2	2	0	2	1	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
User Adj:	1.00	1.00	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
Final Volume:	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	0	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	1	2	0	3	0	0	0	2	1	0	0	2	1

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
Final Volume:	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	0	1	0	3	0	0	0

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
Final Volume:	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	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
User Adj:	1.00	1.00	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
Final Volume:	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	1	0	2	1	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
Final Volume:	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	0

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
Final Volume:	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
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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	0	0	0	0	1	0	0	1	0	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
Final Volume:	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	xxxx	xxxx	xxxxx			
Shared Queue:	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			xxxxxx			xxxxxx			xxxxxx					
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	1	0	0	0	0	1	0	1	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
User Adj:	1.00	1.00	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
Final Volume:	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:	xxxxxx			xxxxxx			23.4			xxxxxx					
ApproachLOS:	*			*			C			*					

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 #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	2	0	1	1	0	2	0	3	0	1	1	0	3	0	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
Final Volume:	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
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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	0	0	3	0	1	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
Final Volume:	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
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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

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	0	0	15	0	0	15	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	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	0	3	0	1	0	0	3	0	2

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
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	190	0	0	0	0	1726	0	0	1692	303
Reduct Vol:	0	0	15	0	0	0	0	0	10	0	0	20
Reduced Vol:	224	0	175	0	0	0	0	1726	0	0	1692	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
Final Volume:	224	0	175	0	0	0	0	1726	0	0	1692	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	0.11	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.33	0.10
Crit Moves:	****						****			****		
Green/Cycle:	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.66	0.00	0.00	0.66	0.66
Volume/Cap:	0.30	0.00	0.52	0.00	0.00	0.00	0.00	0.52	0.00	0.00	0.51	0.15
Delay/Veh:	23.3	0.0	25.7	0.0	0.0	0.0	0.0	6.4	0.0	0.0	6.3	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:	23.3	0.0	25.7	0.0	0.0	0.0	0.0	6.4	0.0	0.0	6.3	4.6
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
DesignQueue:	4	0	5	0	0	0	0	9	0	0	9	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 #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	0	3	0	2	2	0	3	0	1	2	0	3	0	1

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
Final Volume:	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
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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	2	0	2	0	1	2	0	2	1	0	2	0	2	0	1

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
Final Volume:	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
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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

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	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
User Adj:	1.00	1.00	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	995	206	34	973	46
Reduct Vol:	0	0	0	0	0	40	0	0	0	0	0	0
Reduced Vol:	137	46	57	34	23	155	378	995	206	34	973	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	995	206	34	973	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	0.95	0.95	0.93	0.97	0.97
Lanes:	1.00	0.44	0.56	1.00	1.00	1.00	2.00	1.66	0.34	1.00	1.91	0.09
Final Sat.:	1769	759	949	1769	1862	1583	3432	3005	622	1769	3532	166

Capacity Analysis Module:

Vol/Sat:	0.08	0.06	0.06	0.02	0.01	0.10	0.11	0.33	0.33	0.02	0.28	0.28
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.27	0.27	0.07	0.24	0.24	0.14	0.43	0.43	0.07	0.36	0.36
Volume/Cap:	0.77	0.23	0.23	0.26	0.05	0.41	0.77	0.77	0.77	0.29	0.77	0.77
Delay/Veh:	50.7	21.7	21.7	33.8	22.0	24.7	38.5	20.4	20.4	34.7	24.3	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:	50.7	21.7	21.7	33.8	22.0	24.7	38.5	20.4	20.4	34.7	24.3	24.3
LOS by Move:	D	C	C	C	C	C	D	C	C	C	C	C
DesignQueue:	5	3	3	1	1	5	7	16	16	1	15	15

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

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	1	0	0	0	0	0	0	0	0	0	0	1		

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
User Adj:	1.00	1.00	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	172	69	57	126	0	0	0	0	23	0	11
Reduct Vol:	0	0	15	0	0	0	0	0	0	0	0	5
Reduced Vol:	0	172	54	57	126	0	0	0	0	23	0	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	172	54	57	126	0	0	0	0	23	0	6

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	0.03	0.07	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.67	0.67	0.24	0.91	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Volume/Cap:	0.00	0.14	0.05	0.14	0.07	0.00	0.00	0.00	0.00	0.14	0.00	0.04
Delay/Veh:	0.0	3.6	3.4	18.3	0.3	0.0	0.0	0.0	0.0	25.3	0.0	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:	0.0	3.6	3.4	18.3	0.3	0.0	0.0	0.0	0.0	25.3	0.0	24.8
LOS by Move:	A	A	A	B	A	A	A	A	A	C	A	C
DesignQueue:	0	2	1	1	0	0	0	0	0	1	0	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 #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	1	0	0	0	0	0	0	0	0	0	0	0	1	

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
Final Volume:	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.

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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

La Media Rd						Otay Mesa Rd							
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	0

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
User Adj:	1.00	1.00	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:

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:

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
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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	3	0	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
Final Volume:	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
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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): 0.652

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	0	0	0	0	1	0	2	0	0	0	0	2	1	1
----- ----- ----- ----- -----																				

Volume Module:

Base Vol:	0	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	1.00
Initial Bse:	0	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	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	0.87
PHF Volume:	0	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	0
Reduced Vol:	0	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	1.00
MLF Adj:	1.00	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	0	435	1465	0	0	1590	469

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	0.91	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:

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	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	0	1	0	2	0	0	0	1	1	0	0	1	0

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
Final Volume:	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
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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): 0.632

Loss Time (sec): 6 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:	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	0	1! 0 0	1	0	0	1	0	0

Volume Module:

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
User Adj:	1.00	1.00	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	355	57	57	606	46	34	80	34	57	137	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	355	57	57	606	46	34	80	34	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
Final Volume:	46	355	57	57	606	46	34	80	34	57	137	69

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.91	0.91	0.91	0.79	0.94	0.94	0.86	0.86	0.86
Lanes:	0.10	0.77	0.13	0.08	0.86	0.06	1.00	0.70	0.30	0.22	0.52	0.26
Final Sat.:	166	1285	207	140	1484	112	1508	1245	533	356	855	427

Capacity Analysis Module:

Vol/Sat:	0.28	0.28	0.28	0.41	0.41	0.41	0.02	0.06	0.06	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:	0.43	0.43	0.43	0.63	0.63	0.63	0.09	0.25	0.25	0.63	0.63	0.63
Delay/Veh:	5.5	5.5	5.5	7.5	7.5	7.5	17.2	18.1	18.1	23.0	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:	5.5	5.5	5.5	7.5	7.5	7.5	17.2	18.1	18.1	23.0	23.0	23.0
LOS by Move:	A	A	A	A	A	A	B	B	B	C	C	C
DesignQueue:	6	6	6	9	9	9	1	3	3	7	7	7

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): 1.2 Worst Case Level Of Service: C[20.3]

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	1	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	0

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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
User Adj:	1.00	1.00	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	435	0	0	709	57	34	0	34	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	11	435	0	0	709	57	34	0	34	0	0	0

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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

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Capacity Module:

Cnflct Vol:	767	xxxx	xxxxx	xxxx	xxxx	xxxxx	1196	1196	738	1213	1224	435
Potent Cap.:	847	xxxx	xxxxx	xxxx	xxxx	xxxxx	206	186	418	159	179	621
Move Cap.:	847	xxxx	xxxxx	xxxx	xxxx	xxxxx	204	184	418	144	177	621
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	0.00	0.08	0.00	0.00	0.00

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Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	D	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	418	xxxx	0	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.4	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	B	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			20.3			xxxxxx					
ApproachLOS:	*			*			C			*					

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 #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

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	0	1	0	0	1	0	0	1	0	0	1	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
User Adj:	1.00	1.00	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	67	100	33	44	643	155	22	388	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	122	44	67	100	33	44	643	155	22	388	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
Final Volume:	166	122	44	67	100	33	44	643	155	22	388	78

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.68	0.68	0.78	0.78	0.78	0.93	0.95	0.95	0.93	0.96	0.96
Lanes:	0.50	0.37	0.13	0.33	0.50	0.17	1.00	0.81	0.19	1.00	0.83	0.17
Final Sat.:	646	474	172	493	739	246	1769	1456	352	1769	1513	303

Capacity Analysis Module:

Vol/Sat:	0.26	0.26	0.26	0.13	0.13	0.13	0.03	0.44	0.44	0.01	0.26	0.26
Crit Moves:	****			****			****			****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.12	0.51	0.51	0.07	0.46	0.46
Volume/Cap:	0.86	0.86	0.86	0.45	0.45	0.45	0.21	0.86	0.86	0.19	0.56	0.56
Delay/Veh:	42.1	42.1	42.1	22.0	22.0	22.0	30.3	24.0	24.0	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:	42.1	42.1	42.1	22.0	22.0	22.0	30.3	24.0	24.0	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	18	18	1	11	11

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): 0.160

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	0	10	0	0	0	5	12	0	0	0	12	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	1	0	2	0	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
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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): 14.2 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	0	1	0	1	0	1	0	1	0	0	0	0	0	1	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
User Adj:	1.00	1.00	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
Final Volume:	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			
Shared Queue:	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			xxxxxx			xxxxxx					
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	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	420	0	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	1.00
Initial Bse:	0	0	0	0	0	0	0	420	0	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	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	0.87
PHF Volume:	0	0	0	0	0	0	0	481	0	0	0	538	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	0	0	481	0	0	0	538	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1018	xxxx	538	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	263	xxxx	543	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	263	xxxx	543	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Shared Queue:	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			xxxxxx			xxxxxx					
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
Year 2025 Base Plus Project Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection		Base		Future		Change in
		LOS	Del/ Veh C	LOS	Del/ 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
Year 2025 Base Plus Project 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	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	2	0	3	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:	North Bound				South Bound				East Bound				West Bound			
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	
Final Volume:	426	1055	0		229	792	0		332	515	300		149	984	239	

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	0.21	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	1	0	0	1	0	1	0	3	0	1	2	0	2	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
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	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	2	0	0	0	0	0	2	0	1	0	0	2	0	2	0	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

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	0	0	10	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	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:	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
Added Vol:	0	0	0	0	0	0	0	58	0	0	11	98
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	0	610	0	0	0	660	1668	0	0	1331	1688
User Adj:	1.00	1.00	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	1908	0	0	1523	1931
Reduct Vol:	0	0	120	0	0	0	0	0	0	0	0	340
Reduced Vol:	366	0	578	0	0	0	755	1908	0	0	1523	1591
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	366	0	578	0	0	0	755	1908	0	0	1523	1591

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:	0.21	0.00	0.21	0.00	0.00	0.00	0.22	0.38	0.00	0.00	0.43	0.57
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.20	0.72	0.00	0.00	0.52	0.52
Volume/Cap:	1.09	0.00	1.09	0.00	0.00	0.00	1.09	0.52	0.00	0.00	0.82	1.09
Delay/Veh:	117.0	0.0	109.2	0.0	0.0	0.0	104.1	6.5	0.0	0.0	24.1	78.1
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:	117.0	0.0	109.2	0.0	0.0	0.0	104.1	6.5	0.0	0.0	24.1	78.1
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	25	29

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	1	0	0	1	0	1	0	2	1	0	1	0	2	1	0

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	0	1	1	0	2	1	0	1	0	2	1	0

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
FinalVolume:	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	1	0		0		0	0	0		3		0		1	1		0		3		0		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	1	0	1	0	1	1	0	2	1	0	1	0	2	1	0

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
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	2	0	1	1	0	2	0	3	0	1	2	0	2	1	0

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

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	

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	0	2	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1

Volume Module: >> Count Date: 4 Oct 2005 <<	North Bound				South Bound				East Bound				West Bound			
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:	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	0.93	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:	North Bound				South Bound				East Bound				West Bound			
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	0	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	1	0	2	1	0

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	0	0	3	0	1	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
Year 2025 Base Plus Project 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): 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	3	0	2	2	0	2	1	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
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): 0.615

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	0	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	1	2	0	3	0	0	0	2	1	0	0	2	1

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
Year 2025 Base Plus Project 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): 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	0	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	1	1	0	3	0	0	0	2	1	0	0	2	1

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

Base Vol:	0	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	1.00
Initial Bse:	0	0	0	0	80	0	30	160	250	0	0	840	240
Added Vol:	0	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	0
Initial Fut:	0	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	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	0.90
PHF Volume:	0	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	0
Reduced Vol:	0	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	1.00
MLF Adj:	1.00	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	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	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.89	1.00	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	0.47
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	0	4423	846	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
Year 2025 Base Plus Project 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): 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	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:	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	C	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
Year 2025 Base Plus Project 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): 0.936

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	1	0	2	1	0	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
FinalVolume:	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	0	3	0

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	0	0	0	1	0	0	0	1	0	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
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
Final Volume:	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
Shared Cap.:	xxxx	61	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Shared Queue:	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			xxxxxx			xxxxxx			xxxxxx					
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	1	0	0	0	1	0	1	0	0	0	1	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:	xxxxxx			xxxxxx			49.6			xxxxxx					
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

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	2	0	1	1	0	2	0	3	0	1	1	0	3	0	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
Added Vol:	0	0	6	6	0	0	0	29	0	11	55	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	240	256	316	340	180	150	989	170	101	1445	261
User Adj:	1.00	1.00	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	293	362	389	206	172	1132	195	116	1653	299
Reduct Vol:	0	0	0	0	0	0	0	0	20	0	0	30
Reduced Vol:	172	275	293	362	389	206	172	1132	175	116	1653	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	275	293	362	389	206	172	1132	175	116	1653	269

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	0.93	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	1719	1719	3432	2308	1222	3432	5083	1583	1769	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.10	0.16	0.17	0.11	0.17	0.17	0.05	0.22	0.11	0.07	0.33	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.28	0.28	0.12	0.30	0.30	0.07	0.35	0.35	0.10	0.38	0.38
Volume/Cap:	0.93	0.57	0.61	0.85	0.56	0.56	0.75	0.64	0.32	0.63	0.85	0.44
Delay/Veh:	80.8	23.9	24.6	47.1	22.8	22.8	47.3	21.5	18.4	39.2	24.9	17.7
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:	80.8	23.9	24.6	47.1	22.8	22.8	47.3	21.5	18.4	39.2	24.9	17.7
LOS by Move:	F	C	C	D	C	C	D	C	B	D	C	B
DesignQueue:	7	9	9	7	9	9	3	12	5	4	17	7

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 #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	3	0	1	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

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	2	0	3	0	1

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
Added Vol:	0	0	46	0	0	0	0	100	0	87	189	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	450	166	70	380	290	290	840	380	347	1509	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	186	78	426	325	325	941	426	389	1691	213
Reduct Vol:	0	0	10	0	0	45	0	0	20	0	0	20
Reduced Vol:	527	504	176	78	426	280	325	941	406	389	1691	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
Final Volume:	527	504	176	78	426	280	325	941	406	389	1691	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	0.11	0.02	0.08	0.10	0.09	0.19	0.26	0.11	0.33	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.32	0.46	0.08	0.22	0.33	0.11	0.33	0.33	0.15	0.37	0.37
Volume/Cap:	0.89	0.31	0.24	0.30	0.38	0.31	0.89	0.56	0.77	0.77	0.89	0.33
Delay/Veh:	53.9	24.6	15.5	42.2	31.7	24.1	64.5	26.3	35.3	46.1	33.6	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:	53.9	24.6	15.5	42.2	31.7	24.1	64.5	26.3	35.3	46.1	33.6	21.5
LOS by Move:	D	C	B	D	C	C	E	C	D	D	C	C
DesignQueue:	12	7	5	2	7	6	8	13	15	9	22	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 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	0	2	0	1	2	0	2	1	0	2	0	2	0	1

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
Final Volume:	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
Year 2025 Base Plus Project 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): 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	1	0	1	0	1	2	0	1	1	0	1	0	1	1	0

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
Final Volume:	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.

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 #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	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1

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.

Otay Ranch Village 13
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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	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1

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

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	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
Final Volume:	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.

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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	2	0	0	0	1	0	0	3	0	0	0	0	3	0	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
Final Volume:	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.

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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	1

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
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
FinalVolume:	0	0	0	0	0	0	95	1295	0	0	1247	183

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	0.92	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:

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.

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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	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	0	1	0	2	0	0	0	1	1	0	0	1	0

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.

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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		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		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	0	1	0	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
Final Volume:	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]

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	1	0	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	10	660	0	0	260	10	10	0	10	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	660	0	0	260	10	10	0	10	0	0	0
Added Vol:	0	22	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	682	0	0	272	10	10	0	10	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	780	0	0	311	11	11	0	11	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	780	0	0	311	11	11	0	11	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:	323	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1120	1120	317	1126	1126	780
Potent Cap.:	1237	xxxx	xxxxx	xxxxx	xxxx	xxxxx	228	206	724	182	205	395
Move Cap.:	1237	xxxx	xxxxx	xxxxx	xxxx	xxxxx	227	205	724	178	203	395
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.02	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	*	*	*	*
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	xxxxx	xxxx	xxxxx	xxxx	xxxx	724	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	10.1	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	B	*	*	*
ApproachDel:	xxxxxx	xxxxxx	15.9	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	C	*	*	*	*	*	*	*	*	*

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 #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	0	1	0	0	1	0	0	1	0	1	0	0	1	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
Year 2025 Base Plus Project 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): 0.719

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	0	10	0	0	0	5	12	0	0	0	12	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1

Volume Module:	North Bound				South Bound				East Bound				West Bound			
Base Vol:	0	460	0	0	0	480	0	0	0	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	1.00	1.00	1.00	1.00
Initial Bse:	0	460	0	0	0	480	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	735	4	120	389	0	0	0	0	0	0	0	8	0	228	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1195	4	120	869	0	0	0	0	0	0	0	8	0	228	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	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	0.87	0.87	0.87	0.87
PHF Volume:	0	1367	5	137	994	0	0	0	0	0	0	0	9	0	261	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1367	5	137	994	0	0	0	0	0	0	0	9	0	261	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	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	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	0	0	0	9	0	261	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	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	1.00	0.83	0.83
Lanes:	0.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	0	3712	12	1769	3538	0	0	0	0	0	0	1769	0	1583	0	1583

Capacity Analysis Module:	North Bound				South Bound				East Bound				West Bound			
Vol/Sat:	0.00	0.37	0.37	0.08	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.16	0.16	0.16
Crit Moves:	****				****				****				****			
Green/Cycle:	0.00	0.47	0.47	0.17	0.64	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.00	0.21	0.21	0.21
Volume/Cap:	0.00	0.78	0.78	0.47	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.78	0.78	0.78
Delay/Veh:	0.0	15.6	15.6	23.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	18.8	0.0	33.6	33.6	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	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	0.0	0.0	18.8	0.0	33.6	33.6	33.6
LOS by Move:	A	B	B	C	A	A	A	A	A	A	A	B	A	C	C	C
DesignQueue:	0	13	13	4	7	0	0	0	0	0	0	0	0	7	7	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	0	1	0	0	1	0	1	0	1	0	1	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	8	59	386	10	0	0	0	0	112	0	731
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	468	59	386	490	0	0	0	0	112	0	731
User Adj:	1.00	1.00	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	535	68	442	561	0	0	0	0	128	0	836
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	535	68	442	561	0	0	0	0	128	0	836

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:	xxxx	1093	0	976	674	418	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	xxxx	214	1085	230	376	635	xxxx	xxxx	xxxxx	1623	xxxx	xxxxx
Move Cap.:	xxxx	196	1085	0	344	635	xxxx	xxxx	xxxxx	1623	xxxx	xxxxx
Volume/Cap:	xxxx	2.73	0.06	xxxx	1.63	0.00	xxxx	xxxx	xxxx	0.08	xxxx	xxxx

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx			
Control Del:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	216	0	xxxx	344	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:xxxxx	xxxx	52.7	xxxxx	xxxx	33.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:xxxxx	xxxx	853.6	xxxxx	xxxx	323.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	F	*	*	F	*	*	*	*	*	*			
ApproachDel:	853.6			xxxxxx			xxxxxx			xxxxxx					
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	1	0	0	0	1	0	1	0	0	0	0	0	1	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
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:	xxxx	xxxx	xxxx	6.4	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	1289	xxxx	598	598	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	181	xxxx	502	978	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	180	xxxx	502	978	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	0.0	xxxx	xxxx	xxxx	xxxx	xxxx			
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	12.2	8.7	xxxx	xxxx	xxxx	xxxx	xxxx			
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxx	xxxx	xxxx			
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	8.7	xxxx	xxxx	xxxx	xxxx	xxxx			
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*			
ApproachDel:	xxxxxx			12.2			xxxxxx			xxxxxx					
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

Delay Costs			Accident Costs			Total Costs	
Peak	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		Exit 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		Exit 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	9.71		4.73		A	A
2	Project Driveway 3	None		3.20	3.20		0.43		A	A
3	Otay Lakes Road	None		5.25	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

Delay Costs			Accident Costs			Total Costs	
Peak	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
		LOS	Del/ Veh C	LOS	Del/ 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
Year 2025 Base Plus Project Conditions
PM 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	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	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	4.0	4.0		4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module: >> Count Date: 20 Oct 2005 <<	North Bound				South Bound				East Bound				West Bound			
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
Final Volume:	538	993		0	421	952		0	189	1076		475	133	654		182

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:	0.16	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	1	0	0	1	0	1	0	3	0	1	2	0	2	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
Final Volume:	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	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	2	0	0	0	0	0	0	0	2	0	1	2	0	2	0	0

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	0	0	10	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	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:	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	1	0	0	1	0	1	0	2	1	0	1	0	2	1	0

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	1	0	2	1	0	1

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	1	0		0		0	0		3		0		1	1		0		3		0		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
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	1	0	1	0	1	1	0	2	1	0	1	0	2	1	0

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	2	0	1	1	0	2	0	3	0	1	2	0	2	1	0

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	0	2	2	0	2	0	1	2	0	3	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
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
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	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	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	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	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	26.0
LOS by Move:	E	E	B	F	C	B	E	E	C	F	C	C	C
DesignQueue:	5	23	6	9	18	6	8	24	9	9	19	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 #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	0	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	1	1	0	3	0	0	0	0	0	1	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	0	0	3	0	1	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	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	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	3	0	2	2	0	2	1	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	0	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	1	0	1	2	0	3	0	0	0	0	2	1	0

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
Year 2025 Base Plus Project 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): 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	0	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	1	0	3	0	0	0	2	1	0	0	2	1

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
Final Volume:	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
Year 2025 Base Plus Project 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): 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
Final Volume:	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	0	1	0	1	0	2	1	0	1	0	2	1	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
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	1	0	0	0	0	0	1	0	1	0	1	1	0	3	0	0

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	0	0	0	1	0	0	0	0	1	0	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
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
Final Volume:	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
Shared Cap.:	xxxx	81	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Shared Queue:	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			xxxxxx			xxxxxx			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 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	1	0	0	0	0	1	1	0	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
FinalVolume:	133	286	0	0	664	142	142	0	148	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:	805	xxxx	xxxxx	xxxx	xxxx	xxxxx	1286	xxxx	735	xxxx	xxxx	xxxxx
Potent Cap.:	819	xxxx	xxxxx	xxxx	xxxx	xxxxx	181	xxxx	420	xxxx	xxxx	xxxxx
Move Cap.:	819	xxxx	xxxxx	xxxx	xxxx	xxxxx	159	xxxx	420	xxxx	xxxx	xxxxx
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	xxxxx	xxxx	xxxx	xxxxx	6.3	xxxx	1.6	xxxx	xxxx	xxxxx			
Control Del:	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	102.1	xxxx	18.2	xxxxx	xxxx	xxxxx			
LOS by Move:	B	*	*	*	*	*	F	*	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:	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							
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	2	0	1	1	0	2	0	3	0	1	1	0	3	0	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	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	0	0	2	0	0	0	2	0	0	3	0	0	3	0	1	0	0	3	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
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	0	0	15	0	0	15	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	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	0	3	0	1	0	0	3	0	2

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
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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	0	3	0	2	2	0	3	0	1	2	0	3	0	1

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	0	1	2	0	2	1	0	2	0	2	0	1

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	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:	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
FinalVolume:	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	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1

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
Year 2025 Base Plus Project 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): 130 Critical Vol./Cap.(X): 0.366

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:	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	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1

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
Added Vol:	0	0	253	0	0	0	0	0	0	132	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	280	313	10	190	0	0	0	0	172	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	358	11	217	0	0	0	0	197	0	57
Reduct Vol:	0	0	5	0	0	0	0	0	0	0	0	15
Reduced Vol:	0	320	353	11	217	0	0	0	0	197	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	353	11	217	0	0	0	0	197	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	0.22	0.01	0.12	0.00	0.00	0.00	0.00	0.11	0.00	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.60	0.60	0.04	0.63	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Volume/Cap:	0.00	0.29	0.37	0.17	0.18	0.00	0.00	0.00	0.00	0.37	0.00	0.09
Delay/Veh:	0.0	13.0	13.9	61.7	9.9	0.0	0.0	0.0	0.0	36.6	0.0	33.1
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	13.0	13.9	61.7	9.9	0.0	0.0	0.0	0.0	36.6	0.0	33.1
LOS by Move:	A	B	B	E	A	A	A	A	A	D	A	C
DesignQueue:	0	10	11	1	6	0	0	0	0	10	0	2

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 #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					
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	0

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
Final Volume:	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
Year 2025 Base Plus Project Conditions
PM Peak Hour

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	3	0	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	0	0	0	0	1	0	2	0	0	0	0	2	1	1
----- ----- ----- ----- -----																				

Volume Module:

Base Vol:	0		0		0		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	
Initial Bse:	0		0		0		0		0		0		0		0		0		0	
Added Vol:	0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		0		0		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	
PHF Adj:	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		0		0		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		0		0		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	
MLF Adj:	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		0		0		0		0	

Saturation Flow Module:

Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.00		0.00		0.00		0.00		0.00		0.00		0.00		0.00		0.00		0.00	
Final Sat.:	0		0		0		0		0		0		0		0		0		0	

Capacity Analysis Module:

Vol/Sat:	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		0.41		0.85		0.00		0.00		0.44		0.44	
Volume/Cap:	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		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	
AdjDel/Veh:	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		B		A		A		A		B		B	
DesignQueue:	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
Year 2025 Base Plus Project 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): 0.654

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		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		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	0	1	0	0	0	1!	0	0

Volume Module:

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:

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:

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	0	0	1	0	1	0	0	1	0	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	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:	799	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1245	1245	770	1262	1273	452
Potent Cap.:	824	xxxx	xxxxx	xxxxx	xxxx	xxxxx	192	174	401	147	167	608
Move Cap.:	824	xxxx	xxxxx	xxxxx	xxxx	xxxxx	190	172	401	133	165	608
Volume/Cap:	0.01	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.18	0.00	0.09	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Control Del:	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	28.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	D	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	401	xxxx	0	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.8	xxxxx	xxxx	xxxxx			
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	0	1	0	0	1	0	0	1	0	1	0	0	1	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	0	10	0	0	0	5	12	0	0	0	12	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	1	0	2	0	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
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	0	1	0	0	1	0	1	0	1	0	1	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	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	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:xxxxx	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	736	0	812	454	282	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	xxxx	347	1085	297	502	757	xxxx	xxxx	xxxxx	1623	xxxx	xxxxx
Move Cap.:	xxxx	327	1085	0	474	757	xxxx	xxxx	xxxxx	1623	xxxx	xxxxx
Volume/Cap:	xxxx	1.69	0.15	xxxx	1.04	0.00	xxxx	xxxx	xxxx	0.05	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx			
Control Del:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	390	0	xxxx	474	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:xxxxx	xxxx	46.7	xxxxx	xxxx	14.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:xxxxx	xxxx	411.5	xxxxx	xxxx	81.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	F	*	*	F	*	*	*	*	*	*			
ApproachDel:	411.5			xxxxxx			xxxxxx			xxxxxx					
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	1	0	0	0	1	0	1	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	420	0	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	1.00
Initial Bse:	0	0	0	0	0	0	0	420	0	0	0	470	0
Added Vol:	0	0	0	0	0	3	5	81	0	0	0	154	0
PasserByVol:	0	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	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	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	0.87
PHF Volume:	0	0	0	0	0	3	6	573	0	0	0	714	0
Reduct Vol:	0	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	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	1299	xxxx	714	714	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	178	xxxx	431	886	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	177	xxxx	431	886	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	0.0	xxxx	xxxx	xxxx	xxxx	xxxx			
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	13.4	9.1	xxxx	xxxx	xxxx	xxxx	xxxx			
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxx	xxxx	xxxx			
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	9.1	xxxx	xxxx	xxxx	xxxx	xxxx			
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*			
ApproachDel:	xxxxxx			13.4			xxxxxx			xxxxxx					
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

Delay Costs			Accident Costs			Total Costs	
Peak	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		Exit Flow		Capacity	
			Entry	Bypass	Entry	Bypass	Entry	Bypass	Entry	Bypass
1	Otay Lakes Road	None		526		393		141		1038
2	Project Driveway 3	None		105		47		872		1240
3	Otay Lakes Road	None		513		21		131		1240

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		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
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
2	Project Driveway 3	None	3.09		3.09	0.27		A		A
3	Otay Lakes Road	None	5.06		5.06	2.16		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

Delay Costs			Accident Costs			Total Costs	
Peak	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

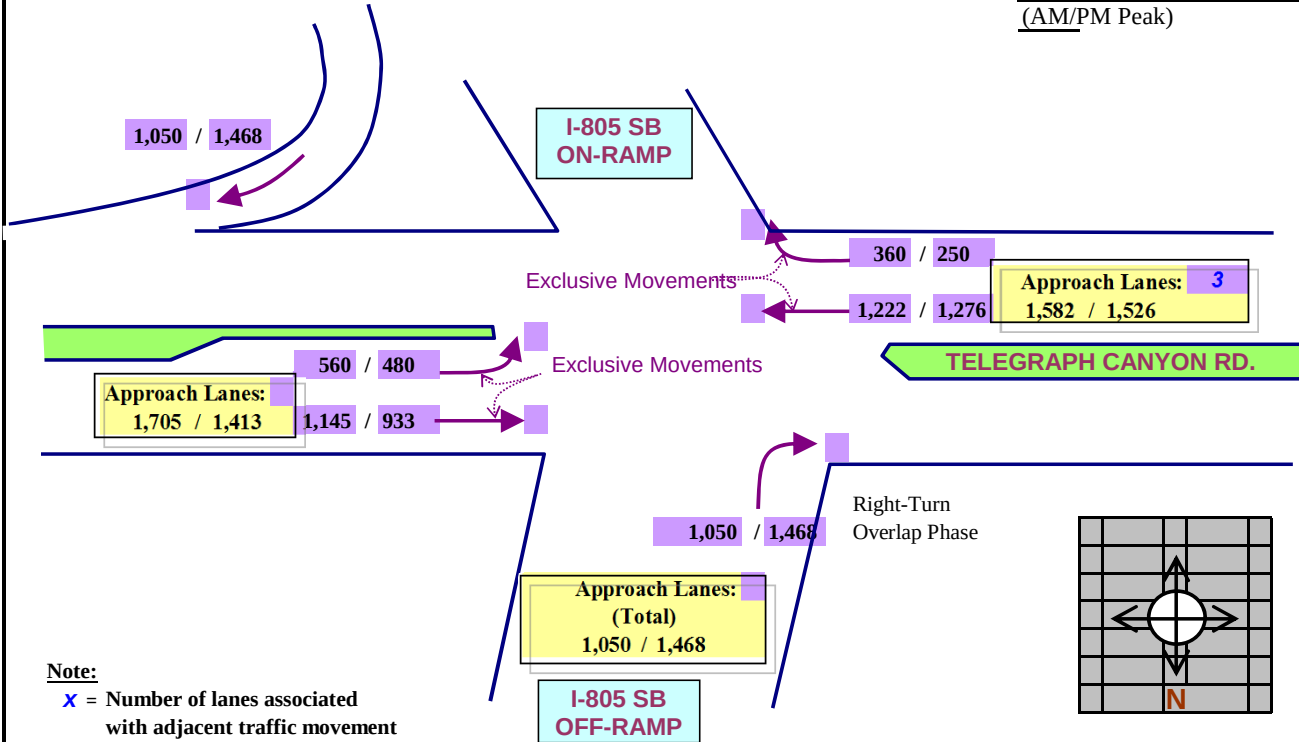
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OTAY RANCH VILLAGE 13

LOCATION: I-805 SB / TELEGRAPH CANYON RD.

Scenario: 2025 + Project Buildout

(AM/PM Peak)

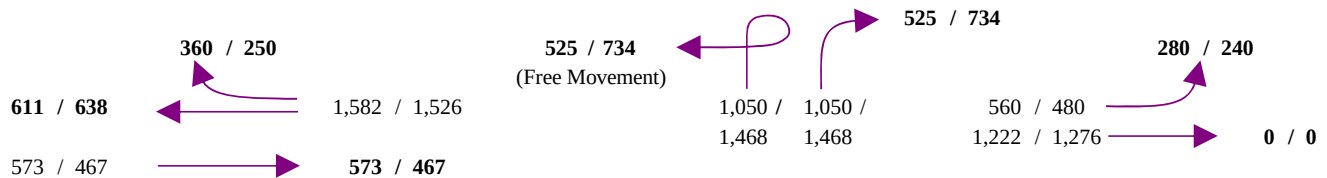


Note:

X = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:

611	/	638
573	/	467

 ⇒

611	/	638

PHASE 2:

525	/	734
525	/	734

 ⇒

525	/	734

 * left turn is free (loop)

PHASE 3:

280	/	240
0	/	0

 ⇒

280	/	240

TOTAL = 1,416 / 1,612 ILV/HR. in the AM / PM peak hours

OPERATING LEVEL:

ILV/HR. = **1,416** in AM ==> ILV: BETWEEN 1,200 & 1,500
and **1,612** in PM ==> ILV > 1,500

THEREFORE, INTERSECTION OPERATES : **AT CAPACITY (in AM)**
& **OVER CAPACITY (in PM)**

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

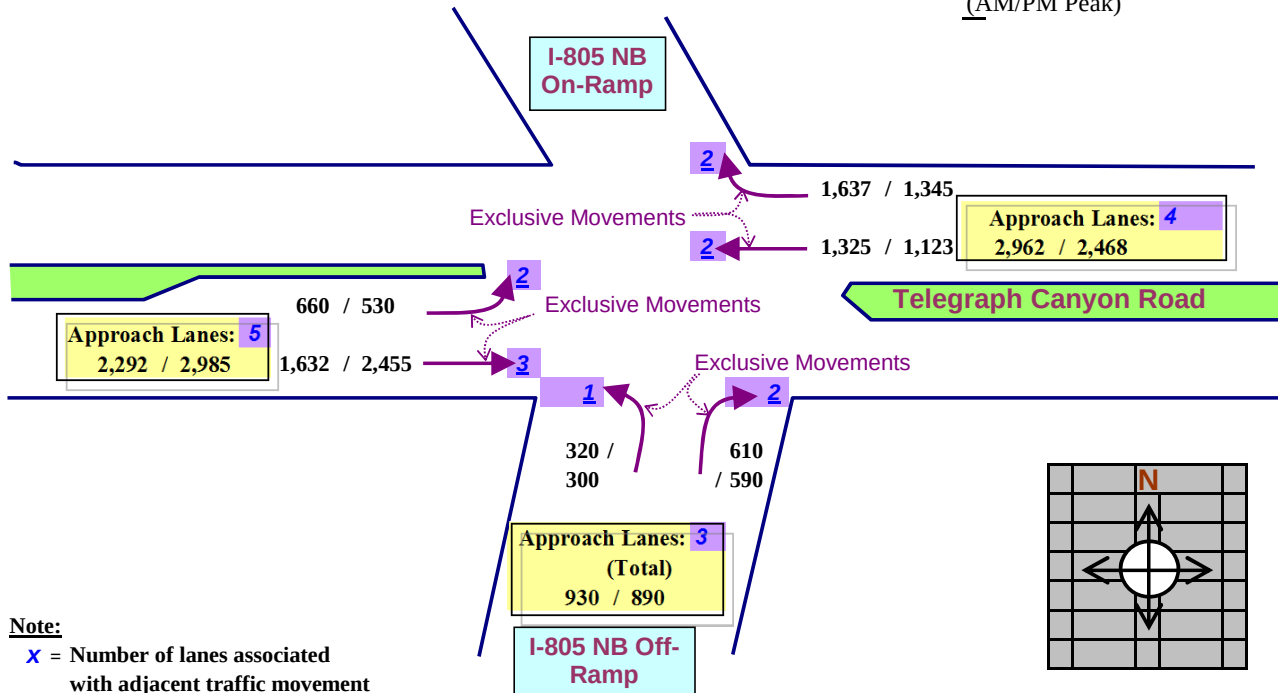
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OTAY RANCH VILLAGE 13

LOCATION: I-805 NB / TELEGRAPH CANYON RD.

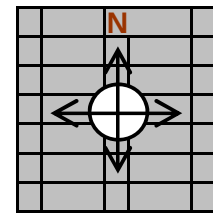
Scenario: 2025 + Project Buildout

(AM/PM Peak)



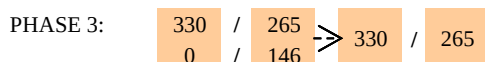
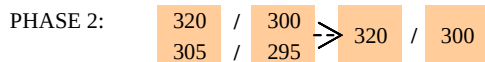
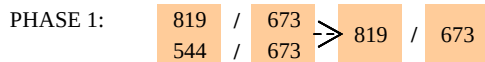
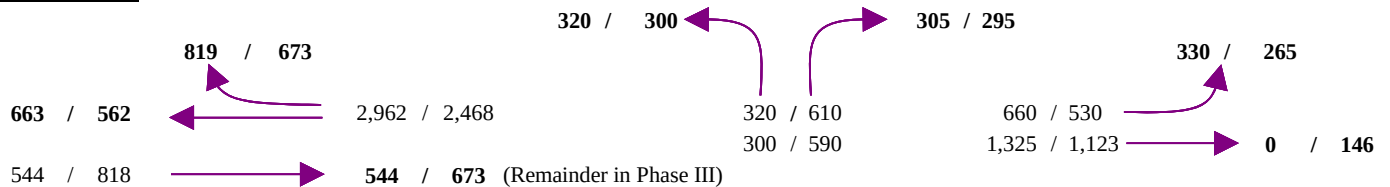
Note:

x = Number of lanes associated with adjacent traffic movement



(Indicate "N" on North Arrow)

ILV per Lane:



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

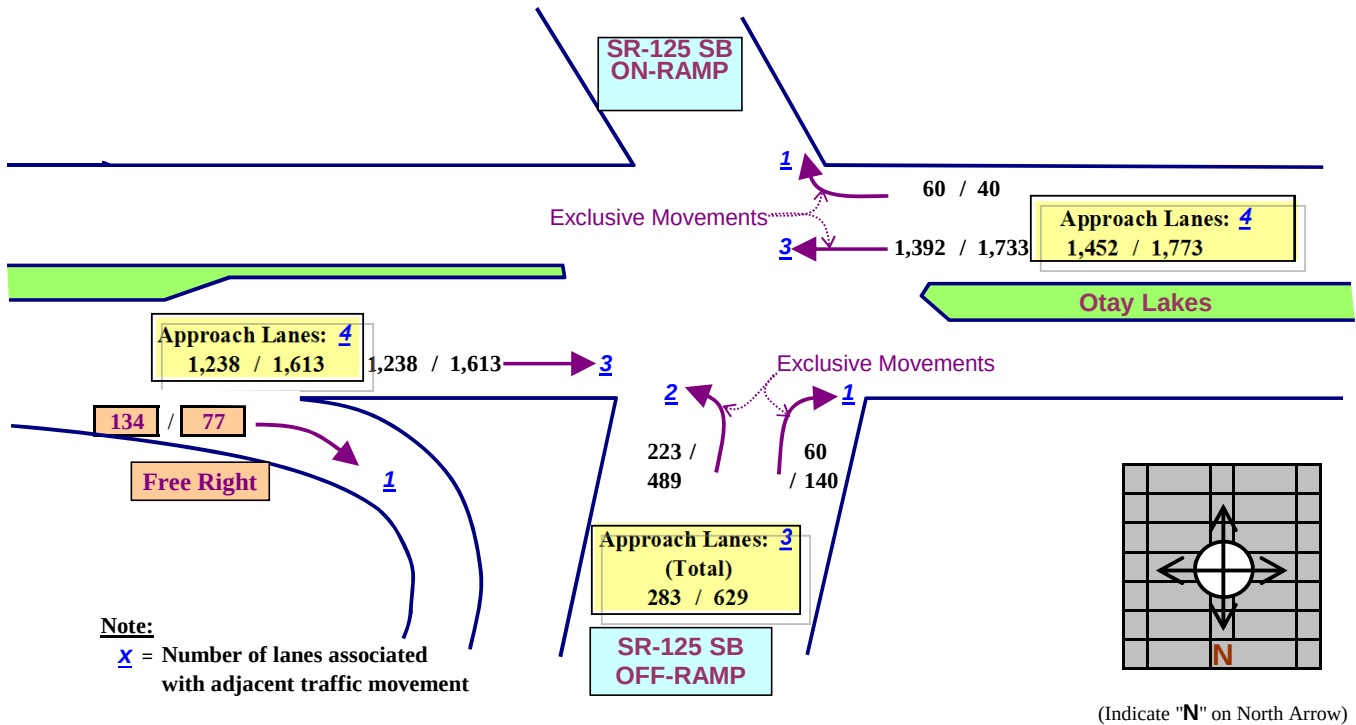
THEREFORE, INTERSECTION OPERATES : AT CAPACITY (in AM)
& AT CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

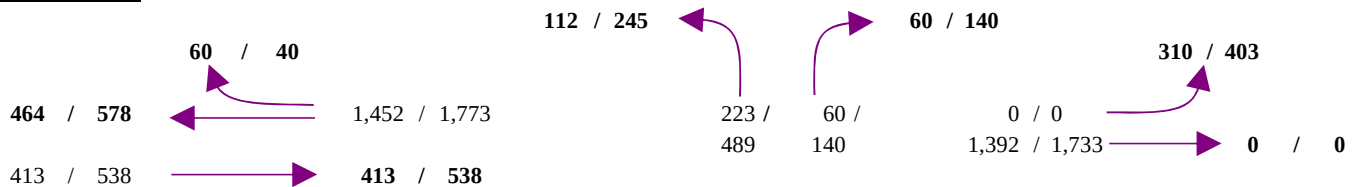
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** 2025 + Project Buildout
LOCATION: SR-125 SB / Otay Lakes (AM/PM Peak)



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

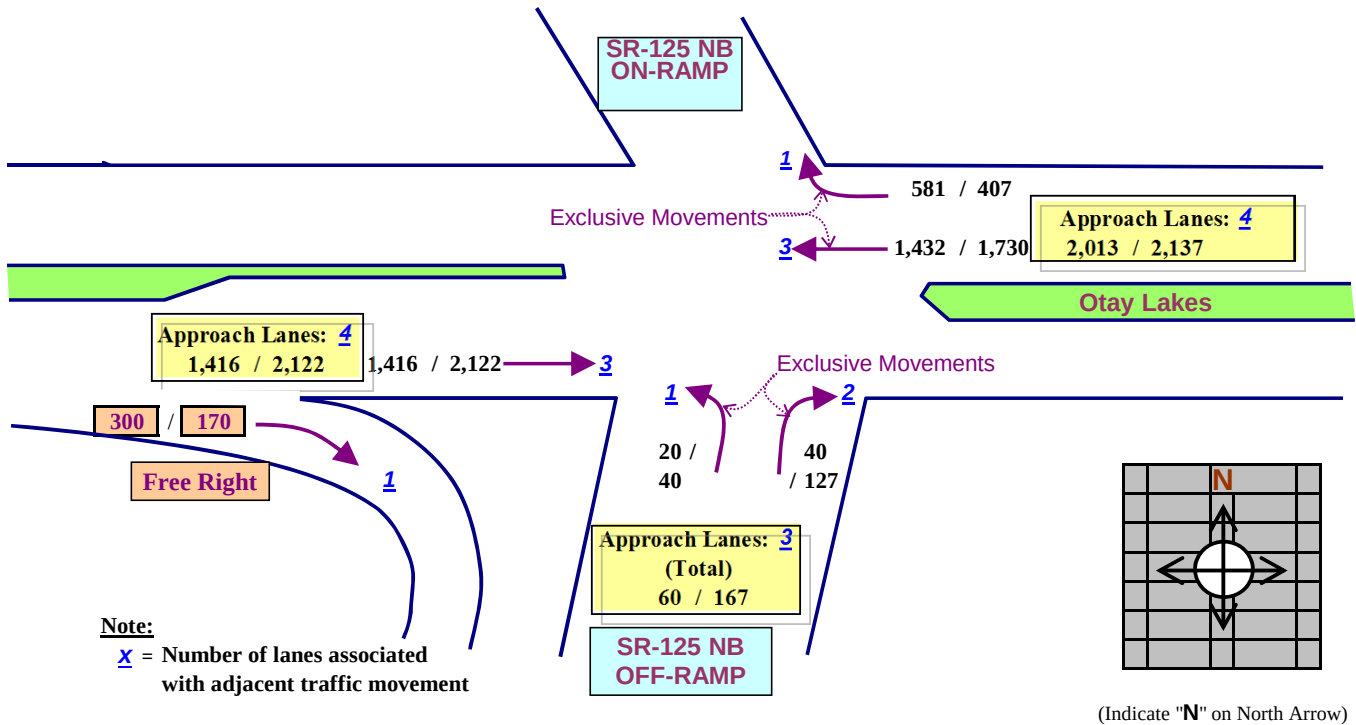
THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& AT CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

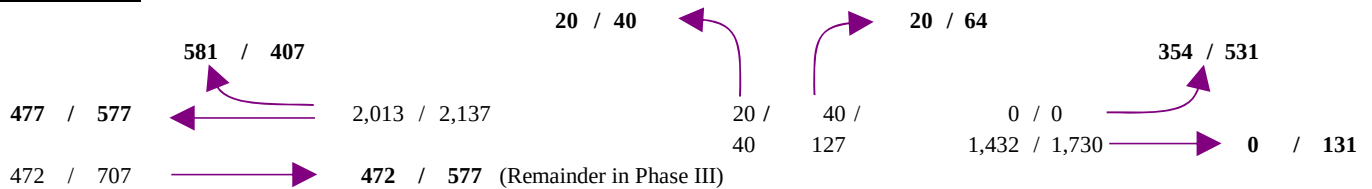
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** 2025 + Project Buildout
LOCATION: SR-125 NB / Otay Lakes (AM/PM Peak)



ILV per Lane:



PHASE 1: 581 / 577 > 581 / 577

PHASE 2: 20 / 64 > 20 / 64

PHASE 3: 354 / 531 > 354 / 531

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

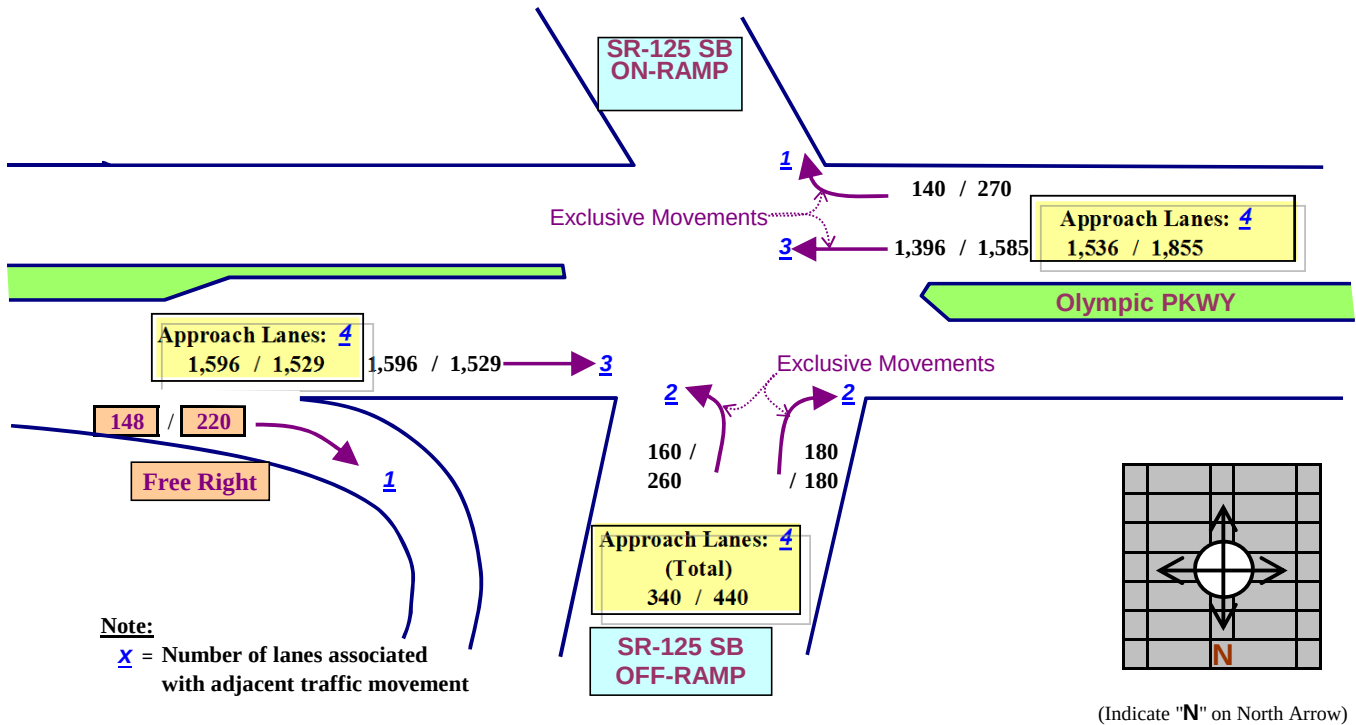
THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

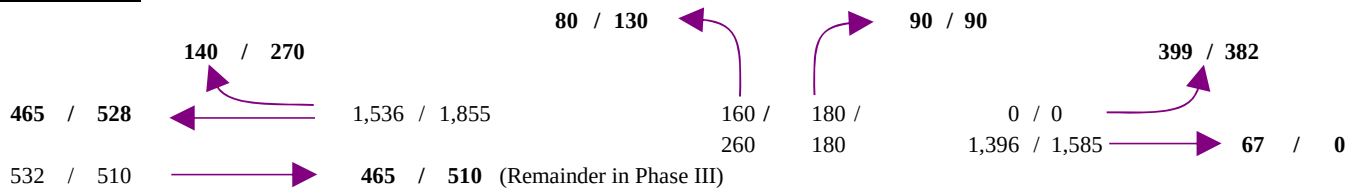
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** 2025 + Project Buildout
LOCATION: SR-125 SB / Olympic PKWY (AM/PM Peak)



ILV per Lane:



PHASE 1:

465	/	528
465	/	510

 > 465 / 528

PHASE 2:

80	/	130
90	/	90

 > 90 / 130

PHASE 3:

399	/	382
67	/	0

 > 399 / 382

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

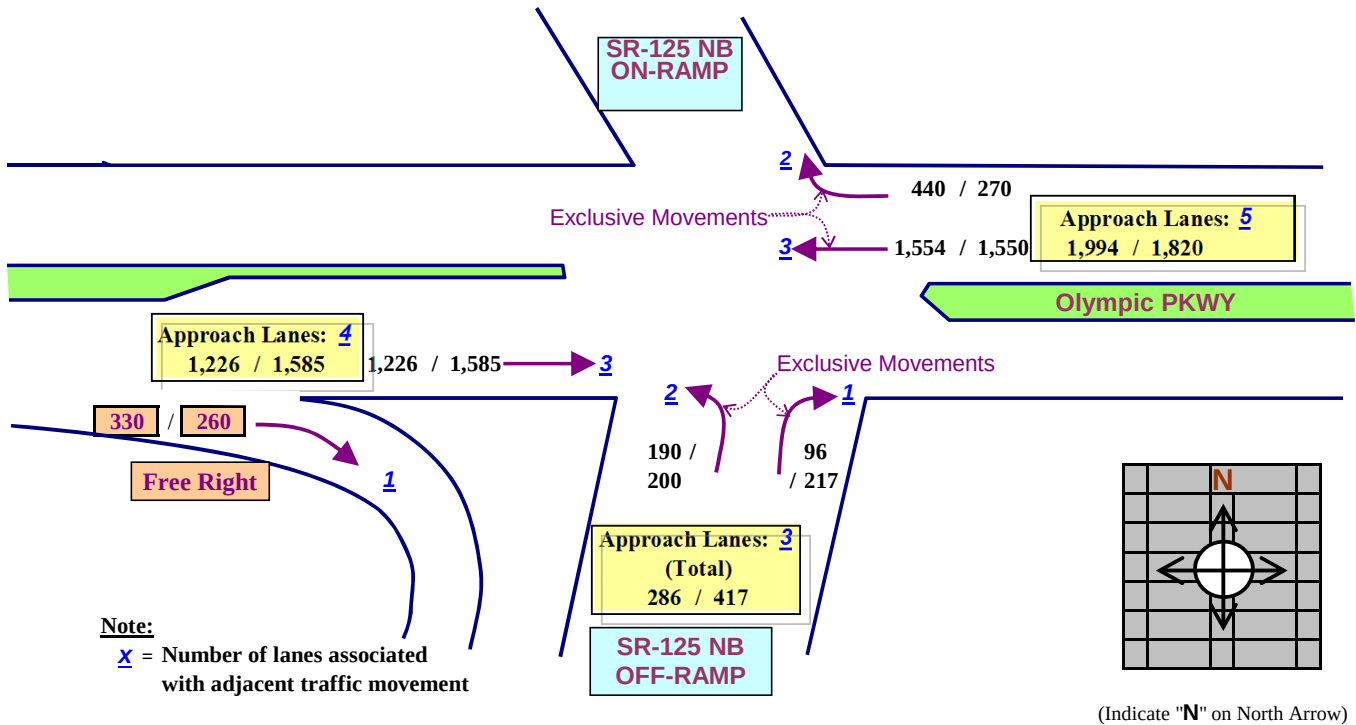
THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

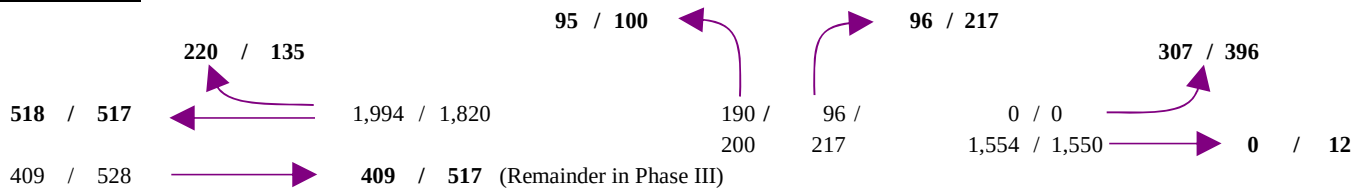
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** 2025 + Project Buildout
LOCATION: SR-125 NB / Olympic PKWY (AM/PM Peak)



ILV per Lane:



PHASE 1: 518 / 517, 409 / 517

PHASE 2: 95 / 100, 96 / 217

PHASE 3: 307 / 396, 0 / 12

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

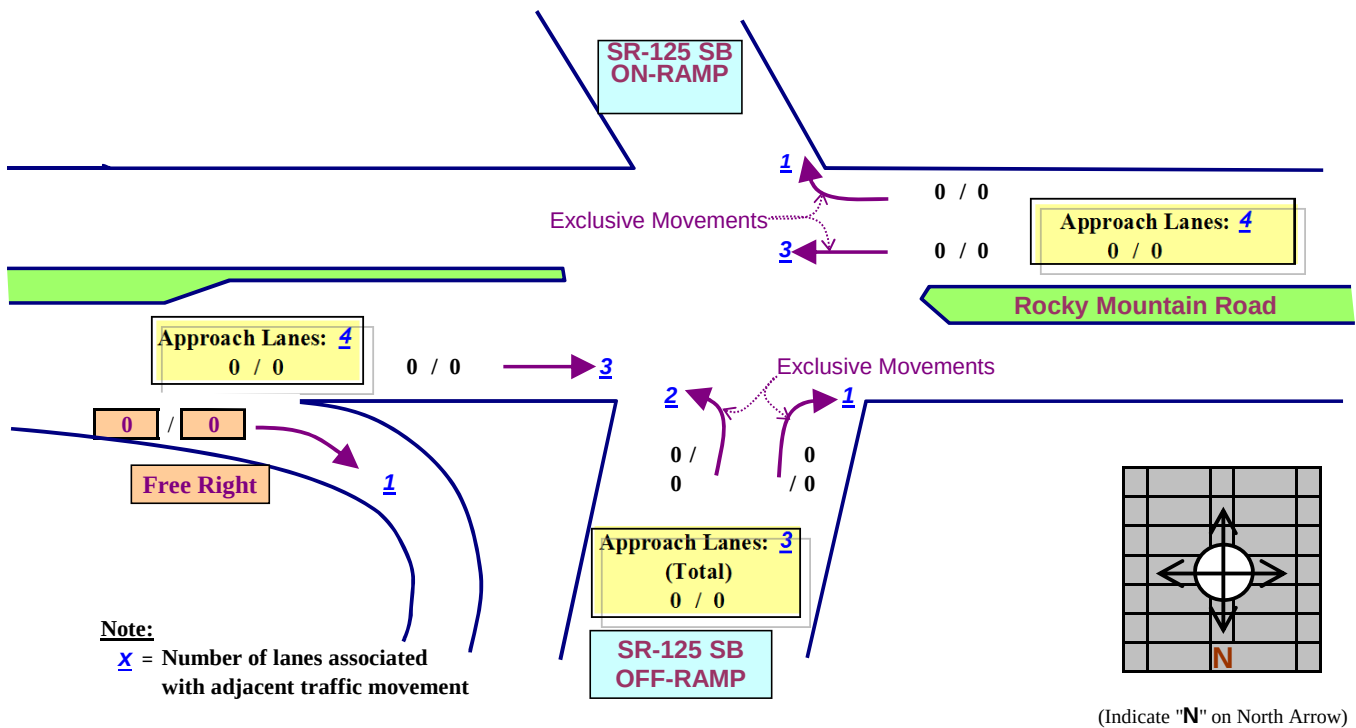
THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

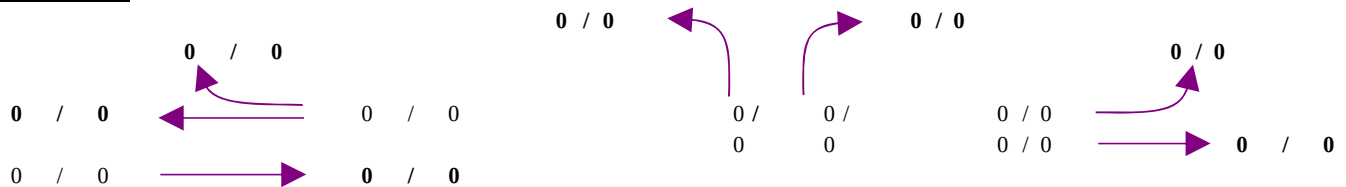
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** 2025 + Project Buildout
LOCATION: SR-125 SB / Rocky Mountain Road (AM/PM Peak)



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

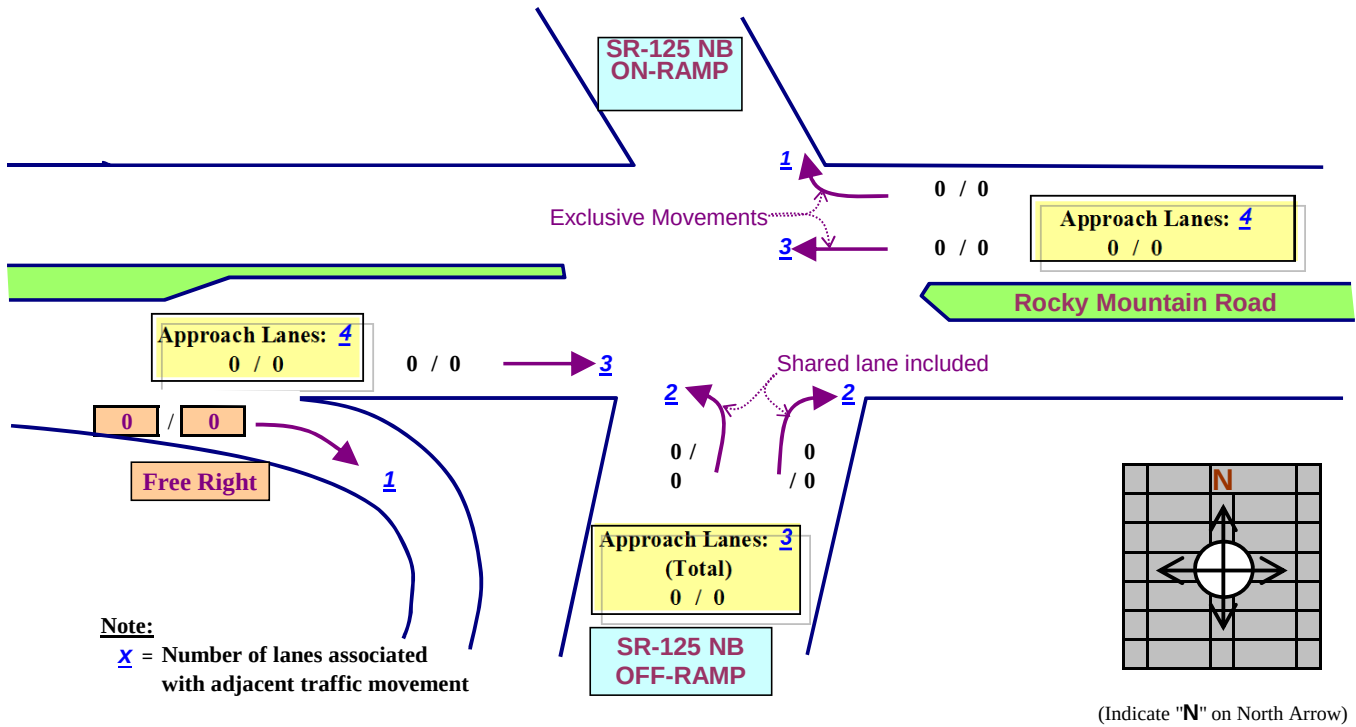
THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& UNDER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

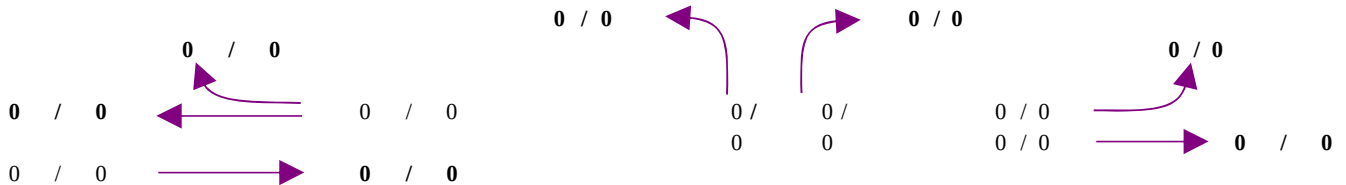
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** 2025 + Project Buildout
LOCATION: SR-125 NB / Main Street (AM/PM Peak)



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

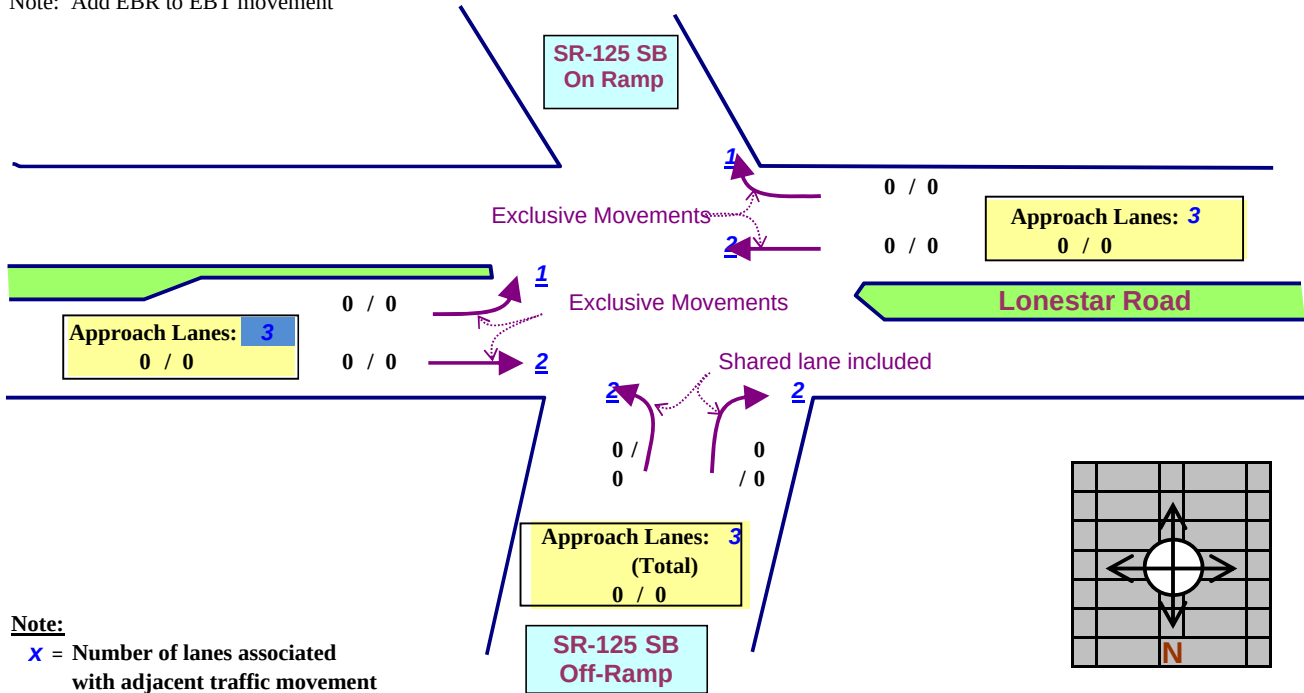
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: SR-125 SB Ramps / Otay Valley Road

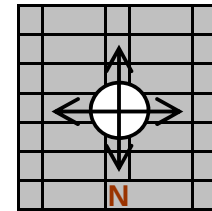
Scenario: 2025 + Project Buildout
(AM/PM Peak)

Note: Add EBR to EBT movement



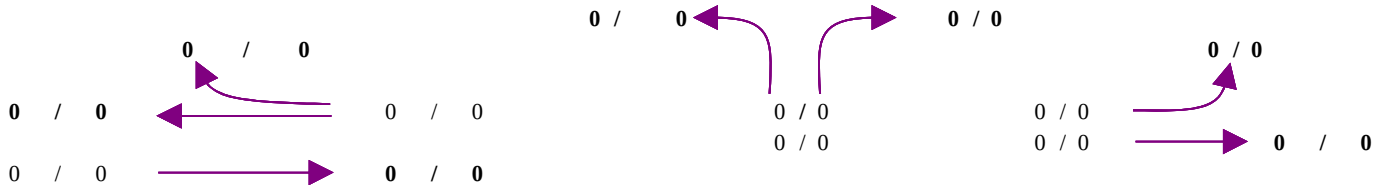
Note:

x = Number of lanes associated with adjacent traffic movement



(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1: 0 / 0 > 0 / 0

PHASE 2: 0 / 0 > 0 / 0

PHASE 3: 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)

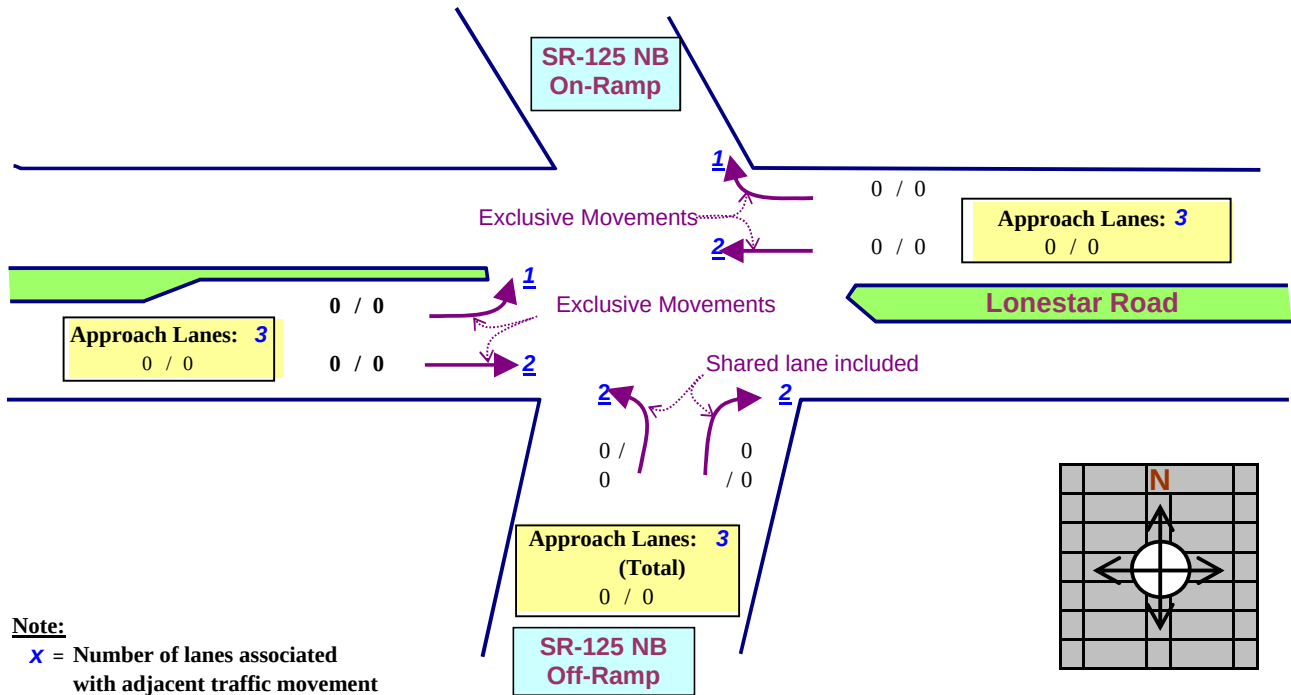
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: SR-125 NB Ramps / Otay Valley Road

Scenario: 2025 + Project Buildout
(AM/PM Peak)

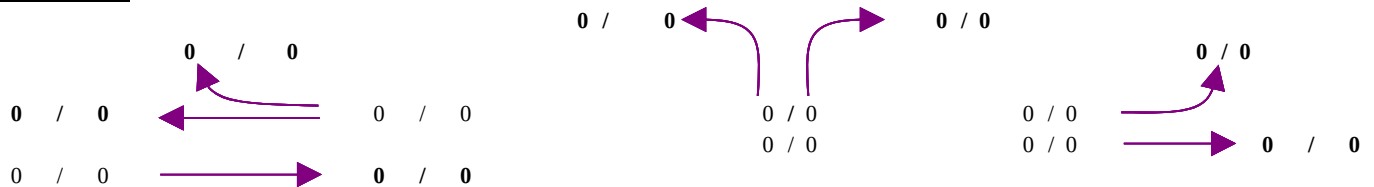


Note:

x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:	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

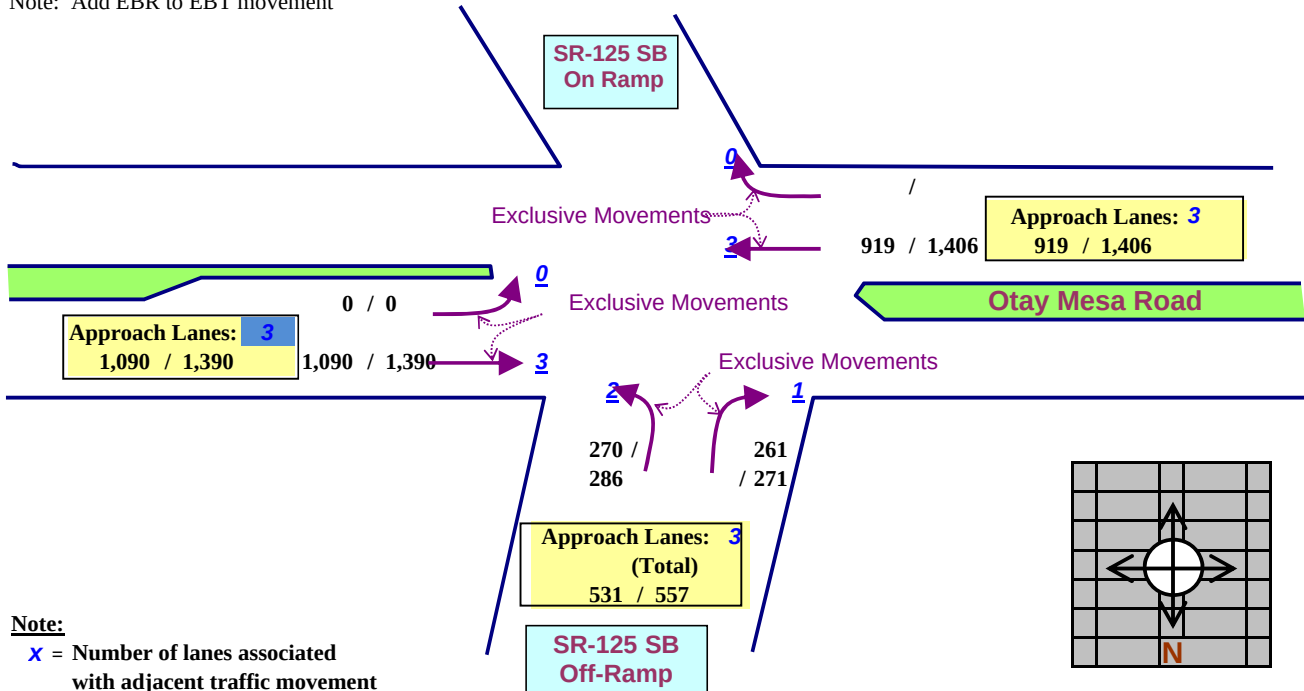
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: 58. SR-125 SB Ramps / Otay Mesa Road (City of SD)

Scenario: 2025 + Project Buildout
(AM/PM Peak)

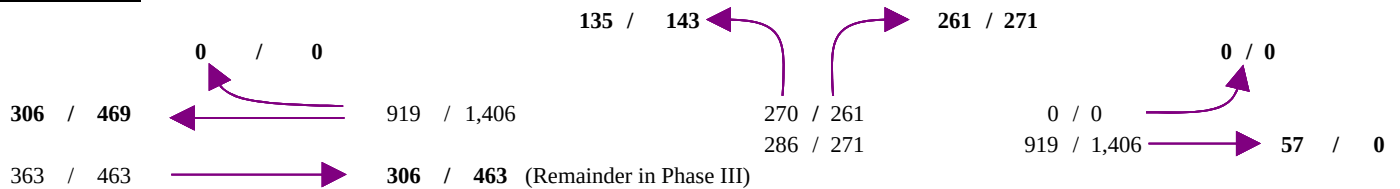
Note: Add EBR to EBT movement



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1: 306 / 469 > 306 / 469

PHASE 2: 135 / 143 > 261 / 271

PHASE 3: 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)

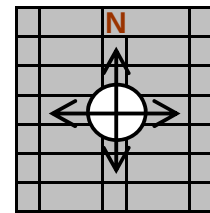
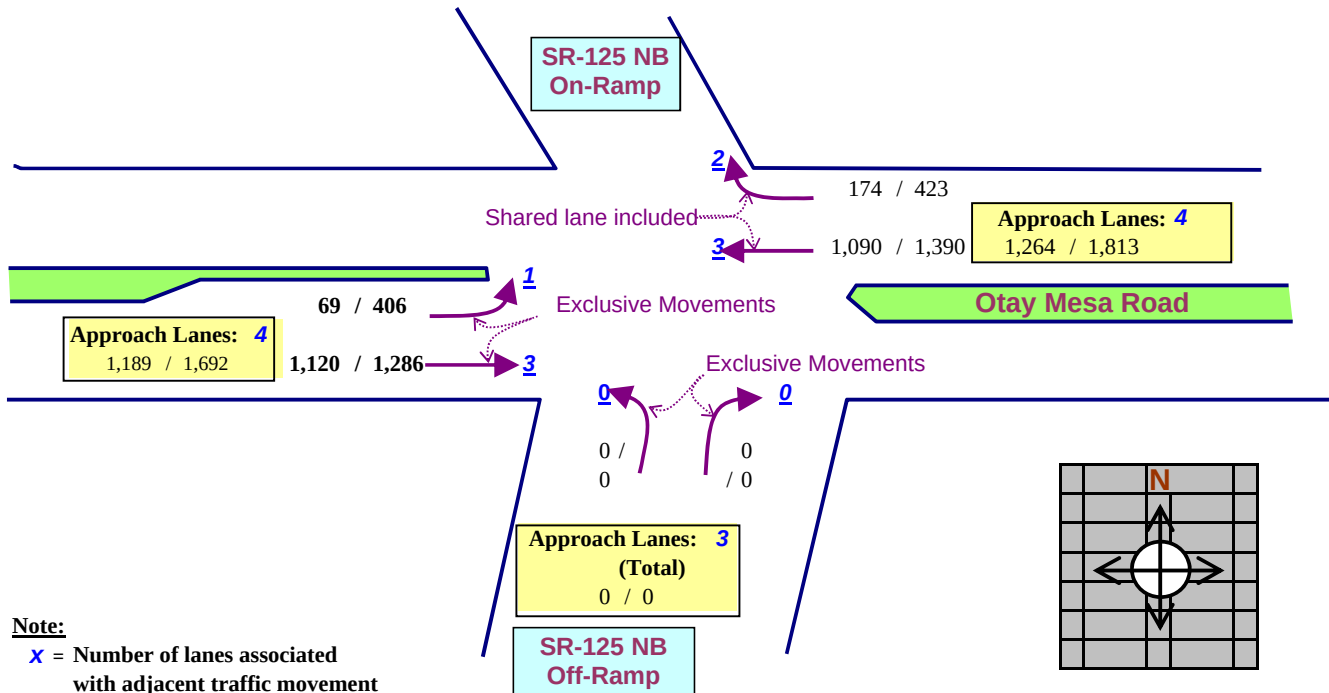
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

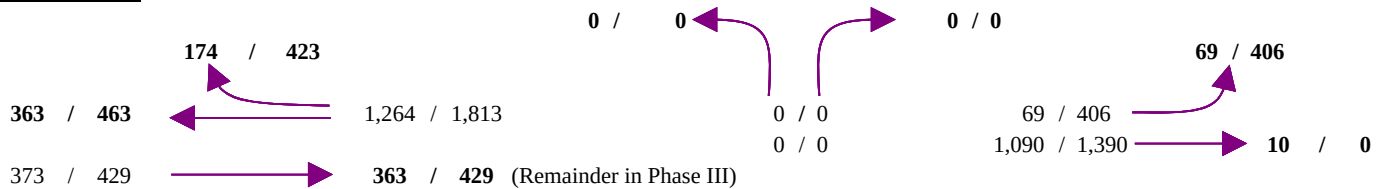
LOCATION: 59. SR-125 NB Ramps / Otay Mesa Road (City of SD)

Scenario: 2025 + Project Buildout
(AM/PM Peak)



(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:	363 / 363	/	463 / 429	⇒	363 / 463
PHASE 2:	0 / 0	/	0 / 0	⇒	0 / 0
PHASE 3:	69 / 10	/	406 / 0	⇒	69 / 406

OPERATING LEVEL:

ILV/HR. = 432 in AM ==> ILV: <1,200M
and 869 in PM ==> ILV <1,200

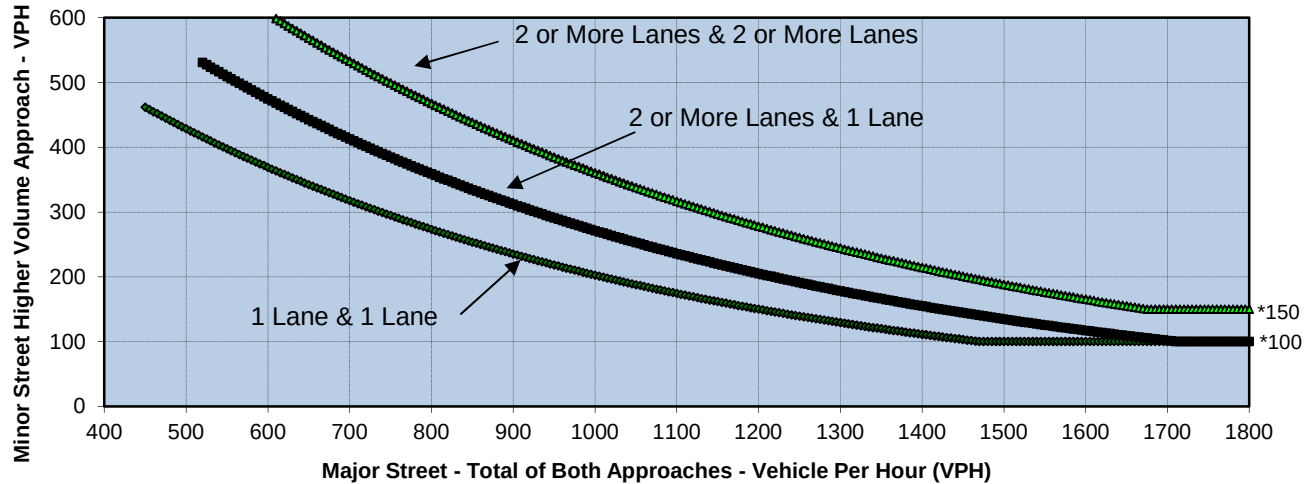
TOTAL = 432 / 869 ILV/HR. in the AM / PM peak hours

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

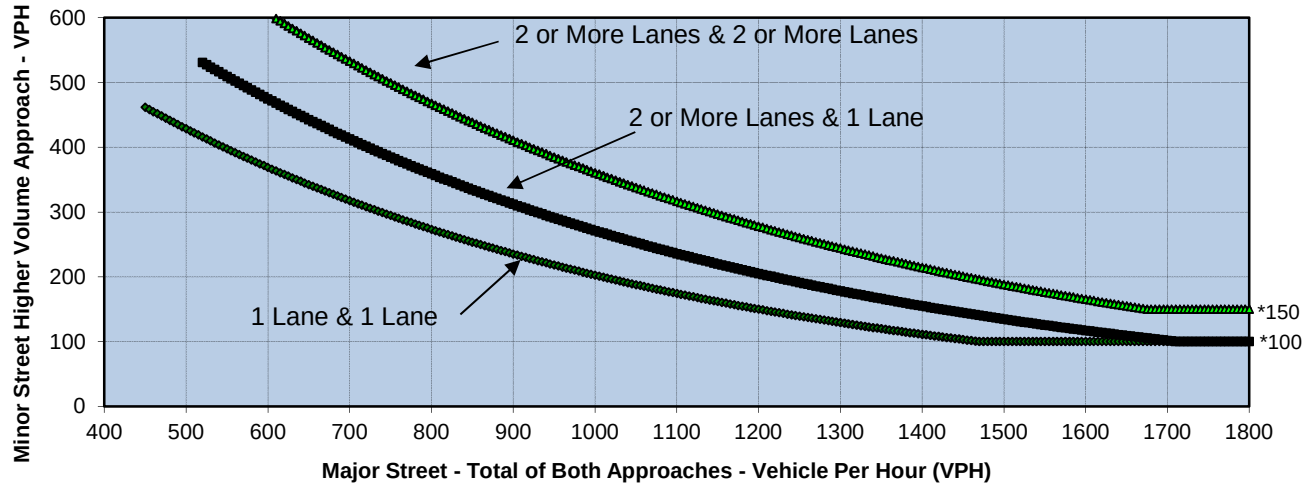
	NB	SB	EB	WB
Left	10	0	0	295
Through	0	0	880	1,216
Right	138	0	100	0
Total	148	0	980	1,511

Major Street Direction

	North/South
x	East/West

	Major Street	Minor Street	<u>Warrant Met</u>
	Otay Lakes Road	Wueste Road	
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

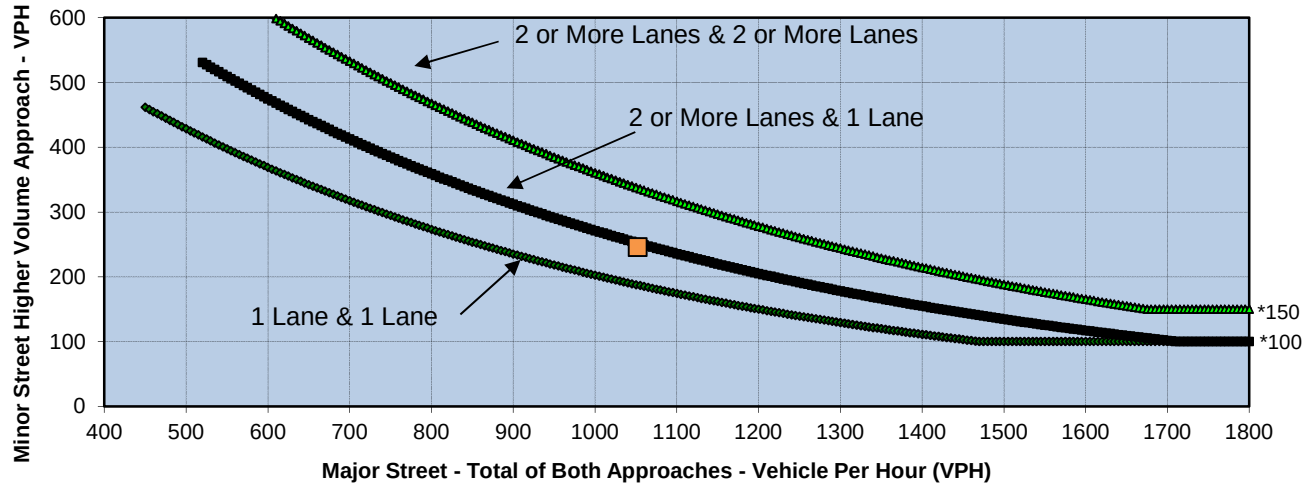
	NB	SB	EB	WB
Left	10	0	0	145
Through	0	0	1,394	979
Right	259	0	50	0
Total	269	0	1,444	1,124

Major Street Direction

	North/South
x	East/West

	Major Street	Minor Street	<u>Warrant Met</u>
	Otay Lakes Road	Wueste Road	
Number of Approach Lanes	1	1	<u>YES</u>
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

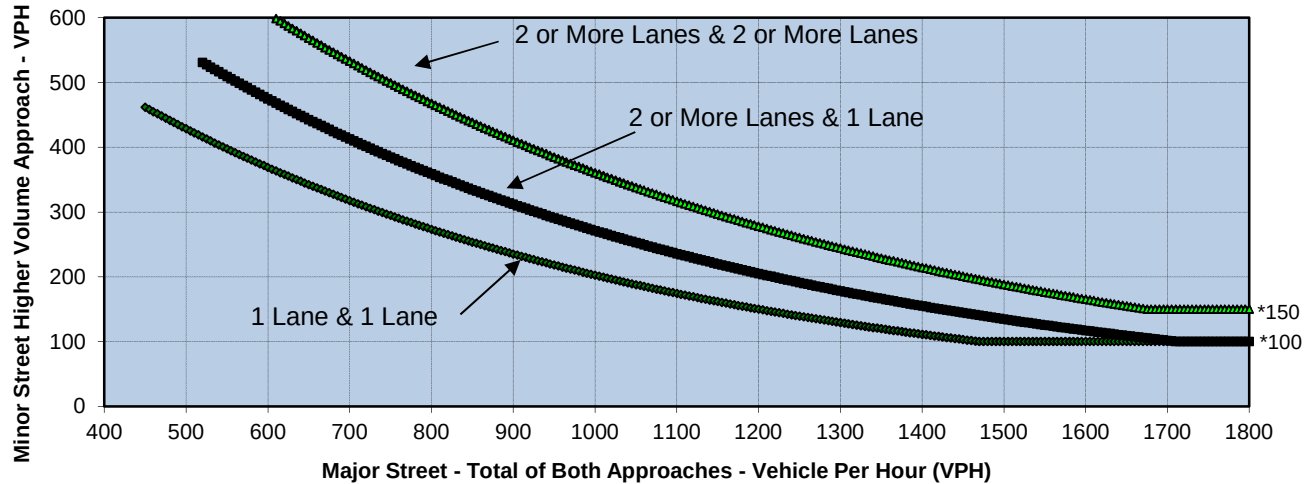
	NB	SB	EB	WB
Left	223	0	117	0
Through	610	89	0	0
Right	0	130	129	0
Total	833	219	246	0

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 / 0	10		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 / 0	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 in
		Del/ Veh	V/ C		Del/ Veh	V/ 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	0	0	0	1	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
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	0	0	0	1	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 / 0	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 / 0	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		Future		Change in
		LOS	Del/ Veh C	LOS	Del/ 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	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
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
Final Volume:	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	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	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	0	0	0	1	0	1	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
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
Final Volume:	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
		LOS	Del/ Veh C	LOS	Del/ 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	Del/ Veh	V/ C	LOS	Del/ Veh	V/ 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	2	0	3	0	1	1	0	2	0	1	1	0	2	0	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
Final Volume:	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	1	0	0	1	0	1	0	3	0	1	2	0	2	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
Final Volume:	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	0	0	15	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	
Lanes:	0	0	0	0	2	0	0	0	0	2	0	0	2	0	1	2	0	2	0	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
Final Volume:	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	0	0	10	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0	
Y+R:	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	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	0	2	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
Final Volume:	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

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	1	0	0	1	0	1	0	2	1	0	1	0	2	1	0

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
User Adj:	1.00	1.00	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	2609	149	92	2414	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	69	92	69	57	92	92	2609	149	92	2414	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	2609	149	92	2414	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	0.55	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	2.84	0.16	1.00	2.92	0.08
Final Sat.:	1071	729	972	1039	650	1040	1769	5067	289	1769	5229	149

Capacity Analysis Module:

Vol/Sat:	0.27	0.09	0.09	0.07	0.09	0.09	0.05	0.51	0.51	0.05	0.46	0.46
Crit Moves:	****						****			****		
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.06	0.57	0.57	0.06	0.56	0.56
Volume/Cap:	0.91	0.32	0.32	0.22	0.30	0.30	0.82	0.91	0.91	0.91	0.82	0.82
Delay/Veh:	65.9	30.6	30.6	29.7	30.4	30.4	87.8	25.8	25.8	112.4	21.6	21.6
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:	65.9	30.6	30.6	29.7	30.4	30.4	87.8	25.8	25.8	112.4	21.6	21.6
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	26	26

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 #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	0	1	1	0	2	1	0	1	0	2	1	0

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

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

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

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	1		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
User Adj:	1.00	1.00	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	280	0	0	0	0	2168	595	297	2609	0
Reduct Vol:	0	0	50	0	0	0	0	0	105	0	0	0
Reduced Vol:	469	0	230	0	0	0	0	2168	490	297	2609	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	230	0	0	0	0	2168	490	297	2609	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	0.43	0.31	0.17	0.51	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:	0.78	0.00	0.83	0.00	0.00	0.00	0.00	0.83	0.61	0.83	0.72	0.00
Delay/Veh:	38.3	0.0	51.1	0.0	0.0	0.0	0.0	19.1	15.1	46.1	7.5	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:	38.3	0.0	51.1	0.0	0.0	0.0	0.0	19.1	15.1	46.1	7.5	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	A	A
DesignQueue:	9	0	9	0	0	0	0	19	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 #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	1	0	1	0	1	1	0	2	1	0	1	0	2	1	0

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
Final Volume:	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	2	0	1	1	0	2	0	3	0	1	2	0	2	1	0

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
Final Volume:	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	0	2	2	0	2	0	1	2	0	3	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	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
Final Volume:	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
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	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	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	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	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	36.6
LOS by Move:	D	D	B	E	D	B	D	C	C	D	D	D	D
DesignQueue:	12	21	7	4	15	7	12	13	14	6	15	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 (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	0	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	1	1	0	3	0	0	1	0	2	1	0	2	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
Final Volume:	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	2	0	0	1	0	0	3

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
Final Volume:	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	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	2	0	0	0	0	0	0	0	3	0	1	0	0	3	0	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
Final Volume:	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	1	2	0	2	0	1	2	0	3	0	2	2	0	2	1	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
User Adj:	1.00	1.00	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
Final Volume:	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	0	0	1	0	1	0	1	2	0	3	0	0	0	0	2	1	0

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
Final Volume:	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	0	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	1	1	0	3	0	0	0	2	1	0	0	2	1

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
Final Volume:	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	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:	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	1	0	2	1	0	1	0	2	1	0

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
Final Volume:	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
Final Volume:	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
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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	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	1!	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	4.0	4.0
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	1	0	3	0	0

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
User Adj:	1.00	1.00	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
Final Volume:	34	0	34	0	0	0	0	469	92	34	664	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:	0.50	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:

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		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
User Adj:	1.00	1.00	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
Final Volume:	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	2	0	1	1	0	2	0	3	0	1	1	0	3	0	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
Final Volume:	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

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	1	0	1	0	0

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
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	1625	257	0	1350	0
Reduct Vol:	0	0	0	0	0	10	0	0	25	0	0	30
Reduced Vol:	0	0	0	309	6	190	0	1625	232	0	1350	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
Final Volume:	0	0	0	309	6	190	0	1625	232	0	1350	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	0.32	0.15	0.00	0.27	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	0.46	0.29	0.29	0.00	0.46	0.21	0.00	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	31.5	30.1	30.1	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	31.5	30.1	30.1	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	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 #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

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	0	0	15	0	0	15	0	0	15	0	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	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	0	0	0	0	3	0	1	0	0	3	0	2	0	0	3	0	2

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
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	223	0	0	0	0	1436	0	0	1442	492
Reduct Vol:	0	0	20	0	0	0	0	0	40	0	0	60
Reduced Vol:	217	6	203	0	0	0	0	1436	0	0	1442	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
Final Volume:	217	6	203	0	0	0	0	1436	0	0	1442	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	0.28	0.00	0.00	0.28	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	0.48	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.48	0.26
Delay/Veh:	17.6	17.6	19.1	0.0	0.0	0.0	0.0	7.3	0.0	0.0	7.3	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	19.1	0.0	0.0	0.0	0.0	7.3	0.0	0.0	7.3	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	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 #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	0	3	0	2	2	0	3	0	1	2	0	3	0	1

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
Final Volume:	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	0	1	2	0	2	1	0	2	0	2	0	1

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
Final Volume:	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

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:

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
User Adj:	1.00	1.00	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	469	223	23	561	57
Reduct Vol:	0	0	0	0	0	130	0	0	0	0	0	0
Reduced Vol:	97	23	6	40	57	213	372	469	223	23	561	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	469	223	23	561	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	0.93	0.93	0.93	0.97	0.97
Lanes:	1.00	0.80	0.20	1.00	1.00	1.00	2.00	1.36	0.64	1.00	1.81	0.19
Final Sat.:	1769	1445	361	1769	1862	1583	3432	2403	1143	1769	3332	340

Capacity Analysis Module:

Vol/Sat:	0.05	0.02	0.02	0.02	0.03	0.13	0.11	0.20	0.20	0.01	0.17	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.24	0.24	0.07	0.20	0.20	0.22	0.43	0.43	0.12	0.34	0.34
Volume/Cap:	0.50	0.07	0.07	0.34	0.15	0.67	0.50	0.45	0.45	0.11	0.50	0.50
Delay/Veh:	39.7	26.3	26.3	41.7	29.9	38.9	31.4	18.2	18.2	35.3	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:	39.7	26.3	26.3	41.7	29.9	38.9	31.4	18.2	18.2	35.3	24.0	24.0
LOS by Move:	D	C	C	D	C	D	C	B	B	D	C	C
DesignQueue:	4	1	1	2	2	9	8	10	10	1	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 #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

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	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1
----- ----- ----- ----- -----																				

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
User Adj:	1.00	1.00	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	97	92	177	280	0	0	0	0	57	0	34
Reduct Vol:	0	0	15	0	0	0	0	0	0	0	0	5
Reduced Vol:	0	97	77	177	280	0	0	0	0	57	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	97	77	177	280	0	0	0	0	57	0	29

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	0.05	0.05	0.10	0.15	0.00	0.00	0.00	0.00	0.03	0.00	0.02
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.25	0.25	0.49	0.74	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Volume/Cap:	0.00	0.21	0.19	0.21	0.20	0.00	0.00	0.00	0.00	0.21	0.00	0.12
Delay/Veh:	0.0	26.6	26.5	13.2	3.6	0.0	0.0	0.0	0.0	33.4	0.0	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:	0.0	26.6	26.5	13.2	3.6	0.0	0.0	0.0	0.0	33.4	0.0	32.8
LOS by Move:	A	C	C	B	A	A	A	A	A	C	A	C
DesignQueue:	0	4	3	5	4	0	0	0	0	2	0	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 #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	1	0	0	0	0	0	0	0	0	0	0	0	1	

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
Final Volume:	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
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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

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	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	1	0	1	0	0	0	3	0	1	0	0	3	0	1	0

Volume Module:

Base Vol:	0	0	0	190	5	200	0	1490	965	0	1730	600
Growth Adj:	1.00	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	190	5	200	0	1490	965	0	1730	600
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	217	6	229	0	1705	1104	0	1979	0
Reduct Vol:	0	0	0	0	0	10	0	0	10	0	0	35
Reduced Vol:	0	0	0	217	6	219	0	1705	1094	0	1979	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
Final Volume:	0	0	0	217	6	219	0	1705	1094	0	1979	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	1.95	0.05	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3111	82	1597	0	5083	1583	0	5083	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.14	0.00	0.34	0.69	0.00	0.39	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.15	0.15	0.15	0.00	0.78	0.78	0.00	0.78	0.00
Volume/Cap:	0.00	0.00	0.00	0.45	0.45	0.89	0.00	0.43	0.89	0.00	0.50	0.00
Delay/Veh:	0.0	0.0	0.0	54.1	54.1	75.0	0.0	5.1	18.8	0.0	5.6	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	54.1	54.1	75.0	0.0	5.1	18.8	0.0	5.6	0.0
LOS by Move:	A	A	A	D	D	E	A	A	B	A	A	A
DesignQueue:	0	0	0	7	7	15	0	12	22	0	14	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 #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

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	0	0	15	0	0	15	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	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	3	0	1	0	0	3	0	1

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
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	1608	0	0	2265	303
Reduct Vol:	0	0	40	0	0	0	0	0	15	0	0	20
Reduced Vol:	395	6	263	0	0	0	0	1608	0	0	2265	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
Final Volume:	395	6	263	0	0	0	0	1608	0	0	2265	283

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

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:	36.8	27.2	27.2	0.0	0.0	0.0	0.0	13.7	0.0	0.0	17.8	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:	36.8	27.2	27.2	0.0	0.0	0.0	0.0	13.7	0.0	0.0	17.8	11.4
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	23	7

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 #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	3	0	1	2	0	3	0	1

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
User Adj:	1.00	1.00	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
Final Volume:	360	297	64	400	315	292	269	995	87	80	1613	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	0.04	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.

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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	0	0	15	0	0	15	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	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	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
Final Volume:	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.

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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	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	0	0	0	0	0	0	3	0	1	0	1	2	0	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
Final Volume:	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
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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	0	1	1	0

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
Final Volume:	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
AM 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): 0.508

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	2	0	0	0	1	0	0	3	0	0	0	0	3	0	0

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
Final Volume:	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	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	2	1	1	1	1

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
Final Volume:	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	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	1	0	3	0	0	0	2	1	0	0	2	1

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
User Adj:	1.00	1.00	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
Final Volume:	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

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		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		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0

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
User Adj:	1.00	1.00	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	704	40	51	297	51	63	51	69	46	80	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	704	40	51	297	51	63	51	69	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
Final Volume:	34	704	40	51	297	51	63	51	69	46	80	92

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.97	0.97	0.84	0.84	0.84	0.80	0.90	0.90	0.85	0.85	0.85
Lanes:	1.00	0.95	0.05	0.13	0.74	0.13	1.00	0.43	0.57	0.21	0.37	0.42
Final Sat.:	1391	1748	99	206	1188	206	1518	729	972	339	593	677

Capacity Analysis Module:

Vol/Sat:	0.02	0.40	0.40	0.25	0.25	0.25	0.04	0.07	0.07	0.14	0.14	0.14
Crit Moves:	****									****		
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.04	0.60	0.60	0.37	0.37	0.37	0.18	0.31	0.31	0.60	0.60	0.60
Delay/Veh:	3.3	6.1	6.1	4.5	4.5	4.5	19.0	19.8	19.8	23.5	23.5	23.5
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:	3.3	6.1	6.1	4.5	4.5	4.5	19.0	19.8	19.8	23.5	23.5	23.5
LOS by Move:	A	A	A	A	A	A	B	B	B	C	C	C
DesignQueue:	0	9	9	5	5	5	2	3	3	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 (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	1	0	0	1	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
Final Volume:	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	xxxx	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
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		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		4.0	4.0	4.0		
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	0	1	0		1	0	0	1	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					
Final Volume:	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	1	0	2	0	0	0	0	0	0	0	1	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
Final Volume:	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	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	1	0	1	0	0	1	1	0	0	0	0	1	1	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
User Adj:	1.00	1.00	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	1	0	0	0	1	0	0	1	0	0	0	0	1	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
Final Volume:	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
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Shared Queue:	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
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ 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
Cumulative Year Base 2030 Conditions
PM 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	5.9	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
Cumulative Year Base 2030 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): 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	1	0	2	0	1	1	0	2	0	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
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
Final Volume:	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
PM 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): 0.753

Loss Time (sec): 12 Average Delay (sec/veh): 38.0

Optimal Cycle: 67 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	1	0	0	1	0	1	0	3	0	1	2	0	2	1	0

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

Base Vol:	410	30	230	120	230	220	70	560	225	290	810	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:	410	30	230	120	230	220	70	560	225	290	810	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:	469	34	263	137	263	252	80	641	257	332	927	57
Reduct Vol:	0	0	20	0	0	0	0	0	90	0	0	0
Reduced Vol:	469	34	243	137	263	252	80	641	167	332	927	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:	469	34	243	137	263	252	80	641	167	332	927	57

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	0.94	0.97
Lanes:	2.00	1.00	1.00	1.00	0.51	0.49	1.00	3.00	1.00	2.00	2.83	0.17
Final Sat.:	3432	1862	1583	1769	882	844	1769	5083	1583	3432	5040	311

Capacity Analysis Module:

Vol/Sat:	0.14	0.02	0.15	0.08	0.30	0.30	0.05	0.13	0.11	0.10	0.18	0.18
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.43	0.43	0.15	0.40	0.40	0.07	0.17	0.17	0.13	0.23	0.23
Volume/Cap:	0.75	0.04	0.36	0.52	0.75	0.75	0.69	0.75	0.63	0.75	0.80	0.80
Delay/Veh:	42.0	15.9	18.7	39.0	29.4	29.4	59.3	41.5	41.7	47.1	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:	42.0	15.9	18.7	39.0	29.4	29.4	59.3	41.5	41.7	47.1	38.3	38.3
LOS by Move:	D	B	B	D	C	C	E	D	D	D	D	D
DesignQueue:	11	1	8	6	18	18	4	11	8	8	14	14

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 #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	0	0	15	0	0	0	15	0	0	0	15	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	2	0	0	0	0	2	0	0	2	0	1	2	0	2	0	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
Final Volume:	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

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	0	0	10	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	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:	280	0	655	0	0	0	560	2470	0	0	1500	1310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	0	655	0	0	0	560	2470	0	0	1500	1310
User Adj:	1.00	1.00	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:	320	0	749	0	0	0	641	2826	0	0	1716	1499
Reduct Vol:	0	0	110	0	0	0	0	0	0	0	0	260
Reduced Vol:	320	0	639	0	0	0	641	2826	0	0	1716	1239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	320	0	639	0	0	0	641	2826	0	0	1716	1239

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:	0.18	0.00	0.23	0.00	0.00	0.00	0.19	0.56	0.00	0.00	0.49	0.44
Crit Moves:	****						****			****		
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.19	0.67	0.00	0.00	0.49	0.49
Volume/Cap:	0.78	0.00	1.00	0.00	0.00	0.00	1.00	0.82	0.00	0.00	1.00	0.91
Delay/Veh:	43.9	0.0	70.9	0.0	0.0	0.0	72.9	13.0	0.0	0.0	44.9	32.1
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:	43.9	0.0	70.9	0.0	0.0	0.0	72.9	13.0	0.0	0.0	44.9	32.1
LOS by Move:	D	A	E	A	A	A	E	B	A	A	D	C
DesignQueue:	14	0	16	0	0	0	15	21	0	0	28	21

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	1	0	0	1	0	1	0	2	1	0	1	0	2	1	0

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
Final Volume:	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	0	1	1	0	2	1	0	1	0	2	1	0

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
Final Volume:	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	1	0		0		0	0	0		3		0		1	1		0		3		0		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
User Adj:	1.00	1.00	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
Final Volume:	641	0	255	0	0	0	0	2494	584	240	1773	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	0.16	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	1	0	1	0	1	1	0	2	1	0	1	0	2	1	0

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
Final Volume:	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
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

Volume Module: >> Count Date: 4 Oct 2005 <<	North Bound				South Bound				East Bound				West Bound			
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	
Final Volume:	441	1241	375		263	898	303		275	1167	408		297	955	206	

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	0.93	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	

Capacity Analysis Module:	North Bound				South Bound				East Bound				West Bound			
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
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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	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1

Volume Module: >> Count Date: 4 Oct 2005 <<	North Bound				South Bound				East Bound				West Bound			
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				
Final Volume:	561	1219	496	189	749	232	595	1058	413	257	1041	271				

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	0.93	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:	North Bound				South Bound				East Bound				West Bound			
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	0	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	1	1	0	3	0	0	1	0	2	1	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
User Adj:	1.00	1.00	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
Final Volume:	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	2	0	0	1	0	0	1

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
Final Volume:	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	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	2	0	0	0	0	0	0	0	3	0	1	0	0	3	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
Final Volume:	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	3	0	2	2	0	2	1	0

Volume Module: >> Count Date: 4 Oct 2005 <<	North Bound				South Bound				East Bound				West Bound			
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	
Final Volume:	606	538	177		183	641	436		606	1110	809		332	709	103	

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	0.93	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:	North Bound				South Bound				East Bound				West Bound			
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	0	0	1	0	1	0	1	2	0	3	0	0	0	0	2	1	0

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
Final Volume:	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	0	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	1	1	0	3	0	0	0	2	1	0	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
Final Volume:	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	0	1	2	0	2	1	0	2	0	3	0	1

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
Final Volume:	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	1	0	2	1	0

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	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
User Adj:	1.00	1.00	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
Final Volume:	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	
Y+R:	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	0	0	0	2	0	1	1	0	3	0	0	
	-----				-----				-----				-----							

Volume Module:

Base Vol:	70		0		60		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
Initial Bse:	70		0		60		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
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:	80		0		69		0		0		0		606		92		57		538		0
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0
Reduced Vol:	80		0		69		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
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00
Final Volume:	80		0		69		0		0		0		606		92		57		538		0

Saturation Flow Module:

Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900
Adjustment:	0.80		1.00		0.80		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		2.00		1.00		1.00		3.00		0.00
Final Sat.:	818		0		701		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		0.17		0.06		0.03		0.11		0.00
Crit Moves:	****												****				****				
Green/Cycle:	0.32		0.00		0.32		0.00		0.00		0.00		0.57		0.57		0.11		0.68		0.00
Volume/Cap:	0.30		0.00		0.30		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		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
AdjDel/Veh:	18.0		0.0		18.0		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		C		A		A
DesignQueue:	4		0		4		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	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
Final Volume:	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

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	2	0	1	1	0	2	0	3	0	1	1	0	3	0	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
User Adj:	1.00	1.00	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	492	492	320	263	1505	343	315	1247	526
Reduct Vol:	0	0	120	0	0	0	0	0	120	0	0	120
Reduced Vol:	172	240	343	492	492	320	263	1505	223	315	1247	406
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	343	492	492	320	263	1505	223	315	1247	406

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	0.92	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	1698	1698	3432	2122	1382	3432	5083	1583	1769	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.10	0.14	0.20	0.14	0.23	0.23	0.08	0.30	0.14	0.18	0.25	0.26
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.28	0.28	0.13	0.30	0.30	0.10	0.27	0.27	0.16	0.33	0.33
Volume/Cap:	0.92	0.51	0.72	1.10	0.76	0.76	0.78	1.10	0.53	1.10	0.74	0.78
Delay/Veh:	76.8	23.0	27.6	105.9	26.9	26.9	43.7	84.8	24.6	114.9	24.0	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:	76.8	23.0	27.6	105.9	26.9	26.9	43.7	84.8	24.6	114.9	24.0	29.7
LOS by Move:	E	C	C	F	C	C	D	F	C	F	C	C
DesignQueue:	7	7	11	10	12	12	5	18	7	11	14	12

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 (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

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	1	0	1	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
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	2317	372	0	2128	0
Reduct Vol:	0	0	0	0	0	20	0	0	10	0	0	15
Reduced Vol:	0	0	0	309	6	283	0	2317	362	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
Final Volume:	0	0	0	309	6	283	0	2317	362	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	0.84	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	0.46	0.23	0.00	0.42	0.00
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.16	0.16	0.16	0.00	0.74	0.74	0.00	0.74	0.00
Volume/Cap:	0.00	0.00	0.00	0.61	0.57	0.57	0.00	0.61	0.31	0.00	0.56	0.00
Delay/Veh:	0.0	0.0	0.0	36.5	35.9	35.9	0.0	5.8	4.0	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	36.5	35.9	35.9	0.0	5.8	4.0	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	12	5	0	11	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 #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

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
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	154	0	0	0	0	2317	0	0	2260	435
Reduct Vol:	0	0	15	0	0	0	0	0	20	0	0	20
Reduced Vol:	166	6	139	0	0	0	0	2317	0	0	2260	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
Final Volume:	166	6	139	0	0	0	0	2317	0	0	2260	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	0.09	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.44	0.15
Crit Moves:	****						****			****		
Green/Cycle:	0.14	0.14	0.14	0.00	0.00	0.00	0.00	0.71	0.00	0.00	0.71	0.71
Volume/Cap:	0.39	0.39	0.64	0.00	0.00	0.00	0.00	0.64	0.00	0.00	0.62	0.21
Delay/Veh:	24.0	24.0	27.3	0.0	0.0	0.0	0.0	4.9	0.0	0.0	4.8	2.9
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:	24.0	24.0	27.3	0.0	0.0	0.0	0.0	4.9	0.0	0.0	4.8	2.9
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
DesignQueue:	2	2	4	0	0	0	0	9	0	0	9	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 #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	0	3	0	2	2	0	3	0	1	2	0	3	0	1

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
Final Volume:	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
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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

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:	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
User Adj:	1.00	1.00	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	418	183	252	549	217	229	1247	360	303	984	114
Reduct Vol:	0	0	0	0	0	90	0	0	0	0	0	60
Reduced Vol:	269	418	183	252	549	127	229	1247	360	303	984	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	418	183	252	549	127	229	1247	360	303	984	54

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	0.91	0.95	0.90	0.93	0.83
Lanes:	2.00	2.12	0.88	2.00	2.00	1.00	2.00	2.35	0.65	2.00	2.00	1.00
Final Sat.:	3432	3580	1569	3432	3538	1583	3432	4045	1169	3432	3538	1583

Capacity Analysis Module:

Vol/Sat:	0.08	0.12	0.12	0.07	0.16	0.08	0.07	0.31	0.31	0.09	0.28	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.28	0.28	0.08	0.26	0.36	0.09	0.38	0.38	0.11	0.40	0.40
Volume/Cap:	0.81	0.42	0.42	0.93	0.59	0.23	0.70	0.81	0.81	0.81	0.70	0.09
Delay/Veh:	49.1	23.6	23.6	74.2	26.8	18.2	41.9	24.7	24.7	47.1	21.9	15.2
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:	49.1	23.6	23.6	74.2	26.8	18.2	41.9	24.7	24.7	47.1	21.9	15.2
LOS by Move:	D	C	C	E	C	B	D	C	C	D	C	B
DesignQueue:	6	7	7	5	10	4	5	17	17	6	15	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 (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	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:	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
Final Volume:	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

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	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1

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
User Adj:	1.00	1.00	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	326	160	97	189	0	0	0	0	46	0	51
Reduct Vol:	0	0	30	0	0	0	0	0	0	0	0	10
Reduced Vol:	0	326	130	97	189	0	0	0	0	46	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
Final Volume:	0	326	130	97	189	0	0	0	0	46	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	0.18	0.08	0.05	0.10	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.61	0.61	0.19	0.81	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Volume/Cap:	0.00	0.28	0.13	0.28	0.13	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Delay/Veh:	0.0	8.2	7.3	31.5	1.9	0.0	0.0	0.0	0.0	39.0	0.0	39.2
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	8.2	7.3	31.5	1.9	0.0	0.0	0.0	0.0	39.0	0.0	39.2
LOS by Move:	A	A	A	C	A	A	A	A	A	D	A	D
DesignQueue:	0	7	3	4	2	0	0	0	0	2	0	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 #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	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1

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
Final Volume:	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	0	0	15	0	0	0	15	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	3	0	0	1	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
Final Volume:	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

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	1

Volume Module:

Base Vol:	680	5	475	0	0	0	0	1685	290	0	2050	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:	680	5	475	0	0	0	0	1685	290	0	2050	210
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:	778	6	543	0	0	0	0	1928	0	0	2346	240
Reduct Vol:	0	0	55	0	0	0	0	0	15	0	0	15
Reduced Vol:	778	6	488	0	0	0	0	1928	0	0	2346	225
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
Final Volume:	778	6	488	0	0	0	0	1928	0	0	2346	225

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	0.02	1.98	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1593	37	3148	0	0	0	0	5083	1900	0	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.49	0.16	0.16	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.46	0.14
Crit Moves:	****							****			****	
Green/Cycle:	0.47	0.47	0.47	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.45	0.45
Volume/Cap:	1.03	0.33	0.33	0.00	0.00	0.00	0.00	0.85	0.00	0.00	1.03	0.32
Delay/Veh:	64.1	18.2	18.2	0.0	0.0	0.0	0.0	30.5	0.0	0.0	59.0	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:	64.1	18.2	18.2	0.0	0.0	0.0	0.0	30.5	0.0	0.0	59.0	19.9
LOS by Move:	E	B	B	A	A	A	A	C	A	A	E	B
DesignQueue:	28	8	8	0	0	0	0	27	0	0	33	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 #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	3	0	1	2	0	3	0	1

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	
User Adj:	1.00	1.00	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:																
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:																
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
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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	0	0	15	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	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
Final Volume:	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
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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	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	0	0	0	0	0	0	3	0	1	0	1	2	0	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
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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	1	0	2	1	0	1	0	3	0	1	1	0	2	1	0

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
Final Volume:	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
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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): 0.535

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
Y+R:	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	2	0	0	0	1	0	0	3	0	0	0	0	3	0	0	

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
User Adj:	1.00	1.00	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
Final Volume:	0	0	0	343	0	326	0	1670	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	0.10	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
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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	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	1	0	3	0	0	0	2	1	1	1	1	1

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
User Adj:	1.00	1.00	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
Final Volume:	0	0	0	0	0	0	492	1522	0	0	1619	561

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	3.01	0.99
Final Sat.:	0	0	0	0	0	0	1769	5083	0	0	5137	1779

Capacity Analysis Module:

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
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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): 0.938

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	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	0	1	0	3	0	0	0	2	1	0	0	2	1

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
Final Volume:	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

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	0	1	0	0	1	0	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	50	350	60	50	585	60	35	90	50	70	130	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:	50	350	60	50	585	60	35	90	50	70	130	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:	57	400	69	57	669	69	40	103	57	80	149	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	400	69	57	669	69	40	103	57	80	149	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:	57	400	69	57	669	69	40	103	57	80	149	92

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	0.96	0.96	0.92	0.92	0.92	0.80	0.93	0.93	0.83	0.83	0.83
Lanes:	1.00	0.85	0.15	0.07	0.84	0.09	1.00	0.64	0.36	0.25	0.46	0.29
Final Sat.:	1067	1555	266	125	1468	151	1516	1132	629	395	734	451

Capacity Analysis Module:

Vol/Sat:	0.05	0.26	0.26	0.46	0.46	0.46	0.03	0.09	0.09	0.20	0.20	0.20
Crit Moves:	****						****					
Green/Cycle:	0.62	0.62	0.62	0.62	0.62	0.62	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.09	0.41	0.41	0.73	0.73	0.73	0.10	0.33	0.33	0.73	0.73	0.73
Delay/Veh:	4.6	6.0	6.0	10.4	10.4	10.4	16.2	17.6	17.6	25.9	25.9	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:	4.6	6.0	6.0	10.4	10.4	10.4	16.2	17.6	17.6	25.9	25.9	25.9
LOS by Move:	A	A	A	B	B	B	B	B	B	C	C	C
DesignQueue:	1	6	6	11	11	11	1	4	4	8	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 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]

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	1	0	0	1	0	0	0	1	0	0

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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
User Adj:	1.00	1.00	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	463	0	0	755	80	40	0	46	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	17	463	0	0	755	80	40	0	46	0	0	0

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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

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Capacity Module:

Cnflct Vol:	835	xxxx	xxxxx	xxxx	xxxx	xxxxx	1293	1293	795	1316	1333	463
Potent Cap.:	798	xxxx	xxxxx	xxxx	xxxx	xxxxx	180	163	387	135	154	599
Move Cap.:	798	xxxx	xxxxx	xxxx	xxxx	xxxxx	177	159	387	117	151	599
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.12	0.00	0.00	0.00

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Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	31.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	D	*	*	*	*	*

Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT

Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	387	xxxx	0	xxxxx

SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx

Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.5	xxxxx	xxxx	xxxxx

Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	*

ApproachDel:	xxxxxx	xxxxxx	22.9	xxxxxx

ApproachLOS:	*	*	C	*

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

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	0	1	0	0	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	165	130	50	80	110	40	50	630	160	20	370	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	130	50	80	110	40	50	630	160	20	370	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	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:	189	149	57	92	126	46	57	721	183	23	423	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	149	57	92	126	46	57	721	183	23	423	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	189	149	57	92	126	46	57	721	183	23	423	97

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.64	0.64	0.72	0.72	0.72	0.93	0.95	0.95	0.93	0.95	0.95
Lanes:	0.48	0.38	0.14	0.35	0.48	0.17	1.00	0.80	0.20	1.00	0.81	0.19
Final Sat.:	579	457	176	478	658	239	1769	1440	366	1769	1472	338

Capacity Analysis Module:

Vol/Sat:	0.33	0.33	0.33	0.19	0.19	0.19	0.03	0.50	0.50	0.01	0.29	0.29
Crit Moves:	****						****			****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.08	0.53	0.53	0.05	0.50	0.50
Volume/Cap:	0.95	0.95	0.95	0.56	0.56	0.56	0.41	0.95	0.95	0.28	0.58	0.58
Delay/Veh:	65.8	65.8	65.8	30.7	30.7	30.7	50.3	42.1	42.1	52.7	20.6	20.6
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:	65.8	65.8	65.8	30.7	30.7	30.7	50.3	42.1	42.1	52.7	20.6	20.6
LOS by Move:	E	E	E	C	C	C	D	D	D	D	C	C
DesignQueue:	17	17	17	11	11	11	3	30	30	1	17	17

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	1	0	2	0	0	0	0	0	0	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
Final Volume:	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	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	1	0	1	0	0	1	1	0	0	0	0	1	1	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
Final Volume:	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	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	490	0	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	1.00
Initial Bse:	0	0	0	0	0	0	0	490	0	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	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	0.87
PHF Volume:	0	0	0	0	0	0	0	561	0	0	0	526	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	0	0	561	0	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
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Shared Queue:	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				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, 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	44.8	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, 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	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

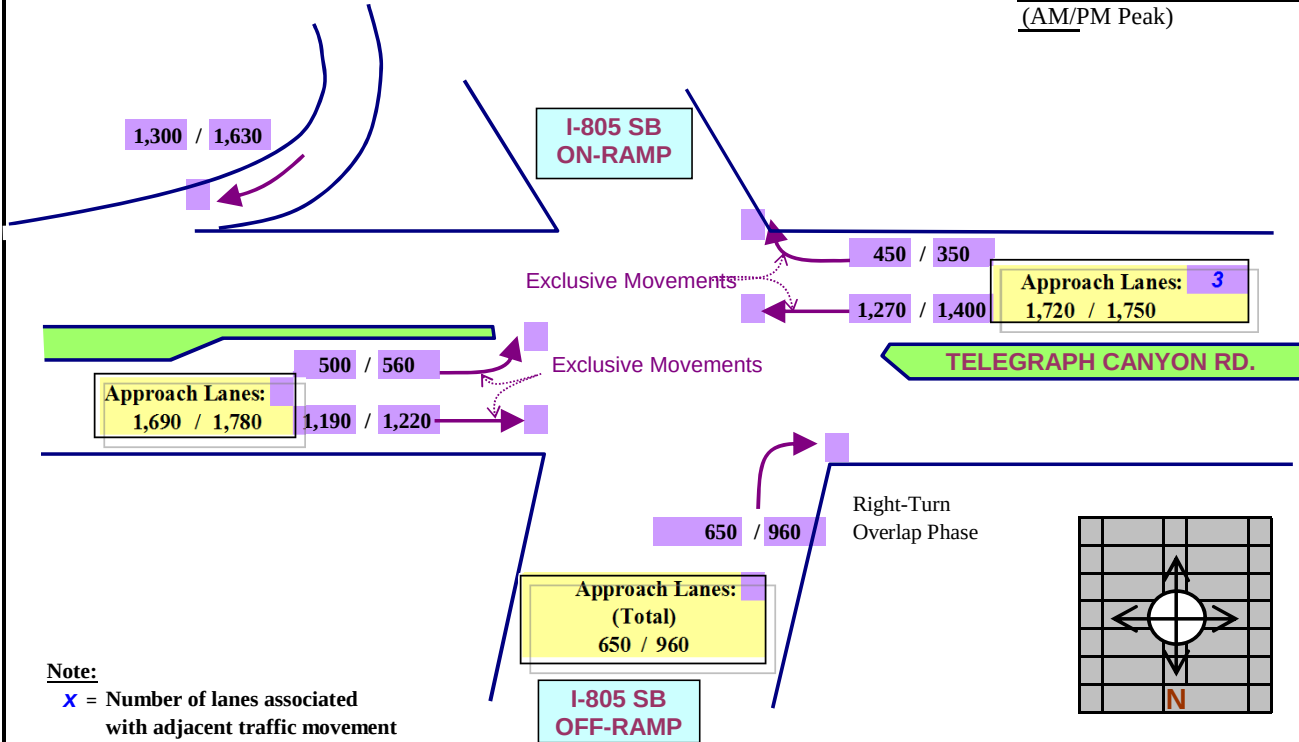
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OTAY RANCH VILLAGE 13

LOCATION: I-805 SB / TELEGRAPH CANYON RD.

Scenario: 2030

(AM/PM Peak)

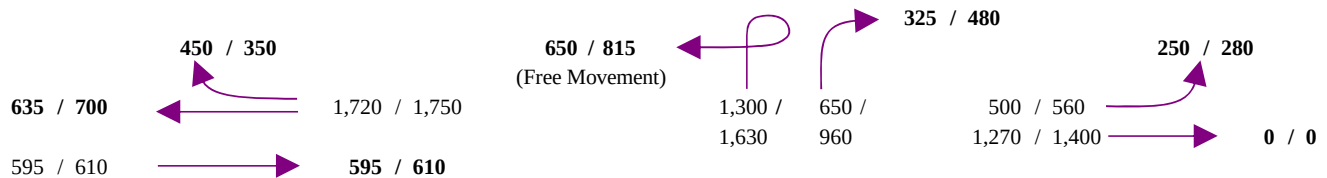


Note:

X = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:

635	/	700
595	/	610

 ⇒

635	/	700

PHASE 2:

650	/	815
325	/	480

 ⇒

325	/	480

 * left turn is free (loop)

PHASE 3:

250	/	280
0	/	0

 ⇒

250	/	280

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

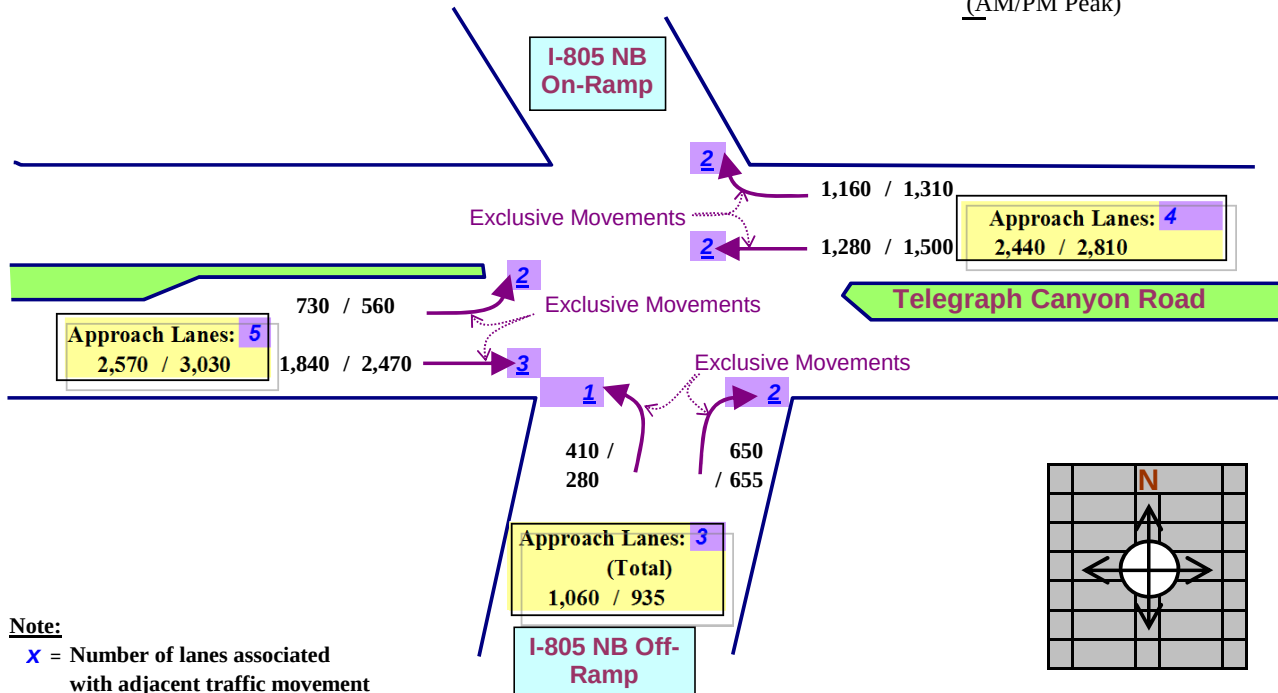
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OTAY RANCH VILLAGE 13

LOCATION: I-805 NB / TELEGRAPH CANYON RD. **Scenario:** #

(AM/PM Peak)

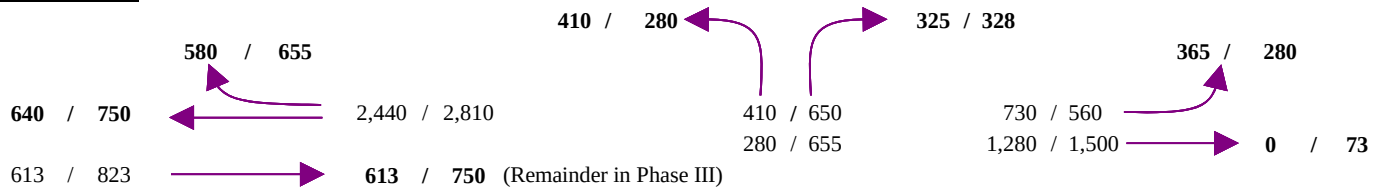


Note:

x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:

640	/	750
613	/	750

 $\Rightarrow$

640	/	750

PHASE 2:

410	/	280
325	/	328

 $\Rightarrow$

410	/	328

PHASE 3:

365	/	280
0	/	73

 $\Rightarrow$

365	/	280

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)

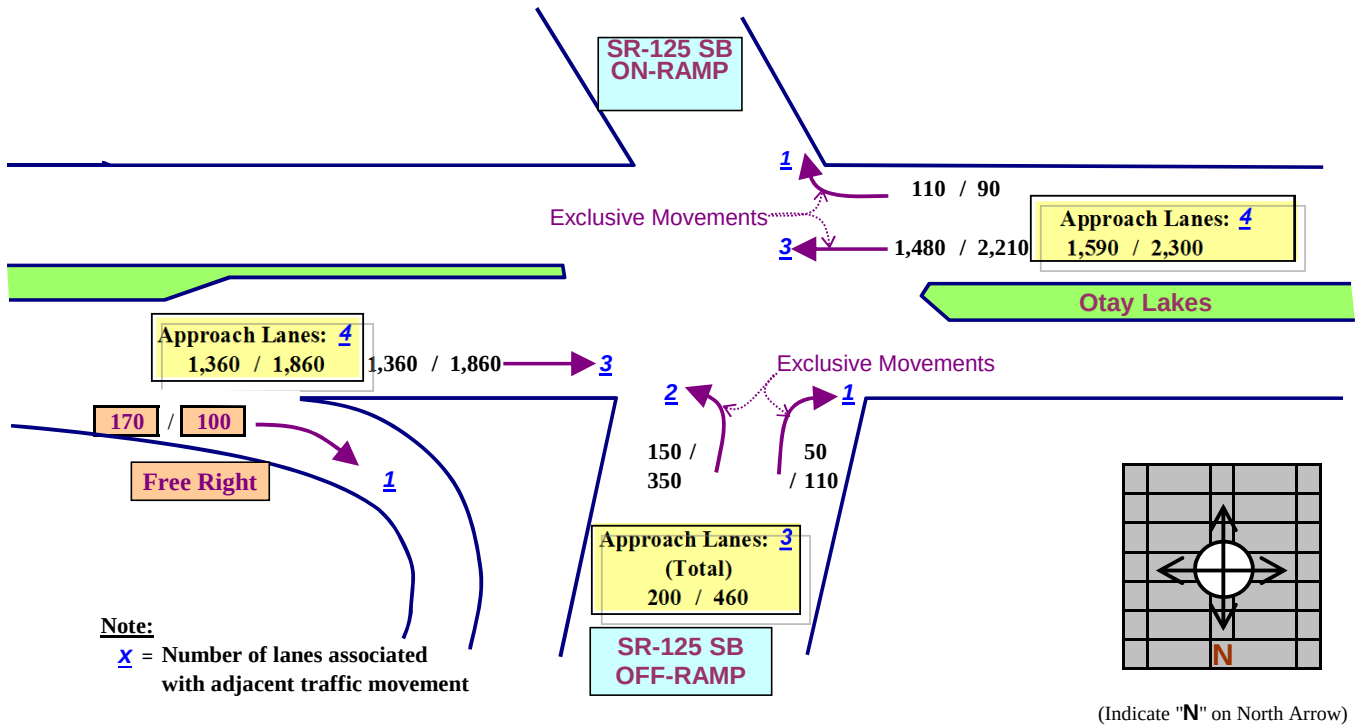
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

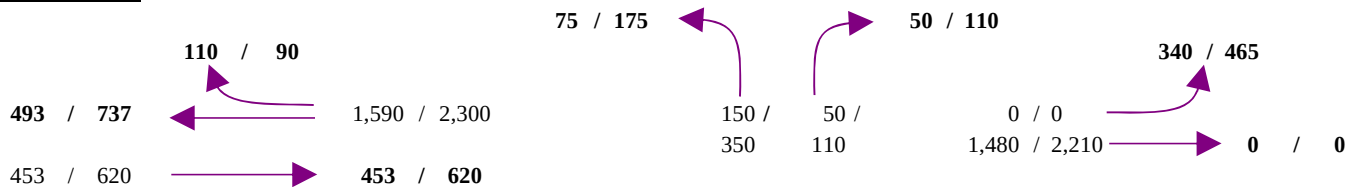
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** #
(AM/PM Peak)

LOCATION: SR-125 SB / Otay Lakes



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)

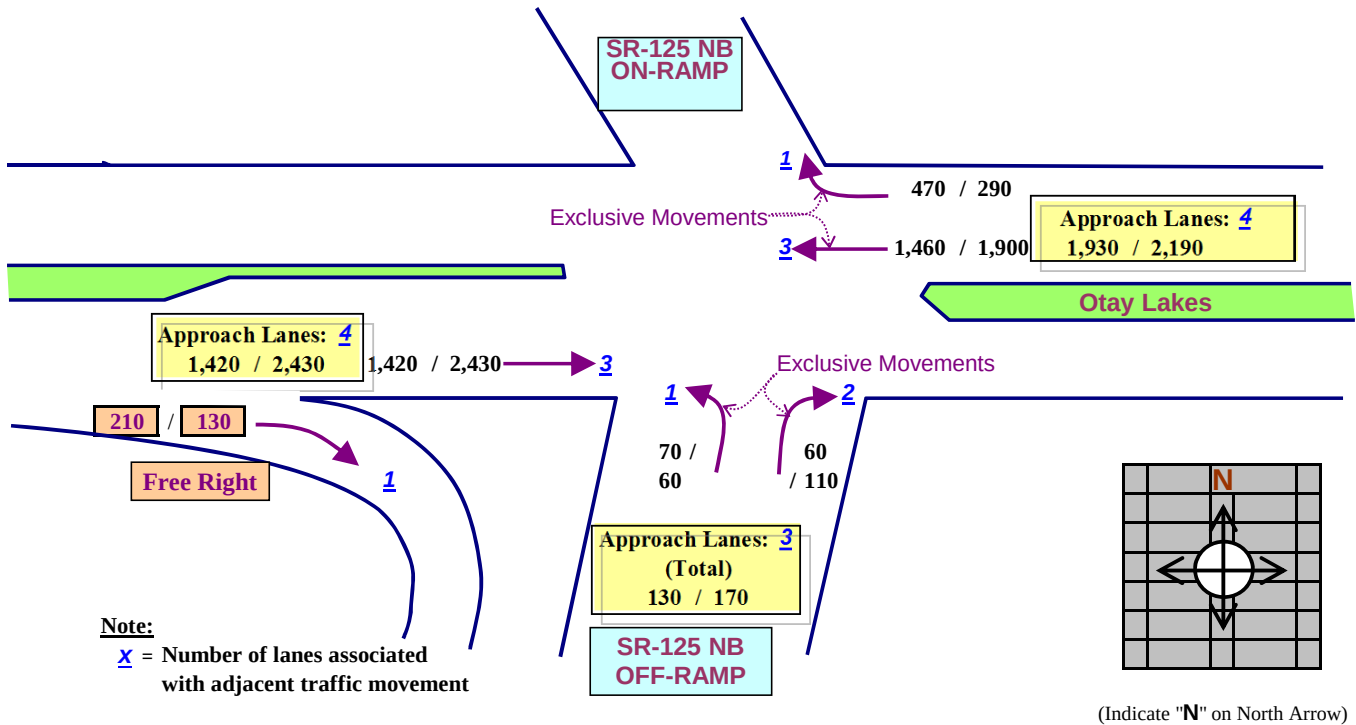
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

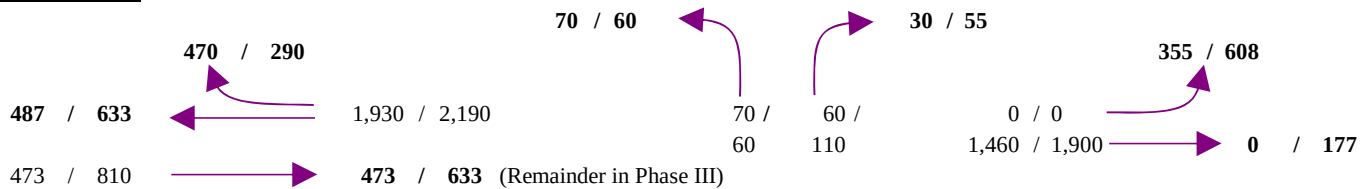
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** #
(AM/PM Peak)

LOCATION: SR-125 NB / Otay Lakes



ILV per Lane:



PHASE 1:

487	/	633
473	/	633

 $\Rightarrow$

487	/	633

PHASE 2:

70	/	60
30	/	55

 $\Rightarrow$

70	/	60

PHASE 3:

355	/	608
0	/	177

 $\Rightarrow$

355	/	608

OPERATING LEVEL:

ILV/HR. = **912** in AM $\Rightarrow$ ILV: <1,200M
 and **1,301** in PM $\Rightarrow$ 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)

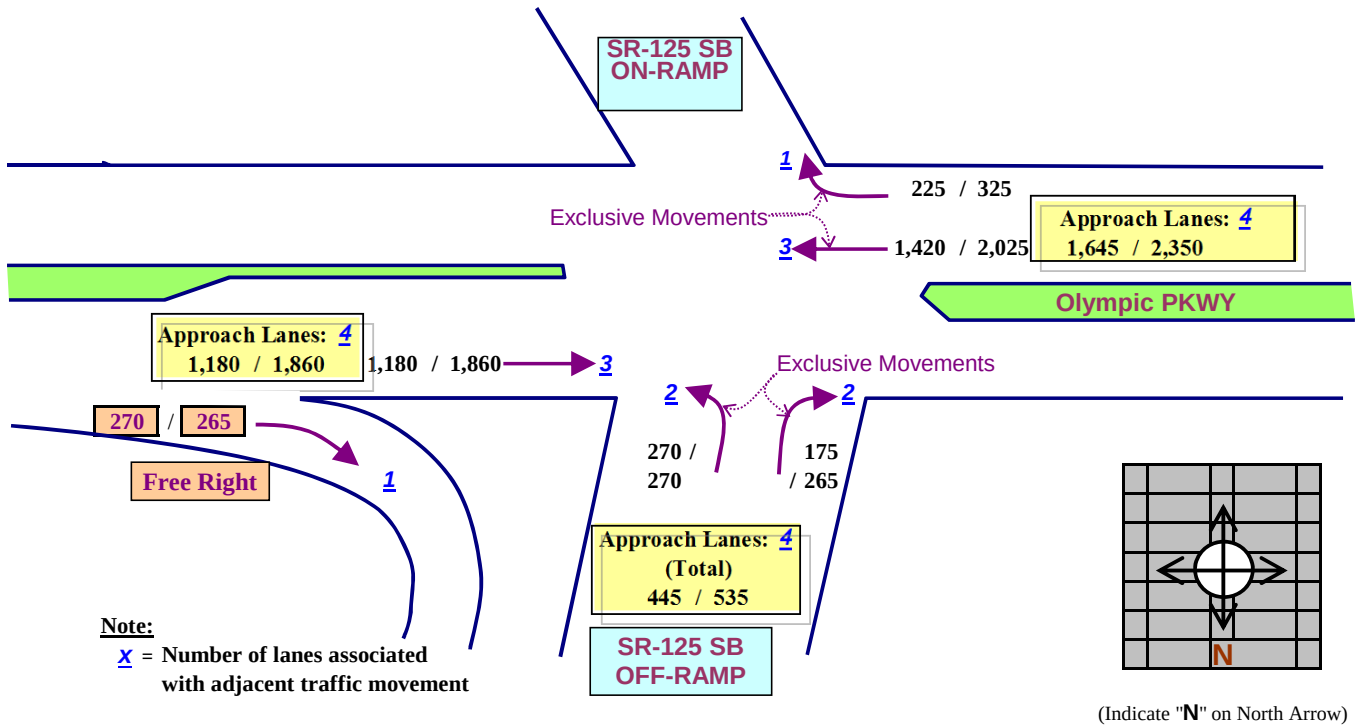
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

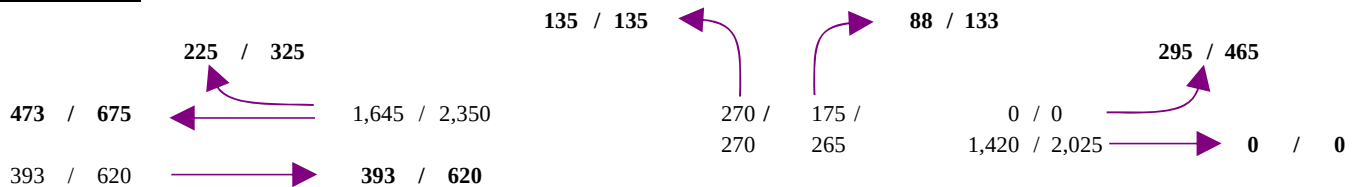
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** #
(AM/PM Peak)

LOCATION: SR-125 SB / Olympic PKWY



ILV per Lane:



PHASE 1:

473	/	675
393	/	620

 $\Rightarrow$

473	/	675

PHASE 2:

135	/	135
88	/	133

 $\Rightarrow$

135	/	135

PHASE 3:

295	/	465
0	/	0

 $\Rightarrow$

295	/	465

OPERATING LEVEL:

ILV/HR. = **903** in AM $\Rightarrow$ ILV: <1,200M
 and **1,275** in PM $\Rightarrow$ ILV BETWEEN 1,200 & 1,500

TOTAL = 903 / 1,275 ILV/HR. in the AM / PM peak hours

THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& AT CAPACITY (in PM)

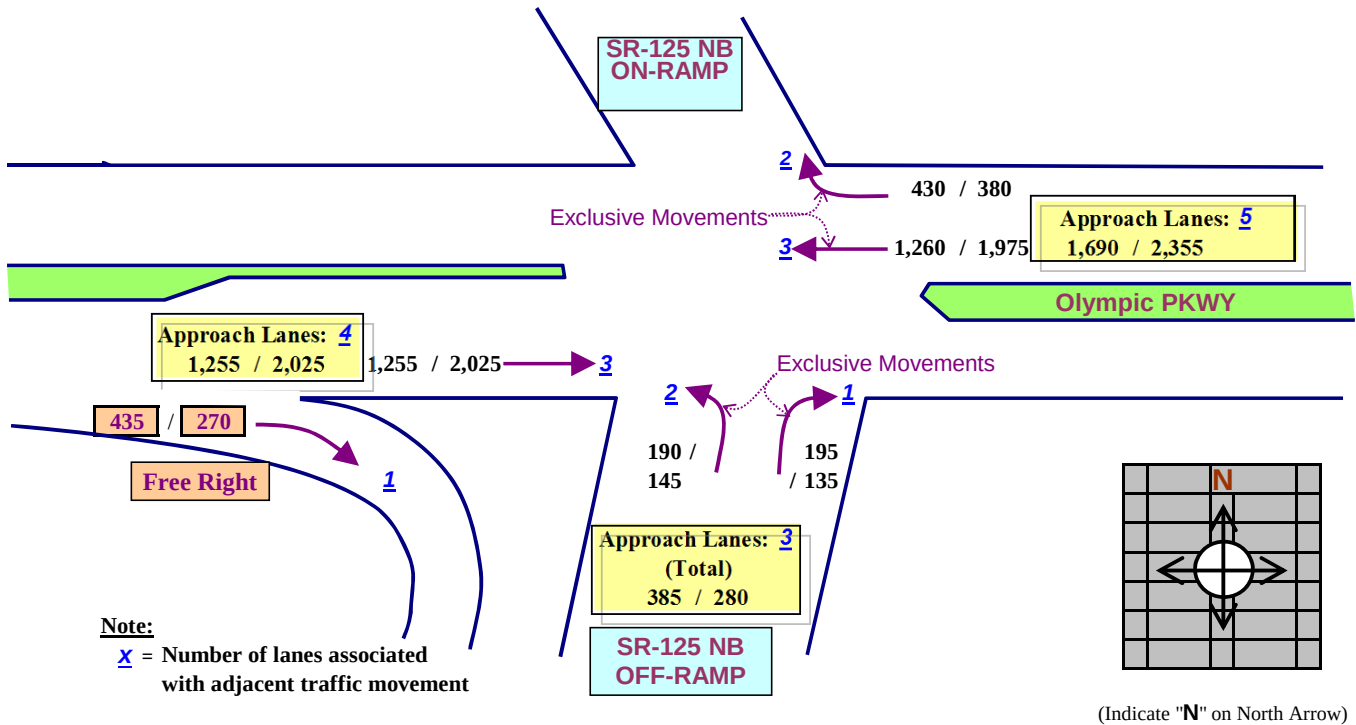
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

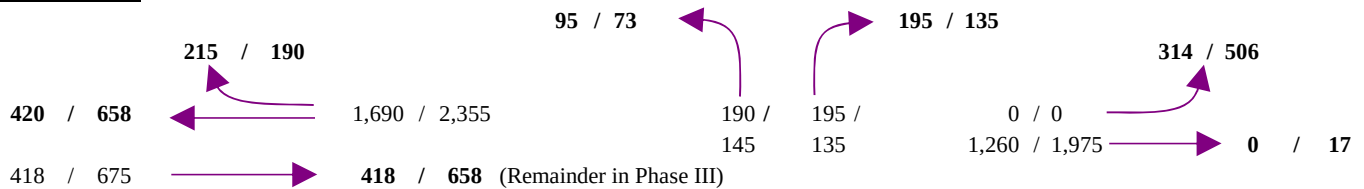
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** #
(AM/PM Peak)

LOCATION: SR-125 NB / Olympic PKWY



ILV per Lane:



PHASE 1:

420	/	658
418	/	658

 $\Rightarrow$

420	/	658

PHASE 2:

95	/	73
195	/	135

 $\Rightarrow$

195	/	135

PHASE 3:

314	/	506
0	/	17

 $\Rightarrow$

314	/	506

OPERATING LEVEL:

ILV/HR. = **929** in AM $\Rightarrow$ ILV: <1,200M
 and **1,300** in PM $\Rightarrow$ 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)

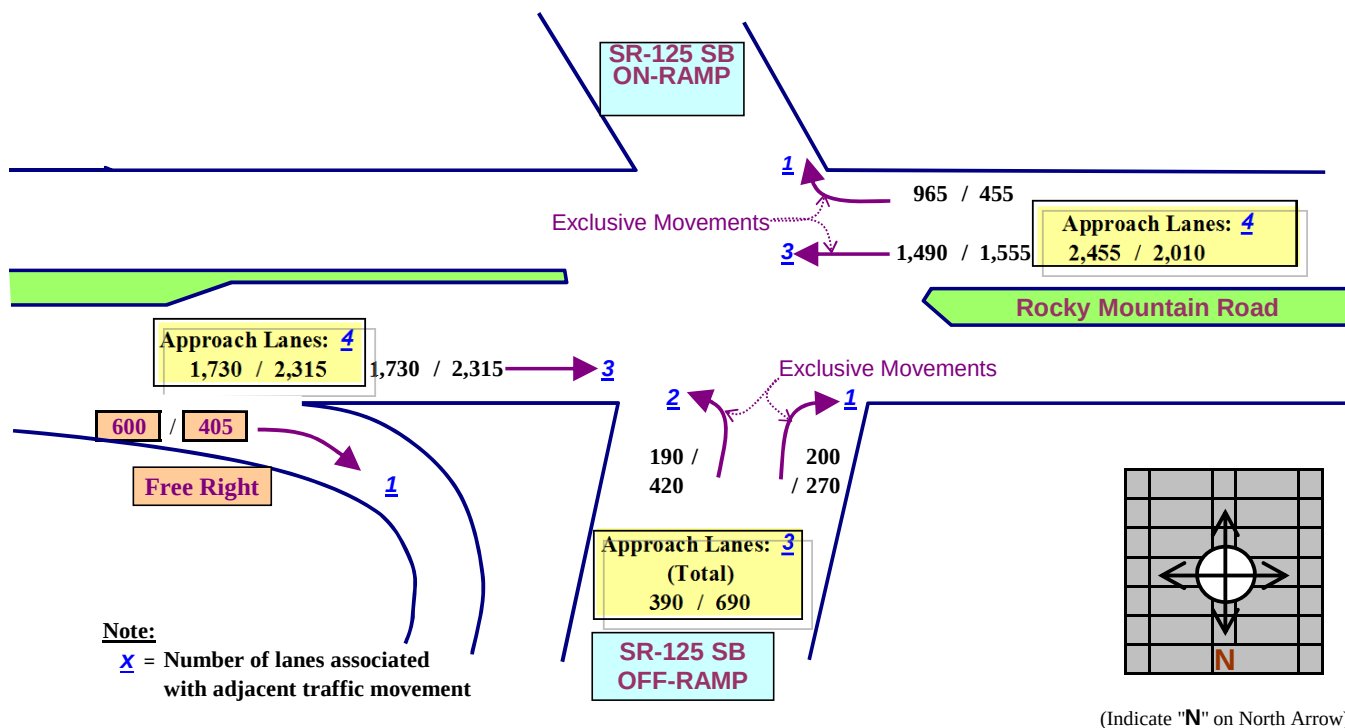
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

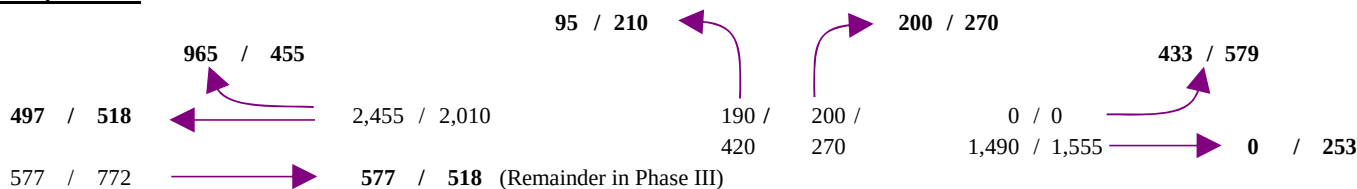
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** #
(AM/PM Peak)

LOCATION: SR-125 SB / Rocky Mountain Road



ILV per Lane:



PHASE 1: 965 / 518 > 965 / 518

PHASE 2: 95 / 210 > 200 / 270

PHASE 3: 433 / 579 > 433 / 579

OPERATING LEVEL:

ILV/HR. = **1,598** in AM ==> ILV: >1,500
 and **1,367** in PM ==> 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)

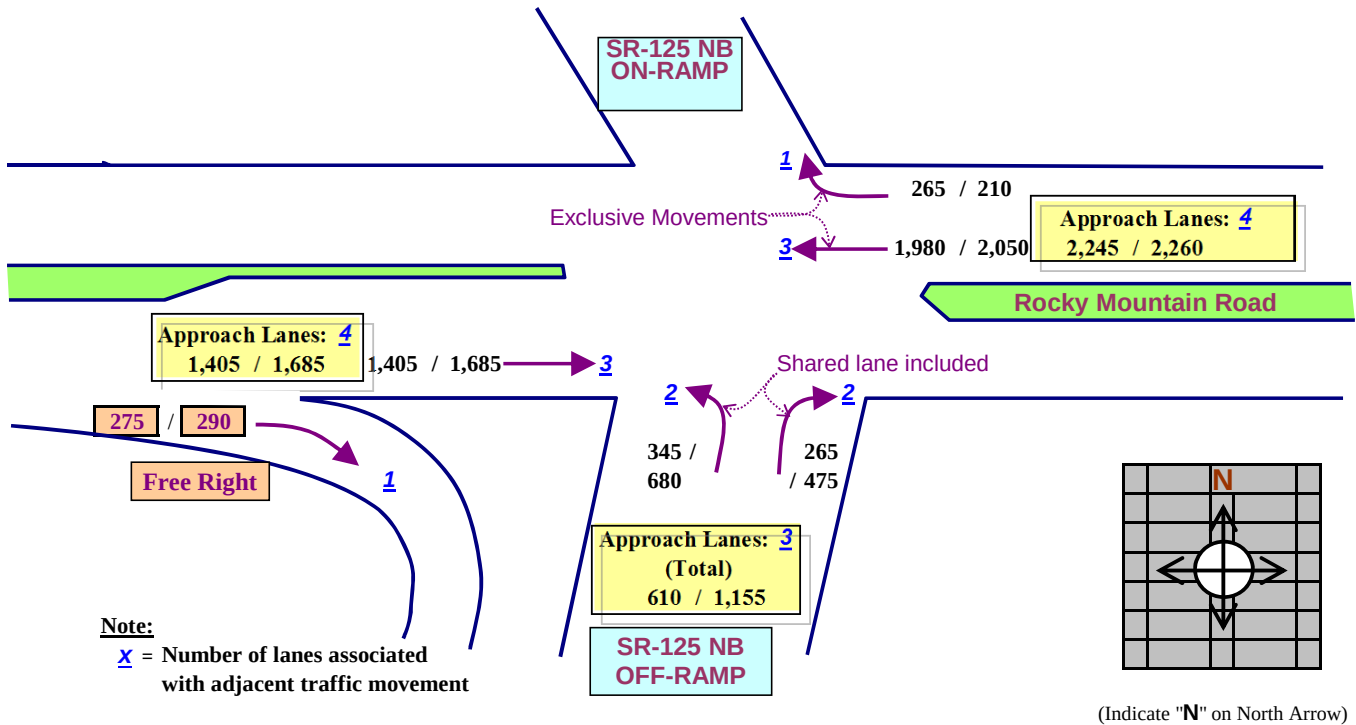
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

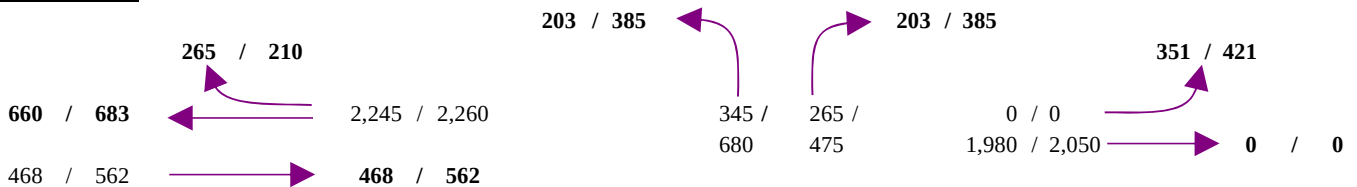
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** #
(AM/PM Peak)

LOCATION: SR-125 NB / Main Street



ILV per Lane:



PHASE 1:

660	/	683
468	/	562

 $\Rightarrow$

660	/	683

PHASE 2:

203	/	385
203	/	385

 $\Rightarrow$

203	/	385

PHASE 3:

351	/	421
0	/	0

 $\Rightarrow$

351	/	421

OPERATING LEVEL:

ILV/HR. = **1,215** in AM $\Rightarrow$ ILV: BETWEEN 1,200 & 1,500
 and **1,490** in PM $\Rightarrow$ 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

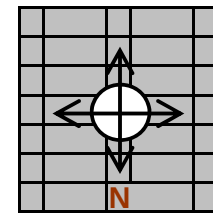
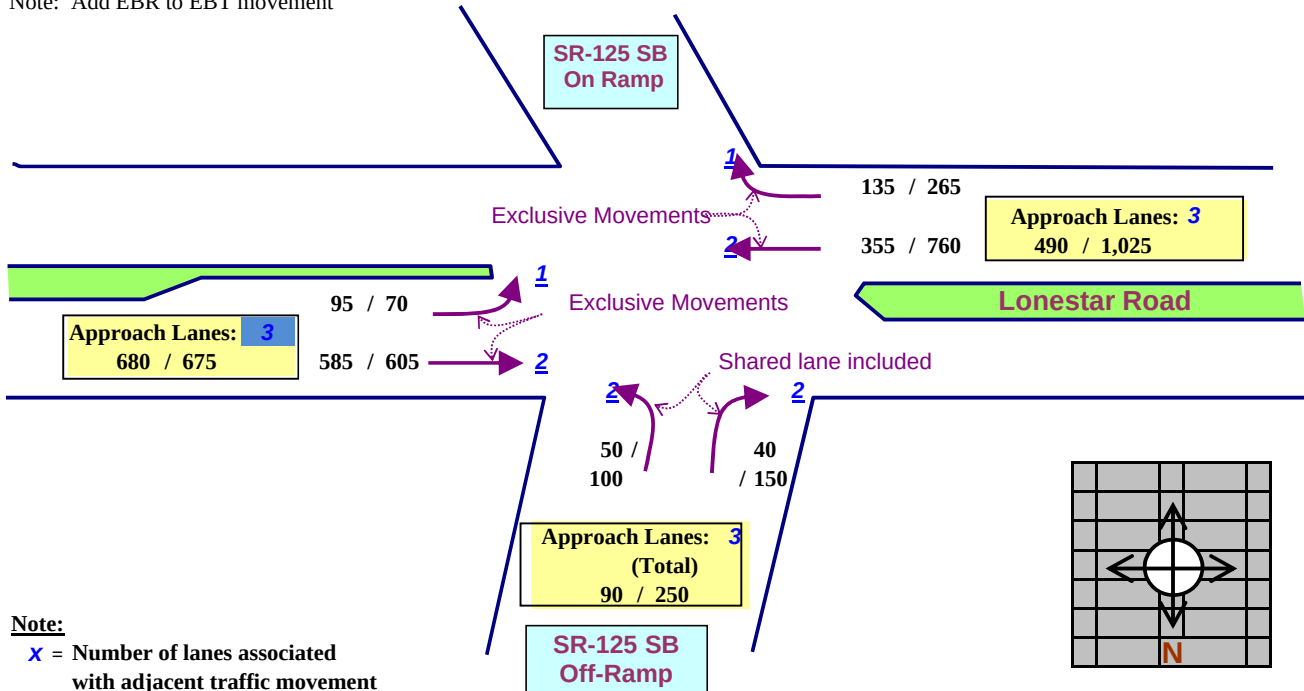
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: SR-125 SB Ramps / Otay Valley Road

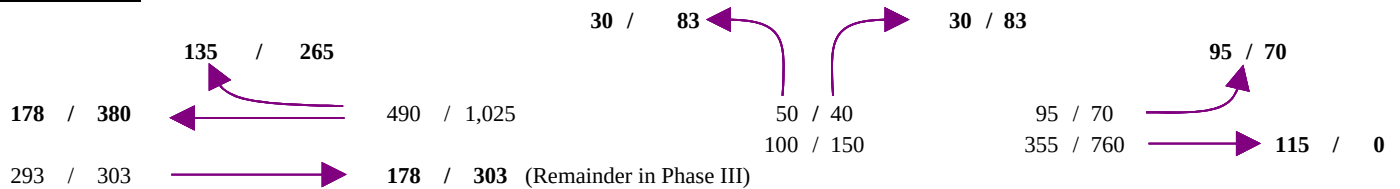
Scenario: 2030
(AM/PM Peak)

Note: Add EBR to EBT movement



(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:

178	/	380
178	/	303

 $\Rightarrow$

178	/	380

PHASE 2:

30	/	83
30	/	83

 $\Rightarrow$

30	/	83

PHASE 3:

95	/	70
115	/	0

 $\Rightarrow$

115	/	70

OPERATING LEVEL:

ILV/HR. = 323 in AM $\Rightarrow$ ILV: <1,200M
and 533 in PM $\Rightarrow$ 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)

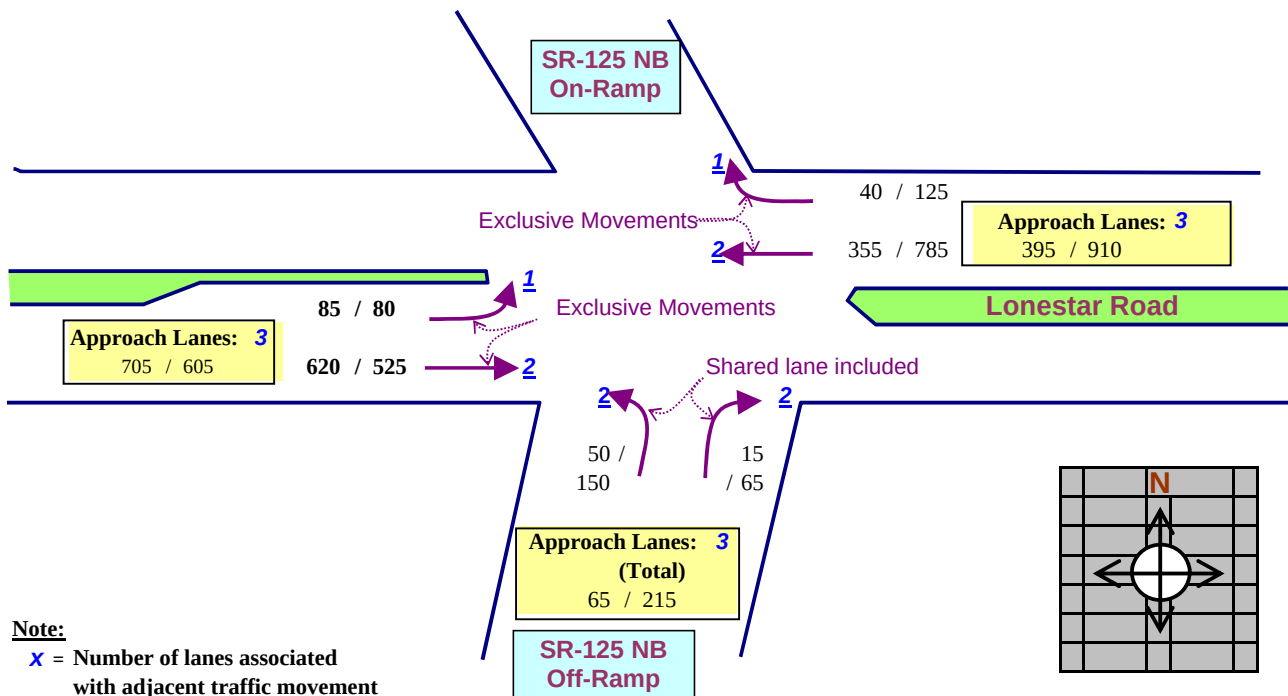
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

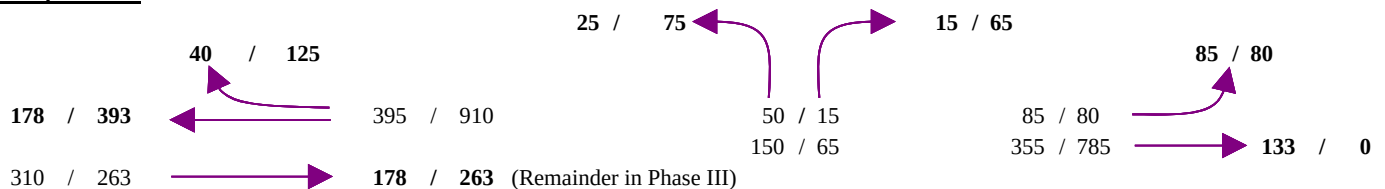
LOCATION: SR-125 NB Ramps / Otay Valley Road

Scenario: 2030
(AM/PM Peak)



(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:

178	/	393
178	/	263

 $\Rightarrow$

178	/	393

PHASE 2:

25	/	75
15	/	65

 $\Rightarrow$

25	/	75

PHASE 3:

85	/	80
133	/	0

 $\Rightarrow$

133	/	80

OPERATING LEVEL:

ILV/HR. = 335 in AM $\Rightarrow$ ILV: <1,200M
and 548 in PM $\Rightarrow$ 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

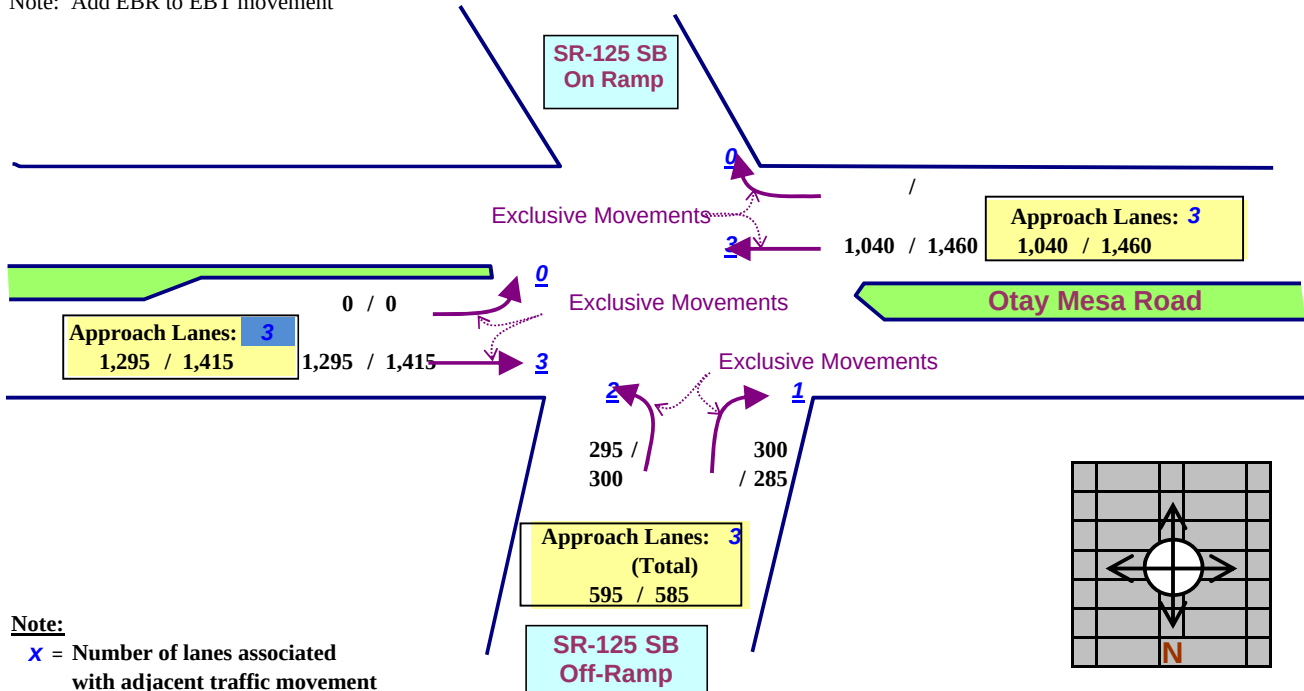
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: 58. SR-125 SB Ramps / Otay Mesa Road (City of SD)

Scenario: 2030
(AM/PM Peak)

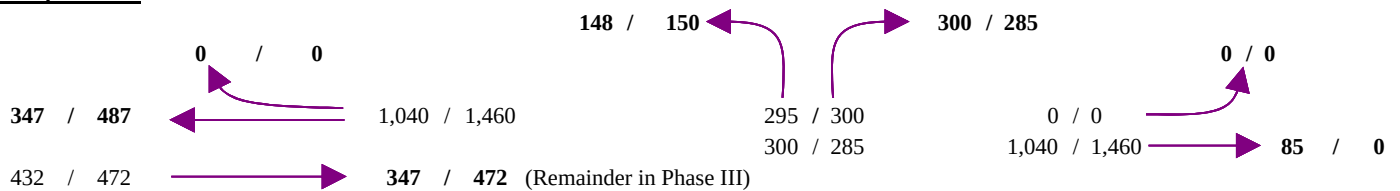
Note: Add EBR to EBT movement



Note:
x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1: 347 / 487 > 347 / 487

PHASE 2: 148 / 150 > 300 / 285

PHASE 3: 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)

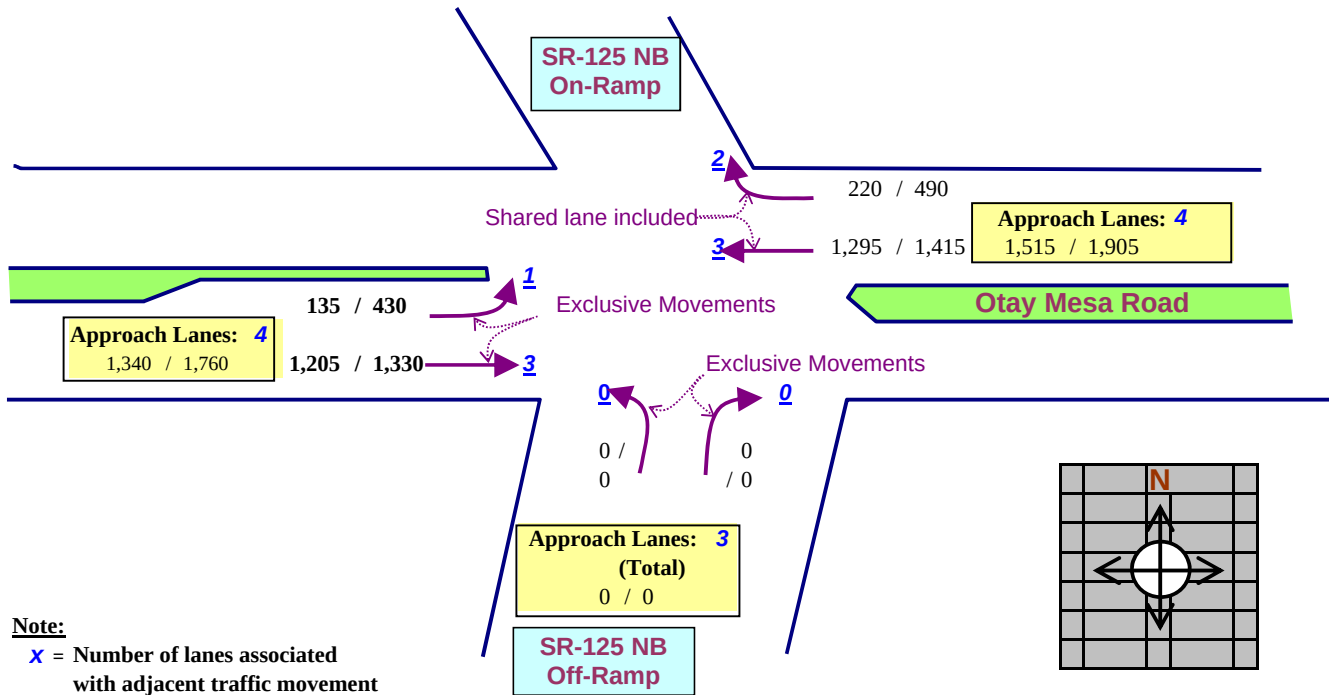
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: 59. SR-125 NB Ramps / Otay Mesa Road (City of SD)

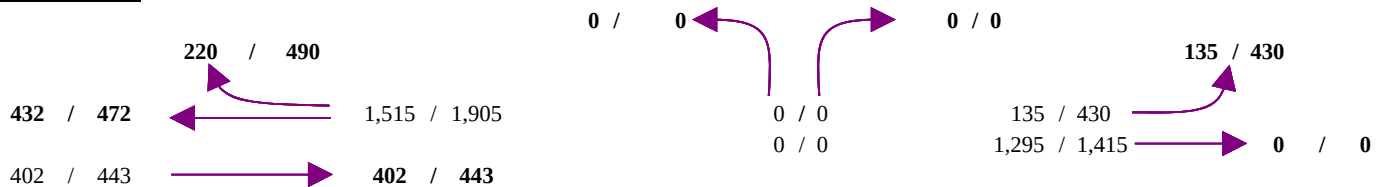
Scenario: 2030
(AM/PM Peak)



Note:

x = Number of lanes associated with adjacent traffic movement

ILV per Lane:



PHASE 1:

432	/	490
402	/	443

 $\Rightarrow$

432	/	490

PHASE 2:

0	/	0
0	/	0

 $\Rightarrow$

0	/	0

PHASE 3:

135	/	430
0	/	0

 $\Rightarrow$

135	/	430

TOTAL = 567 / 920 ILV/HR. in the AM / PM peak hours

OPERATING LEVEL:

ILV/HR. = 567 in AM $\Rightarrow$ ILV: <1,200M
and 920 in PM $\Rightarrow$ ILV <1,200

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
		LOS	Del/ Veh C	LOS	Del/ 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	Del/ Veh	V/ C	LOS	Del/ Veh	V/ 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	1	0	2	0	1	1	0	2	0	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
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
Final Volume:	689	431	0	177	224	0	212	932	106	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:	0.20	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	1	0	0	1	0	1	0	3	0	1	2	0	2	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
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
Final Volume:	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	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	2	0	0	0	0	2	0	0	2	0	1	2	0	2	0	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
FinalVolume:	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	0	0	10	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	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:	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		1	0	1		0		1	0	2		1		0	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

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	0	1	1	0	2	1	0	1	0	2	1	0

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
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:	10	10	10	100	10	110	130	2327	20	20	2239	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	2662	23	23	2562	149
Reduct Vol:	0	0	0	0	0	20	0	0	0	0	0	0
Reduced Vol:	11	11	11	114	11	106	149	2662	23	23	2562	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
Final Volume:	11	11	11	114	11	106	149	2662	23	23	2562	149

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	2.98	0.02	1.00	2.84	0.16
Final Sat.:	583	583	583	3240	324	1583	1769	5348	46	1769	5062	294

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.04	0.04	0.07	0.08	0.50	0.50	0.01	0.51	0.51
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	0.84	0.75	0.75	0.35	0.84	0.84
Delay/Veh:	72.0	72.0	72.0	73.2	73.2	79.6	108.7	21.3	21.3	87.8	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:	72.0	72.0	72.0	73.2	73.2	79.6	108.7	21.3	21.3	87.8	31.3	31.3
LOS by Move:	E	E	E	E	E	E	F	C	C	F	C	C
DesignQueue:	3	3	3	6	6	9	14	36	36	2	43	43

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	1		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
FinalVolume:	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

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	0	1	0	1	1	0	2	1	0	1	0	2	1	0

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
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:	240	160	146	90	90	220	80	1723	100	131	2220	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	167	103	103	252	92	1971	114	150	2540	80
Reduct Vol:	0	0	30	0	0	45	0	0	0	0	0	0
Reduced Vol:	275	183	137	103	103	207	92	1971	114	150	2540	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
Final Volume:	275	183	137	103	103	207	92	1971	114	150	2540	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	5062	294	1769	5208	164	

Capacity Analysis Module:	Vol/Sat:	0.16	0.10	0.09	0.06	0.06	0.13	0.05	0.39	0.39	0.08	0.49	0.49
Crit Moves:	****				****			****			****		
Green/Cycle:	0.17	0.24	0.24	0.09	0.16	0.16	0.06	0.48	0.48	0.10	0.52	0.52	
Volume/Cap:	0.93	0.41	0.36	0.67	0.34	0.81	0.93	0.82	0.82	0.82	0.93	0.93	
Delay/Veh:	88.1	42.1	41.5	68.4	49.1	69.8	129.7	31.4	31.4	81.3	35.1	35.1	
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:	88.1	42.1	41.5	68.4	49.1	69.8	129.7	31.4	31.4	81.3	35.1	35.1	
LOS by Move:	F	D	D	E	D	E	F	C	C	F	D	D	
DesignQueue:	17	10	8	7	6	13	6	30	30	10	36	36	

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	2	0	1	1	0	2	0	3	0	1	2	0	2	1	0

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
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	0	2	2	0	2	0	1	2	0	3	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
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
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

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	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	1	0	2	1	0

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
Added Vol:	0	0	0	0	0	0	0	112	0	0	212	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	150	0	230	240	1412	0	0	1437	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	1616	0	0	1644	206
Reduct Vol:	0	0	0	0	0	45	0	0	0	0	0	0
Reduced Vol:	0	0	0	172	0	218	275	1616	0	0	1644	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	1616	0	0	1644	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	0.93	0.96
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	2.68	0.32
Final Sat.:	0	0	0	1769	0	1583	1769	5083	0	1900	4716	591

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.14	0.16	0.32	0.00	0.00	0.35	0.35
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.21	0.67	0.00	0.00	0.46	0.46
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.75	0.75	0.48	0.00	0.00	0.75	0.75
Delay/Veh:	0.0	0.0	0.0	23.9	0.0	34.0	31.1	5.0	0.0	0.0	14.7	14.7
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	23.9	0.0	34.0	31.1	5.0	0.0	0.0	14.7	14.7
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
DesignQueue:	0	0	0	5	0	6	8	7	0	0	13	13

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	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	2	0	0	0	0	0	0	0	3	0	1	0	0	3	0	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
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	3	0	2	2	0	2	1	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
Final Volume:	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	0	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	1	2	0	3	0	0	0	2	1	0	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
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
FinalVolume:	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	0	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	1	1	0	3	0	0	0	2	1	0	0	2	1

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

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:	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
Added Vol:	0	0	149	28	0	0	0	212	0	283	403	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	360	520	219	168	490	490	210	482	120	433	743	154
User Adj:	1.00	1.00	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	251	192	561	561	240	551	137	495	850	176
Reduct Vol:	0	0	15	0	0	100	0	0	0	0	0	20
Reduced Vol:	412	595	236	192	561	461	240	551	137	495	850	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	236	192	561	461	240	551	137	495	850	156

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	2.42	0.58	2.00	3.00	1.00
Final Sat.:	3432	3538	1583	3432	3538	1583	3432	4193	1044	3432	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.12	0.17	0.15	0.06	0.16	0.29	0.07	0.13	0.13	0.14	0.17	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.37	0.37	0.09	0.33	0.33	0.09	0.23	0.23	0.16	0.30	0.30
Volume/Cap:	0.89	0.45	0.40	0.63	0.48	0.89	0.76	0.58	0.58	0.89	0.57	0.33
Delay/Veh:	52.6	19.1	18.9	39.4	21.8	42.5	45.9	28.4	28.4	48.8	24.3	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:	52.6	19.1	18.9	39.4	21.8	42.5	45.9	28.4	28.4	48.8	24.3	22.5
LOS by Move:	D	B	B	D	C	D	D	C	C	D	C	C
DesignQueue:	8	9	7	4	9	15	5	8	8	10	10	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 #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	0	1	0	1	0	2	1	0	1	0	2	1	0

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	0	0	5	12	0	0	5	12	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	1	0	2	0	1	1	0	3	0	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
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	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	1	0	3	0	0

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		1	0	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
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
FinalVolume:	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	2	0	1	1	0	2	0	3	0	1	1	0	3	0	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	0	0	15	0	0	0	15	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	3	0	0	1	0

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	0	0	15	0	0	0	15	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	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	1	0	0	0	0	0	0	0	0	3	0	1	0	0	3	0	2

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	0	3	0	2	2	0	3	0	1	2	0	3	0	1

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	0	2	0	1	2	0	2	1	0	2	0	2	0	1

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
Final Volume:	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		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:

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
FinalVolume:	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	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1

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	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1

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

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	0	15	0	0	0	15	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	1	0	0	0	3	0	1	0	0	3	0	1

Volume Module:

Base Vol:	0	0	0	190	5	200	0	1490	965	0	1730	600
Growth Adj:	1.00	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	190	5	200	0	1490	965	0	1730	600
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:	0	0	0	190	5	200	0	1501	965	0	1752	600
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	217	6	229	0	1717	1104	0	2005	0
Reduct Vol:	0	0	0	0	0	10	0	0	10	0	0	35
Reduced Vol:	0	0	0	217	6	219	0	1717	1094	0	2005	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	217	6	219	0	1717	1094	0	2005	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	1.95	0.05	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3111	82	1597	0	5083	1583	0	5083	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.14	0.00	0.34	0.69	0.00	0.39	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.15	0.15	0.15	0.00	0.78	0.78	0.00	0.78	0.00
Volume/Cap:	0.00	0.00	0.00	0.45	0.45	0.89	0.00	0.43	0.89	0.00	0.50	0.00
Delay/Veh:	0.0	0.0	0.0	54.1	54.1	75.0	0.0	5.2	18.8	0.0	5.7	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	54.1	54.1	75.0	0.0	5.2	18.8	0.0	5.7	0.0
LOS by Move:	A	A	A	D	D	E	A	A	B	A	A	A
DesignQueue:	0	0	0	7	7	15	0	12	22	0	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 (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	0	0	15	0	0	15	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	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	3	0	1	0	0	3	0	1

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

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

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	3	0	1	2	0	3	0	1

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	0	0	15	0	0	15	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	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	3	0	1	0	1	2	0	1	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	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	15	0	0	15	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:	1	0	1	0	1	0	0	0	0	0	0	3	0	1	0	

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	0	1	1	0

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	2	0	0	0	1	0	0	3	0	0	0	0	3	0	0

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	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	1	0	3	0	0	0	2	1	1	1	1	1

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	0

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		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		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0

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

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

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]

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	1	0	0	1	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
Added Vol:	0	22	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	722	0	0	321	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	826	0	0	367	23	11	0	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	826	0	0	367	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:	390	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1239	1239	379	1248	1251	826
Potent Cap.:	1168	xxxx	xxxxx	xxxxx	xxxx	xxxxx	194	175	668	150	173	372
Move Cap.:	1168	xxxx	xxxxx	xxxxx	xxxx	xxxxx	191	173	668	145	170	372
Volume/Cap:	0.01	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.06	0.00	0.03	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	25.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	C	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	668	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	10.5	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	B	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			16.3			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 (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

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	0	1	0	0	1	0	0	1	0	1	0	0	1	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
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:	240	185	40	86	130	70	25	266	100	30	611	106
User Adj:	1.00	1.00	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	98	149	80	29	304	114	34	699	121
Reduct Vol:	0	0	40	0	0	40	0	0	40	0	0	40
Reduced Vol:	275	212	6	98	149	40	29	304	74	34	699	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	275	212	6	98	149	40	29	304	74	34	699	81

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	0.62	0.62	0.73	0.73	0.73	0.93	0.95	0.95	0.93	0.96	0.96
Lanes:	0.56	0.43	0.01	0.34	0.52	0.14	1.00	0.80	0.20	1.00	0.90	0.10
Final Sat.:	661	509	14	472	714	192	1769	1453	355	1769	1641	191

Capacity Analysis Module:

Vol/Sat:	0.42	0.42	0.42	0.21	0.21	0.21	0.02	0.21	0.21	0.02	0.43	0.43
Crit Moves:	****			****			****			****		
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.05	0.40	0.40	0.09	0.44	0.44
Volume/Cap:	0.96	0.96	0.96	0.48	0.48	0.48	0.36	0.52	0.52	0.22	0.96	0.96
Delay/Veh:	61.3	61.3	61.3	23.1	23.1	23.1	53.6	25.7	25.7	47.5	53.1	53.1
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:	61.3	61.3	61.3	23.1	23.1	23.1	53.6	25.7	25.7	47.5	53.1	53.1
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	30	30

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	1	0	2	0	0	0	0	0	0	0	1	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
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

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

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	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	1	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
Final Volume:	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	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	440	0	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	1.00
Initial Bse:	0	0	0	0	0	0	0	440	0	0	0	510	0
Added Vol:	0	0	0	103	0	114	60	27	0	0	0	14	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	103	0	114	60	467	0	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	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	0.87
PHF Volume:	0	0	0	118	0	130	69	534	0	0	0	600	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	118	0	130	69	534	0	0	0	600	62

Critical Gap Module:

Critical Gp:xxxxx	xxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	xxxxx	xxxxx	6.5	6.2
FollowUpTim:xxxxx	xxxx	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	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
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	548			
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	24.3			
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	133.7			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	F			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				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

Delay Costs			Accident Costs			Total Costs	
Peak	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		Exit 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		Exit 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

Delay Costs			Accident Costs			Total Costs	
Peak	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
		LOS	Del/ Veh C	LOS	Del/ 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	Del/ Veh	V/ C	LOS	Del/ Veh	V/ 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	2	0	3	0	1	1	0	2	0	1	1	0	2	0	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
Final Volume:	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

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	1	0	0	1	0	1	0	3	0	1	2	0	2	1	0

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

Base Vol:	410	30	230	120	230	220	70	560	225	290	810	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:	410	30	230	120	230	220	70	560	225	290	810	50
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:	439	30	230	120	230	220	70	560	281	290	810	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:	502	34	263	137	263	252	80	641	322	332	927	57
Reduct Vol:	0	0	20	0	0	0	0	0	90	0	0	0
Reduced Vol:	502	34	243	137	263	252	80	641	232	332	927	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:	502	34	243	137	263	252	80	641	232	332	927	57

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	0.94	0.97
Lanes:	2.00	1.00	1.00	1.00	0.51	0.49	1.00	3.00	1.00	2.00	2.83	0.17
Final Sat.:	3432	1862	1583	1769	882	844	1769	5083	1583	3432	5040	311

Capacity Analysis Module:

Vol/Sat:	0.15	0.02	0.15	0.08	0.30	0.30	0.05	0.13	0.15	0.10	0.18	0.18
Crit Moves:	****			****			****		****	****		
Green/Cycle:	0.19	0.42	0.42	0.15	0.38	0.38	0.07	0.19	0.19	0.12	0.24	0.24
Volume/Cap:	0.79	0.04	0.37	0.53	0.79	0.79	0.66	0.68	0.79	0.79	0.77	0.77
Delay/Veh:	43.3	16.4	19.3	39.5	32.4	32.4	55.7	38.0	50.0	50.0	36.4	36.4
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:	43.3	16.4	19.3	39.5	32.4	32.4	55.7	38.0	50.0	50.0	36.4	36.4
LOS by Move:	D	B	B	D	C	C	E	D	D	D	D	D
DesignQueue:	12	1	8	6	18	18	4	10	10	8	14	14

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	0	0	15	0	0	15	0	0	15	0	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	0	0	0	0	2	0	0	0	0	2	0	0	2	0	1	2	0	2	0	0	2	0	2	0	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
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

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	0	0	0	0	3	0	0	0	2	0

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

Base Vol:	280	0	655	0	0	0	560	2470	0	0	1500	1310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	0	655	0	0	0	560	2470	0	0	1500	1310
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:	280	0	655	0	0	0	560	2610	0	0	1507	1376
User Adj:	1.00	1.00	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:	320	0	749	0	0	0	641	2986	0	0	1724	1574
Reduct Vol:	0	0	110	0	0	0	0	0	0	0	0	260
Reduced Vol:	320	0	639	0	0	0	641	2986	0	0	1724	1314
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	320	0	639	0	0	0	641	2986	0	0	1724	1314

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:	0.18	0.00	0.23	0.00	0.00	0.00	0.19	0.59	0.00	0.00	0.49	0.47
Crit Moves:	****						****			****		
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.19	0.68	0.00	0.00	0.49	0.49
Volume/Cap:	0.79	0.00	1.00	0.00	0.00	0.00	1.00	0.87	0.00	0.00	1.00	0.97
Delay/Veh:	44.1	0.0	71.6	0.0	0.0	0.0	73.6	14.8	0.0	0.0	45.5	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:	44.1	0.0	71.6	0.0	0.0	0.0	73.6	14.8	0.0	0.0	45.5	40.5
LOS by Move:	D	A	E	A	A	A	E	B	A	A	D	D
DesignQueue:	14	0	16	0	0	0	15	22	0	0	28	23

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	0	1	0	1	0	0	1	0	1	0	2	1	0	1	0	2	1	0

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
Final Volume:	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	0	0	1	1	0	0	1	1	0	2	1	0	1	0	2	1	0

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
Final Volume:	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	1	0		0		0	0	3		0		1	1		0		3

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	1	0	1	0	1	1	0	2	1	0	1	0	2	1	0

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
Final Volume:	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	2	0	1	1	0	2	0	3	0	1	2	0	2	1	0

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
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	0	2	2	0	2	0	1	2	0	3	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
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	0	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	1	0	2	1	0

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	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	2	0	0	0	1	0	0	3	0	1	0	0	3	0	1	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	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0

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	3	0	2	2	0	2	1	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
Final Volume:	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	0	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	1	2	0	3	0	0	0	2	1	0	0	2	1

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	0	21	0	0	5	15	0	0	0	15	0	0	4.0	4.0	4.0	4.0
Y+R:	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	1	0	3	0	0	0	2	1	0	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
Final Volume:	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	2	1	0	2	0	3	0	1

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
Final Volume:	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	0	1	0	1	0	2	1	0	1	0	2	1	0

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	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	1	0	3	0	0

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		1	0	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
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
Final Volume:	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	2	0	1	1	0	2	0	3	0	1	1	0	3	0	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							
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	0	15	0	0	0	15	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	3	0	0	1	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	0	0	15	0	0	15	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	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	0	0	0	0	3	0	1	0	0	3	0	2

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	0	3	0	2	2	0	3	0	1	2	0	3	0	1

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	0	2	0	1	2	0	2	1	0	2	0	2	0	1

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
FinalVolume:	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	1	0	1	0	1	2	0	1	1	0	1	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
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
FinalVolume:	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	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1

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
Final Volume:	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	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1

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	0	0	15	0	0	0	15	0	0	0	15	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	3	0	0	3	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
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:

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	0.36	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

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	0	0	15	0	0	15	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	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	3	0	1	0	0	3	0	1

Volume Module:

Base Vol:	680	5	475	0	0	0	0	1685	290	0	2050	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:	680	5	475	0	0	0	0	1685	290	0	2050	210
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:	680	5	475	0	0	0	0	1713	290	0	2065	210
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:	778	6	543	0	0	0	0	1960	0	0	2363	240
Reduct Vol:	0	0	55	0	0	0	0	0	15	0	0	15
Reduced Vol:	778	6	488	0	0	0	0	1960	0	0	2363	225
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:	778	6	488	0	0	0	0	1960	0	0	2363	225

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	0.02	1.98	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	1593	37	3148	0	0	0	0	5083	1900	0	5083	1583

Capacity Analysis Module:

Vol/Sat:	0.49	0.16	0.16	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.46	0.14
Crit Moves:	****						****			****		
Green/Cycle:	0.47	0.47	0.47	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.45	0.45
Volume/Cap:	1.04	0.33	0.33	0.00	0.00	0.00	0.00	0.86	0.00	0.00	1.04	0.32
Delay/Veh:	65.3	18.3	18.3	0.0	0.0	0.0	0.0	30.9	0.0	0.0	60.1	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:	65.3	18.3	18.3	0.0	0.0	0.0	0.0	30.9	0.0	0.0	60.1	19.8
LOS by Move:	E	B	B	A	A	A	A	C	A	A	E	B
DesignQueue:	28	8	8	0	0	0	0	27	0	0	33	8

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	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1

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

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:	0.05	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	0	0	15	0	0	15	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	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	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	0	0	15	0	0	15	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	0	0	0	0	0	0	3	0	1	0	1	2	0	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							
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	1	0	2	1	0	1	0	3	0	1	1	0	2	1	0

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
Final Volume:	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	0	0	0	0	0	0	0

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	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	1	0	3	0	0	0	2	1	1	1	1	1

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	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	0	1	0	3	0	0	0	2	1	0	0	2	1

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
Final Volume:	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

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		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		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	50	350	60	50	585	60	35	90	50	70	130	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:	50	350	60	50	585	60	35	90	50	70	130	80
Added Vol:	22	15	0	0	28	0	0	0	42	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	365	60	50	613	60	35	90	92	70	130	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:	82	418	69	57	701	69	40	103	105	80	149	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	418	69	57	701	69	40	103	105	80	149	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:	82	418	69	57	701	69	40	103	105	80	149	92

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	0.96	0.96	0.92	0.92	0.92	0.80	0.91	0.91	0.81	0.81	0.81
Lanes:	1.00	0.86	0.14	0.07	0.85	0.08	1.00	0.49	0.51	0.25	0.46	0.29
Final Sat.:	968	1566	257	120	1477	145	1523	851	870	386	716	441

Capacity Analysis Module:

Vol/Sat:	0.09	0.27	0.27	0.47	0.47	0.47	0.03	0.12	0.12	0.21	0.21	0.21
Crit Moves:	****						****					
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.14	0.43	0.43	0.76	0.76	0.76	0.10	0.44	0.44	0.76	0.76	0.76
Delay/Veh:	4.7	6.0	6.0	11.1	11.1	11.1	16.3	18.7	18.7	27.7	27.7	27.7
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:	4.7	6.0	6.0	11.1	11.1	11.1	16.3	18.7	18.7	27.7	27.7	27.7
LOS by Move:	A	A	A	B	B	B	B	B	B	C	C	C
DesignQueue:	1	6	6	12	12	12	1	5	5	8	8	8

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]

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	1	0	0	1	0	0	0	1	0	0

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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

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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

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Capacity Module:

Cnflct Vol:	867	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1342	1342	827	1365	1382	481
Potent Cap.:	777	xxxx	xxxxx	xxxxx	xxxx	xxxxx	168	152	371	125	144	585
Move Cap.:	777	xxxx	xxxxx	xxxxx	xxxx	xxxxx	165	149	371	107	141	585
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.24	0.00	0.12	0.00	0.00	0.00

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Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	33.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	D	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	371	xxxx	0	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.1	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			24.3			xxxxxx					
ApproachLOS:	*			*			C			*					

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

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	0	1!	0	0	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	165	130	50	80	110	40	50	630	160	20	370	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	130	50	80	110	40	50	630	160	20	370	85
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:	165	130	50	94	110	40	50	644	160	20	377	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	189	149	57	108	126	46	57	737	183	23	431	105
Reduct Vol:	0	0	0	0	0	0	0	0	60	0	0	0
Reduced Vol:	189	149	57	108	126	46	57	737	123	23	431	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	189	149	57	108	126	46	57	737	123	23	431	105

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.64	0.64	0.70	0.70	0.70	0.93	0.96	0.96	0.93	0.95	0.95
Lanes:	0.48	0.38	0.14	0.39	0.45	0.16	1.00	0.86	0.14	1.00	0.80	0.20
Final Sat.:	583	459	177	512	599	218	1769	1562	261	1769	1453	355

Capacity Analysis Module:

Vol/Sat:	0.32	0.32	0.32	0.21	0.21	0.21	0.03	0.47	0.47	0.01	0.30	0.30
Crit Moves:	****						****			****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.07	0.52	0.52	0.05	0.49	0.49
Volume/Cap:	0.91	0.91	0.91	0.59	0.59	0.59	0.43	0.91	0.91	0.28	0.61	0.61
Delay/Veh:	57.0	57.0	57.0	30.9	30.9	30.9	50.9	37.0	37.0	52.7	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:	57.0	57.0	57.0	30.9	30.9	30.9	50.9	37.0	37.0	52.7	21.7	21.7
LOS by Move:	E	E	E	C	C	C	D	D	D	D	C	C
DesignQueue:	16	16	16	11	11	11	3	29	29	1	18	18

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	1	0	2	0	0	0	0	0	0	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
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

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

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	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	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	0	460	0	0	490	0	0	0	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	1.00	1.00	1.00
Initial Bse:	0	460	0	0	490	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	100	12	926	158	0	0	0	0	0	6	0	484	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	560	12	926	648	0	0	0	0	0	6	0	484	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	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	0.87	0.87	0.87
PHF Volume:	0	641	14	1059	741	0	0	0	0	0	7	0	554	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	641	14	1059	741	0	0	0	0	0	7	0	554	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	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	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	0	7	0	554	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	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	0	0	1	0	1	0	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	490	0	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	1.00
Initial Bse:	0	0	0	0	0	0	0	490	0	0	0	460	0
Added Vol:	0	0	0	69	0	76	146	18	0	0	0	35	133
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	69	0	76	146	508	0	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	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	0.87
PHF Volume:	0	0	0	79	0	87	167	581	0	0	0	566	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	79	0	87	167	581	0	0	0	566	152

Critical Gap Module:

Critical Gp:xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx	7.1	6.5	xxxxx	xxxxx	6.5	6.2
FollowUpTim:xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	3.5	4.0	xxxxx	xxxxx	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	xxxxx	0	xxxxx	xxxxx	441	158	xxxxx	xxxxx	245	0
Potent Cap.:	xxxxx	xxxxx	xxxxx	1623	xxxxx	xxxxx	526	734	xxxxx	xxxxx	657	1085
Move Cap.:	xxxxx	xxxxx	xxxxx	1623	xxxxx	xxxxx	95	698	xxxxx	xxxxx	625	1085
Volume/Cap:	xxxxx	xxxxx	xxxxx	0.05	xxxxx	xxxxx	1.77	0.83	xxxxx	xxxxx	0.91	0.14

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx			
Control Del:xxxxx	xxxxx	xxxxx	xxxxx	7.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx			
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	288	xxxxx	xxxxx	xxxxx	xxxxx	687			
SharedQueue:xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	62.1	xxxxx	xxxxx	xxxxx	xxxxx	18.5			
Shrd ConDel:xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	757.1	xxxxx	xxxxx	xxxxx	xxxxx	71.4			
Shared LOS:	*	*	*	*	*	*	F	*	*	*	*	F			
ApproachDel:	xxxxxx			xxxxxx			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

Delay Costs			Accident Costs			Total Costs	
Peak	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		Exit 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

Delay Costs			Accident Costs			Total Costs	
Peak	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, 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	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

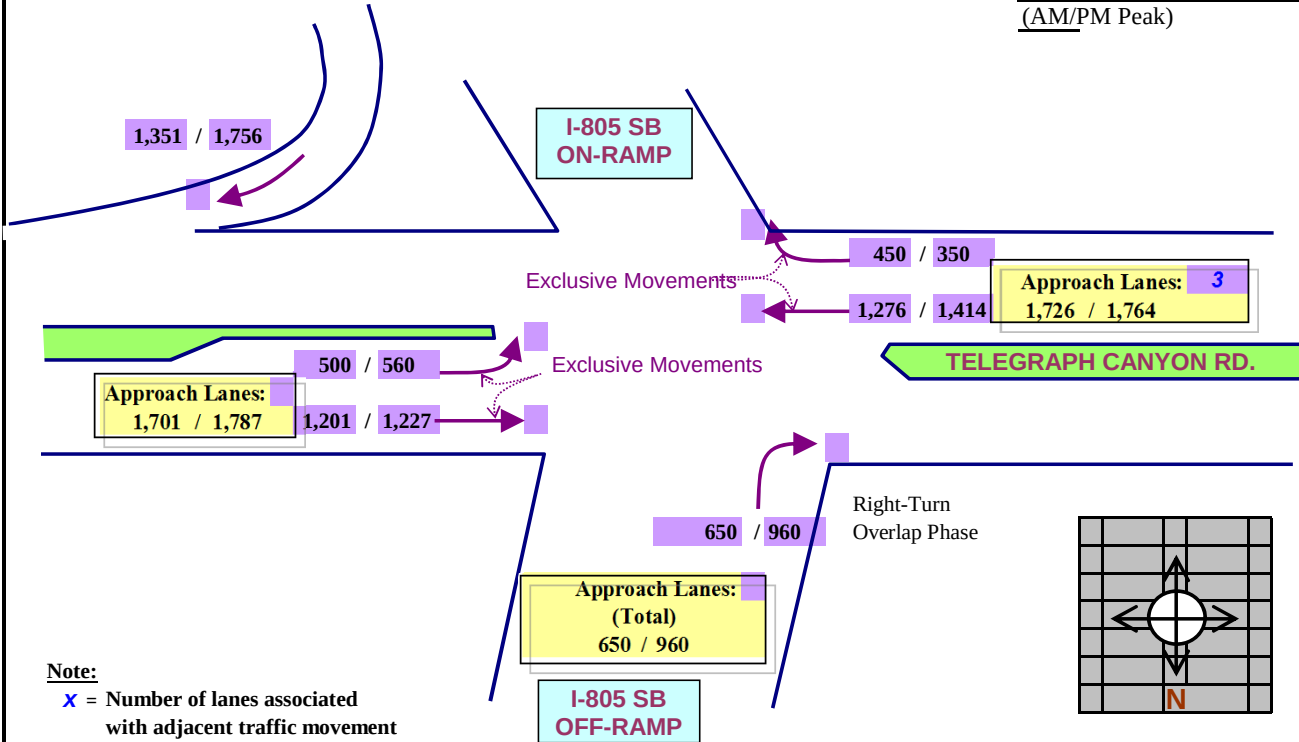
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OTAY RANCH VILLAGE 13

LOCATION: I-805 SB / TELEGRAPH CANYON RD.

Scenario: 2030 Base+Project

(AM/PM Peak)

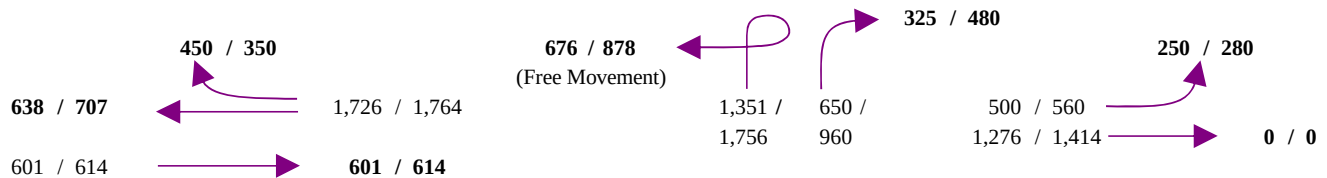


Note:

X = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:

638	/	707
601	/	614

 ⇒

638	/	707

PHASE 2:

676	/	878
325	/	480

 * ⇒

325	/	480

 * left turn is free (loop)

PHASE 3:

250	/	280
0	/	0

 ⇒

250	/	280

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

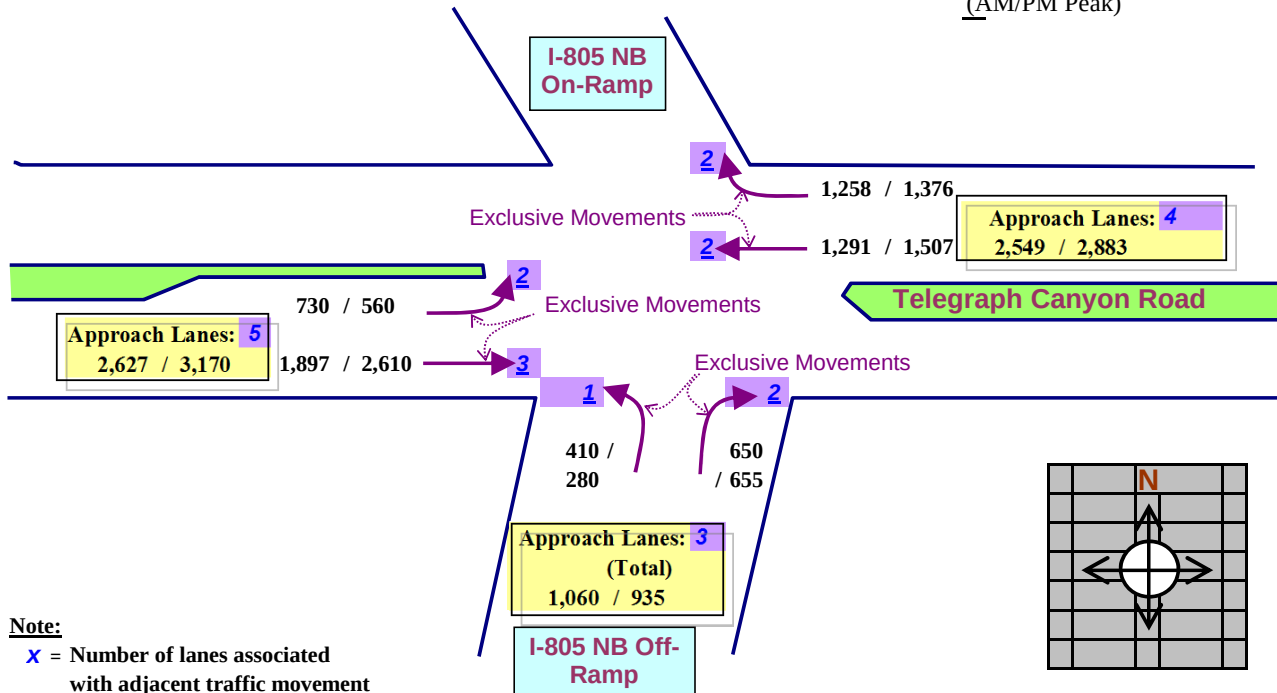
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: OTAY RANCH VILLAGE 13

LOCATION: I-805 NB / TELEGRAPH CANYON RD.

Scenario: 2030 Base+Project

(AM/PM Peak)

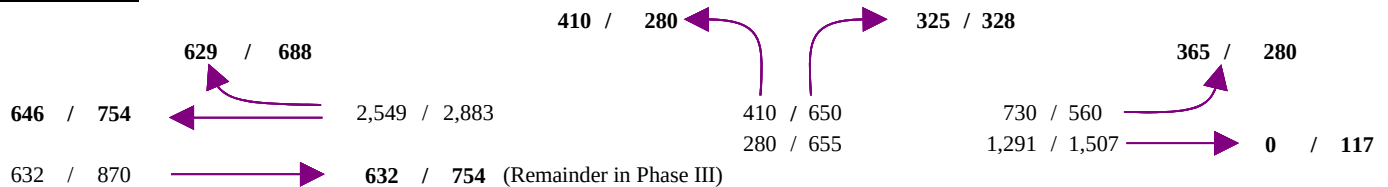


Note:

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

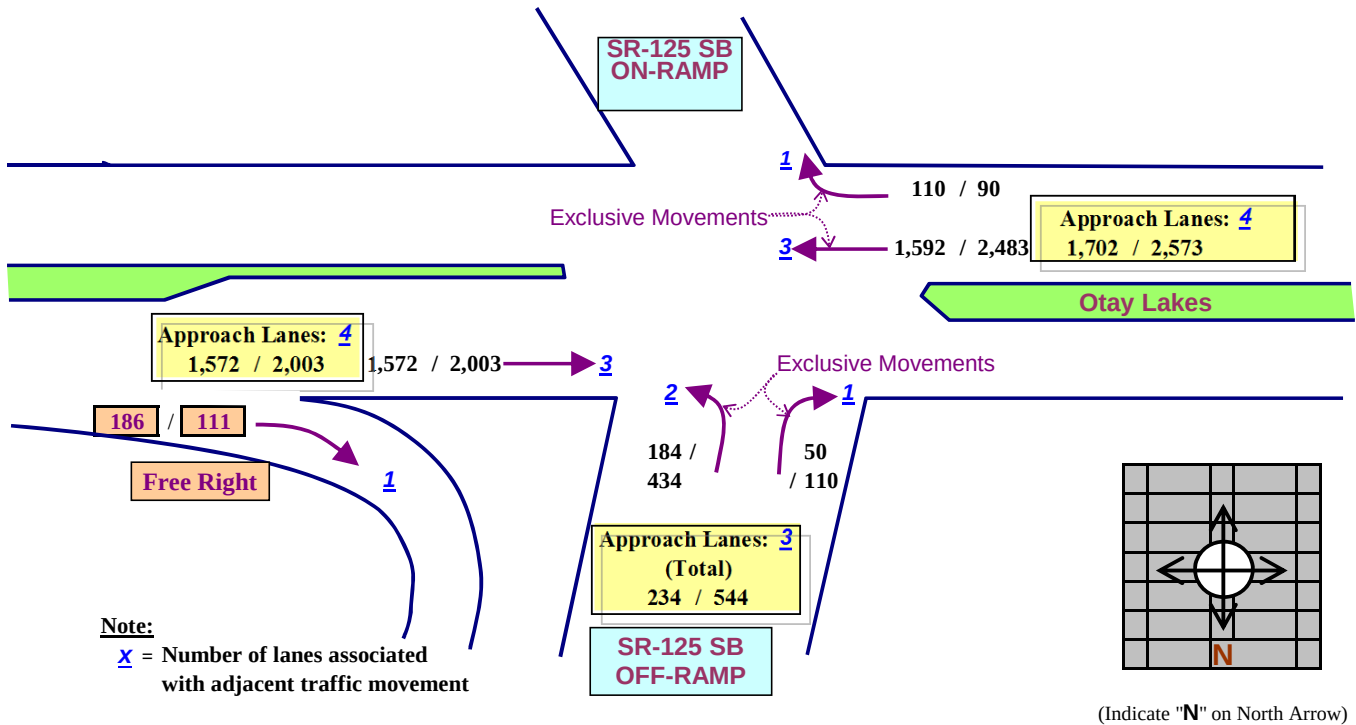
THEREFORE, INTERSECTION OPERATES : AT CAPACITY (in AM)
& AT CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

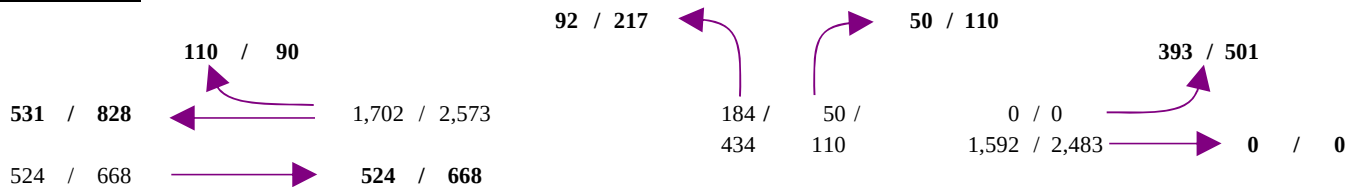
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** 2030 Base+Project
LOCATION: SR-125 SB / Otay Lakes (AM/PM Peak)



ILV per Lane:



PHASE 1:

531	/	828
524	/	668

 $\Rightarrow$

531	/	828

PHASE 2:

92	/	217
50	/	110

 $\Rightarrow$

92	/	217

PHASE 3:

393	/	501
0	/	0

 $\Rightarrow$

393	/	501

OPERATING LEVEL:

ILV/HR. = **1,016** in AM $\Rightarrow$ ILV: <1,200M
 and **1,545** in PM $\Rightarrow$ 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)

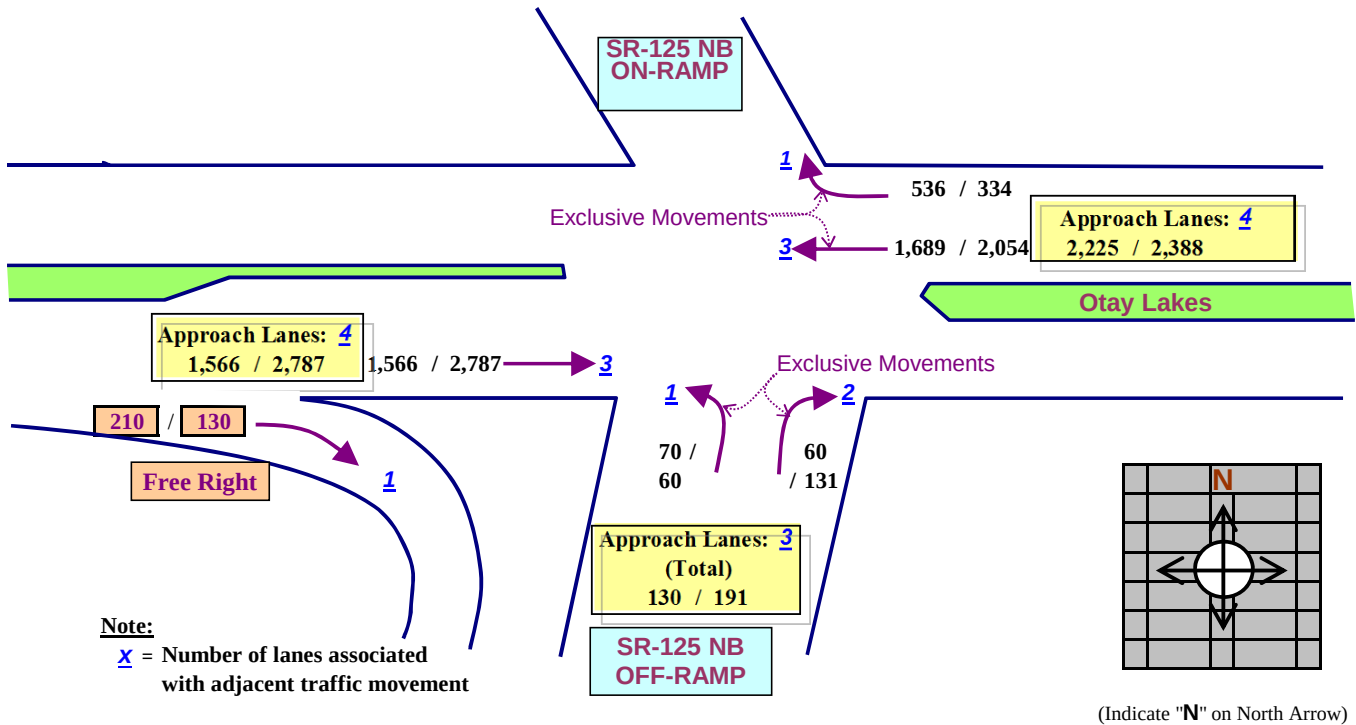
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

SPREAD DIAMOND INTERCHANGE

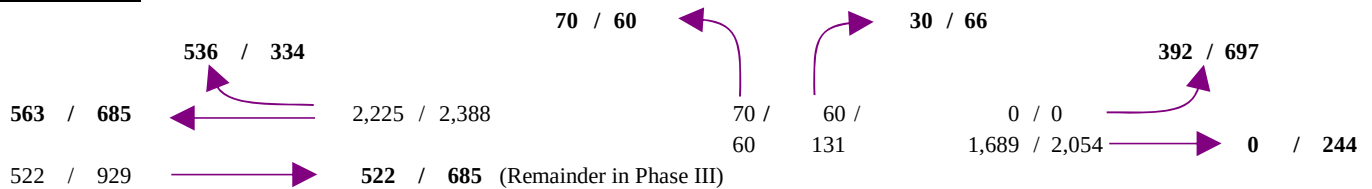
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

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

 $\Rightarrow$

563	/	685

PHASE 2:

70	/	60
30	/	66

 $\Rightarrow$

70	/	66

PHASE 3:

392	/	697
0	/	244

 $\Rightarrow$

392	/	697

OPERATING LEVEL:

ILV/HR. = **1,025** in AM $\Rightarrow$ ILV: <1,200M
 and **1,447** in PM $\Rightarrow$ ILV BETWEEN 1,200 & 1,500

TOTAL = 1,025 / 1,447 ILV/HR. in the AM / PM peak hours

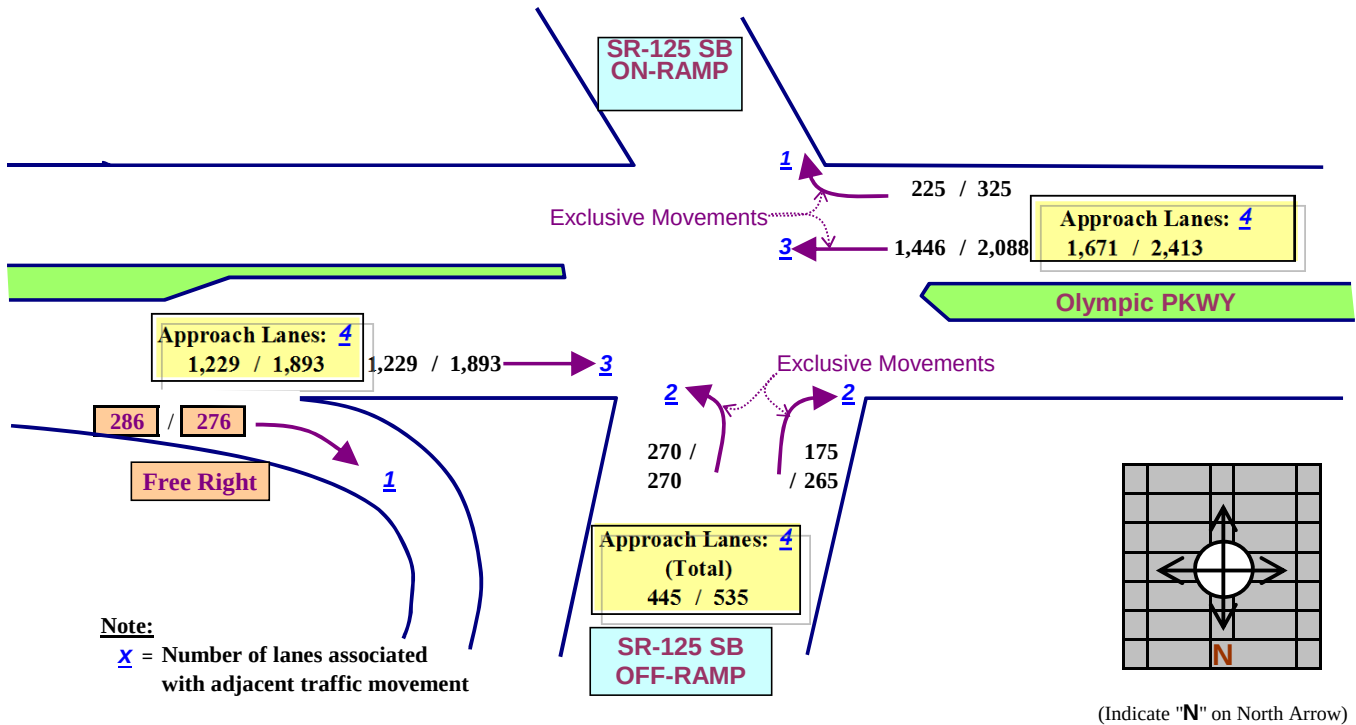
THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& AT CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

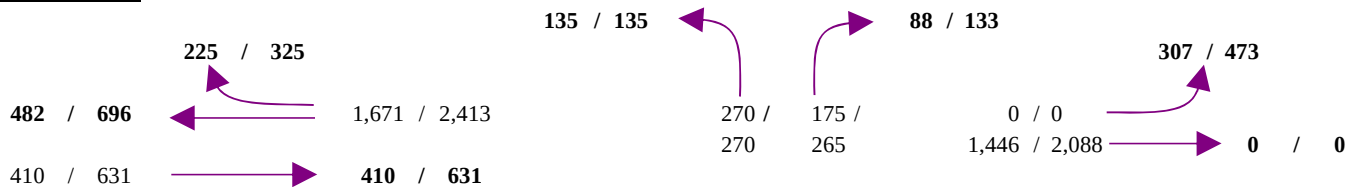
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** 2030 Base+Project
LOCATION: SR-125 SB / Olympic PKWY (AM/PM Peak)



ILV per Lane:



PHASE 1:	482 / 696 410 / 631	>	482 / 696
PHASE 2:	135 / 135 88 / 133	>	135 / 135
PHASE 3:	307 / 473 0 / 0	>	307 / 473

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

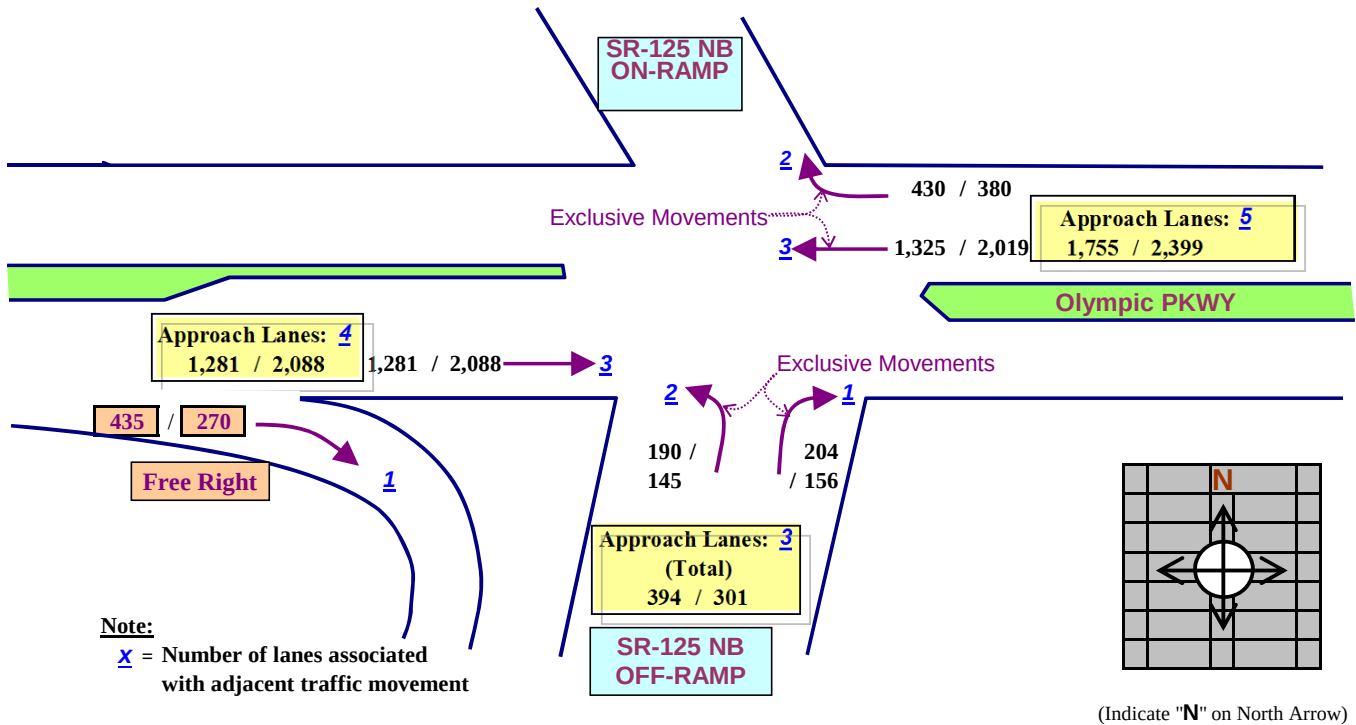
THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& AT CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

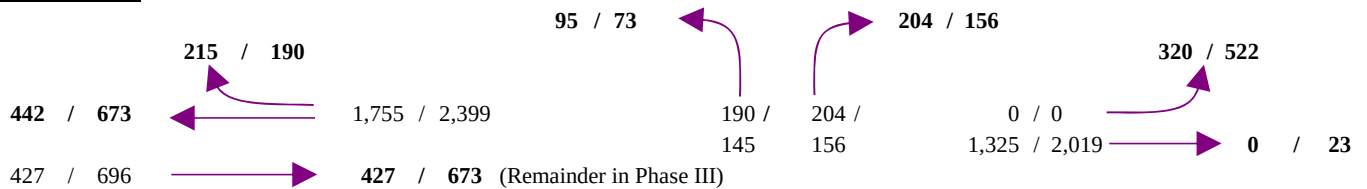
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** 2030 Base+Project
LOCATION: SR-125 NB / Olympic PKWY (AM/PM Peak)



ILV per Lane:



PHASE 1:

442 / 673	427 / 673

 >> 442 / 673

PHASE 2:

95 / 73	204 / 156

 >> 204 / 156

PHASE 3:

320 / 522	0 / 23

 >> 320 / 522

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

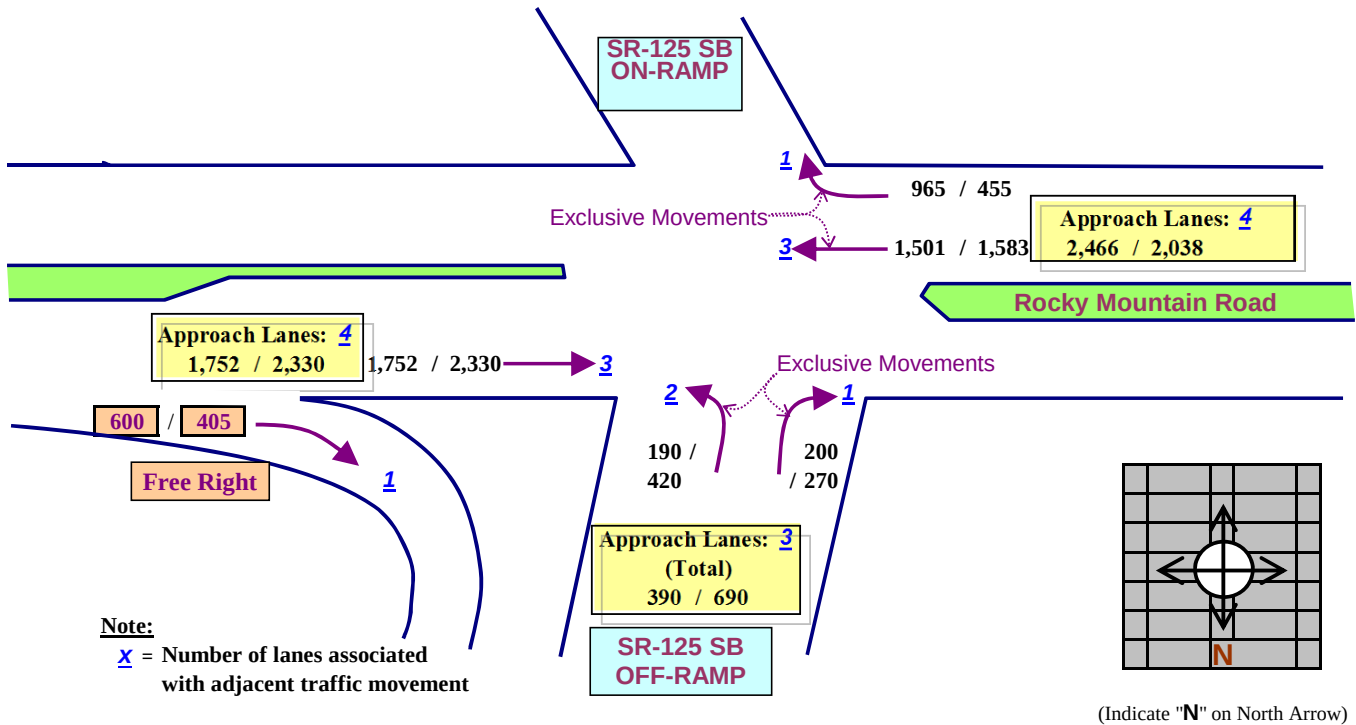
THEREFORE, INTERSECTION OPERATES : UNDER CAPACITY (in AM)
& AT CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

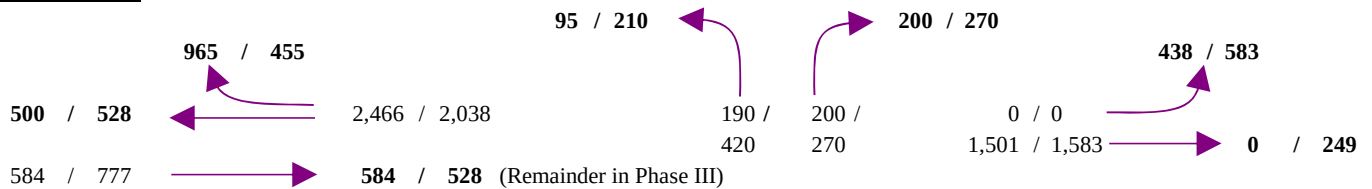
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** 2030 Base+Project
LOCATION: SR-125 SB / Rocky Mountain Road
(AM/PM Peak)



ILV per Lane:



PHASE 1: 965 / 528 > 965 / 528
 584 / 528

PHASE 2: 95 / 210 > 200 / 270
 200 / 270

PHASE 3: 438 / 583 > 438 / 583
 0 / 249

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

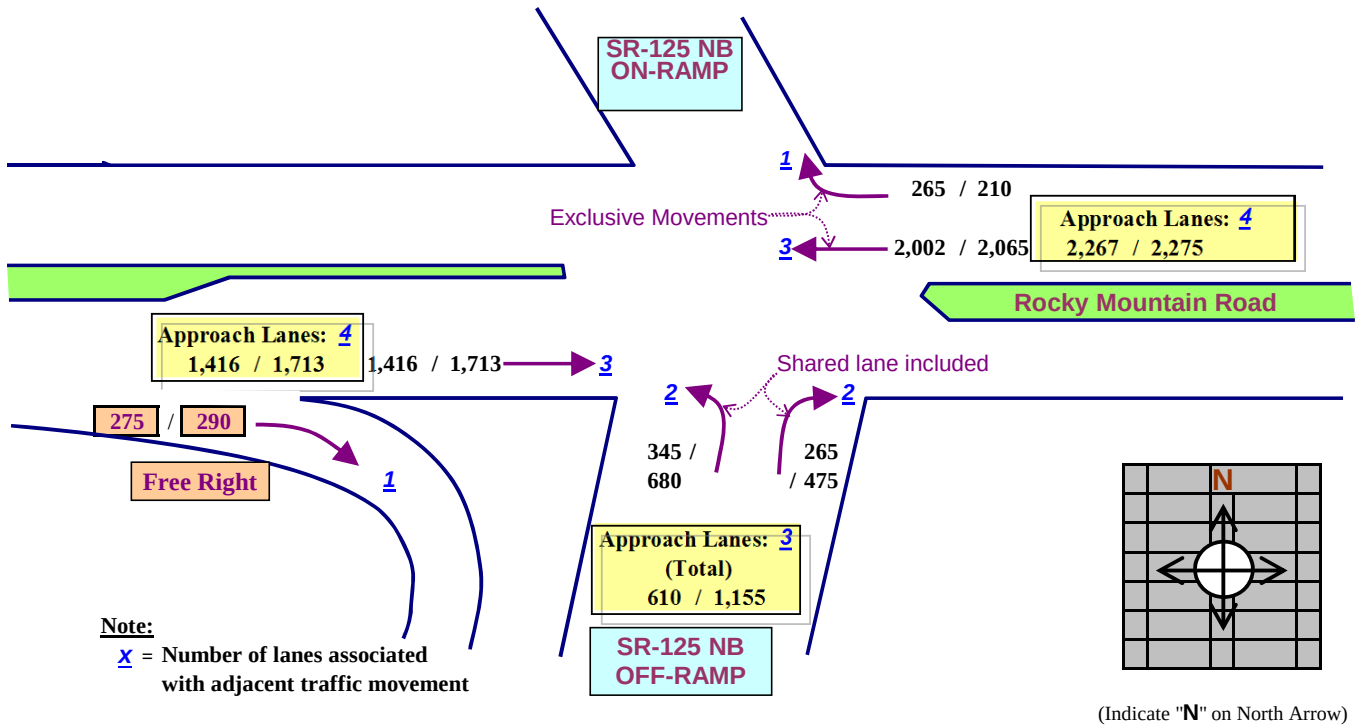
THEREFORE, INTERSECTION OPERATES : OVER CAPACITY (in AM)
& AT CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

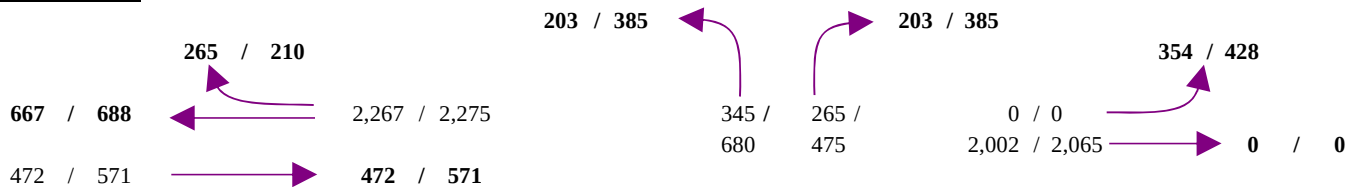
SPREAD DIAMOND INTERCHANGE

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: Otay Ranch Village 13 **Scenario:** 2030 Base+Project
LOCATION: SR-125 NB / Main Street (AM/PM Peak)



ILV per Lane:



PHASE 1:

667	/	688
472	/	571

 $\Rightarrow$

667	/	688

PHASE 2:

203	/	385
203	/	385

 $\Rightarrow$

203	/	385

PHASE 3:

354	/	428
0	/	0

 $\Rightarrow$

354	/	428

TOTAL = 1,225 / 1,502 ILV/HR. in the AM / PM peak hours

OPERATING LEVEL:

ILV/HR. = **1,225** in AM $\Rightarrow$ ILV: BETWEEN 1,200 & 1,500
 and **1,502** in PM $\Rightarrow$ ILV > 1,500

THEREFORE, INTERSECTION OPERATES : AT CAPACITY (in AM)
& OVER CAPACITY (in PM)

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

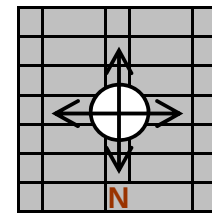
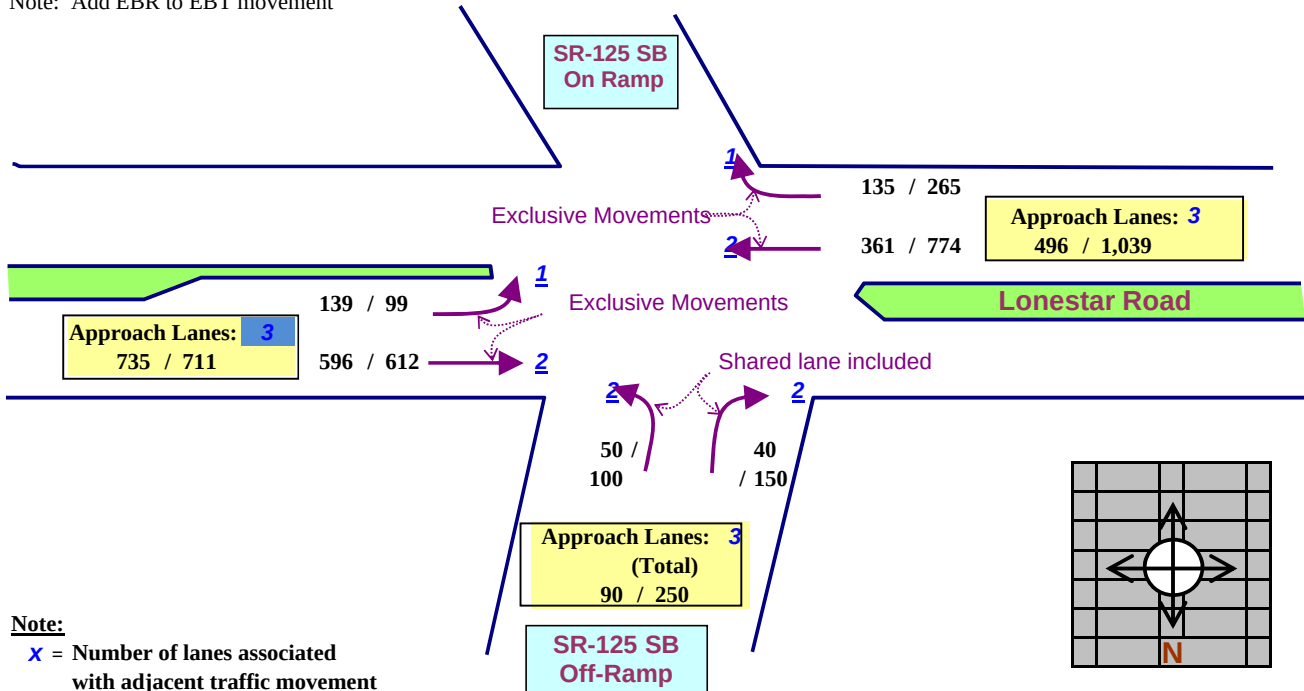
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

LOCATION: SR-125 SB Ramps / Otay Valley Road

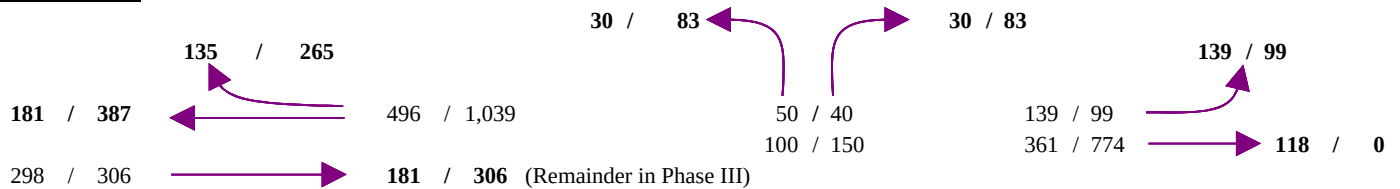
Scenario: 2030 Base+Project
(AM/PM Peak)

Note: Add EBR to EBT movement



(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1: 181 / 387 > 181 / 306

PHASE 2: 30 / 83 > 30 / 83

PHASE 3: 139 / 99 > 118 / 0

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)

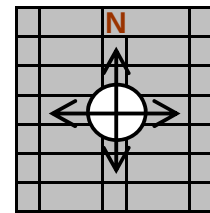
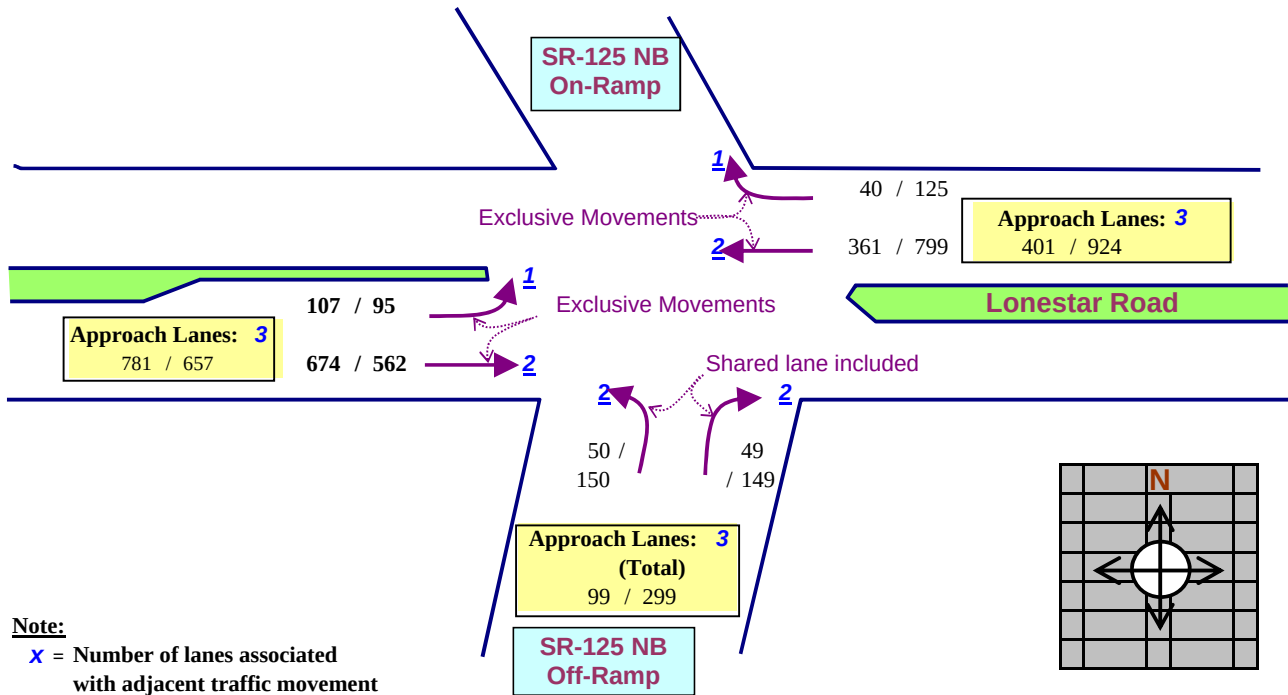
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

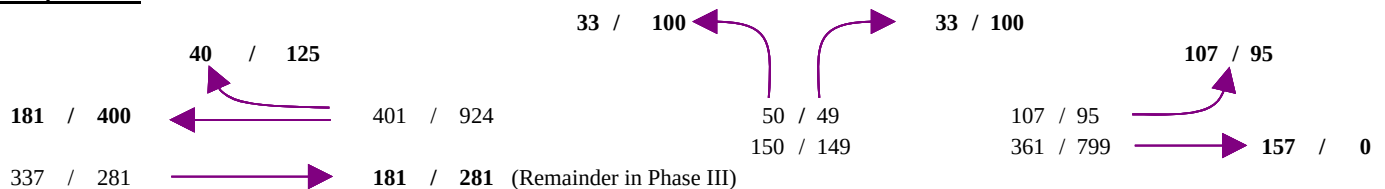
LOCATION: SR-125 NB Ramps / Otay Valley Road

Scenario: 2030 Base+Project
(AM/PM Peak)



(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:

181	/	400	>	181	/	400
181	/	281				

PHASE 2:

33	/	100	>	33	/	100
33	/	100				

PHASE 3:

107	/	95	>	157	/	95
157	/	0				

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

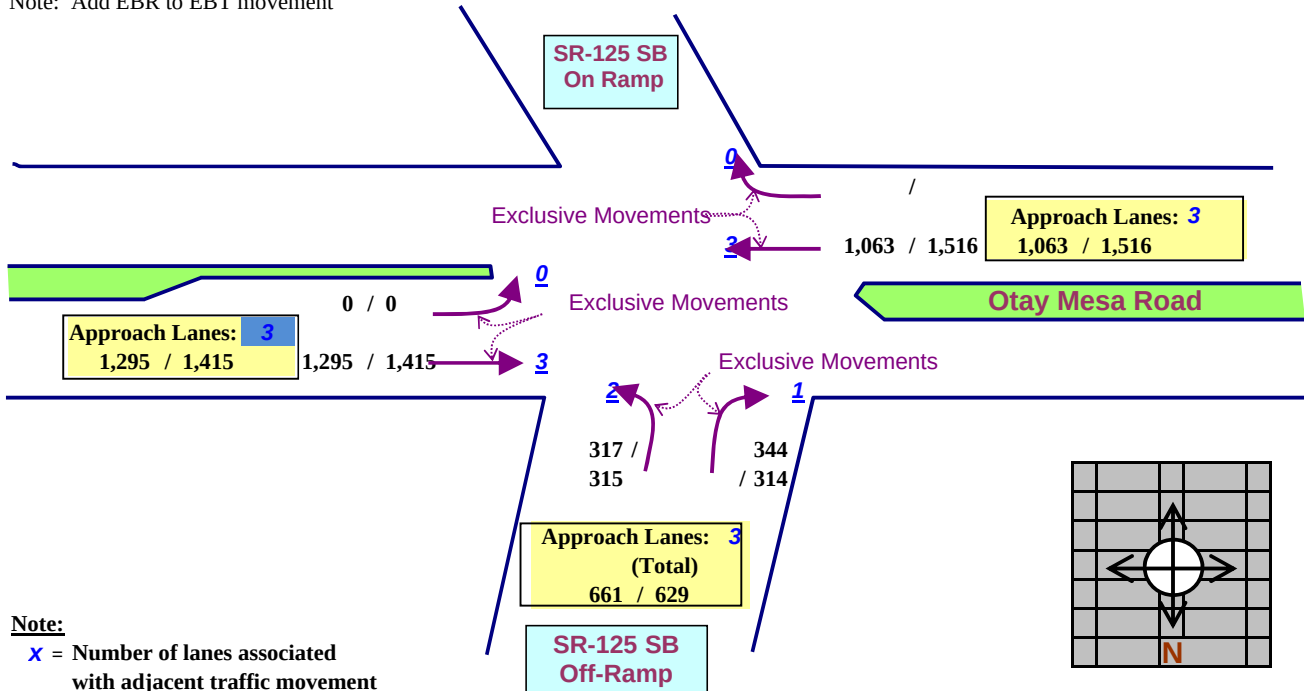
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

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

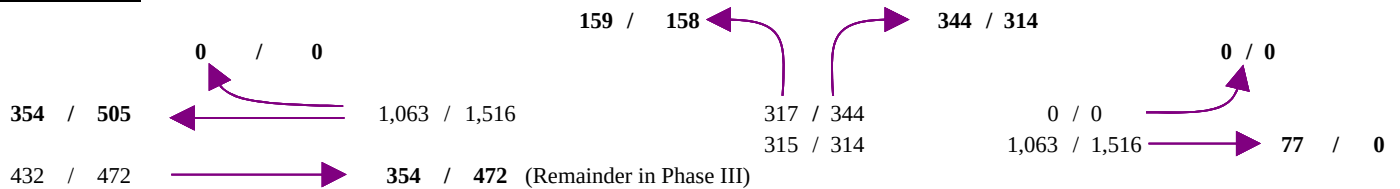


Note:

x = Number of lanes associated with adjacent traffic movement

(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1: 354 / 505 > 354 / 505

PHASE 2: 159 / 158 > 344 / 314

PHASE 3: 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)

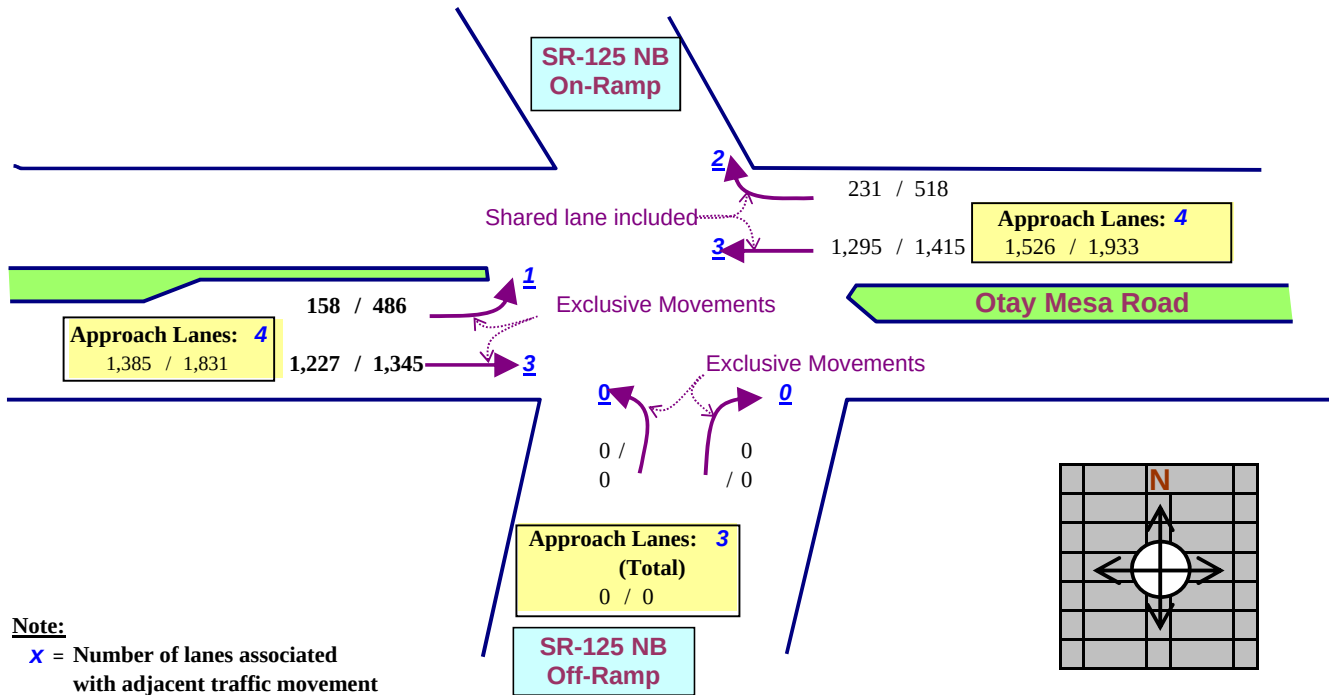
INTERSECTION LANE VEHICLES CALCULATION WORKSHEET

(BASED ON CALTRANS HIGHWAY DESIGN MANUAL FIGURE 406A)

PROJECT: University Villages

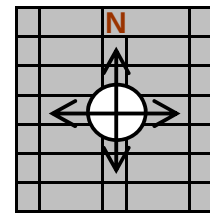
LOCATION: 59. SR-125 NB Ramps / Otay Mesa Road (City of SD)

Scenario: 2030 Base+Project
(AM/PM Peak)



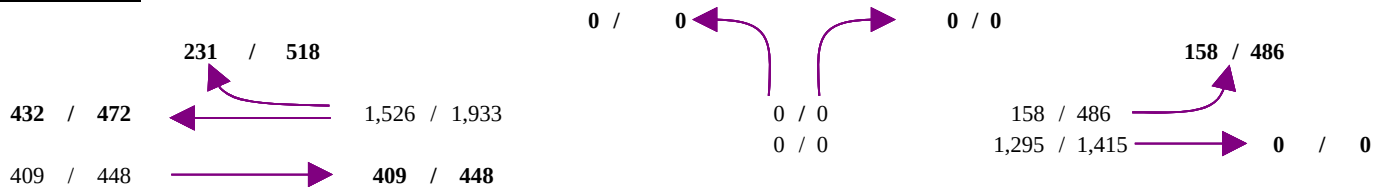
Note:

X = Number of lanes associated with adjacent traffic movement



(Indicate "N" on North Arrow)

ILV per Lane:



PHASE 1:

432	/	518
409	/	448

 $\Rightarrow$

432	/	518

PHASE 2:

0	/	0
0	/	0

 $\Rightarrow$

0	/	0

PHASE 3:

158	/	486
0	/	0

 $\Rightarrow$

158	/	486

OPERATING LEVEL:

ILV/HR. = **590** in AM $\Rightarrow$ ILV: <1,200M
and **1,004** in PM $\Rightarrow$ 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).
 - o Based on the project trip distribution shown on Figure 4-1A, the project trip distribution to this roadway segment is 89%
 - o The roadway capacity (LOS E) is 9,400
 - o The existing ADT is 2,927
 - o $9,400 - 2,927 = 6,473$ ADT
 - o $6,473 \text{ ADT} / 89\% = 7273 \text{ ADT}$ (from the project)
 - o $7,273 \text{ ADT} / 10 \text{ trips per single family dwelling unit (SF)} = 727.3 \text{ SF}$
 - o 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
 - o Based on the project trip distribution shown on Figure 4-1A, the project trip distribution to this roadway segment is 89%
 - o The roadway capacity (LOS E) is 10,900
 - o The existing ADT is 2,927
 - o $10,900 - 2,927 = 7,973$ ADT
 - o $7,973 \text{ ADT} / 89\% = 8,958 \text{ ADT}$ (from the project)
 - o $8,958 \text{ ADT} / 10 \text{ trips per SF} = 895.8 \text{ SF}$
 - o 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.
- o
- Otay Lakes Road, between Project Driveway #1 and Driveway #2 (County) – 896th residential unit.
 - o Based on the project trip distribution shown on Figure 4-1A, the project trip distribution to this roadway segment is 89%
 - o The roadway capacity (LOS E) is 10,900
 - o The existing ADT is 2,927
 - o $10,900 - 2,927 = 7,973$ ADT
 - o $7,973 \text{ ADT} / 89\% = 8,958 \text{ ADT}$ (from the project)
 - o $8,958 \text{ ADT} / 10 \text{ trips per SF} = 895.8 \text{ SF}$
 - o 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.
- o

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:	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
20 Wueste Rd / 0	4		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 / 0	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	Del/ Veh	V/ C	LOS	Del/ Veh	V/ 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	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	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

Critical Gap Module:												
Critical Gap:	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:	1402	1402	839	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	844	xxxx	xxxxx
Potent Cap.:	154	140	365	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	793	xxxx	xxxxx
Move Cap.:	141	124	365	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	793	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.65	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	355	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	4.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	34.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:	34.4			xxxxxx			xxxxxx			xxxxxx		
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: 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 - PFFP 1500 EDU

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 / 0	4		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 / 0	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	Del/ Veh	V/ C	LOS	Del/ Veh	V/ 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
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

Critical Gap Module:

Critical Gap:	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:	1409	1409	843	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	847	xxxx	xxxxx
Potent Cap.:	153	139	364	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	790	xxxx	xxxxx
Move Cap.:	139	123	364	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	790	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.66	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	354	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	4.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	35.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	E	*	*	*	*	*	*	*	*	*	*
ApproachDel:	35.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	E			*			*			*		

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