

Fehr&Peers

City of Dana Point Master Plan of Arterial Highways (MPAH) Amendment Request

Prepared for:

**Orange County Transportation Authority (OCTA)
City of Dana Point**

Submitted on:

August 2025

Table of Contents

Introduction..... 1
 Proposed Amendments 1

Analysis Methodology 5
 Study Area 5
 Analysis Scenarios 6
 Travel Demand Forecasting 8
 Roadway Segment Analysis 8
 Intersection Analysis..... 9
 LOS Standards 10

Arterial Operations Analysis..... 11
 Existing (2025) Conditions 11
 Future Year (2050) Conditions with General Plan Development 13

Intersection Operations Analysis 15

Conclusion..... 22

Appendices

- Appendix A. Traffic Volume Data
- Appendix B. Intersection LOS Worksheets

List of Figures

Figure 1: Existing MPAH Designations.....	3
Figure 2: Proposed MPAH Designations	4
Figure 3: Study Roadway Segments and Intersections.....	7
Figure 4: Existing (2025) Conditions Summer Peak Hour Turning Movement Volumes.....	16
Figure 5: Existing (2025) Conditions Non-Summer Peak Hour Turning Movement Volumes	17
Figure 6: Future Year (2050) Conditions with General Plan Development Summer Peak Hour Turning Movement Volumes.....	18
Figure 7: Future Year (2050) Conditions with General Plan Development Non-Summer Peak Hour Turning Movement Volumes.....	19

List of Tables

Table 1: Proposed MPAH Amendments	1
Table 2: Study Roadway Segments	5
Table 3: Study Intersections	6
Table 4: Roadway Segment Capacity Thresholds.....	8
Table 5: FHWA Generalized Service Volume for Signalized Highways	9
Table 6: Intersection Level of Service (LOS) Grade Thresholds	10
Table 7: Existing (2025) Roadway Segment Level of Service	11
Table 8: Future Year (2050) Roadway Segment Level of Service	13
Table 9: Existing (2025) and Future Year (2050) with General Plan Development Intersection Operations.....	20

Introduction

Fehr & Peers evaluated the feasibility of modifying the current Master Plan of Arterial Highways (MPAH) roadway classifications within the City of Dana Point as an extension of the City's General Plan Update. The purpose of these changes is to update the designations to reflect the current roadway configurations and the City's intent on retaining the existing roadway configurations.

The Orange County Transportation Authority (OCTA) manages the MPAH and defines a process for amending classifications, which includes an analysis of expected demand versus capacity. OCTA staff confirmed the methodology used in this assessment at a scoping meeting on May 20, 2025.

Proposed Amendments

The proposed amendments are described in **Table 1**. The changes are consistent with the proposed roadway classifications in the City's Draft General Plan Circulation Element (June 2025).

As shown in the table, most re-designations do not result in a reduction of vehicle travel lanes. Rather, the re-designations are intended to bring the MPAH in line with current conditions. Lane reductions are noted for two segments, as the City anticipates future changes on these roadways. The segment of Dana Point Harbor Drive west of Street of the Golden Lantern is proposed to be removed from the MPAH, as the roadway does not provide regional connectivity.

Table 1: Proposed MPAH Amendments

Roadway	Extent	Existing # of Lanes	Existing Designation (# of lanes)	Proposed Designation (# of lanes)	Change Results in Reduction of Lanes
Del Prado Avenue	PCH (West) to Golden Lantern	2	Secondary Arterial (4)	Divided Collector (2)	No
	Golden Lantern to PCH (East)/Copper Lantern	EB: 2 WB: 1 Total: 3	Secondary Arterial (4)	Divided Collector (2)	Yes
Crown Valley Parkway	PCH to Camino Del Avion	4	Major Arterial (6)	Primary Arterial (4)	No
Niguel Road	PCH to Camino Del Avion	4	Major Arterial (6)	Primary Arterial (4)	No
Selva Road	PCH to Chula Vista Avenue	2 ¹	Undivided Collector (2)	Divided Collector (2)	No
Street of the Golden Lantern	PCH to Selva Road	4	Major Arterial (6)	Primary Arterial (4)	No
	Selva Road to Stonehill Drive	NB: 3 SB: 2 Total: 5	Major Arterial (6)	Primary Arterial (5)	No
	Stonehill Drive to Camino Del Avion	4	Major Arterial (6)	Primary Arterial (4)	No

Roadway	Extent	Existing # of Lanes	Existing Designation (# of lanes)	Proposed Designation (# of lanes)	Change Results in Reduction of Lanes
Coast Highway	Doheny Park Road to Palisades Drive	2 ¹	Primary Arterial (4)	Divided Collector (2)	No
Pacific Coast Highway	Crown Valley Parkway to Del Prado Avenue (West)	4	Major Arterial (6)	Primary Arterial (4)	No
	Del Prado Avenue (West) to Del Prado Avenue (East)/Copper Lantern	4	Secondary Arterial (4)	Primary Arterial (4)	No
Coast Highway Connector	San Juan Creek Trail to Coast Highway/Doheny Park Road	1 (EB Only)	Primary Arterial (4)	Undivided Collector (1)	No
Dana Point Harbor Drive	West of Golden Lantern	2	Primary Arterial (4)	<i>Remove from MPAH</i>	No
Camino De Estrella	Camino Capistrano to Calle Hermosa	4	Primary Arterial (4)	Divided Collector (2)	Yes

Notes:

1. City recently completed road diet along this segment.

Source: City of Dana Point, 2025.

The existing and proposed designations are shown in **Figure 1** and **Figure 2**, respectively.

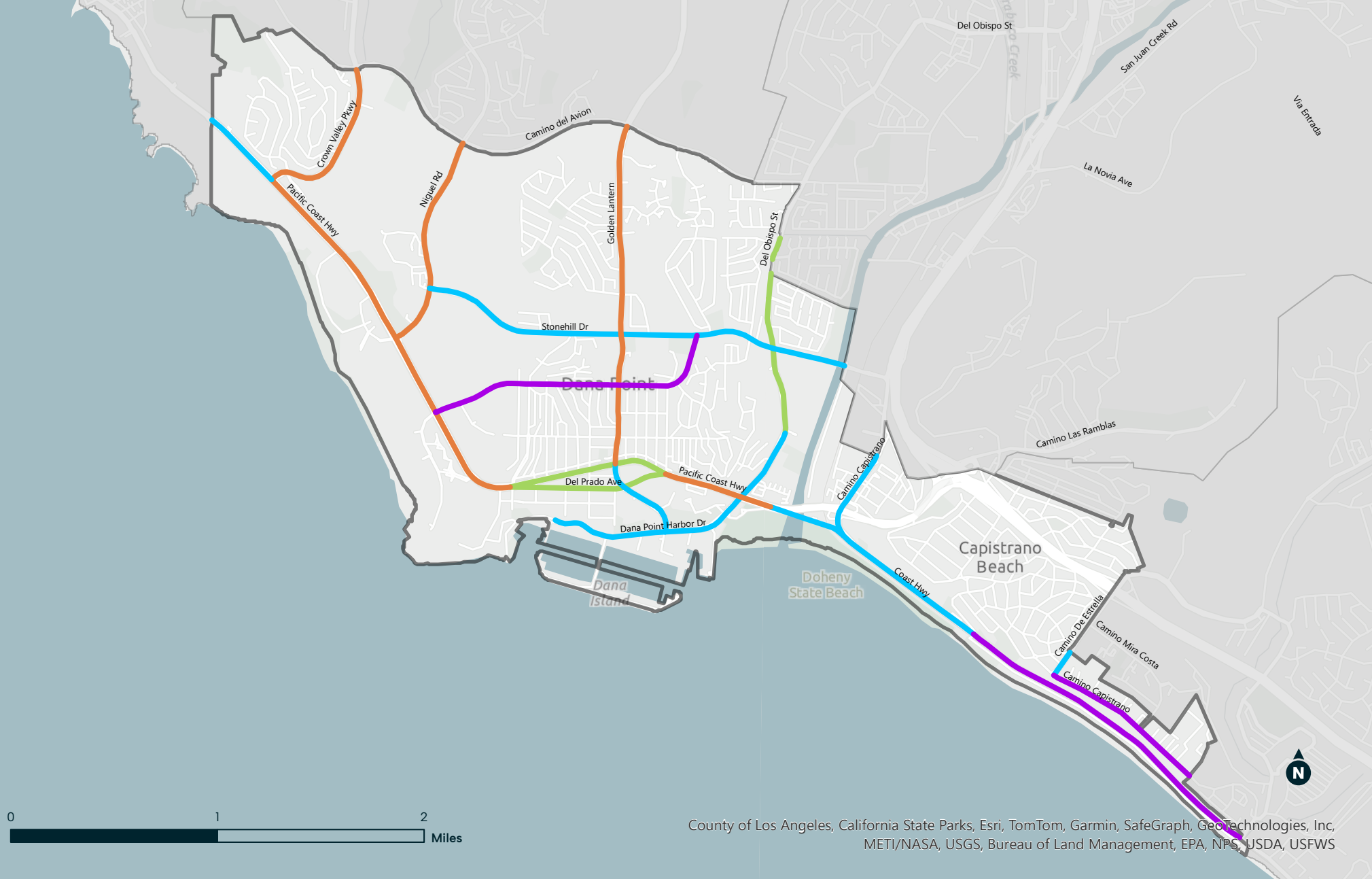


FIGURE 1
Existing MPAH Designations

- Major Arterial
- Primary Arterial
- Secondary Arterial
- Collector

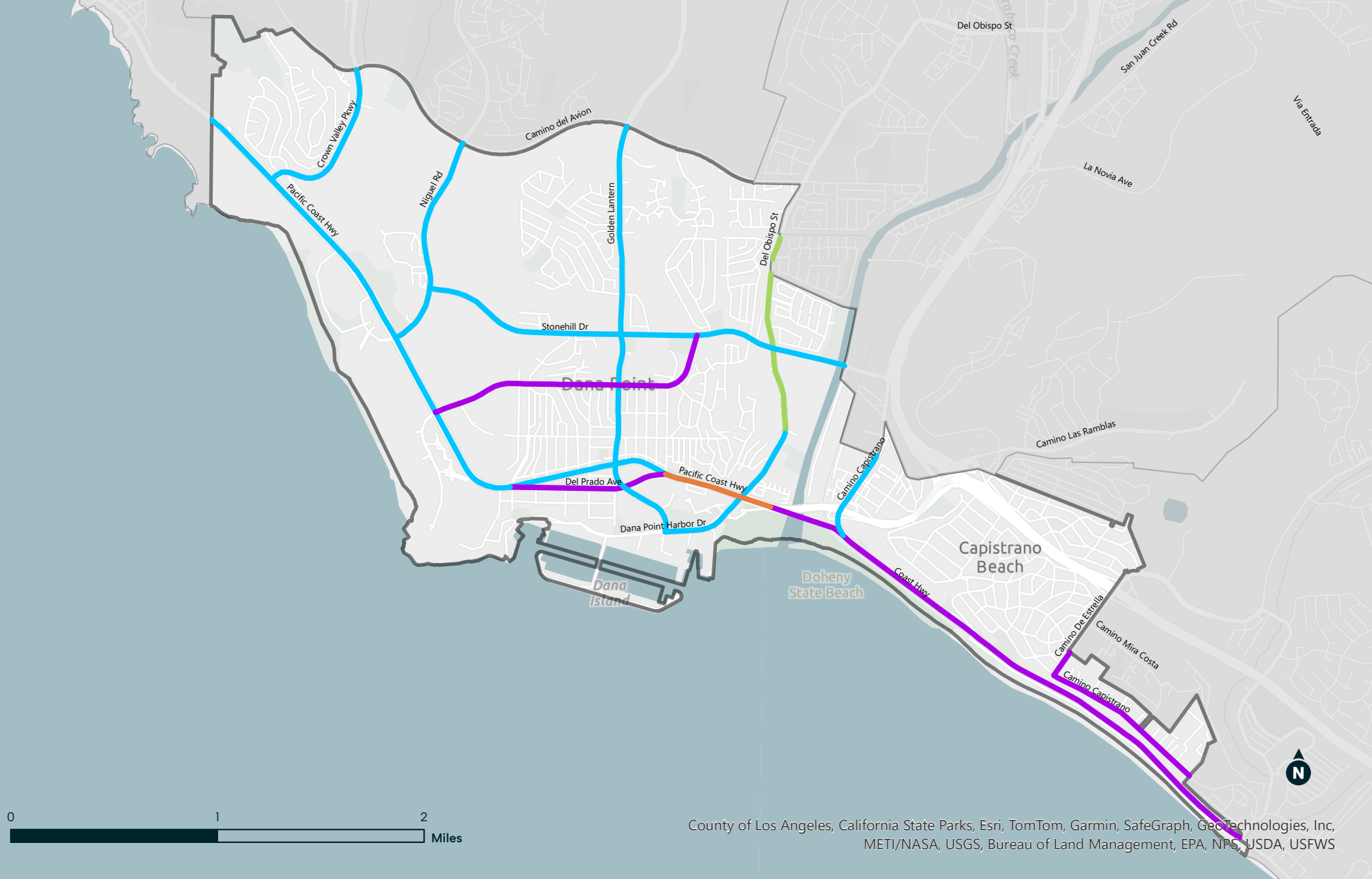


FIGURE 2

Proposed MPAH Designations

Analysis Methodology

Study Area

The study area includes 28 roadway segments and 13 intersections that were evaluated during the City's General Plan Update. The study locations were selected to assess changes to citywide roadway operations and focus on the locations with proposed changes.

The study roadway segments and intersections are listed in **Table 2** and **Table 3**, respectively. These study locations are also shown in **Figure 3**.

Table 2: Study Roadway Segments

ID	Roadway	Extent
1	Pacific Coast Highway	Coast Highway Connector to Palisades Drive
2	Pacific Coast Highway	NW City Limits to Crown Valley Parkway
3	Pacific Coast Highway	Crown Valley Parkway to Niguel Road
4	Pacific Coast Highway	Niguel Road to Blue Lantern
5	Pacific Coast Highway	Crystal Lantern to Del Obispo Street
6	Selva Road	Pacific Coast Highway to La Cresta Drive
7	Selva Road	Pacific Coast Highway and Strand Beach Parking
8	Stonehill Drive	Niguel Road to Monarch Beach Drive
9	Stonehill Drive	Blue Lantern to Golden Lantern
10	Stonehill Drive	Golden Lantern to Selva Road
11	Stonehill Drive	Del Obispo Street to Camino Capistrano
12	Niguel Road	Camino Del Avion to Monarch Beach Drive
13	Niguel Road	Monarch Beach Drive to Ritz Pointe Drive
14	Niguel Road	Ritz Pointe Drive to Monarch Beach Resort
15	Niguel Road	Monarch Beach Resort to Stonehill Drive
16	Niguel Road	Stonehill Drive to Mariner Drive
17	Niguel Road	Mariner Drive to Pacific Coast Highway
18	Ritz Carlton Drive	Pacific Coast Highway to Cabrillo Isle
19	Crown Valley Parkway	Pacific Coast Highway to Sea Island Drive
20	Camino Del Avion	Ritz Pointe Drive to Niguel Road
21	Camino Del Avion	Niguel Road to Bear Brand Road
22	Street of the Golden Lantern	Camino Del Avion to Terra Vista
23	Street of the Golden Lantern	Acapulo Drive to Stonehill Drive
24	Street of the Golden Lantern	Stonehill Drive to Selva Road
25	Street of the Golden Lantern	Del Prado Avenue to Dana Point Harbor Drive

ID	Roadway	Extent
26	Del Prado Avenue	Violet Lantern to Golden Lantern
27	Dana Point Harbor Drive	Golden Lantern to Park Lantern
28	Camino De Estrella	Camino Capistrano to SE City Limits

Source: City of Dana Point, 2025.

Table 3: Study Intersections

ID	Intersection
1	Coast Highway and Palisades Drive
2	Doheny Park Road and Victoria Boulevard
3	Dana Point Harbor Drive/Del Obispo Street and Pacific Coast Highway
4	Golden Lantern and Pacific Coast Highway
5	Blue Lantern and Pacific Coast Highway
6	Selva Road and Pacific Coast Highway
7	Niguel Road/Ritz Carlton Drive and Pacific Coast Highway
8	Monarch Bay Drive/Crown Valley Parkway and Pacific Coast Highway
9	Golden Lantern and Dana Point Harbor Drive
10	Golden Lantern and Stonehill Drive
11	Del Obispo Street and Stonehill Drive
12	Stonehill Drive and Niguel Road
13	Del Prado Avenue/Copper Lantern and Pacific Coast Highway

Source: City of Dana Point, 2025.

Analysis Scenarios

To determine the existing and future needs of the transportation network, Fehr & Peers considered the following scenarios in the analysis:

- Existing (2025) Conditions – Establishes the current level or baseline of traffic operations based on observed traffic counts. Traffic counts were collected between 2023–2025. Traffic counts in 2023/2024 were adjusted with a 0.5 percent annual growth rate to reflect 2025 conditions.
- Future Year (2050) Conditions – Includes build-out of the General Plan land uses and the proposed MPAH designations.



FIGURE 3

Study Locations

Travel Demand Forecasting

Fehr & Peers utilized the latest version of the Orange County Transportation Analysis Model (OCTAM) (Version 5.0.1, released Summer 2024) to prepare traffic forecasts for the assessment. OCTAM Version 5.0.1 has a 2019 base year and 2050 cumulative year, with land uses and roadway networks consistent with the *2024 Southern California Association of Governments Regional Transportation Plan and Sustainable Communities Strategy* (2024 SCAG RTP/SCS).

Land use inputs were reviewed as part of the General Plan Update which represents projected growth over the next 25 years and includes all known pending and approved development projects within the City. Roadway network inputs were refined in the model to reflect the proposed MPAH amendments.

Traffic volume forecasts were developed for the study locations using the Difference Method, which adds traffic growth from the OCTAM base to future models to existing counts, consistent with *National Cooperative Highway Research Program (NCHRP) Report 765*. At locations where negative growth was forecasted, Fehr & Peers instead applied a 0.5 percent annual growth rate to the existing volume. This growth rate is based on the average annual growth rate of overall traffic volumes in the City derived from OCTAM.

The travel forecasts from the OCTAM model were converted to summer conditions to reflect the higher levels of tourism traffic in the City. As noted in the City’s Draft General Plan Circulation Element (June 2025), traffic volumes are approximately 15% higher during the summer months than in the non-summer months.

Roadway Segment Analysis

Roadway segment operations were evaluated based on OCTA’s MPAH Guidelines shown in **Table 4**. The OCTA MPAH Guidelines are based on the Highway Capacity Manual (HCM) 2010 Edition methodology, which is considered the state-of-the-practice methodology for evaluating roadway segment operations. The HCM 2010 methodology utilizes the volume to capacity (V/C) ratio to quantify roadway segment operations, comparing demand volume to a roadway’s available capacity. A V/C ratio of 1.0 indicates that a road is at capacity, which is the boundary of LOS E/F.

Table 4: Roadway Segment Capacity Thresholds

Type of Arterial	# of Lanes	Level of Service					
		A	B	C	D	E	F
Major Arterial	6	33,900	39,400	45,000	50,600	56,300	-
	5	28,250	32,830	37,500	42,170	46,920	-
Primary Arterial	5	27,000	31,560	36,000	40,560	45,000	-
	4	22,500	26,300	30,000	33,800	37,500	-
Secondary Arterial	5	18,750	21,000	24,000	27,000	30,000	-
	4	15,000	17,500	20,000	22,500	25,000	-
Divided Collector	2	9,000	12,000	15,000	20,000	22,000	-

Type of Arterial	# of Lanes	Level of Service					
		A	B	C	D	E	F
Undivided Collector	2	7,500	8,800	10,000	11,300	12,500	–
	1 (one-way)	3,750	4,400	5,000	5,650	6,250	–
V/C Ratio (all Facility Types)		<0.6	0.6–0.7	0.7–0.8	0.8–0.9	0.9–1.0	>1.0

Source: OCTA MPAH Guidelines, 2017.

As noted in the MPAH guidelines, the roadway capacities are approximate figures only. Factors such as the number, spacing and configuration of intersections, degree of access control, roadway grades, design geometries, and level of pedestrian and bicycle traffic influence roadway capacity. We applied a customized capacity threshold for the segment of Pacific Coast Highway north of the Street of the Blue Lantern. This segment functions as a limited access highway with signalized intersections spaced at least one-half mile apart, exclusive left- and right-turn lanes at intersections, and no unsignalized left turns from side streets.

The Federal Highway Administration's Generalized Service Volume Tables (GSVT)¹ recommend higher thresholds based on a roadway's speed limit and percentage of total green time allocated to the primary through movement. Relevant capacities in the GSVT for four lane segments are listed in **Table 5**. Note that this segment of Pacific Coast Highway has a posted speed limit of 45 miles per hour and current traffic signal timing plans allocate approximately 55% of total green time to through traffic on Pacific Coast Highway.

Table 5: FHWA Generalized Service Volume for Signalized Highways

# of Lanes	% Green Time	Speed Limit (mph)	Level of Service					
			A	B	C	D	E	F
4	55	45	–	37,400	41,000	44,100	49,000	

Source: Federal Highway Administration, 2018.

Intersection Analysis

Summer and non-summer weekday AM and PM peak hour intersection operating conditions were evaluated using the Transportation Research Board (TRB) *Highway Capacity Manual (HCM) 7th Edition* methodology.

The HCM 7th Edition methodology for signalized intersections estimates the average control delay for vehicles at intersections. After the quantitative delay estimates are complete, the methodology assigns a qualitative letter grade that represents the operations of the intersection. These grades range from LOS A (minimal delay) to LOS F (excessive congestion). The upper limit of LOS E represents at-capacity operations. Descriptions of the LOS letter grades for signalized intersections are provided in **Table 6**.

¹ *Generalized Service Volume Tables*, Federal Highway Administration Office of Highway Policy Information, March 2018. <https://www.fhwa.dot.gov/policyinformation/pubs/pl18003/chap04.cfm>

Fehr & Peers used the Synchro 12 software to facilitate the HCM calculations at signalized intersections.

Table 6: Intersection Level of Service (LOS) Grade Thresholds

Level of Service	Description	Signalized Delay (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths	> 10.0 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear	> 20.0 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable	> 35.0 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences	> 55.0 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	> 80.0

Source: Highway Capacity Manual 7th Edition (Transportation Research Board, 2022).

LOS Standards

Per OCTA's MPAH Guidelines, roadway segment operations are determined acceptable if they operate at LOS C or better. This corresponds with a maximum volume to capacity (V/C) ratio of 0.8.

Per the City of Dana Point's Transportation Study Guidelines, intersection operations are determined acceptable if they operate at LOS D or better during any peak hour year-round (summer and non-summer).

Arterial Operations Analysis

Existing (2025) Conditions

The existing daily traffic volumes and existing lane configurations were used to conduct the arterial operational analysis. The roadway segment LOS results are summarized in **Table 7**.

All roadway segments operate at LOS C or better under Existing (2025) Conditions except:

- Pacific Coast Highway (NW City Limits to Blue Lantern)
- Pacific Coast Highway (Crystal Lantern to Del Obispo Street)
- Stonehill Drive (Del Obispo Street to Camino Capistrano)

Note that the segment of Pacific Coast Highway between the NW City Limits and Blue Lantern is shown at operating at LOS D. However, field observations confirm the only constraint along this segment is at the Pacific Coast Highway and Crown Valley Parkway intersection. As noted in the following section, that intersection currently operates acceptably.

Table 7: Existing (2025) Roadway Segment Level of Service

Roadway	Extent	Existing Volume	Current Designation			V/C Ratio	LOS
			Type	Lanes	Capacity		
Pacific Coast Highway	Coast Highway Connector to Palisades Drive	13,800	Primary Arterial	2	25,000	0.55	A
Pacific Coast Highway	NW City Limits to Crown Valley Parkway	40,890	Primary Arterial	4	49,000 ¹	0.83	D
Pacific Coast Highway	Crown Valley Parkway to Niguel Road	43,400	Major Arterial	4	49,000 ¹	0.89	D
Pacific Coast Highway	Niguel Road to Blue Lantern	41,310	Major Arterial	4	49,000 ¹	0.84	D
Pacific Coast Highway	Crystal Lantern to Del Obispo Street	39,290	Major Arterial	5	46,900	0.84	D
Selva Road	Pacific Coast Highway to La Cresta Drive	4,950	Secondary Arterial	2	25,000	0.20	A
Selva Road	Pacific Coast Highway and Strand Beach Parking	7,180	Divided Collector	2	22,000	0.33	A
Stonehill Drive	Niguel Road to Monarch Beach Drive	14,520	Primary Arterial	4	37,500	0.39	A
Stonehill Drive	Blue Lantern to Golden Lantern	17,710	Primary Arterial	4	37,500	0.47	A
Stonehill Drive	Golden Lantern to Selva Road	24,290	Primary Arterial	4	37,500	0.65	B
Stonehill Drive	Del Obispo Street to Camino Capistrano	30,750	Primary Arterial	4	37,500	0.82	D

Roadway	Extent	Existing Volume	Current Designation			V/C Ratio	LOS
			Type	Lanes	Capacity		
Niguel Road	Camino Del Avion to Monarch Beach Drive	16,760	Major Arterial	5	46,920	0.36	A
Niguel Road	Monarch Beach Drive to Ritz Pointe Drive	22,870	Major Arterial	4	37,500	0.61	B
Niguel Road	Ritz Pointe Drive to Monarch Beach Resort	23,690	Major Arterial	4	37,500	0.63	B
Niguel Road	Monarch Beach Resort to Stonehill Drive	25,310	Major Arterial	4	37,500	0.67	B
Niguel Road	Stonehill Drive to Mariner Drive	24,500	Major Arterial	4	37,500	0.65	B
Niguel Road	Mariner Drive to Pacific Coast Highway	24,300	Major Arterial	4	37,500	0.65	B
Ritz Carlton Drive	Pacific Coast Highway to Cabrillo Isle	15,190	Divided Collector	4	37,500	0.61	B
Crown Valley Parkway	Pacific Coast Highway to Sea Island Drive	24,950	Major Arterial	4	37,500	0.67	B
Camino Del Avion	Ritz Pointe Drive to Niguel Road	12,820	Primary Arterial	4	37,500	0.34	A
Camino Del Avion	Niguel Road to Bear Brand Road	19,230	Primary Arterial	4	37,500	0.51	A
Street of the Golden Lantern	Camino Del Avion to Terra Vista	17,470	Major Arterial	4	37,500	0.47	A
Street of the Golden Lantern	Acapulo Drive to Stonehill Drive	24,780	Major Arterial	4	37,500	0.66	B
Street of the Golden Lantern	Stonehill Drive to Selva Road	21,410	Major Arterial	5	45,000	0.48	A
Street of the Golden Lantern	Del Prado Avenue to Dana Point Harbor Drive	7,830	Major Arterial	4	37,500	0.21	A
Del Prado Avenue	Violet Lantern to Golden Lantern	6,460	Secondary Arterial	2	22,000	0.29	A
Dana Point Harbor Drive	Golden Lantern to Park Lantern	14,220	Divided Collector	2	22,000	0.65	B
Camino De Estrella	Camino Capistrano to SE City Limits	3,810	Divided Collector	4	25,000	0.15	A

Note:

1. Customized capacity used for Pacific Coast Highway north of Street of the Blue Lantern due to longer intersection spacing and access management, consistent with FHWA recommendations.

2. **Bold and underline** indicates segment operates at LOS D or worse.

Source: Fehr & Peers, 2025.

Future Year (2050) Conditions with General Plan Development

Future conditions were analyzed using the forecasted traffic volumes and proposed roadway re-designations. The forecasted traffic volumes account for the City's General Plan development. Roadway segment LOS results are summarized in **Table 8**.

All roadway segments will operate at LOS C or better in the future except:

- Pacific Coast Highway (NW City Limits to Blue Lantern)
- Pacific Coast Highway (Crystal Lantern to Del Obispo Street)

These segments were also identified operating below LOS C at present. At these locations, the proposed number of lanes is consistent with current conditions, and V/C ratios increase by less than three percent. Similar to existing conditions, the segment of Pacific Coast Highway between the NW City Limits and Niguel Road is shown as operating at LOS D. All intersections along this segment are forecasted to operate acceptably in the future year.

Table 8: Future Year (2050) Roadway Segment Level of Service

Roadway	Extent	Forecasted Volume	Proposed Designation			V/C Ratio	LOS
			Type	Lanes	Capacity		
Pacific Coast Highway	Coast Highway Connector to Palisades Drive	15,860	<i>Divided Collector</i>	2	22,000	0.72	C
Pacific Coast Highway	NW City Limits to Crown Valley Parkway	40,050	<i>Primary Arterial</i>	4	49,000 ¹	<u>0.82</u>	<u>D</u>
Pacific Coast Highway	Crown Valley Parkway to Niguel Road	44,130	<i>Primary Arterial</i>	4	49,000 ¹	<u>0.90</u>	<u>D</u>
Pacific Coast Highway	Niguel Road to Blue Lantern	42,410	<i>Primary Arterial</i>	4	49,000 ¹	<u>0.87</u>	<u>D</u>
Pacific Coast Highway	Crystal Lantern to Del Obispo Street	40,090	Major Arterial	5	46,900	<u>0.85</u>	<u>D</u>
Selva Road	Pacific Coast Highway to La Cresta Drive	5,590	<i>Divided Collector</i>	2	22,000	0.25	A
Selva Road	Pacific Coast Highway and Strand Beach Parking	7,650	Divided Collector	2	22,000	0.35	A
Stonehill Drive	Niguel Road to Monarch Beach Drive	16,410	Primary Arterial	4	37,500	0.44	A
Stonehill Drive	Blue Lantern to Golden Lantern	20,010	Primary Arterial	4	37,500	0.53	A
Stonehill Drive	Golden Lantern to Selva Road	27,450	Primary Arterial	4	37,500	0.73	C
Stonehill Drive	Del Obispo Street to Camino Capistrano	31,530	Primary Arterial	5 ²	45,000	0.70	B
Niguel Road	Camino Del Avion to Monarch Beach Drive	18,940	<i>Primary Arterial</i>	5	45,000	0.42	A

Roadway	Extent	Forecasted Volume	Proposed Designation			V/C Ratio	LOS
			Type	Lanes	Capacity		
Niguel Road	Monarch Beach Drive to Ritz Pointe Drive	25,840	<i>Primary Arterial</i>	4	37,500	0.69	B
Niguel Road	Ritz Pointe Drive to Monarch Beach Resort	26,770	<i>Primary Arterial</i>	4	37,500	0.71	C
Niguel Road	Monarch Beach Resort to Stonehill Drive	28,600	<i>Primary Arterial</i>	4	37,500	0.76	C
Niguel Road	Stonehill Drive to Mariner Drive	27,690	<i>Primary Arterial</i>	4	37,500	0.74	C
Niguel Road	Mariner Drive to Pacific Coast Highway	27,460	<i>Primary Arterial</i>	4	37,500	0.73	C
Ritz Carlton Drive	Pacific Coast Highway to Cabrillo Isle	15,660	Divided Collector	4	25,000	0.63	B
Crown Valley Parkway	Pacific Coast Highway to Sea Island Drive	28,190	<i>Primary Arterial</i>	4	37,500	0.75	C
Camino Del Avion	Ritz Pointe Drive to Niguel Road	14,490	Primary Arterial	4	37,500	0.39	A
Camino Del Avion	Niguel Road to Bear Brand Road	19,410	Primary Arterial	4	37,500	0.52	A
Street of the Golden Lantern	Camino Del Avion to Terra Vista	19,320	<i>Primary Arterial</i>	4	37,500	0.52	A
Street of the Golden Lantern	Acapulo Drive to Stonehill Drive	27,240	<i>Primary Arterial</i>	4	37,500	0.73	C
Street of the Golden Lantern	Stonehill Drive to Selva Road	21,810	<i>Primary Arterial</i>	5	45,000	0.48	A
Street of the Golden Lantern	Del Prado Avenue to Dana Point Harbor Drive	8,130	<i>Primary Arterial</i>	4	37,500	0.22	A
Del Prado Avenue	Violet Lantern to Golden Lantern	7,300	<i>Divided Collector</i>	2	22,000	0.33	A
Dana Point Harbor Drive	Golden Lantern to Park Lantern	14,870	<i>Divided Collector</i>	2	22,000	0.68	B
Camino De Estrella	Camino Capistrano to SE City Limits	3,820	<i>Divided Collector</i>	2	22,000	0.17	A

Notes:

1. Customized capacity used for Pacific Coast Highway north of Street of the Blue Lantern due to longer intersection spacing and access management, consistent with FHWA recommendations.

2. Planned improvements along Stonehill Drive include a third eastbound lane.

3. *Italicized* indicates change from existing conditions.

4. **Bold and underline** indicates segment operates at LOS D or worse.

Source: Fehr & Peers, 2025.

Intersection Operations Analysis

Existing (2025) and Future Year (2050) operations were evaluated using the HCM methodology to provide additional context for City staff. Fehr & Peers analyzed intersection operations for the following conditions:

- Summer: Weekday AM and PM Peak Hours
- Non-Summer: Weekday AM and PM Peak Hours

Figures 4 through 7 present the peak hour intersection turning movement volumes used for the analysis.

For future conditions, traffic signal timings were optimized. Peak hour factors were also updated to 0.95, unless the existing peak hour factor was higher. This is consistent with the City's LOS transportation study guidelines and reflects expected changes to travel behavior as congestion increases and traffic signal timing optimization increases throughput.

Table 9 summarizes the intersection average vehicle delay and LOS results under Existing (2025) and Future Year (2050). Intersection LOS calculation worksheets are provided in **Appendix B**.

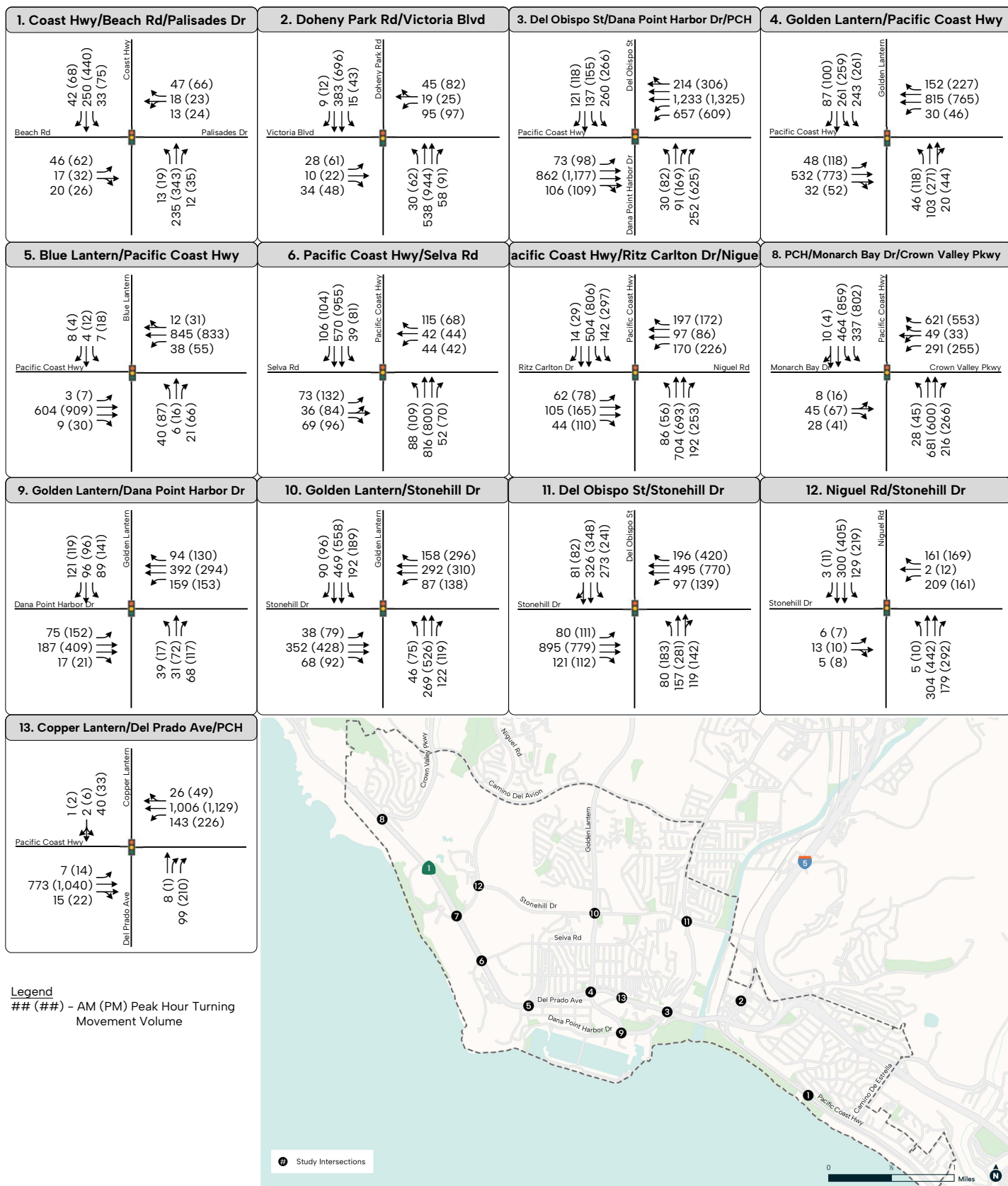
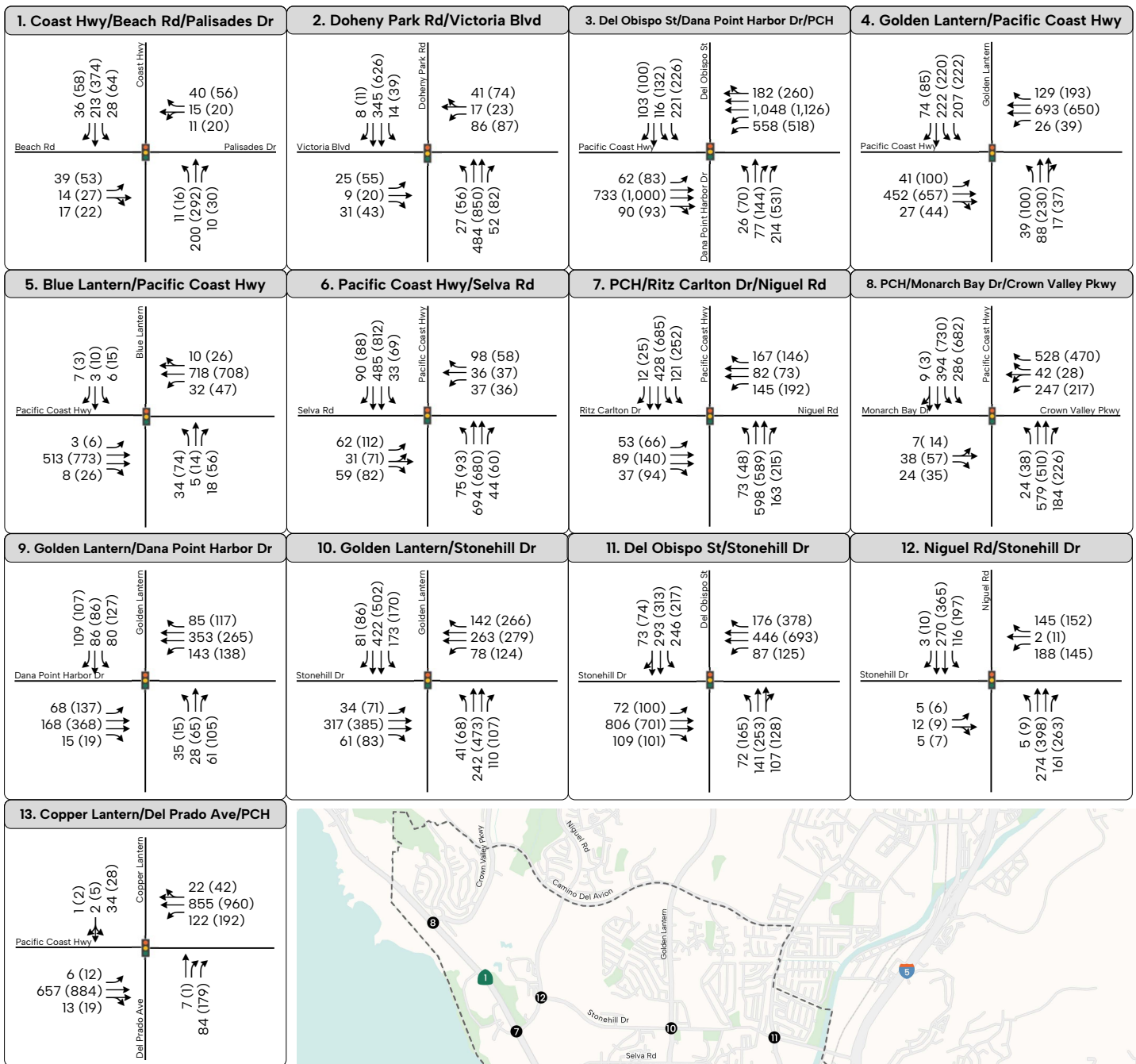


FIGURE 4

Existing Conditions Summer AM/PM Peak Hour



Legend
 ## (##) - AM (PM) Peak Hour Turning Movement Volume

FIGURE 5

Existing Conditions Non-Summer AM/PM Peak Hour

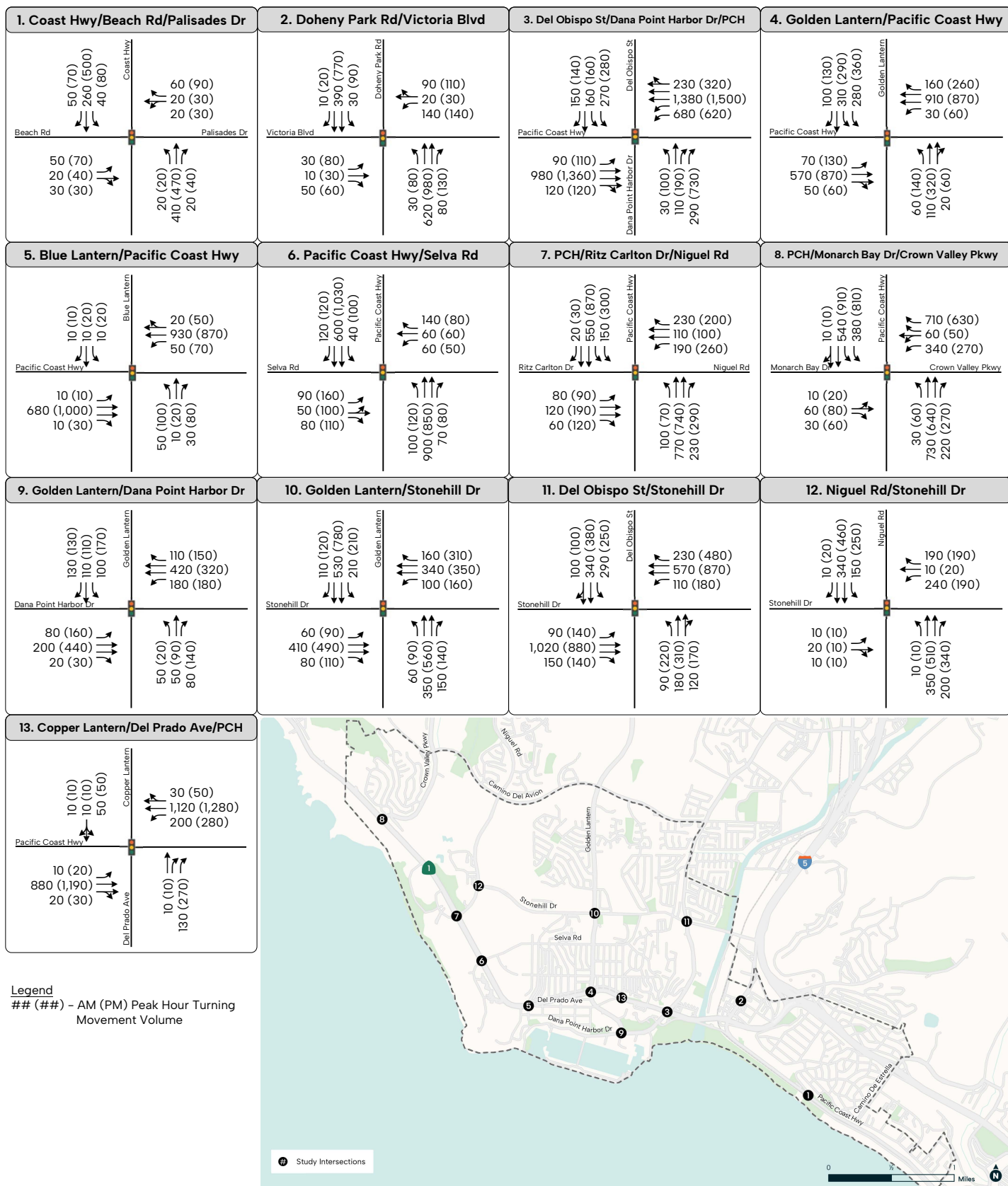


FIGURE 6

Future Year with General Plan Development Summer AM/PM Peak Hour

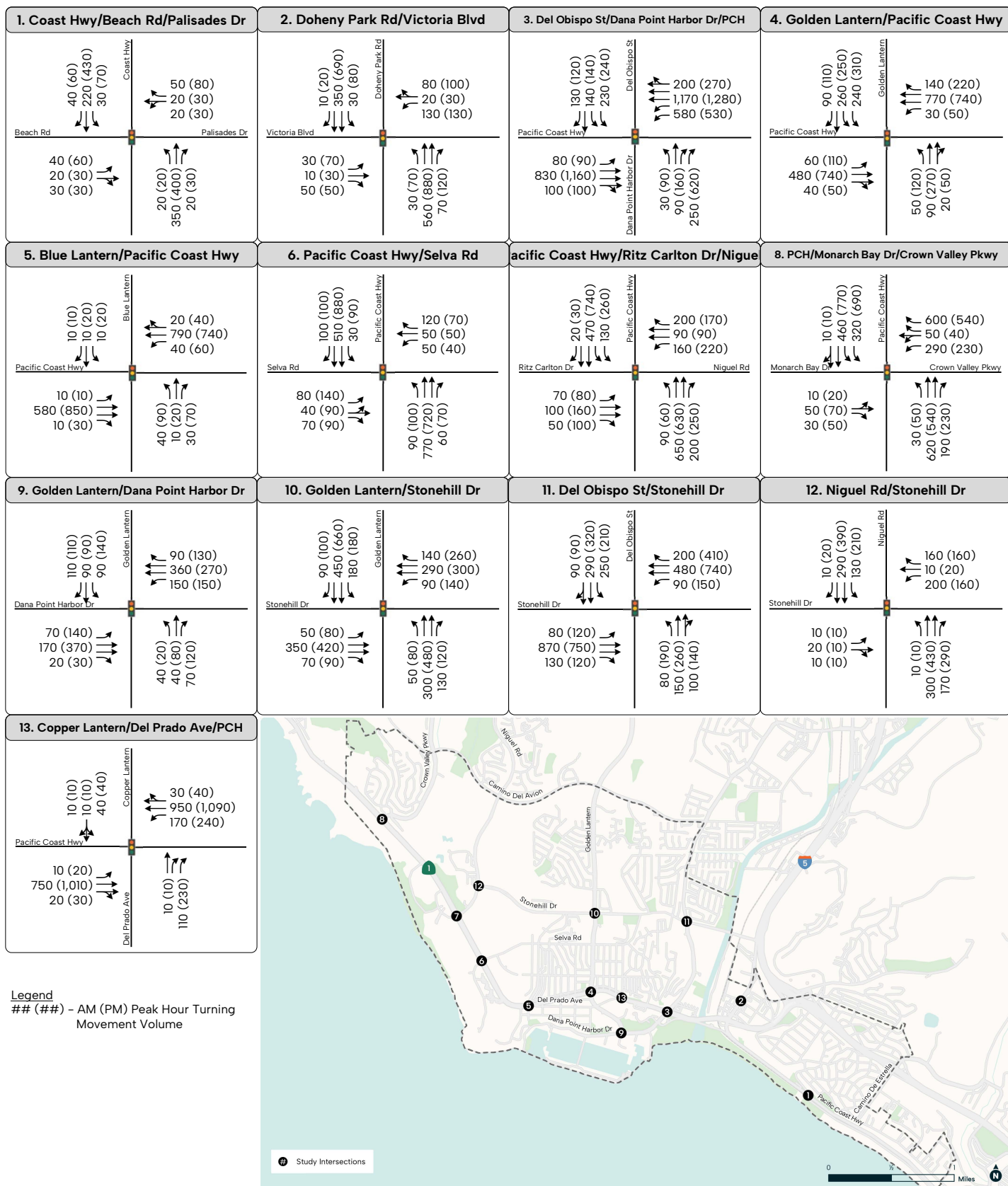


FIGURE 7

Future Year with General Plan Development Non-Summer AM/PM Peak Hour

Table 9: Existing (2025) and Future Year (2050) with General Plan Development Intersection Operations

Intersection		Peak Hour	Existing (2025) Conditions		Future Year (2050) Conditions with General Plan Development	
			Summer Delay (s) / LOS	Non-Summer Delay (s) / LOS	Summer Delay (s) / LOS	Non-Summer Delay (s) / LOS
1	Coast Highway and Palisades Drive	AM	14 / B	13 / B	16 / B	15 / B
		PM	19 / B	17 / B	20 / B	18 / B
2	Doheny Park Road and Victoria Boulevard	AM	10 / A	9 / A	11 / B	10 / A
		PM	12 / B	12 / B	14 / B	13 / B
3	Dana Point Harbor Drive/Del Obispo Street and Pacific Coast Highway	AM	31 / C	28 / C	48 / D	31 / C
		PM	43 / D	33 / C	45 / D	40 / D
4	Golden Lantern and Pacific Coast Highway	AM	33 / C	31 / C	39 / D	36 / D
		PM	36 / D	34 / C	44 / D	38 / D
5	Blue Lantern and Pacific Coast Highway	AM	10 / A	9 / A	12 / B	11 / B
		PM	14 / B	13 / B	16 / B	15 / B
6	Selva Road and Pacific Coast Highway	AM	14 / B	13 / B	14 / B	13 / B
		PM	17 / B	15 / B	19 / B	16 / B
7	Niguel Road/Ritz Carlton Drive and Pacific Coast Highway	AM	16 / B	15 / B	17 / B	15 / B
		PM	35 / C	20 / B	22 / C	20 / B
8	Monarch Bay Drive/Crown Valley Parkway and Pacific Coast Highway	AM	18 / B	16 / B	19 / B	16 / B
		PM	25 / C	18 / B	23 / C	19 / B
9	Golden Lantern and Dana Point Harbor Drive	AM	26 / C	25 / C	26 / C	25 / C
		PM	29 / C	29 / C	32 / C	29 / C
10	Golden Lantern and Stonehill Drive	AM	17 / B	16 / B	18 / B	16 / B
		PM	21 / C	18 / B	25 / C	20 / B
11	Del Obispo Street and Stonehill Drive	AM	30 / C	28 / C	34 / C	29 / C
		PM	31 / C	29 / C	39 / D	31 / C
12	Stonehill Drive and Niguel Road	AM	15 / B	14 / B	15 / B	14 / B
		PM	16 / B	15 / B	17 / B	15 / B
13	Del Prado Avenue/Copper Lantern and Pacific Coast Highway	AM	22 / C	20 / C	26 / C	24 / C
		PM	27 / C	23 / C	33 / C	29 / C

Source: Fehr & Peers, 2025.

Under Existing (2025) Conditions and Future Year (2050) Conditions, all intersections operate at LOS D or better during the weekday AM and PM peak hours year-round.

Although not needed to achieve the desired level-of-service, we recommend some minor improvements at two locations in the future to achieve better performance:

Intersection 8: Monarch Bay Drive/Crown Valley Parkway and Pacific Coast Highway

- Extend the SB left turn (PCH to Crown Valley Parkway) signal phase by 20 seconds
- Extend the SB through signal phase by 20 seconds

Intersection 13: Del Prado Avenue/Copper Lantern and Pacific Coast Highway

- Install right turn overlap for the NB right turn (Del Prado Avenue EB to PCH SB). This requires the installation of new signal heads on the existing signal mast arm
- Shorten the EB phase (Del Prado Avenue EB) by 15 seconds and reallocate time to the NB/SB through phases (PCH)

Conclusion

The proposed changes to the MPAH designations are intended to align with current roadway configurations and will support future traffic volumes. Most roadway segments are forecasted to operate at LOS C or better and be within the thresholds adopted by OCTA. The five roadway segments at worse than LOS C today are not expected to significantly degrade in the future. All major intersections in the City are also forecasted to operate at LOS D or better during the weekday AM and PM peak hours, year-round.

One of the main concerns regarding changes to the MPAH is whether other roads/agencies would be burdened by such a change. Given that the roads will have adequate capacity, traffic volumes are not expected to shift to other facilities in the surrounding communities. Moreover, because of the geography of the area (ocean to the west and I-5 to the east), there aren't corridors in other cities that would be a candidate to receive any spill-over traffic should the Dana Point roadways perform worse than predicted.

Appendix A.

Traffic Volume

Data

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

CITY# Dana Point

JOB #: SC4398

CLASS1 Golden Lantern between Camino Del Avion and Terra Vista

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	12:00	0	106	16	0	3	0	0	0	0	0	0	0	125	
0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12:15	0	103	13	0	7	0	0	0	0	0	0	0	123	
0:30	0	3	0	0	1	0	0	0	0	0	0	0	0	4	12:30	0	94	10	0	1	0	0	0	0	0	0	0	105	
0:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12:45	0	120	18	1	3	0	0	0	0	0	0	0	142	
1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:00	0	145	26	0	1	0	0	0	0	0	0	0	172	
1:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5	13:15	1	121	14	0	9	1	0	0	0	0	0	0	146	
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:30	0	138	13	1	3	0	0	0	0	0	0	0	155	
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:45	0	126	7	0	1	1	0	0	0	0	0	0	135	
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14:00	0	124	14	2	3	0	0	0	0	0	0	0	143	
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:15	0	118	14	3	7	0	0	0	0	0	0	0	142	
2:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	14:30	0	106	16	0	3	0	0	0	0	0	0	0	125	
2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:45	0	132	15	1	0	0	0	0	0	0	0	0	148	
3:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2	15:00	0	124	15	2	0	0	0	0	0	0	0	0	141	
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:15	1	121	12	0	1	1	0	0	0	0	0	0	136	
3:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15:30	1	152	16	0	0	0	0	0	0	0	0	0	169	
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:45	0	150	19	2	2	1	0	0	0	0	0	0	174	
4:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	16:00	0	132	19	0	2	0	0	0	0	0	0	0	153	
4:15	0	2	0	0	0	0	0	0	0	1	0	0	0	3	16:15	1	133	19	0	3	0	0	0	0	0	0	0	156	
4:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4	16:30	0	122	24	1	2	0	0	0	0	0	0	0	149	
4:45	0	20	4	0	0	0	0	0	0	0	0	0	0	24	16:45	1	119	24	0	1	1	0	0	0	0	0	0	146	
5:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18	17:00	0	152	29	0	0	0	0	0	0	0	0	0	181	
5:15	0	14	1	1	0	0	0	0	0	0	0	0	0	16	17:15	0	188	22	1	3	0	0	0	0	0	0	0	214	
5:30	0	15	3	0	0	0	0	0	0	0	0	0	0	18	17:30	0	187	20	0	1	0	0	0	0	0	0	0	208	
5:45	0	19	3	0	1	0	0	0	0	0	0	0	0	23	17:45	0	163	16	0	1	0	0	0	0	0	0	0	180	
6:00	0	21	4	1	0	0	0	0	0	0	0	0	0	26	18:00	1	157	23	1	1	0	0	0	0	0	0	0	183	
6:15	0	29	4	0	0	0	0	0	0	0	0	0	0	33	18:15	0	149	14	1	1	0	0	0	0	0	0	0	165	
6:30	0	21	6	0	3	0	0	0	0	0	0	0	0	30	18:30	0	115	11	0	2	0	0	0	0	0	0	0	128	
6:45	0	43	4	1	3	0	0	0	0	0	0	0	0	51	18:45	0	84	10	1	0	0	0	0	0	0	0	0	95	
7:00	0	71	13	0	3	0	0	0	0	0	0	0	0	87	19:00	1	130	16	0	0	0	0	0	0	0	0	0	147	
7:15	0	169	17	1	4	0	0	0	1	0	0	0	0	192	19:15	0	89	7	0	1	0	0	0	0	0	0	0	97	
7:30	1	140	14	1	0	0	0	0	0	0	0	0	0	156	19:30	0	85	4	1	0	0	0	0	1	0	0	0	91	
7:45	0	148	16	0	3	0	0	0	0	0	0	0	0	167	19:45	0	56	14	0	1	0	0	0	0	0	0	0	71	
8:00	0	190	21	0	2	0	0	0	0	0	0	0	0	213	20:00	0	71	4	0	0	0	0	0	0	0	0	0	75	
8:15	1	211	21	3	2	0	0	0	0	0	0	0	0	238	20:15	0	73	8	1	1	0	0	0	0	0	0	0	83	
8:30	1	160	15	3	2	0	0	0	0	0	0	0	0	181	20:30	0	80	9	0	1	0	0	0	0	0	0	0	90	
8:45	0	103	11	1	4	0	0	0	0	0	0	0	0	119	20:45	0	69	13	0	0	0	0	0	1	0	0	0	83	
9:00	0	103	11	1	5	0	0	0	0	0	0	0	0	120	21:00	0	63	5	1	0	0	0	0	0	0	0	0	69	
9:15	0	86	19	0	5	0	0	0	0	0	0	0	0	110	21:15	0	37	1	0	0	0	0	0	0	0	0	0	38	
9:30	0	74	9	1	4	1	0	0	0	0	0	0	0	89	21:30	0	49	3	0	0	0	0	0	0	0	0	0	52	
9:45	0	110	16	3	3	0	0	0	0	0	0	0	0	132	21:45	0	37	4	0	0	0	0	0	0	0	0	0	41	
10:00	0	93	13	0	5	0	0	0	0	0	0	0	0	111	22:00	0	29	3	0	0	0	0	0	0	0	0	0	32	
10:15	0	89	14	0	4	0	0	0	0	0	0	0	0	107	22:15	0	25	1	0	0	0	0	0	0	0	0	0	26	
10:30	0	98	7	1	0	0	0	0	0	0	0	0	0	106	22:30	0	20	2	0	0	0	0	0	0	0	0	0	22	
10:45	0	91	14	0	3	0	0	0	0	0	0	0	0	108	22:45	0	17	1	0	0	0	0	0	0	0	0	0	18	
11:00	0	105	8	0	4	1	0	0	0	0	0	0	0	118	23:00	0	13	3	0	0	0	0	0	0	0	0	0	16	
11:15	0	96	21	1	2	0	0	0	0	0	0	0	0	120	23:15	0	14	3	0	0	0	0	0	0	0	0	0	17	
11:30	0	77	23	0	3	0	0	0	0	0	0	0	0	103	23:30	0	18	0	0	0	0	0	0	0	0	0	0	18	
11:45	0	119	17	1	4	0	0	0	0	0	0	0	0	141	23:45	0	10	0	0	0	0	0	0	0	0	0	0	10	
TOTAL	3	2,578	338	20	71	2	0	0	2	0	0	0	0	3,014	TOTAL	7	4,666	570	20	65	5	0	0	2	0	0	0	0	5,335

AM PEAK HOUR	7:45 AM	PM PEAK HOUR	5:15 PM
AM PEAK VOLUME	799	PM PEAK VOLUME	785

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

[illegible]

Class	1	2	3	4	5	6	7	8	9	10	11	12	13

[illegible]

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: SC4398

CITY# Dana Point
CLASS1 Golden Lantern between Camino Del Avion and Terra Vista

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	12:00	0	134	21	0	1	0	0	0	0	0	0	0	0	156
0:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	12:15	0	128	13	1	6	0	0	0	0	0	0	0	0	148
0:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	12:30	0	105	18	0	2	0	0	0	0	0	0	0	0	125
0:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12:45	0	151	17	1	5	0	0	0	0	0	0	0	0	174
1:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	13:00	0	161	16	3	3	0	0	0	0	0	0	0	0	183
1:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:15	0	139	23	0	2	0	0	0	0	0	0	0	0	164
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	0	143	6	0	6	0	0	0	0	0	0	0	0	155
1:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3	13:45	0	171	7	1	3	0	0	0	0	0	0	0	0	182
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:00	1	147	8	1	3	0	0	0	0	0	0	0	0	160
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	163	16	2	3	0	0	0	0	0	0	0	0	184
2:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	14:30	0	151	19	2	4	0	0	0	0	0	0	0	0	176
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	0	180	18	1	1	0	0	0	1	0	0	0	0	201
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	0	224	9	1	0	0	0	0	0	0	0	0	0	234
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:15	0	236	21	1	3	0	0	0	0	0	0	0	0	261
3:30	0	4	0	0	0	0	0	0	1	0	0	0	0	5	15:30	1	199	26	0	0	0	0	0	0	0	0	0	0	226
3:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	15:45	0	217	12	1	3	0	0	0	0	0	0	0	0	233
4:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	16:00	0	193	16	2	3	0	0	0	0	0	0	0	0	214
4:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16:15	0	171	22	0	2	1	0	0	0	0	0	0	0	196
4:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	16:30	0	174	12	1	0	0	0	0	0	0	0	0	0	187
4:45	0	11	2	0	0	0	0	0	0	0	0	0	0	13	16:45	0	203	22	0	0	0	0	0	0	0	0	0	0	225
5:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11	17:00	1	206	23	0	1	0	0	0	0	0	0	0	0	231
5:15	0	20	2	0	0	0	0	0	0	0	0	0	0	22	17:15	1	183	18	0	3	0	0	0	0	0	0	0	0	205
5:30	0	15	5	0	0	0	0	0	0	0	0	0	0	20	17:30	0	179	19	1	1	0	0	0	0	0	0	0	0	200
5:45	0	23	4	0	1	0	0	0	0	0	0	0	0	28	17:45	1	189	19	0	1	0	0	0	0	0	0	0	0	210
6:00	0	30	7	0	0	1	0	0	0	0	0	0	0	38	18:00	1	150	10	0	0	0	0	0	0	0	0	0	0	161
6:15	0	28	4	1	0	0	0	0	0	0	0	0	0	33	18:15	0	159	14	1	1	0	0	0	0	0	0	0	0	175
6:30	0	37	6	0	0	0	0	0	0	0	0	0	0	43	18:30	0	166	5	0	0	0	0	0	0	0	0	0	0	171
6:45	0	59	7	0	1	0	0	0	0	0	0	0	0	67	18:45	0	143	18	1	0	0	0	0	0	0	0	0	0	162
7:00	2	147	14	1	3	0	0	0	0	0	0	0	0	167	19:00	0	109	7	0	0	0	0	0	0	0	0	0	0	116
7:15	0	121	12	1	2	2	0	0	0	0	0	0	0	138	19:15	0	94	6	0	0	0	0	0	0	0	0	0	0	100
7:30	1	156	16	2	3	1	0	0	0	0	0	0	0	179	19:30	0	90	6	0	0	0	0	0	0	0	0	0	0	96
7:45	2	213	34	4	3	0	0	0	0	0	0	0	0	256	19:45	0	74	4	1	0	0	0	0	0	0	0	0	0	79
8:00	0	314	32	0	2	0	0	0	0	0	0	0	0	348	20:00	0	56	7	0	0	0	0	0	0	0	0	0	0	63
8:15	4	221	24	4	3	0	0	0	0	0	0	0	0	256	20:15	0	68	8	1	0	0	0	0	0	0	0	0	0	77
8:30	1	138	18	1	6	2	0	0	0	0	0	0	0	166	20:30	1	58	10	0	1	0	0	0	0	0	0	0	0	70
8:45	0	123	13	0	3	0	0	0	0	0	0	0	0	139	20:45	0	46	5	0	0	0	0	0	0	0	0	0	0	51
9:00	0	93	15	0	4	0	0	0	0	0	0	0	0	112	21:00	0	52	5	1	0	0	0	0	0	0	0	0	0	58
9:15	0	119	13	1	7	0	0	0	0	0	0	0	0	140	21:15	0	61	4	0	0	0	0	0	0	0	0	0	0	65
9:30	0	81	12	0	9	0	0	0	0	0	0	0	0	102	21:30	0	32	4	0	0	0	0	0	0	0	0	0	0	36
9:45	0	100	14	1	7	1	0	0	0	0	0	0	0	123	21:45	0	38	4	1	0	0	0	0	0	0	0	0	0	43
10:00	0	108	10	1	6	0	0	0	0	0	0	0	0	125	22:00	0	48	3	0	0	0	0	1	0	0	0	0	0	52
10:15	0	91	11	1	6	0	0	0	1	0	0	0	0	110	22:15	0	27	1	0	0	0	0	0	0	0	0	0	0	28
10:30	0	108	10	1	0	0	0	0	0	0	0	0	0	119	22:30	0	25	3	0	0	0	0	0	0	0	0	0	0	28
10:45	0	107	11	1	3	0	0	0	0	0	0	0	0	122	22:45	0	18	0	0	0	0	0	0	0	0	0	0	0	18
11:00	0	103	16	0	3	0	0	0	0	0	0	0	0	122	23:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
11:15	0	119	23	0	4	0	0	0	0	0	0	0	0	146	23:15	0	12	4	0	0	0	0	0	0	0	0	0	0	16
11:30	0	115	19	1	5	0	0	0	0	0	0	0	0	140	23:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13
11:45	0	140	17	0	4	0	0	0	0	0	0	0	0	161	23:45	0	14	2	0	0	0	0	0	0	0	0	0	0	16
TOTAL	10	3,010	378	21	85	7	0	0	2	0	0	0	0	3,513	TOTAL	7	5,714	533	25	58	1	0	1	1	0	0	0	0	6,340

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	1,039

PM PEAK HOUR	3:00 PM
PM PEAK VOLUME	954

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	17	8,724	911	46	143	8	0	1	3	0	0	0	0	9,853
% OF TOTAL	0.2%	88.5%	9.2%	0.5%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13

DATE: Tuesday, January 23, 2024

CITY# Dana Point

JOB #: SC4398

CLASS1 Golden Lantern between Camino Del Avion and Terra Vista

AM TIME	COMBINED													TOTAL	PM Time	COMBINED													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16	12:00	0	240	37	0	4	0	0	0	0	0	0	0	281	
0:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	12:15	0	231	26	1	13	0	0	0	0	0	0	0	271	
0:30	0	7	1	0	1	0	0	0	0	0	0	0	0	9	12:30	0	199	28	0	3	0	0	0	0	0	0	0	230	
0:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	12:45	0	271	35	2	8	0	0	0	0	0	0	0	316	
1:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	13:00	0	306	42	3	4	0	0	0	0	0	0	0	355	
1:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9	13:15	1	260	37	0	11	1	0	0	0	0	0	0	310	
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:30	0	281	19	1	9	0	0	0	0	0	0	0	310	
1:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5	13:45	0	297	14	1	4	1	0	0	0	0	0	0	317	
2:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	14:00	1	271	22	3	6	0	0	0	0	0	0	0	303	
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:15	0	281	30	5	10	0	0	0	0	0	0	0	326	
2:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4	14:30	0	257	35	2	7	0	0	0	0	0	0	0	301	
2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:45	0	312	33	2	1	0	0	0	1	0	0	0	349	
3:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2	15:00	0	348	24	3	0	0	0	0	0	0	0	0	375	
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:15	1	357	33	1	4	1	0	0	0	0	0	0	397	
3:30	0	9	0	0	0	0	0	0	1	0	0	0	0	10	15:30	2	351	42	0	0	0	0	0	0	0	0	0	395	
3:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	15:45	0	367	31	3	5	1	0	0	0	0	0	0	407	
4:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	16:00	0	325	35	2	5	0	0	0	0	0	0	0	367	
4:15	0	5	0	0	0	0	0	0	1	0	0	0	0	6	16:15	1	304	41	0	5	1	0	0	0	0	0	0	352	
4:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9	16:30	0	296	36	2	2	0	0	0	0	0	0	0	336	
4:45	0	31	6	0	0	0	0	0	0	0	0	0	0	37	16:45	1	322	46	0	1	1	0	0	0	0	0	0	371	
5:00	0	24	5	0	0	0	0	0	0	0	0	0	0	29	17:00	1	358	52	0	1	0	0	0	0	0	0	0	412	
5:15	0	34	3	1	0	0	0	0	0	0	0	0	0	38	17:15	1	371	40	1	6	0	0	0	0	0	0	0	419	
5:30	0	30	8	0	0	0	0	0	0	0	0	0	0	38	17:30	0	366	39	1	2	0	0	0	0	0	0	0	408	
5:45	0	42	7	0	2	0	0	0	0	0	0	0	0	51	17:45	1	352	35	0	2	0	0	0	0	0	0	0	390	
6:00	0	51	11	1	0	1	0	0	0	0	0	0	0	64	18:00	2	307	33	1	1	0	0	0	0	0	0	0	344	
6:15	0	57	8	1	0	0	0	0	0	0	0	0	0	66	18:15	0	308	28	2	2	0	0	0	0	0	0	0	340	
6:30	0	58	12	0	3	0	0	0	0	0	0	0	0	73	18:30	0	281	16	0	2	0	0	0	0	0	0	0	299	
6:45	0	102	11	1	4	0	0	0	0	0	0	0	0	118	18:45	0	227	28	2	0	0	0	0	0	0	0	0	257	
7:00	2	218	27	1	6	0	0	0	0	0	0	0	0	254	19:00	1	239	23	0	0	0	0	0	0	0	0	0	263	
7:15	0	290	29	2	6	2	0	0	1	0	0	0	0	330	19:15	0	183	13	0	1	0	0	0	0	0	0	0	197	
7:30	2	296	30	3	3	1	0	0	0	0	0	0	0	335	19:30	0	175	10	1	0	0	0	0	1	0	0	0	187	
7:45	2	361	50	4	6	0	0	0	0	0	0	0	0	423	19:45	0	130	18	1	1	0	0	0	0	0	0	0	150	
8:00	0	504	53	0	4	0	0	0	0	0	0	0	0	561	20:00	0	127	11	0	0	0	0	0	0	0	0	0	138	
8:15	5	432	45	7	5	0	0	0	0	0	0	0	0	494	20:15	0	141	16	2	1	0	0	0	0	0	0	0	160	
8:30	2	298	33	4	8	2	0	0	0	0	0	0	0	347	20:30	1	138	19	0	2	0	0	0	0	0	0	0	160	
8:45	0	226	24	1	7	0	0	0	0	0	0	0	0	258	20:45	0	115	18	0	0	0	0	0	1	0	0	0	134	
9:00	0	196	26	1	9	0	0	0	0	0	0	0	0	232	21:00	0	115	10	2	0	0	0	0	0	0	0	0	127	
9:15	0	205	32	1	12	0	0	0	0	0	0	0	0	250	21:15	0	98	5	0	0	0	0	0	0	0	0	0	103	
9:30	0	155	21	1	13	1	0	0	0	0	0	0	0	191	21:30	0	81	7	0	0	0	0	0	0	0	0	0	88	
9:45	0	210	30	4	10	1	0	0	0	0	0	0	0	255	21:45	0	75	8	1	0	0	0	0	0	0	0	0	84	
10:00	0	201	23	1	11	0	0	0	0	0	0	0	0	236	22:00	0	77	6	0	0	0	0	1	0	0	0	0	84	
10:15	0	180	25	1	10	0	0	0	1	0	0	0	0	217	22:15	0	52	2	0	0	0	0	0	0	0	0	0	54	
10:30	0	206	17	2	0	0	0	0	0	0	0	0	0	225	22:30	0	45	5	0	0	0	0	0	0	0	0	0	50	
10:45	0	198	25	1	6	0	0	0	0	0	0	0	0	230	22:45	0	35	1	0	0	0	0	0	0	0	0	0	36	
11:00	0	208	24	0	7	1	0	0	0	0	0	0	0	240	23:00	0	27	5	0	0	0	0	0	0	0	0	0	32	
11:15	0	215	44	1	6	0	0	0	0	0	0	0	0	266	23:15	0	26	7	0	0	0	0	0	0	0	0	0	33	
11:30	0	192	42	1	8	0	0	0	0	0	0	0	0	243	23:30	0	31	0	0	0	0	0	0	0	0	0	0	31	
11:45	0	259	34	1	8	0	0	0	0	0	0	0	0	302	23:45	0	24	2	0	0	0	0	0	0	0	0	0	26	
TOTAL	13	5,588	716	41	156	9	0	0	4	0	0	0	0	6,527	TOTAL	14	10,380	1,103	45	123	6	0	1	3	0	0	0	0	11,675
AM PEAK HOUR										7:45 AM					PM PEAK HOUR										5:00 PM				
AM PEAK VOLUME										1,825					PM PEAK VOLUME										1,629				

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

[illegible]

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

CITY# Dana Point

JOB #: SC4398

CLASS15 Selva Rd between Copper Lantern St and Calle La Primavera

[illegible]

AM PEAK HOUR	7:15 AM	PM PEAK HOUR	2:15 PM
AM PEAK VOLUME	464	PM PEAK VOLUME	346

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

[illegible]

Class	1	2	3	4	5	6	7	8	9	10	11	12	13

[illegible]

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: SC4398

CITY# Dana Point
CLASS15 Selva Rd between Copper Lantern St and Calle La Primavera

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:00	0	24	2	0	1	0	0	0	0	0	0	0	0	27
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:15	0	21	7	0	0	0	0	0	0	0	0	0	0	28
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	24	8	0	1	0	0	0	0	0	0	0	0	33
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:45	1	25	3	0	0	0	0	0	0	0	0	0	0	29
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	0	21	2	0	0	1	0	0	0	0	0	0	0	24
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	20	3	0	0	0	0	0	0	0	0	0	0	23
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	0	29	2	0	0	0	0	0	0	0	0	0	0	31
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:45	0	25	1	0	0	0	0	0	0	0	0	0	0	26
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14:00	0	19	6	0	0	1	0	0	0	0	0	0	0	26
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	22	2	0	0	0	0	0	0	0	0	0	0	24
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	21	4	0	0	0	0	0	0	0	0	0	0	25
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	0	32	4	0	0	0	0	0	0	0	0	0	0	36
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	0	69	5	0	0	0	0	0	0	0	0	0	0	74
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	0	62	8	0	0	0	0	0	0	0	0	0	0	70
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	0	38	4	1	0	0	0	0	0	0	0	0	0	43
3:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1	15:45	0	25	5	0	0	0	0	0	0	0	0	0	0	30
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	0	40	6	0	0	0	0	0	0	0	0	0	0	46
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	0	32	7	0	1	0	0	0	0	0	0	0	0	40
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:30	0	43	7	0	0	0	0	0	0	0	0	0	0	50
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:45	0	31	5	0	1	0	0	0	0	0	0	0	0	37
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:00	1	38	3	0	0	0	0	0	0	0	0	0	0	42
5:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	17:15	0	35	6	0	1	0	0	0	0	0	0	0	0	42
5:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	17:30	1	29	3	0	0	0	0	0	0	0	0	0	0	33
5:45	0	1	1	0	1	0	0	0	0	0	0	0	0	3	17:45	0	27	5	0	0	0	0	0	0	0	0	0	0	32
6:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	18:00	0	34	4	0	0	0	0	0	0	0	0	0	0	38
6:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	18:15	0	20	5	0	0	0	0	0	0	0	0	0	0	25
6:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8	18:30	0	22	3	0	0	0	0	0	0	0	0	0	0	25
6:45	0	10	5	0	1	0	0	0	0	0	0	0	0	16	18:45	0	20	2	0	0	0	0	0	0	0	0	0	0	22
7:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11	19:00	0	16	4	0	0	0	0	0	0	0	0	0	0	20
7:15	0	14	6	1	1	0	0	0	0	0	0	0	0	22	19:15	0	17	1	0	0	0	0	0	0	0	0	0	0	18
7:30	0	45	8	0	1	0	0	0	0	0	0	0	0	54	19:30	0	15	3	0	0	0	0	0	0	0	0	0	0	18
7:45	0	85	5	0	0	0	0	0	0	0	0	0	0	90	19:45	0	12	2	0	0	0	0	0	0	0	0	0	0	14
8:00	0	50	7	0	0	0	0	0	0	0	0	0	0	57	20:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
8:15	0	26	0	0	0	0	0	0	0	0	0	0	0	26	20:15	0	19	1	0	0	0	0	0	0	0	0	0	0	20
8:30	0	14	2	0	0	0	0	0	0	0	0	0	0	16	20:30	0	18	0	0	0	0	0	0	0	0	0	0	0	18
8:45	0	23	5	0	0	0	0	0	0	0	0	0	0	28	20:45	0	15	0	0	0	0	0	0	0	0	0	0	0	15
9:00	0	22	1	0	3	1	0	0	0	0	0	0	0	27	21:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
9:15	0	15	5	0	0	0	0	0	0	0	0	0	0	20	21:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10
9:30	0	19	7	0	0	0	0	0	0	0	0	0	0	26	21:30	0	10	2	0	0	0	0	0	0	0	0	0	0	12
9:45	0	20	2	0	0	0	0	0	0	0	0	0	0	22	21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	14	5	0	0	0	0	0	0	0	0	0	0	19	22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
10:15	0	19	2	0	2	0	0	0	0	0	0	0	0	23	22:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
10:30	0	18	2	0	0	0	0	0	0	0	0	0	0	20	22:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
10:45	0	22	3	0	1	0	0	0	0	0	0	0	0	26	22:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
11:00	0	17	2	0	1	0	0	0	0	0	0	0	0	20	23:00	1	4	0	0	0	0	0	0	0	0	0	0	0	5
11:15	0	29	1	0	0	0	0	0	0	0	0	0	0	30	23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:30	0	22	3	0	0	0	0	0	0	0	0	0	0	25	23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45	0	21	3	0	0	0	0	0	0	0	0	0	0	24	23:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
TOTAL	0	537	80	1	12	1	0	0	0	0	0	0	0	631	TOTAL	4	1,035	141	1	5	2	0	0	0	0	0	0	0	1,188

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	227

PM PEAK HOUR	2:45 PM
PM PEAK VOLUME	223

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	4	1,572	221	2	17	3	0	0	0	0	0	0	0	1,819
% OF TOTAL	0.2%	86.4%	12.1%	0.1%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13

DATE: Tuesday, January 23, 2024

CITY# Dana Point

JOB #: SC4398

CLASS15 Selva Rd between Copper Lantern St and Calle La Primavera

AM TIME	COMBINED														TOTAL	PM Time	COMBINED														TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	1			2	3	4	5	6	7	8	9	10	11	12	13			
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:00	0	87	15	0	1	0	0	0	0	0	0	0	103		
0:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	12:15	0	63	12	0	0	0	0	0	0	0	0	0	75		
0:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	12:30	0	83	16	0	4	0	0	0	0	0	0	0	103		
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	12:45	1	84	12	0	3	0	0	0	0	0	0	0	100		
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	13:00	0	76	7	0	1	1	0	0	0	0	0	0	85		
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	65	8	0	2	0	0	0	0	0	0	0	75		
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	0	80	15	0	0	0	0	0	0	0	0	0	95		
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	13:45	0	83	8	0	0	0	0	0	0	0	0	0	91		
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:00	0	87	12	0	0	1	0	0	0	0	0	0	100		
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	101	21	1	3	0	0	0	0	0	0	0	126		
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	14:30	0	85	15	0	0	0	0	0	0	0	0	0	100		
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	14:45	0	89	15	0	1	0	0	0	0	0	0	0	105		
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	15:00	0	142	27	1	4	0	0	0	0	0	0	0	174		
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	1	131	21	0	1	0	0	0	0	0	0	0	154		
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	0	113	13	1	0	1	0	0	0	0	0	0	128		
3:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	15:45	0	80	15	1	1	0	0	0	0	0	0	0	97		
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	16:00	0	89	19	0	2	0	0	0	0	0	0	0	110		
4:15	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8	16:15	0	91	22	0	4	0	0	0	0	0	0	0	117		
4:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7	16:30	0	102	17	0	1	0	0	0	0	0	0	0	120		
4:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8	16:45	0	97	19	0	2	0	0	0	0	0	0	0	118		
5:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11	17:00	1	109	17	0	0	0	0	0	0	0	0	0	127		
5:15	0	21	1	0	0	0	0	0	0	0	0	0	0	0	22	17:15	0	101	12	0	2	1	0	0	0	0	0	0	116		
5:30	0	13	5	0	0	0	0	0	0	0	0	0	0	0	18	17:30	1	96	18	0	3	0	0	0	0	0	0	0	118		
5:45	0	9	5	0	1	0	0	0	0	0	0	0	0	0	15	17:45	1	83	15	0	1	0	0	0	0	0	0	0	100		
6:00	0	14	6	0	0	0	0	0	0	0	0	0	0	0	20	18:00	2	91	16	0	0	0	0	0	0	0	0	0	109		
6:15	0	27	2	0	0	0	0	0	0	0	0	0	0	0	29	18:15	0	70	9	0	0	0	0	0	0	0	0	0	79		
6:30	0	36	9	0	0	0	0	0	0	0	0	0	0	0	45	18:30	0	48	11	0	0	0	0	0	0	0	0	0	59		
6:45	0	48	14	1	1	0	0	0	0	0	0	0	0	0	64	18:45	0	44	7	0	0	0	0	0	0	0	0	0	51		
7:00	0	67	13	0	2	0	0	0	0	0	0	0	0	0	82	19:00	0	50	13	0	1	0	0	0	0	0	0	0	64		
7:15	0	100	24	1	2	0	0	0	0	0	0	0	0	0	127	19:15	0	46	4	0	0	0	0	0	0	0	0	0	50		
7:30	0	138	18	0	2	0	0	0	0	0	0	0	0	0	158	19:30	0	30	9	0	0	0	0	0	0	0	0	0	39		
7:45	0	222	20	0	0	0	0	0	0	0	0	0	0	0	242	19:45	0	32	5	0	0	0	0	0	0	0	0	0	37		
8:00	0	145	13	0	2	0	0	0	0	0	0	0	0	0	160	20:00	0	32	4	0	0	0	0	0	0	0	0	0	36		
8:15	0	109	11	0	0	0	0	0	0	0	0	0	0	0	120	20:15	0	34	2	0	0	0	0	0	0	0	0	0	36		
8:30	0	74	9	0	0	0	0	0	0	0	0	0	0	0	83	20:30	0	36	2	0	0	0	0	0	0	0	0	0	38		
8:45	0	76	13	0	0	0	0	0	0	0	0	0	0	0	89	20:45	0	30	2	0	0	0	0	0	0	0	0	0	32		
9:00	0	75	14	0	3	1	0	0	0	0	0	0	0	0	93	21:00	0	31	3	0	0	0	0	0	0	0	0	0	34		
9:15	0	61	21	0	0	0	0	0	0	0	0	0	0	0	82	21:15	0	35	0	0	0	0	0	0	0	0	0	0	35		
9:30	0	54	17	0	1	0	0	0	0	0	0	0	0	0	72	21:30	0	20	2	0	0	0	0	0	0	0	0	0	22		
9:45	0	76	10	0	1	0	0	0	0	0	0	0	0	0	87	21:45	0	9	4	0	0	0	0	0	0	0	0	0	13		
10:00	0	71	15	0	1	0	0	0	0	0	0	0	0	0	87	22:00	0	9	0	0	0	0	0	0	0	0	0	0	9		
10:15	0	62	7	0	3	0	0	0	0	0	0	0	0	0	72	22:15	0	8	2	0	0	0	0	0	0	0	0	0	10		
10:30	0	64	8	0	1	0	0	0	0	0	0	0	0	0	73	22:30	0	10	2	0	0	0	0	0	0	0	0	0	12		
10:45	0	70	9	0	3	0	0	0	0	0	0	0	0	0	82	22:45	0	7	1	0	0	0	0	0	0	0	0	0	8		
11:00	0	71	6	0	2	0	0	0	0	0	0	0	0	0	79	23:00	1	8	0	0	0	0	0	0	0	0	0	0	9		
11:15	1	80	5	0	1	0	0	0	0	0	0	0	0	0	87	23:15	0	6	0	0	0	0	0	0	0	0	0	0	6		
11:30	0	81	12	0	0	0	0	0	0	0	0	0	0	0	93	23:30	0	4	0	0	0	0	0	0	0	0	0	0	4		
11:45	0	75	9	0	2	0	0	0	0	1	0	0	0	0	87	23:45	0	4	1	0	0	0	0	0	0	0	0	0	5		
TOTAL	1	1,980	305	2	30	1	0	0	1	0	0	0	0	0	2,320	TOTAL	8	2,911	470	4	37	4	0	0	0	0	0	0	3,434		

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	687

PM PEAK HOUR	2:45 PM
PM PEAK VOLUME	561

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

[illegible]

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: SC4398

CITY: Dana Point
LOCATION: CLASS11 Del Prado Ave between Shopping Center DWY and Pacific Coast Hwy

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:00	0	33	8	1	1	0	0	0	0	0	0	0	0	43
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:15	0	50	4	0	0	0	0	0	0	0	0	0	0	54
0:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	12:30	0	36	6	1	0	0	0	0	0	0	0	0	0	43
0:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2	12:45	0	37	6	0	1	0	0	0	0	0	0	0	0	44
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:00	0	49	7	1	1	0	0	0	0	0	0	0	0	58
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:15	0	44	7	1	0	0	0	0	0	0	0	0	0	52
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:30	0	48	8	0	0	0	0	0	0	0	0	0	0	56
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	28	3	0	0	0	0	0	0	0	0	0	0	31
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	38	6	1	0	0	0	0	0	0	0	0	0	45
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:15	0	39	7	0	0	0	0	0	0	0	0	0	0	46
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	42	4	2	0	0	0	1	0	0	0	0	0	49
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	0	54	3	0	0	0	0	0	0	0	0	0	0	57
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	0	53	4	2	0	1	0	0	0	0	0	0	0	60
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	0	40	5	0	1	0	0	0	0	0	0	0	0	46
3:30	0	1	0	0	1	0	0	0	0	0	0	0	0	2	15:30	0	49	5	1	0	0	0	0	0	0	0	0	0	55
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:45	0	36	9	0	0	0	0	0	0	0	0	0	0	45
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	0	51	7	0	0	0	0	0	0	0	0	0	0	58
4:15	0	1	1	0	0	0	0	0	1	0	0	0	0	3	16:15	0	49	10	2	0	0	0	0	0	0	0	0	0	61
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:30	0	41	6	0	0	0	0	0	0	0	0	0	0	47
4:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16:45	0	37	5	1	0	0	0	0	0	0	0	0	0	43
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17:00	0	59	6	0	0	0	0	0	0	0	0	0	0	65
5:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17:15	1	53	3	1	0	0	0	0	0	0	0	0	0	58
5:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17:30	0	48	4	0	1	0	0	0	0	0	0	0	0	53
5:45	0	6	3	0	1	0	0	0	0	0	0	0	0	10	17:45	1	35	6	1	0	0	0	0	0	0	0	0	0	43
6:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4	18:00	0	35	5	0	0	0	0	0	0	0	0	0	0	40
6:15	0	2	0	1	0	0	0	0	0	0	0	0	0	3	18:15	0	29	3	1	0	0	0	0	0	0	0	0	0	33
6:30	0	4	0	1	0	0	0	0	0	0	0	0	0	5	18:30	0	35	7	1	0	0	0	0	0	0	0	0	0	43
6:45	0	3	3	0	0	0	0	0	0	0	0	0	0	6	18:45	0	36	3	0	0	0	0	0	0	0	0	0	0	39
7:00	0	10	1	1	0	0	0	0	0	0	0	0	0	12	19:00	0	51	9	2	1	0	0	0	0	0	0	0	0	63
7:15	0	16	1	0	0	0	0	0	0	0	0	0	0	17	19:15	0	35	8	0	0	0	0	0	0	0	0	0	0	43
7:30	0	14	7	1	0	0	0	0	0	0	0	0	0	22	19:30	1	19	2	0	0	0	0	0	0	0	0	0	0	22
7:45	0	24	3	1	0	0	0	0	0	0	0	0	0	28	19:45	0	24	0	1	0	0	0	0	0	0	0	0	0	25
8:00	0	18	4	1	0	0	0	0	0	0	0	0	0	23	20:00	0	27	2	0	0	0	0	0	0	0	0	0	0	29
8:15	0	21	6	0	1	0	0	0	0	0	0	0	0	28	20:15	0	20	0	0	0	0	0	0	0	0	0	0	0	20
8:30	0	16	7	1	1	0	0	1	0	0	0	0	0	26	20:30	0	16	1	1	0	0	0	0	0	0	0	0	0	18
8:45	0	20	11	1	1	1	0	0	0	0	0	0	0	34	20:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13
9:00	0	13	9	1	4	0	0	0	0	0	0	0	0	27	21:00	0	22	0	1	0	0	0	0	0	0	0	0	0	23
9:15	0	24	10	1	2	0	0	0	0	0	0	0	0	37	21:15	0	16	2	2	0	0	0	0	0	0	0	0	0	20
9:30	0	21	9	1	2	0	0	0	0	0	0	0	0	33	21:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
9:45	0	18	10	1	1	0	0	0	1	0	0	0	0	31	21:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
10:00	0	25	8	2	2	0	0	0	1	0	0	0	0	38	22:00	0	12	2	3	0	0	0	0	0	0	0	0	0	17
10:15	0	35	5	0	2	0	0	0	0	0	0	0	0	42	22:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
10:30	0	30	6	0	5	0	0	0	0	0	0	0	0	41	22:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
10:45	0	26	6	1	2	0	0	0	0	0	0	0	0	35	22:45	0	1	0	0	0	0	0	0	1	0	0	0	0	2
11:00	0	24	8	0	2	0	0	0	0	0	0	0	0	34	23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
11:15	0	20	4	1	2	0	0	0	1	0	0	0	0	28	23:15	0	5	0	0	1	0	0	0	0	0	0	0	0	6
11:30	0	40	6	1	4	1	0	0	0	0	0	0	0	52	23:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
11:45	0	37	12	0	0	0	0	0	0	0	0	0	0	49	23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL	0	486	146	17	33	2	0	1	4	0	0	0	0	689	TOTAL	3	1,484	186	27	7	1	0	1	1	0	0	0	0	1,710
AM PEAK HOUR														11:00 AM	PM PEAK HOUR														5:00 PM
AM PEAK VOLUME														163	PM PEAK VOLUME														219

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	3	1,970	332	44	40	3	0	2	5	0	0	0	0	2,399
% OF TOTAL	0.1%	82.1%	13.8%	1.8%	1.7%	0.1%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	7	4,079	714	45	71	9	0	5	8	0	0	0	0	4,938
% OF TOTAL	0.3%	170.0%	29.8%	1.9%	3.0%	0.4%	0.0%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

JOB #: SC4398

CITY:

Dana Point

LOCATION:

CLASS11 Del Prado Ave between Shopping Center DWY and Pacific Coast Hwy

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:00	0	46	4	0	3	0	0	0	0	0	0	0	0	53
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:15	0	35	12	0	2	0	0	0	0	0	0	0	0	49
0:30	1	3	0	0	0	0	0	0	0	0	0	0	0	4	12:30	0	45	12	0	1	1	0	0	0	0	0	0	0	59
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:45	0	42	8	0	0	0	0	1	0	0	0	0	0	51
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	1	40	8	0	0	1	0	0	0	0	0	0	0	50
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	43	4	0	0	0	0	0	0	0	0	0	0	47
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:30	0	38	6	0	0	0	0	0	0	0	0	0	0	44
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	53	2	0	1	0	0	0	0	0	0	0	0	56
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	36	6	0	1	0	0	0	0	0	0	0	0	43
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	46	2	0	1	0	0	0	0	0	0	0	0	49
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	38	7	0	1	0	0	0	0	0	0	0	0	46
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:45	0	44	6	0	0	0	0	0	1	0	0	0	0	51
3:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	15:00	0	44	4	0	0	0	0	0	0	0	0	0	0	48
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:15	1	40	6	0	0	0	0	0	0	0	0	0	0	47
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	0	61	5	0	0	0	0	0	0	0	0	0	0	66
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:45	0	59	4	0	0	0	0	0	0	0	0	0	0	63
4:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	16:00	0	52	2	0	1	0	0	0	0	0	0	0	0	55
4:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	16:15	0	40	6	0	0	0	0	0	0	0	0	0	0	46
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:30	0	44	5	0	0	0	0	0	0	0	0	0	0	49
4:45	0	3	1	0	3	0	0	0	0	0	0	0	0	7	16:45	0	73	4	0	0	0	0	0	0	0	0	0	0	77
5:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	17:00	0	59	9	0	0	0	0	0	0	0	0	0	0	68
5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17:15	1	37	6	0	0	0	0	0	0	0	0	0	0	44
5:30	0	1	3	0	0	1	0	0	0	0	0	0	0	5	17:30	0	49	8	0	0	0	0	0	0	0	0	0	0	57
5:45	0	4	1	0	1	0	0	0	0	0	0	0	0	6	17:45	0	45	7	0	0	0	0	0	0	0	0	0	0	52
6:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6	18:00	0	31	6	0	0	0	0	0	0	0	0	0	0	37
6:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	18:15	0	27	3	0	0	1	0	0	0	0	0	0	0	31
6:30	0	7	3	0	0	0	0	0	0	0	0	0	0	10	18:30	0	26	5	0	0	0	0	0	0	0	0	0	0	31
6:45	0	14	6	0	0	0	0	0	0	0	0	0	0	20	18:45	0	17	6	0	0	0	0	0	0	0	0	0	0	23
7:00	0	14	4	0	1	0	0	0	0	0	0	0	0	19	19:00	0	22	4	0	0	0	0	0	0	0	0	0	0	26
7:15	0	15	6	0	2	0	0	0	0	0	0	0	0	23	19:15	0	24	3	0	0	0	0	0	0	0	0	0	0	27
7:30	0	22	10	0	0	0	0	0	0	0	0	0	0	32	19:30	0	26	2	0	0	0	0	0	0	0	0	0	0	28
7:45	0	40	11	0	0	0	0	0	0	0	0	0	0	51	19:45	0	21	3	0	0	0	0	0	0	0	0	0	0	24
8:00	0	21	9	0	0	0	0	0	0	0	0	0	0	30	20:00	0	27	1	0	0	0	0	0	0	0	0	0	0	28
8:15	0	25	7	0	3	0	0	1	0	0	0	0	0	36	20:15	0	16	1	0	0	0	0	0	0	0	0	0	0	17
8:30	0	32	8	0	0	0	0	0	1	0	0	0	0	41	20:30	0	20	2	0	0	0	0	0	0	0	0	0	0	22
8:45	0	35	12	0	0	1	0	0	0	0	0	0	0	48	20:45	0	13	1	0	0	0	0	0	0	0	0	0	0	14
9:00	0	34	10	0	1	0	0	0	0	0	0	0	0	45	21:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
9:15	0	24	7	0	0	0	0	0	0	0	0	0	0	31	21:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
9:30	0	35	7	0	1	0	0	0	1	0	0	0	0	44	21:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
9:45	0	37	9	1	3	0	0	0	0	0	0	0	0	50	21:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6
10:00	0	31	13	0	0	0	0	0	0	0	0	0	0	44	22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
10:15	0	38	7	0	1	0	0	0	0	0	0	0	0	46	22:15	0	9	3	0	0	0	0	0	0	0	0	0	0	12
10:30	0	39	7	0	0	0	0	0	0	0	0	0	0	46	22:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:45	0	54	6	0	0	1	0	0	0	0	0	0	0	61	22:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:00	0	29	12	0	0	0	0	0	0	0	0	0	0	41	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:15	0	41	11	0	0	0	0	0	0	0	0	0	0	52	23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	37	9	0	1	0	0	0	0	0	0	0	0	47	23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:45	0	43	5	0	0	0	0	1	0	0	0	0	0	49	23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL	1	691	187	1	20	3	0	2	2	0	0	0	0	907	TOTAL	3	1,418	195	0	11	3	0	1	1	0	0	0	0	1,632

AM PEAK HOUR 10:45 AM
AM PEAK VOLUME 201

PM PEAK HOUR 4:45 PM
PM PEAK VOLUME 246

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	4	2,109	382	1	31	6	0	3	3	0	0	0	0	2,539
% OF TOTAL	0.2%	83.1%	15.0%	0.0%	1.2%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

Class 1 2 3 4 5 6 7 8 9 10 11 12 13

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

CITY# Dana Point

JOB #: SC4398

CLASS11 Del Prado Ave between Shopping Center DWY and Pacific Coast Hwy

AM TIME	COMBINED													TOTAL	PM Time	COMBINED													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:00	0	79	12	1	4	0	0	0	0	0	0	0	0	96
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:15	0	85	16	0	2	0	0	0	0	0	0	0	0	103
0:30	1	7	1	0	0	0	0	0	0	0	0	0	0	9	12:30	0	81	18	1	1	1	0	0	0	0	0	0	0	102
0:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2	12:45	0	79	14	0	1	0	0	1	0	0	0	0	0	95
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:00	1	89	15	1	1	1	0	0	0	0	0	0	0	108
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:15	0	87	11	1	0	0	0	0	0	0	0	0	0	99
1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:30	0	86	14	0	0	0	0	0	0	0	0	0	0	100
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	81	5	0	1	0	0	0	0	0	0	0	0	87
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	74	12	1	1	0	0	0	0	0	0	0	0	88
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:15	0	85	9	0	1	0	0	0	0	0	0	0	0	95
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	80	11	2	1	0	0	1	0	0	0	0	0	95
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:45	0	98	9	0	0	0	0	0	1	0	0	0	0	108
3:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	15:00	0	97	8	2	0	1	0	0	0	0	0	0	0	108
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:15	1	80	11	0	1	0	0	0	0	0	0	0	0	93
3:30	0	1	0	0	1	0	0	0	0	0	0	0	0	2	15:30	0	110	10	1	0	0	0	0	0	0	0	0	0	121
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:45	0	95	13	0	0	0	0	0	0	0	0	0	0	108
4:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	16:00	0	103	9	0	1	0	0	0	0	0	0	0	0	113
4:15	0	1	2	0	0	0	0	0	1	0	0	0	0	4	16:15	0	89	16	2	0	0	0	0	0	0	0	0	0	107
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:30	0	85	11	0	0	0	0	0	0	0	0	0	0	96
4:45	0	5	1	0	3	0	0	0	0	0	0	0	0	9	16:45	0	110	9	1	0	0	0	0	0	0	0	0	0	120
5:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	17:00	0	118	15	0	0	0	0	0	0	0	0	0	0	133
5:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	17:15	2	90	9	1	0	0	0	0	0	0	0	0	0	102
5:30	0	1	4	0	0	1	0	0	0	0	0	0	0	6	17:30	0	97	12	0	1	0	0	0	0	0	0	0	0	110
5:45	0	10	4	0	2	0	0	0	0	0	0	0	0	16	17:45	1	80	13	1	0	0	0	0	0	0	0	0	0	95
6:00	0	5	4	0	1	0	0	0	0	0	0	0	0	10	18:00	0	66	11	0	0	0	0	0	0	0	0	0	0	77
6:15	0	4	0	1	0	0	0	0	0	0	0	0	0	5	18:15	0	56	6	1	0	1	0	0	0	0	0	0	0	64
6:30	0	11	3	1	0	0	0	0	0	0	0	0	0	15	18:30	0	61	12	1	0	0	0	0	0	0	0	0	0	74
6:45	0	17	9	0	0	0	0	0	0	0	0	0	0	26	18:45	0	53	9	0	0	0	0	0	0	0	0	0	0	62
7:00	0	24	5	1	1	0	0	0	0	0	0	0	0	31	19:00	0	73	13	2	1	0	0	0	0	0	0	0	0	89
7:15	0	31	7	0	2	0	0	0	0	0	0	0	0	40	19:15	0	59	11	0	0	0	0	0	0	0	0	0	0	70
7:30	0	36	17	1	0	0	0	0	0	0	0	0	0	54	19:30	1	45	4	0	0	0	0	0	0	0	0	0	0	50
7:45	0	64	14	1	0	0	0	0	0	0	0	0	0	79	19:45	0	45	3	1	0	0	0	0	0	0	0	0	0	49
8:00	0	39	13	1	0	0	0	0	0	0	0	0	0	53	20:00	0	54	3	0	0	0	0	0	0	0	0	0	0	57
8:15	0	46	13	0	4	0	0	1	0	0	0	0	0	64	20:15	0	36	1	0	0	0	0	0	0	0	0	0	0	37
8:30	0	48	15	1	1	0	0	1	1	0	0	0	0	67	20:30	0	36	3	1	0	0	0	0	0	0	0	0	0	40
8:45	0	55	23	1	1	2	0	0	0	0	0	0	0	82	20:45	0	25	2	0	0	0	0	0	0	0	0	0	0	27
9:00	0	47	19	1	5	0	0	0	0	0	0	0	0	72	21:00	0	29	3	1	0	0	0	0	0	0	0	0	0	33
9:15	0	48	17	1	2	0	0	0	0	0	0	0	0	68	21:15	0	19	4	2	0	0	0	0	0	0	0	0	0	25
9:30	0	56	16	1	3	0	0	0	1	0	0	0	0	77	21:30	0	8	3	0	0	0	0	0	0	0	0	0	0	11
9:45	0	55	19	2	4	0	0	0	1	0	0	0	0	81	21:45	0	10	2	0	0	0	0	0	0	0	0	0	0	12
10:00	0	56	21	2	2	0	0	0	1	0	0	0	0	82	22:00	0	15	3	3	0	0	0	0	0	0	0	0	0	21
10:15	0	73	12	0	3	0	0	0	0	0	0	0	0	88	22:15	0	15	4	0	0	0	0	0	0	0	0	0	0	19
10:30	0	69	13	0	5	0	0	0	0	0	0	0	0	87	22:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
10:45	0	80	12	1	2	1	0	0	0	0	0	0	0	96	22:45	0	5	1	0	0	0	0	0	1	0	0	0	0	7
11:00	0	53	20	0	2	0	0	0	0	0	0	0	0	75	23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
11:15	0	61	15	1	2	0	0	0	1	0	0	0	0	80	23:15	0	6	0	0	1	0	0	0	0	0	0	0	0	7
11:30	0	77	15	1	5	1	0	0	0	0	0	0	0	99	23:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
11:45	0	80	17	0	0	0	0	1	0	0	0	0	0	98	23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
TOTAL	1	1,177	333	18	53	5	0	3	6	0	0	0	0	1,596	TOTAL	6	2,902	381	27	18	4	0	2	2	0	0	0	0	3,342
AM PEAK HOUR														10:00 AM	PM PEAK HOUR														4:45 PM
AM PEAK VOLUME														353	PM PEAK VOLUME														465

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	7	4,079	714	45	71	9	0	5	8	0	0	0	0	4,938
% OF TOTAL	0.1%	82.6%	14.5%	0.9%	1.4%	0.2%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

CITY# Dana Point

JOB #: SC4398

CLASS8 Camino De Estrella between Camino Capistrano and Calle Verano

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:00	0	21	2	0	1	0	0	0	0	0	0	0	24	
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:15	0	25	5	0	1	1	0	0	0	0	0	0	32	
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	27	6	0	0	0	0	0	0	0	0	0	33	
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:45	0	25	6	0	0	0	0	0	0	0	0	0	31	
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	0	34	1	0	1	0	0	0	0	0	0	0	36	
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	29	6	0	1	0	0	0	0	0	0	0	36	
1:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1	13:30	0	17	3	0	0	0	0	0	0	0	0	0	20	
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:45	0	18	5	0	2	0	0	0	0	0	0	0	25	
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	24	10	0	1	0	0	0	0	0	0	0	35	
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	25	3	0	1	0	0	0	0	0	0	0	29	
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	19	4	0	1	0	0	0	0	0	0	0	24	
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	0	28	6	0	1	0	0	0	0	0	0	0	35	
3:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2	15:00	0	25	5	0	1	0	0	0	0	0	0	0	31	
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:15	0	26	5	0	0	0	0	0	0	0	0	0	31	
3:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	15:30	0	30	11	1	1	0	0	0	0	0	0	0	43	
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:45	0	27	9	0	2	0	0	0	0	0	0	0	38	
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	0	17	3	0	0	0	0	0	0	0	0	0	20	
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	1	17	6	0	0	0	0	0	0	0	0	0	24	
4:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16:30	0	24	4	0	1	0	0	0	0	0	0	0	29	
4:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1	16:45	0	22	6	0	2	0	0	0	0	0	0	0	30	
5:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	17:00	0	24	5	0	1	0	0	0	0	0	0	0	30	
5:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	17:15	0	41	7	0	2	0	0	0	0	0	0	0	50	
5:30	0	1	0	0	1	0	0	0	0	0	0	0	0	2	17:30	0	16	9	0	0	0	0	0	0	0	0	0	25	
5:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5	17:45	0	17	2	0	1	0	0	0	0	0	0	0	20	
6:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	18:00	0	18	2	0	0	0	0	0	0	0	0	0	20	
6:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10	18:15	0	13	3	0	0	0	0	0	0	0	0	0	16	
6:30	0	8	4	0	0	0	0	0	0	0	0	0	0	12	18:30	0	14	0	0	0	0	0	0	0	0	0	0	14	
6:45	0	9	4	1	1	0	0	0	0	0	0	0	0	15	18:45	0	16	0	0	0	0	0	0	0	0	0	0	16	
7:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11	19:00	0	8	3	0	0	0	0	0	0	0	0	0	11	
7:15	0	11	6	0	0	0	0	0	0	0	0	0	0	17	19:15	0	5	4	0	0	0	0	0	0	0	0	0	9	
7:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13	19:30	0	12	1	0	0	0	0	0	0	0	0	0	13	
7:45	0	11	2	0	0	0	0	0	0	0	0	0	0	13	19:45	0	7	2	0	0	0	0	0	0	0	0	0	9	
8:00	0	19	5	0	0	0	0	0	0	0	0	0	0	24	20:00	0	8	1	0	0	0	0	0	0	0	0	0	9	
8:15	0	29	4	0	0	0	0	0	0	0	0	0	0	33	20:15	0	7	1	0	0	0	0	0	0	0	0	0	8	
8:30	0	21	4	0	2	0	0	0	0	0	0	0	0	27	20:30	0	1	0	0	0	0	0	0	0	0	0	0	1	
8:45	0	27	5	0	0	0	0	0	0	0	0	0	0	32	20:45	0	3	0	0	0	0	0	0	0	0	0	0	3	
9:00	0	14	1	0	5	0	0	0	0	0	0	0	0	20	21:00	0	3	0	0	0	0	0	0	0	0	0	0	3	
9:15	0	20	7	0	1	0	0	0	0	0	0	0	0	28	21:15	0	5	2	0	0	0	0	0	0	0	0	0	7	
9:30	0	22	3	0	1	0	0	0	0	0	0	0	0	26	21:30	0	2	2	0	0	0	0	0	0	0	0	0	4	
9:45	0	15	7	0	1	0	0	0	0	0	0	0	0	23	21:45	0	2	0	0	0	0	0	0	0	0	0	0	2	
10:00	0	18	10	0	0	0	0	0	0	0	0	0	0	28	22:00	0	2	0	0	0	0	0	0	0	0	0	0	2	
10:15	0	19	6	0	0	0	0	0	0	0	0	0	0	25	22:15	0	2	1	0	0	0	0	0	0	0	0	0	3	
10:30	0	20	6	0	1	0	0	0	0	0	0	0	0	27	22:30	0	1	1	0	0	0	0	0	0	0	0	0	2	
10:45	0	21	9	0	2	0	0	0	0	0	0	0	0	32	22:45	0	2	0	0	0	0	0	0	0	0	0	0	2	
11:00	0	25	5	0	1	0	0	0	0	0	0	0	0	31	23:00	0	3	0	0	0	0	0	0	0	0	0	0	3	
11:15	0	23	7	0	0	0	0	0	0	0	0	0	0	30	23:15	0	1	0	0	0	0	0	0	0	0	0	0	1	
11:30	0	23	3	0	0	0	0	0	0	0	0	0	0	26	23:30	0	1	0	0	0	0	0	0	0	0	0	0	1	
11:45	0	30	3	0	1	0	0	0	0	0	0	0	0	34	23:45	0	1	0	0	0	0	0	0	0	0	0	0	1	
TOTAL	0	432	111	1	20	0	0	0	0	0	0	0	0	564	TOTAL	1	715	152	1	21	1	0	0	0	0	0	0	891	

AM PEAK HOUR	11:00 AM	PM PEAK HOUR	3:00 PM
AM PEAK VOLUME	121	PM PEAK VOLUME	143

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

[illegible]

Class	1	2	3	4	5	6	7	8	9	10	11	12	13

[illegible]

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: SC4398

CITY# Dana Point
CLASS8 Camino De Estrella between Camino Capistrano and Calle Verano

AM	WESTBOUND														PM	WESTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	12:00	0	39	8	0	1	0	0	0	0	0	0	0	0	48
0:15	0	0	1	0	1	0	0	0	0	0	0	0	0	2	12:15	0	27	7	0	1	1	0	0	0	0	0	0	0	36
0:30	0	2	0	0	1	0	0	0	0	0	0	0	0	3	12:30	0	23	6	0	1	0	0	0	0	0	0	0	0	30
0:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12:45	0	27	11	0	0	0	0	0	0	0	0	0	0	38
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:00	0	23	5	0	3	0	0	0	0	0	0	0	0	31
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:15	0	34	7	0	2	0	0	0	0	0	0	0	0	43
1:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	13:30	0	38	3	0	0	0	0	0	0	0	0	0	0	41
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	37	8	0	3	0	0	0	0	0	0	0	0	48
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	1	38	9	0	2	0	0	0	0	0	0	0	0	50
2:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1	14:15	0	29	7	0	1	0	0	0	0	0	0	0	0	37
2:30	0	0	0	0	2	0	0	0	0	0	0	0	0	2	14:30	0	32	7	0	1	0	0	0	0	0	0	0	0	40
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	0	33	3	0	0	0	0	0	0	0	0	0	0	36
3:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2	15:00	0	37	7	0	1	0	0	0	0	0	0	0	0	45
3:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1	15:15	0	33	4	0	1	0	0	0	0	0	0	0	0	38
3:30	0	0	0	0	2	0	0	0	0	0	0	0	0	2	15:30	0	34	9	1	1	0	0	0	0	0	0	0	0	45
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:45	0	35	6	0	1	0	0	0	0	0	0	0	0	42
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	0	27	4	0	0	0	0	0	0	0	0	0	0	31
4:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16:15	0	42	2	0	0	0	0	0	0	0	0	0	0	44
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:30	0	43	6	0	1	0	0	0	0	0	0	0	0	50
4:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16:45	0	30	7	0	1	0	0	0	0	0	0	0	0	38
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:00	0	37	5	0	0	0	0	0	0	0	0	0	0	42
5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17:15	0	36	4	0	0	0	0	0	0	0	0	0	0	40
5:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17:30	0	21	8	0	0	0	0	0	0	0	0	0	0	29
5:45	0	4	1	0	1	0	0	0	0	0	0	0	0	6	17:45	0	38	5	0	0	0	0	0	0	0	0	0	0	43
6:00	0	0	3	0	0	0	0	0	0	0	0	0	0	3	18:00	0	24	5	0	0	0	0	0	0	0	0	0	0	29
6:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5	18:15	0	17	6	0	0	0	0	0	0	0	0	0	0	23
6:30	0	2	8	0	1	0	0	0	0	0	0	0	0	11	18:30	0	25	6	0	0	0	0	0	0	0	0	0	0	31
6:45	0	8	1	1	2	0	0	0	0	0	0	0	0	12	18:45	0	20	2	0	0	0	0	0	0	0	0	0	0	22
7:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12	19:00	0	16	3	0	1	0	0	0	0	0	0	0	0	20
7:15	0	12	2	0	2	0	0	0	0	0	0	0	0	16	19:15	0	14	2	0	0	0	0	0	0	0	0	0	0	16
7:30	0	18	3	0	0	0	0	0	0	0	0	0	0	21	19:30	0	17	1	0	0	0	0	0	0	0	0	0	0	18
7:45	0	24	4	0	2	0	0	0	0	0	0	0	0	30	19:45	0	10	2	0	0	0	0	0	0	0	0	0	0	12
8:00	0	18	9	0	1	0	0	0	0	0	0	0	0	28	20:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
8:15	0	16	9	0	2	0	0	0	0	0	0	0	0	27	20:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
8:30	0	30	9	0	1	0	0	0	0	0	0	0	0	40	20:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
8:45	0	26	5	0	1	0	0	0	0	0	0	0	0	32	20:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8
9:00	0	16	3	0	2	0	0	0	0	0	0	0	0	21	21:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
9:15	0	16	6	0	2	0	0	0	0	0	0	0	0	24	21:15	0	3	3	0	0	0	0	0	0	0	0	0	0	6
9:30	0	25	13	0	0	0	0	0	0	0	0	0	0	38	21:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
9:45	0	14	4	0	2	0	0	0	0	0	0	0	0	20	21:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7
10:00	0	25	7	0	0	0	0	0	0	0	0	0	0	32	22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
10:15	1	29	8	0	1	1	0	0	0	0	0	0	0	40	22:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
10:30	0	23	5	0	3	0	0	0	0	0	0	0	0	31	22:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
10:45	0	20	5	0	0	0	0	0	0	0	0	0	0	25	22:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
11:00	0	21	5	0	3	0	0	0	0	0	0	0	0	29	23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:15	1	29	3	0	2	0	0	0	0	0	0	0	0	35	23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	21	6	0	0	0	0	0	0	0	0	0	0	27	23:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
11:45	0	28	11	0	2	0	0	0	0	0	0	0	0	41	23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
TOTAL	2	447	138	1	40	1	0	0	0	0	0	0	0	629	TOTAL	1	1,022	187	1	23	1	0	0	0	0	0	0	0	1,235

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	132

PM PEAK HOUR	1:15 PM
PM PEAK VOLUME	182

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	3	1,469	325	2	63	2	0	0	0	0	0	0	0	1,864
% OF TOTAL	0.2%	78.8%	17.4%	0.1%	3.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13

DATE: Tuesday, January 23, 2024

CITY# Dana Point

JOB #: SC4398

CLASS8 Camino De Estrella between Camino Capistrano and Calle Verano

[illegible]

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	253

PM PEAK HOUR	3:00 PM
PM PEAK VOLUME	313

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

[illegible]

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, June 26, 2025

CITY: Dana Point

JOB #: SC

LOCATION: CLASS1 Del Prado Ave between Violet Lantern and Golden Lantern

AM TIME	EASTBOUND							PM Time	EASTBOUND						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	3	2	0	0	0	0	5	12:00	55	2	1	0	0	2	60
0:15	2	0	0	0	0	0	2	12:15	58	3	0	0	0	1	62
0:30	1	0	0	0	0	0	1	12:30	54	3	0	0	1	3	61
0:45	0	0	0	0	0	0	0	12:45	58	3	0	1	0	2	64
1:00	0	0	0	0	0	0	0	13:00	49	3	0	1	0	1	54
1:15	0	0	0	0	0	0	0	13:15	55	1	1	0	0	2	59
1:30	2	0	0	0	0	0	2	13:30	55	1	0	0	0	2	58
1:45	3	0	0	0	0	0	3	13:45	59	2	0	0	0	2	63
2:00	0	0	0	0	0	0	0	14:00	67	2	0	0	0	2	71
2:15	0	0	0	0	0	0	0	14:15	50	5	0	1	0	2	58
2:30	0	0	0	0	0	0	0	14:30	52	3	0	0	0	1	56
2:45	1	0	0	0	0	0	1	14:45	62	3	0	0	0	2	67
3:00	0	0	0	0	0	0	0	15:00	72	4	2	0	0	2	80
3:15	0	0	0	0	0	0	0	15:15	67	5	0	0	0	2	74
3:30	0	0	0	0	0	0	0	15:30	55	7	0	0	0	1	63
3:45	0	0	0	0	0	0	0	15:45	61	2	0	0	0	2	65
4:00	0	0	0	0	0	0	0	16:00	72	2	0	0	0	2	76
4:15	0	0	0	0	0	0	0	16:15	55	3	0	0	0	2	60
4:30	0	1	0	0	0	0	1	16:30	58	1	0	0	0	2	61
4:45	0	0	0	0	0	0	0	16:45	89	2	0	0	0	2	93
5:00	1	0	0	0	0	0	1	17:00	68	2	0	0	0	1	71
5:15	2	0	0	0	0	0	2	17:15	65	0	0	0	0	2	67
5:30	3	1	0	0	0	0	4	17:30	38	1	1	0	0	2	42
5:45	2	0	0	0	0	0	2	17:45	55	2	0	0	0	3	60
6:00	7	1	0	0	0	0	8	18:00	52	2	0	0	0	1	55
6:15	8	0	0	1	0	0	9	18:15	56	0	0	0	0	3	59
6:30	11	0	0	0	0	0	11	18:30	60	0	0	0	0	2	62
6:45	12	1	0	0	0	0	13	18:45	43	1	0	0	0	2	46
7:00	23	0	0	0	0	0	23	19:00	55	1	0	0	0	1	57
7:15	19	2	0	0	0	0	21	19:15	61	1	0	0	0	2	64
7:30	10	5	0	0	0	0	15	19:30	33	0	0	0	0	2	35
7:45	26	1	0	0	0	0	27	19:45	49	1	0	0	0	0	50
8:00	30	0	0	0	0	0	30	20:00	46	2	0	0	0	3	51
8:15	33	2	0	0	0	0	35	20:15	43	0	0	0	0	1	44
8:30	24	1	0	0	0	0	25	20:30	38	2	0	0	0	2	42
8:45	41	2	0	0	0	0	43	20:45	29	0	0	0	0	2	31
9:00	35	5	0	0	0	0	40	21:00	33	0	0	0	0	2	35
9:15	37	3	0	0	0	0	40	21:15	34	0	0	0	0	0	34
9:30	43	4	0	0	0	1	48	21:30	17	1	0	0	0	0	18
9:45	47	4	1	0	0	0	52	21:45	26	0	0	0	0	0	26
10:00	45	0	0	0	0	0	45	22:00	22	0	0	0	0	0	22
10:15	49	4	0	0	0	0	53	22:15	13	0	0	0	0	0	13
10:30	53	9	0	0	0	0	62	22:30	14	0	0	0	0	0	14
10:45	52	3	0	0	0	0	55	22:45	11	0	0	0	0	0	11
11:00	62	3	0	0	0	0	65	23:00	7	0	0	0	0	0	7
11:15	48	3	1	0	0	0	52	23:15	7	0	0	0	0	0	7
11:30	51	2	0	0	0	0	53	23:30	6	0	0	0	0	0	6
11:45	64	6	0	0	0	0	70	23:45	1	0	0	0	0	0	1
TOTAL	850	65	2	1	0	1	919	TOTAL	2,185	73	5	3	1	68	2,335
AM PEAK HOUR							11:00 AM	PM PEAK HOUR							4:30 PM
AM PEAK VOLUME							240	PM PEAK VOLUME							292

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	3,035	138	7	4	1	69	3,254
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	93.3%	4.2%	0.2%	0.1%	0.0%	2.1%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	6,096	271	12	7	1	71	6,458
CLASS 6	Buses	% OF TOTAL	94.4%	4.2%	0.2%	0.1%	0.0%	1.1%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, June 26, 2025
JOB #: SC

CITY: Dana Point
LOCATION: CLASS1 Del Prado Ave between Violet Lantern and Golden Lantern

AM TIME	WESTBOUND							PM Time	WESTBOUND						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	3	0	0	0	0	0	3	12:00	72	5	0	0	0	0	77
0:15	0	0	0	0	0	0	0	12:15	74	3	0	0	0	0	77
0:30	1	0	0	0	0	0	1	12:30	63	3	0	0	0	0	66
0:45	1	0	0	0	0	0	1	12:45	60	5	0	0	0	0	65
1:00	1	0	0	0	0	0	1	13:00	49	1	0	0	0	0	50
1:15	0	0	0	0	0	0	0	13:15	64	2	0	0	0	0	66
1:30	1	0	0	0	0	0	1	13:30	55	4	0	0	0	0	59
1:45	0	0	0	0	0	0	0	13:45	70	0	0	0	0	0	70
2:00	2	0	0	1	0	0	3	14:00	47	7	1	0	0	0	55
2:15	0	0	0	0	0	0	0	14:15	54	0	0	0	0	0	54
2:30	0	0	0	0	0	0	0	14:30	70	5	0	0	0	0	75
2:45	0	0	0	0	0	0	0	14:45	59	1	0	0	0	0	60
3:00	1	0	0	0	0	0	1	15:00	65	2	0	0	0	0	67
3:15	1	0	0	0	0	0	1	15:15	59	5	0	0	0	0	64
3:30	0	0	0	0	0	0	0	15:30	53	8	0	0	0	0	61
3:45	0	0	0	0	0	0	0	15:45	64	3	0	0	0	0	67
4:00	1	0	0	0	0	0	1	16:00	59	1	0	0	0	0	60
4:15	0	0	0	0	0	0	0	16:15	56	2	0	0	0	0	58
4:30	0	0	0	0	0	0	0	16:30	75	5	0	0	0	0	80
4:45	2	0	0	0	0	0	2	16:45	68	3	0	0	0	0	71
5:00	1	0	0	0	0	0	1	17:00	52	0	0	0	0	0	52
5:15	3	0	0	0	0	0	3	17:15	58	0	0	0	0	0	58
5:30	2	0	0	0	0	0	2	17:30	60	2	0	0	0	0	62
5:45	5	0	0	0	0	0	5	17:45	77	0	0	0	0	0	77
6:00	3	0	0	0	0	0	3	18:00	54	0	0	0	0	0	54
6:15	9	2	0	0	0	0	11	18:15	53	0	0	0	0	0	53
6:30	16	1	1	0	0	0	18	18:30	66	0	0	0	0	0	66
6:45	20	3	0	0	0	0	23	18:45	50	0	0	0	0	0	50
7:00	28	1	0	0	0	0	29	19:00	32	0	0	0	0	0	32
7:15	25	0	1	0	0	0	26	19:15	35	1	0	0	0	0	36
7:30	21	1	0	0	0	0	22	19:30	37	2	0	0	0	0	39
7:45	45	5	0	0	0	0	50	19:45	52	2	0	0	0	0	54
8:00	35	0	0	0	0	0	35	20:00	37	0	0	0	0	0	37
8:15	36	3	0	0	0	0	39	20:15	39	0	0	0	0	0	39
8:30	26	0	0	0	0	0	26	20:30	33	3	0	0	0	0	36
8:45	52	2	1	0	0	0	55	20:45	27	0	0	0	0	0	27
9:00	47	3	1	0	0	1	52	21:00	10	0	0	0	0	0	10
9:15	36	3	0	0	0	0	39	21:15	22	1	0	0	0	0	23
9:30	45	3	0	0	0	0	48	21:30	17	1	0	0	0	0	18
9:45	51	4	0	0	0	0	55	21:45	11	0	0	0	0	0	11
10:00	41	3	0	0	0	0	44	22:00	18	1	0	0	0	0	19
10:15	46	4	0	0	0	0	50	22:15	5	0	0	0	0	0	5
10:30	61	6	0	0	0	0	67	22:30	11	0	0	0	0	0	11
10:45	57	4	0	0	0	0	61	22:45	6	1	0	0	0	0	7
11:00	53	2	0	1	0	0	56	23:00	6	0	0	0	0	0	6
11:15	54	1	0	1	0	1	57	23:15	5	0	0	0	0	0	5
11:30	59	2	0	0	0	0	61	23:30	3	0	0	0	0	0	3
11:45	53	1	0	0	0	0	54	23:45	5	0	0	0	0	0	5
TOTAL	944	54	4	3	0	2	1,007	TOTAL	2,117	79	1	0	0	0	2,197

AM PEAK HOUR 10:30 AM
AM PEAK VOLUME 241

PM PEAK HOUR 12:00 PM
PM PEAK VOLUME 285

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	3,061	133	5	3	0	2	3,204
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	95.5%	4.2%	0.2%	0.1%	0.0%	0.1%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, June 26, 2025

CITY: Dana Point

JOB #: SC

LOCATION: CLASS1 Del Prado Ave between Violet Lantern and Golden Lantern

AM TIME	COMBINED							PM Time	COMBINED						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	6	2	0	0	0	0	8	12:00	127	7	1	0	0	2	137
0:15	2	0	0	0	0	0	2	12:15	132	6	0	0	0	1	139
0:30	2	0	0	0	0	0	2	12:30	117	6	0	0	1	3	127
0:45	1	0	0	0	0	0	1	12:45	118	8	0	1	0	2	129
1:00	1	0	0	0	0	0	1	13:00	98	4	0	1	0	1	104
1:15	0	0	0	0	0	0	0	13:15	119	3	1	0	0	2	125
1:30	3	0	0	0	0	0	3	13:30	110	5	0	0	0	2	117
1:45	3	0	0	0	0	0	3	13:45	129	2	0	0	0	2	133
2:00	2	0	0	1	0	0	3	14:00	114	9	1	0	0	2	126
2:15	0	0	0	0	0	0	0	14:15	104	5	0	1	0	2	112
2:30	0	0	0	0	0	0	0	14:30	122	8	0	0	0	1	131
2:45	1	0	0	0	0	0	1	14:45	121	4	0	0	0	2	127
3:00	1	0	0	0	0	0	1	15:00	137	6	2	0	0	2	147
3:15	1	0	0	0	0	0	1	15:15	126	10	0	0	0	2	138
3:30	0	0	0	0	0	0	0	15:30	108	15	0	0	0	1	124
3:45	0	0	0	0	0	0	0	15:45	125	5	0	0	0	2	132
4:00	1	0	0	0	0	0	1	16:00	131	3	0	0	0	2	136
4:15	0	0	0	0	0	0	0	16:15	111	5	0	0	0	2	118
4:30	0	1	0	0	0	0	1	16:30	133	6	0	0	0	2	141
4:45	2	0	0	0	0	0	2	16:45	157	5	0	0	0	2	164
5:00	2	0	0	0	0	0	2	17:00	120	2	0	0	0	1	123
5:15	5	0	0	0	0	0	5	17:15	123	0	0	0	0	2	125
5:30	5	1	0	0	0	0	6	17:30	98	3	1	0	0	2	104
5:45	7	0	0	0	0	0	7	17:45	132	2	0	0	0	3	137
6:00	10	1	0	0	0	0	11	18:00	106	2	0	0	0	1	109
6:15	17	2	0	1	0	0	20	18:15	109	0	0	0	0	3	112
6:30	27	1	1	0	0	0	29	18:30	126	0	0	0	0	2	128
6:45	32	4	0	0	0	0	36	18:45	93	1	0	0	0	2	96
7:00	51	1	0	0	0	0	52	19:00	87	1	0	0	0	1	89
7:15	44	2	1	0	0	0	47	19:15	96	2	0	0	0	2	100
7:30	31	6	0	0	0	0	37	19:30	70	2	0	0	0	2	74
7:45	71	6	0	0	0	0	77	19:45	101	3	0	0	0	0	104
8:00	65	0	0	0	0	0	65	20:00	83	2	0	0	0	3	88
8:15	69	5	0	0	0	0	74	20:15	82	0	0	0	0	1	83
8:30	50	1	0	0	0	0	51	20:30	71	5	0	0	0	2	78
8:45	93	4	1	0	0	0	98	20:45	56	0	0	0	0	2	58
9:00	82	8	1	0	0	1	92	21:00	43	0	0	0	0	2	45
9:15	73	6	0	0	0	0	79	21:15	56	1	0	0	0	0	57
9:30	88	7	0	0	0	1	96	21:30	34	2	0	0	0	0	36
9:45	98	8	1	0	0	0	107	21:45	37	0	0	0	0	0	37
10:00	86	3	0	0	0	0	89	22:00	40	1	0	0	0	0	41
10:15	95	8	0	0	0	0	103	22:15	18	0	0	0	0	0	18
10:30	114	15	0	0	0	0	129	22:30	25	0	0	0	0	0	25
10:45	109	7	0	0	0	0	116	22:45	17	1	0	0	0	0	18
11:00	115	5	0	1	0	0	121	23:00	13	0	0	0	0	0	13
11:15	102	4	1	1	0	1	109	23:15	12	0	0	0	0	0	12
11:30	110	4	0	0	0	0	114	23:30	9	0	0	0	0	0	9
11:45	117	7	0	0	0	0	124	23:45	6	0	0	0	0	0	6
TOTAL	1,794	119	6	4	0	3	1,926	TOTAL	4,302	152	6	3	1	68	4,532
AM PEAK HOUR							10:30 AM	PM PEAK HOUR							4:00 PM
AM PEAK VOLUME							475	PM PEAK VOLUME							559

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	6,096	271	12	7	1	71	6,458
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	94.4%	4.2%	0.2%	0.1%	0.0%	1.1%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: SC4398

CITY: Dana Point
LOCATION: CLASS6 Dana Point Harbor Dr between Golden Lantern and Embarcadero Pl

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	12:00	0	84	22	0	3	0	0	0	0	0	0	0	0	109
0:15	0	0	2	0	0	0	0	0	0	0	0	0	0	2	12:15	0	80	24	0	0	0	0	1	0	0	0	0	0	105
0:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	12:30	0	93	19	0	0	0	0	0	0	0	0	0	0	112
0:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1	12:45	0	89	15	0	0	0	0	0	0	0	0	0	0	104
1:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	13:00	0	75	23	0	0	0	0	0	0	0	0	0	0	98
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	1	89	21	2	0	0	0	0	0	0	0	0	0	113
1:30	0	1	0	0	1	0	0	0	0	0	0	0	0	2	13:30	1	80	24	0	3	0	0	0	0	0	0	0	0	108
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	80	21	0	1	0	0	0	0	0	0	0	0	102
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14:00	1	84	26	0	0	1	0	0	0	0	0	0	0	112
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	87	22	1	2	0	0	1	0	0	0	0	0	113
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:30	0	113	18	1	0	0	0	0	0	0	0	0	0	132
2:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14:45	0	84	21	0	1	0	0	0	0	0	0	0	0	106
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:00	1	108	17	0	3	0	0	0	0	0	0	0	0	129
3:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	15:15	0	108	24	0	2	0	0	0	0	0	0	0	0	134
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	0	104	23	0	2	0	0	0	0	0	0	0	0	129
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:45	0	90	22	0	0	0	0	0	0	0	0	0	0	112
4:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3	16:00	2	82	25	0	1	0	0	0	0	0	0	0	0	110
4:15	0	2	0	0	0	0	0	0	0	1	0	0	0	3	16:15	0	95	16	0	0	0	0	0	0	0	0	0	0	111
4:30	0	0	3	0	0	0	0	0	0	0	0	0	0	3	16:30	2	100	16	0	1	0	0	0	0	0	0	0	0	119
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:45	1	94	13	0	0	0	0	0	0	0	0	0	0	108
5:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10	17:00	0	98	12	0	1	0	0	0	0	0	0	0	0	111
5:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	17:15	0	86	18	0	0	0	0	0	0	0	0	0	0	104
5:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6	17:30	0	89	16	0	0	0	0	0	0	0	0	0	0	105
5:45	0	6	3	0	0	0	0	0	0	0	0	0	0	9	17:45	0	66	11	0	0	0	0	0	0	0	0	0	0	77
6:00	0	5	2	0	0	1	0	0	0	0	0	0	0	8	18:00	3	47	7	0	0	0	0	0	0	0	0	0	0	57
6:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11	18:15	0	58	11	0	0	0	0	0	0	0	0	0	0	69
6:30	0	7	4	0	1	0	0	0	0	0	0	0	0	12	18:30	1	67	10	0	0	0	0	0	0	0	0	0	0	78
6:45	0	11	6	0	0	1	0	0	0	0	0	0	0	18	18:45	0	42	4	0	0	0	0	0	0	0	0	0	0	46
7:00	0	28	6	0	0	0	0	0	0	0	0	0	0	34	19:00	0	42	8	0	0	0	0	0	0	0	0	0	0	50
7:15	0	31	10	0	0	0	0	0	0	0	0	0	0	41	19:15	1	38	3	0	0	0	0	0	0	0	0	0	0	42
7:30	0	20	9	0	2	0	0	0	0	0	0	0	0	31	19:30	1	35	4	0	0	0	0	0	0	0	0	0	0	40
7:45	0	27	6	0	0	0	0	0	0	0	0	0	0	33	19:45	0	27	9	0	0	0	0	0	0	0	0	0	0	36
8:00	0	26	10	0	1	0	0	1	0	0	0	0	0	38	20:00	0	33	4	0	0	0	0	0	0	0	0	0	0	37
8:15	0	39	16	0	1	0	0	0	0	0	0	0	0	56	20:15	0	27	4	0	0	0	0	0	0	0	0	0	0	31
8:30	0	38	9	0	0	0	0	0	0	0	0	0	0	47	20:30	0	22	2	0	0	0	0	0	0	0	0	0	0	24
8:45	0	41	12	0	1	0	0	0	0	0	0	0	0	54	20:45	1	27	3	0	0	0	0	0	0	0	0	0	0	31
9:00	0	46	11	0	2	0	0	0	0	0	0	0	0	59	21:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19
9:15	0	46	13	0	1	0	0	0	0	0	0	0	0	60	21:15	0	20	7	0	0	0	0	0	0	0	0	0	0	27
9:30	0	79	14	1	2	1	0	0	0	0	0	0	0	97	21:30	1	19	4	0	0	0	0	0	0	0	0	0	0	24
9:45	0	78	15	1	1	0	0	0	0	0	0	0	0	95	21:45	1	10	2	0	0	0	0	0	0	0	0	0	0	13
10:00	0	64	16	0	0	0	0	1	0	0	0	0	0	81	22:00	1	7	2	0	1	0	0	0	0	0	0	0	0	11
10:15	0	79	12	1	2	0	0	0	0	0	0	0	0	94	22:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11
10:30	1	68	25	0	2	0	0	0	0	0	0	0	0	96	22:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
10:45	0	76	10	0	1	0	0	0	1	0	0	0	0	88	22:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
11:00	1	67	21	0	0	0	0	0	0	0	0	0	0	89	23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
11:15	0	72	19	1	1	1	0	0	0	0	0	0	0	94	23:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
11:30	0	94	24	0	0	1	0	0	0	0	0	0	0	119	23:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
11:45	1	64	22	1	0	0	0	0	0	0	0	0	0	88	23:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
TOTAL	3	1,145	317	5	20	5	0	2	2	0	0	0	0	1,499	TOTAL	19	2,734	563	4	21	1	0	2	0	0	0	0	0	3,344
AM PEAK HOUR														11:00 AM	PM PEAK HOUR														3:00 PM
AM PEAK VOLUME														390	PM PEAK VOLUME														504

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	22	3,879	880	9	41	6	0	4	2	0	0	0	0	4,843
% OF TOTAL	0.5%	80.1%	18.2%	0.2%	0.8%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	37	7,929	1,726	44	90	15	0	5	5	0	0	0	0	9,851
% OF TOTAL	0.8%	163.7%	35.6%	0.9%	1.9%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

JOB #: SC4398

CITY:

Dana Point

LOCATION:

CLASS6 Dana Point Harbor Dr between Golden Lantern and Embarcadero Pl

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	12:00	0	90	21	0	2	0	0	0	0	0	0	0	0	113
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:15	1	79	22	0	0	0	0	0	0	0	0	0	0	102
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	94	14	1	2	0	0	0	0	0	0	0	0	111
0:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1	12:45	1	96	16	0	0	0	0	0	0	0	0	0	0	113
1:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	13:00	0	81	23	0	2	0	0	0	0	0	0	0	0	106
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	86	24	1	0	1	0	0	0	0	0	0	0	112
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:30	0	76	13	0	0	0	0	0	0	0	0	0	0	89
1:45	0	0	0	0	2	0	0	0	0	0	0	0	0	2	13:45	0	94	16	1	0	0	0	0	0	0	0	0	0	111
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	81	15	1	0	0	0	0	0	0	0	0	0	97
2:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14:15	0	87	7	0	1	0	0	0	0	0	0	0	0	95
2:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	14:30	0	72	11	1	1	0	0	0	0	0	0	0	0	85
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	0	83	12	0	0	0	0	0	0	0	0	0	0	95
3:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5	15:00	1	85	13	0	0	0	0	0	0	0	0	0	0	99
3:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	15:15	0	76	15	2	3	0	0	0	0	0	0	0	0	96
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:30	0	86	12	1	2	0	0	0	0	0	0	0	0	101
3:45	0	1	2	0	0	0	0	0	1	0	0	0	0	4	15:45	0	109	14	0	0	0	0	0	0	0	0	0	0	123
4:00	0	0	2	0	0	0	0	0	1	0	0	0	0	3	16:00	2	65	10	0	0	0	0	0	0	0	0	0	0	77
4:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16:15	0	81	14	1	1	0	0	0	0	0	0	0	0	97
4:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7	16:30	0	76	11	0	0	1	0	0	0	0	0	0	0	88
4:45	0	17	5	1	0	0	0	0	0	0	0	0	0	23	16:45	0	89	8	1	2	0	0	0	0	0	0	0	0	100
5:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10	17:00	2	78	12	0	0	0	0	0	0	0	0	0	0	92
5:15	0	15	3	0	0	0	0	0	0	0	0	0	0	18	17:15	0	78	14	0	0	0	0	0	0	0	0	0	0	92
5:30	0	10	2	0	0	1	0	0	0	0	0	0	0	13	17:30	0	58	10	0	0	0	0	0	0	0	0	0	0	68
5:45	0	25	5	1	0	0	0	0	0	0	0	0	0	31	17:45	1	57	11	1	0	0	0	0	0	0	0	0	0	70
6:00	0	15	6	0	0	0	0	0	0	0	0	0	0	21	18:00	0	41	7	0	0	0	0	0	0	0	0	0	0	48
6:15	0	15	8	1	1	0	0	0	0	0	0	0	0	25	18:15	0	32	6	0	0	0	0	0	0	0	0	0	0	38
6:30	0	34	17	0	1	0	0	0	0	0	0	0	0	52	18:30	0	30	10	1	0	0	0	0	0	0	0	0	0	41
6:45	0	37	18	0	0	0	0	0	0	0	0	0	0	55	18:45	0	26	8	0	0	0	0	0	0	0	0	0	0	34
7:00	0	34	19	0	1	1	0	0	0	0	0	0	0	55	19:00	1	21	5	1	0	0	0	0	0	0	0	0	0	28
7:15	0	42	7	1	0	0	0	0	0	0	0	0	0	50	19:15	0	21	5	0	1	0	0	0	0	0	0	0	0	27
7:30	0	43	12	0	1	1	0	0	0	0	0	0	0	57	19:30	0	20	5	0	0	0	0	0	0	0	0	0	0	25
7:45	0	66	13	0	2	0	0	1	0	0	0	0	0	82	19:45	0	7	4	1	0	0	0	0	0	0	0	0	0	12
8:00	0	97	14	1	0	0	0	0	0	0	0	0	0	112	20:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
8:15	0	92	15	0	3	0	0	0	0	0	0	0	0	110	20:15	0	16	2	0	0	0	0	0	0	0	0	0	0	18
8:30	0	81	11	0	0	1	0	0	0	0	0	0	0	93	20:30	0	17	4	1	0	0	0	0	0	0	0	0	0	22
8:45	0	89	18	1	4	0	0	0	0	0	0	0	0	112	20:45	0	14	3	0	0	0	0	0	0	0	0	0	0	17
9:00	2	115	21	2	2	1	0	0	0	0	0	0	0	143	21:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
9:15	0	89	24	2	0	1	0	0	0	0	0	0	0	116	21:15	0	8	4	1	0	0	0	0	0	0	0	0	0	13
9:30	0	94	26	0	3	0	0	0	0	0	0	0	0	123	21:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
9:45	0	103	19	2	0	0	0	0	0	0	0	0	0	124	21:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8
10:00	0	83	12	0	3	0	0	0	0	0	0	0	0	98	22:00	0	6	3	1	0	0	0	0	0	0	0	0	0	10
10:15	1	58	18	2	1	0	0	0	1	0	0	0	0	81	22:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
10:30	1	61	20	1	1	0	0	0	0	0	0	0	0	84	22:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
10:45	0	93	17	1	2	0	0	0	0	0	0	0	0	113	22:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:00	0	84	18	0	1	1	0	0	0	0	0	0	0	104	23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:15	1	102	27	0	1	0	0	0	0	0	0	0	0	131	23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:30	1	89	17	2	1	0	0	0	0	0	0	0	0	110	23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:45	0	57	23	0	0	0	0	0	0	0	0	0	0	80	23:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
TOTAL	6	1,768	429	18	32	7	0	1	3	0	0	0	0	2,264	TOTAL	9	2,282	417	17	17	2	0	0	0	0	0	0	0	2,744

AM PEAK HOUR 9:00 AM
AM PEAK VOLUME 506

PM PEAK HOUR 12:30 PM
PM PEAK VOLUME 442

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	15	4,050	846	35	49	9	0	1	3	0	0	0	0	5,008
% OF TOTAL	0.3%	80.9%	16.9%	0.7%	1.0%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

Class 1 2 3 4 5 6 7 8 9 10 11 12 13

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

CITY# Dana Point

JOB #: SC4398

CLASS6 Dana Point Harbor Dr between Golden Lantern and Embarcadero Pl

AM TIME	COMBINED													TOTAL	PM Time	COMBINED													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	1	4	0	0	0	0	0	0	0	0	0	0	5	12:00	0	174	43	0	5	0	0	0	0	0	0	0	0	222
0:15	0	0	2	0	0	0	0	0	0	0	0	0	0	2	12:15	1	159	46	0	0	0	0	1	0	0	0	0	0	207
0:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	12:30	0	187	33	1	2	0	0	0	0	0	0	0	0	223
0:45	0	0	1	0	1	0	0	0	0	0	0	0	0	2	12:45	1	185	31	0	0	0	0	0	0	0	0	0	0	217
1:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	13:00	0	156	46	0	2	0	0	0	0	0	0	0	0	204
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	1	175	45	3	0	1	0	0	0	0	0	0	0	225
1:30	0	2	0	0	1	0	0	0	0	0	0	0	0	3	13:30	1	156	37	0	3	0	0	0	0	0	0	0	0	197
1:45	0	0	0	0	2	0	0	0	0	0	0	0	0	2	13:45	0	174	37	1	1	0	0	0	0	0	0	0	0	213
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14:00	1	165	41	1	0	1	0	0	0	0	0	0	0	209
2:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14:15	0	174	29	1	3	0	0	1	0	0	0	0	0	208
2:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	14:30	0	185	29	2	1	0	0	0	0	0	0	0	0	217
2:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14:45	0	167	33	0	1	0	0	0	0	0	0	0	0	201
3:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6	15:00	2	193	30	0	3	0	0	0	0	0	0	0	0	228
3:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3	15:15	0	184	39	2	5	0	0	0	0	0	0	0	0	230
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:30	0	190	35	1	4	0	0	0	0	0	0	0	0	230
3:45	0	2	2	0	0	0	0	0	1	0	0	0	0	5	15:45	0	199	36	0	0	0	0	0	0	0	0	0	0	235
4:00	0	1	3	0	1	0	0	0	1	0	0	0	0	6	16:00	4	147	35	0	1	0	0	0	0	0	0	0	0	187
4:15	0	5	0	0	0	0	0	0	1	0	0	0	0	6	16:15	0	176	30	1	1	0	0	0	0	0	0	0	0	208
4:30	0	5	5	0	0	0	0	0	0	0	0	0	0	10	16:30	2	176	27	0	1	1	0	0	0	0	0	0	0	207
4:45	0	17	5	1	0	0	0	0	0	0	0	0	0	23	16:45	1	183	21	1	2	0	0	0	0	0	0	0	0	208
5:00	0	14	6	0	0	0	0	0	0	0	0	0	0	20	17:00	2	176	24	0	1	0	0	0	0	0	0	0	0	203
5:15	0	18	3	0	0	0	0	0	0	0	0	0	0	21	17:15	0	164	32	0	0	0	0	0	0	0	0	0	0	196
5:30	0	14	4	0	0	1	0	0	0	0	0	0	0	19	17:30	0	147	26	0	0	0	0	0	0	0	0	0	0	173
5:45	0	31	8	1	0	0	0	0	0	0	0	0	0	40	17:45	1	123	22	1	0	0	0	0	0	0	0	0	0	147
6:00	0	20	8	0	0	1	0	0	0	0	0	0	0	29	18:00	3	88	14	0	0	0	0	0	0	0	0	0	0	105
6:15	0	24	10	1	1	0	0	0	0	0	0	0	0	36	18:15	0	90	17	0	0	0	0	0	0	0	0	0	0	107
6:30	0	41	21	0	2	0	0	0	0	0	0	0	0	64	18:30	1	97	20	1	0	0	0	0	0	0	0	0	0	119
6:45	0	48	24	0	0	1	0	0	0	0	0	0	0	73	18:45	0	68	12	0	0	0	0	0	0	0	0	0	0	80
7:00	0	62	25	0	1	1	0	0	0	0	0	0	0	89	19:00	1	63	13	1	0	0	0	0	0	0	0	0	0	78
7:15	0	73	17	1	0	0	0	0	0	0	0	0	0	91	19:15	1	59	8	0	1	0	0	0	0	0	0	0	0	69
7:30	0	63	21	0	3	1	0	0	0	0	0	0	0	88	19:30	1	55	9	0	0	0	0	0	0	0	0	0	0	65
7:45	0	93	19	0	2	0	0	1	0	0	0	0	0	115	19:45	0	34	13	1	0	0	0	0	0	0	0	0	0	48
8:00	0	123	24	1	1	0	0	1	0	0	0	0	0	150	20:00	0	46	9	0	0	0	0	0	0	0	0	0	0	55
8:15	0	131	31	0	4	0	0	0	0	0	0	0	0	166	20:15	0	43	6	0	0	0	0	0	0	0	0	0	0	49
8:30	0	119	20	0	0	1	0	0	0	0	0	0	0	140	20:30	0	39	6	1	0	0	0	0	0	0	0	0	0	46
8:45	0	130	30	1	5	0	0	0	0	0	0	0	0	166	20:45	1	41	6	0	0	0	0	0	0	0	0	0	0	48
9:00	2	161	32	2	4	1	0	0	0	0	0	0	0	202	21:00	0	27	3	0	0	0	0	0	0	0	0	0	0	30
9:15	0	135	37	2	1	1	0	0	0	0	0	0	0	176	21:15	0	28	11	1	0	0	0	0	0	0	0	0	0	40
9:30	0	173	40	1	5	1	0	0	0	0	0	0	0	220	21:30	1	24	6	0	0	0	0	0	0	0	0	0	0	31
9:45	0	181	34	3	1	0	0	0	0	0	0	0	0	219	21:45	1	17	3	0	0	0	0	0	0	0	0	0	0	21
10:00	0	147	28	0	3	0	0	1	0	0	0	0	0	179	22:00	1	13	5	1	1	0	0	0	0	0	0	0	0	21
10:15	1	137	30	3	3	0	0	0	1	0	0	0	0	175	22:15	0	17	4	0	0	0	0	0	0	0	0	0	0	21
10:30	2	129	45	1	3	0	0	0	0	0	0	0	0	180	22:30	0	12	2	0	0	0	0	0	0	0	0	0	0	14
10:45	0	169	27	1	3	0	0	0	1	0	0	0	0	201	22:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9
11:00	1	151	39	0	1	1	0	0	0	0	0	0	0	193	23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
11:15	1	174	46	1	2	1	0	0	0	0	0	0	0	225	23:15	0	10	1	0	0	0	0	0	0	0	0	0	0	11
11:30	1	183	41	2	1	1	0	0	0	0	0	0	0	229	23:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
11:45	1	121	45	1	0	0	0	0	0	0	0	0	0	168	23:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
TOTAL	9	2,913	746	23	52	12	0	3	5	0	0	0	0	3,763	TOTAL	28	5,016	980	21	38	3	0	2	0	0	0	0	0	6,088
AM PEAK HOUR														10:45 AM	PM PEAK HOUR														3:00 PM
AM PEAK VOLUME														848	PM PEAK VOLUME														923

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	37	7,929	1,726	44	90	15	0	5	5	0	0	0	0	9,851
% OF TOTAL	0.4%	80.5%	17.5%	0.4%	0.9%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

CITY# Dana Point

JOB #: SC4398

CLASS14 Del Obispo St between Stonehill Dr and Shopping Center Dwy

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12:00	2	74	25	2	3	1	0	1	0	0	0	0	0	108
0:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	12:15	0	87	34	0	0	0	0	0	0	0	0	0	0	121
0:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	12:30	0	76	13	2	5	0	0	0	0	0	0	0	0	96
0:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	12:45	0	118	15	0	2	0	0	0	0	0	0	0	0	135
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:00	0	92	17	1	3	1	0	0	0	0	0	0	0	114
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	95	24	0	0	0	0	0	0	0	0	0	0	119
1:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:30	1	106	17	1	0	0	0	0	0	0	0	0	0	125
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:45	0	89	32	0	3	0	0	0	0	0	0	0	0	124
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:00	0	101	16	1	2	0	0	0	1	0	0	0	0	121
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	1	132	7	0	0	0	0	1	0	0	0	0	0	141
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:30	0	91	18	1	2	0	0	0	0	0	0	0	0	112
2:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	14:45	1	119	14	0	1	1	0	0	0	0	0	0	0	136
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:00	1	104	28	1	0	0	0	0	1	0	0	0	0	135
3:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:15	0	129	9	0	2	0	0	0	0	0	0	0	0	140
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:30	0	110	19	2	1	0	0	0	0	0	0	0	0	132
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:45	1	142	12	1	0	0	0	1	0	0	0	0	0	157
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16:00	2	156	16	1	0	0	0	0	0	0	0	0	0	175
4:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16:15	0	122	23	0	1	0	0	0	0	0	0	0	0	146
4:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16:30	0	111	20	1	0	0	0	0	0	0	0	0	0	132
4:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16:45	0	132	11	0	0	0	0	0	0	0	0	0	0	143
5:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11	17:00	0	131	17	1	0	0	0	0	0	0	0	0	0	149
5:15	0	10	1	0	0	0	0	0	0	0	0	0	0	11	17:15	0	124	11	0	0	0	0	0	0	0	0	0	0	135
5:30	1	9	0	1	1	0	0	0	0	0	0	0	0	12	17:30	0	128	14	1	1	0	0	0	0	0	0	0	0	144
5:45	0	18	4	0	0	0	0	0	0	0	0	0	0	22	17:45	0	122	13	0	0	0	0	0	0	0	0	0	0	135
6:00	0	13	3	0	1	0	0	0	0	0	0	0	0	17	18:00	0	99	8	1	1	0	0	0	0	0	0	0	0	109
6:15	0	21	2	0	0	0	0	0	0	0	0	0	0	23	18:15	0	80	10	0	1	0	0	0	0	0	0	0	0	91
6:30	0	18	8	1	0	0	0	0	0	1	0	0	0	28	18:30	0	77	12	1	1	1	0	0	0	0	0	0	0	92
6:45	0	29	11	0	2	0	0	0	0	0	0	0	0	42	18:45	0	86	10	0	2	0	0	0	0	0	0	0	0	98
7:00	0	47	16	0	2	1	0	0	0	0	0	0	0	66	19:00	0	76	3	1	0	0	0	0	0	0	0	0	0	80
7:15	0	74	17	1	3	0	0	0	0	0	0	0	0	95	19:15	0	64	9	0	2	0	0	0	0	0	0	0	0	75
7:30	0	91	26	1	4	0	0	0	0	0	0	0	0	122	19:30	0	43	3	0	1	0	0	0	0	0	0	0	0	47
7:45	0	84	11	2	5	0	0	0	0	0	0	0	0	102	19:45	0	43	6	0	1	0	0	0	0	0	0	0	0	50
8:00	0	81	31	1	2	0	0	0	0	0	0	0	0	115	20:00	0	60	7	1	1	0	0	0	0	0	0	0	0	69
8:15	0	93	22	0	3	0	0	0	0	0	0	0	0	118	20:15	0	52	3	0	1	0	0	0	0	0	0	0	0	56
8:30	0	71	15	1	3	0	0	0	0	0	0	0	0	90	20:30	0	47	9	0	0	0	0	0	0	0	0	0	0	56
8:45	0	81	23	1	1	0	0	0	0	0	0	0	0	106	20:45	0	49	8	0	0	0	0	0	0	0	0	0	0	57
9:00	0	62	20	1	3	0	0	0	0	0	0	0	0	86	21:00	0	35	1	1	0	0	0	0	0	0	0	0	0	37
9:15	0	61	20	0	1	0	0	0	0	0	0	0	0	82	21:15	0	22	4	0	0	0	0	0	0	0	0	0	0	26
9:30	0	77	15	1	3	0	0	0	0	0	0	0	0	96	21:30	1	27	3	0	0	0	0	0	0	0	0	0	0	31
9:45	0	53	16	1	2	1	0	0	0	0	0	0	0	73	21:45	0	33	1	0	0	0	0	0	0	0	0	0	0	34
10:00	0	79	10	1	2	0	0	0	0	0	0	0	0	92	22:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
10:15	0	68	10	0	1	0	0	0	0	0	0	0	0	79	22:15	0	21	1	0	0	0	0	0	0	0	0	0	0	22
10:30	0	76	19	1	2	0	0	0	0	0	0	0	0	98	22:30	0	21	2	0	0	0	0	0	1	0	0	0	0	24
10:45	1	86	13	1	2	0	0	0	0	0	0	0	0	103	22:45	0	13	1	0	0	0	0	0	0	0	0	0	0	14
11:00	0	80	19	1	3	0	0	0	0	0	0	0	0	103	23:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
11:15	0	79	13	0	4	1	0	0	0	0	0	0	0	97	23:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
11:30	0	88	15	1	4	0	0	0	0	0	0	0	0	108	23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:45	0	98	19	0	4	0	0	0	0	0	0	0	0	121	23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
TOTAL	2	1,703	386	17	58	3	0	0	1	0	0	0	0	2,170	TOTAL	10	3,679	529	21	37	4	0	3	3	0	0	0	0	4,286

AM PEAK HOUR	7:30 AM	PM PEAK HOUR	3:45 PM
AM PEAK VOLUME	457	PM PEAK VOLUME	610

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	12	5,382	915	38	95	7	0	3	4	0	0	0	0	6,456
% OF TOTAL	0.2%	83.4%	14.2%	0.6%	1.5%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	26	10,153	1,806	80	190	11	1	5	11	0	0	0	0	12,283
% OF TOTAL	0.2%	82.7%	14.7%	0.7%	1.5%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: SC4398

CITY# Dana Point
CLASS14 Del Obispo St between Stonehill Dr and Shopping Center Dwy

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12:00	1	81	19	1	1	0	0	1	0	0	0	0	0	104
0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12:15	1	88	21	1	3	0	0	0	0	0	0	0	0	114
0:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12:30	2	71	28	1	2	0	0	0	0	0	0	0	0	104
0:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12:45	1	80	16	2	3	0	0	0	0	0	0	0	0	102
1:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	13:00	0	91	21	0	4	0	0	0	0	0	0	0	0	116
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:15	0	73	19	1	1	0	0	0	0	0	0	0	0	94
1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:30	0	73	15	0	1	0	0	0	0	0	0	0	0	89
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:45	0	72	14	1	1	0	0	0	0	0	0	0	0	88
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:00	0	74	9	0	2	1	0	0	0	0	0	0	0	86
2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:15	0	80	8	1	2	1	0	0	0	0	0	0	0	92
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:30	0	84	10	0	0	0	0	0	0	0	0	0	0	94
2:45	0	2	0	0	0	0	0	0	1	0	0	0	0	3	14:45	0	115	15	1	1	0	0	0	0	0	0	0	0	132
3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	15:00	2	95	12	2	0	0	0	0	0	0	0	0	0	111
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:15	2	132	10	2	1	0	0	0	0	0	0	0	0	147
3:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	15:30	1	125	13	1	2	0	0	0	0	0	0	0	0	142
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:45	1	134	13	0	1	0	0	0	1	0	0	0	0	150
4:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4	16:00	0	100	16	1	0	0	0	0	0	0	0	0	0	117
4:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	16:15	0	105	13	0	1	0	1	0	0	0	0	0	0	120
4:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	16:30	0	90	10	1	1	0	0	0	1	0	0	0	0	103
4:45	0	8	4	0	0	0	0	0	0	0	0	0	0	12	16:45	0	119	10	0	2	0	0	0	0	0	0	0	0	131
5:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6	17:00	0	110	13	1	0	0	0	0	0	0	0	0	0	124
5:15	0	17	1	0	0	0	0	0	0	0	0	0	0	18	17:15	0	91	14	0	1	0	0	0	0	0	0	0	0	106
5:30	0	18	4	0	0	0	0	0	0	0	0	0	0	22	17:30	0	68	12	1	2	0	0	0	0	0	0	0	0	83
5:45	0	27	9	0	2	0	0	0	0	0	0	0	0	38	17:45	0	89	7	0	1	0	0	0	0	0	0	0	0	97
6:00	0	14	6	0	3	0	0	0	0	0	0	0	0	23	18:00	0	70	6	1	0	0	0	0	0	0	0	0	0	77
6:15	0	24	9	1	1	0	0	0	0	0	0	0	0	35	18:15	0	85	7	1	1	0	0	0	0	0	0	0	0	94
6:30	0	27	5	1	0	0	0	0	0	0	0	0	0	33	18:30	0	69	5	0	0	0	0	0	0	0	0	0	0	74
6:45	0	49	14	0	5	0	0	0	0	0	0	0	0	68	18:45	0	41	6	1	0	0	0	0	0	0	0	0	0	48
7:00	0	42	17	1	5	1	0	0	1	0	0	0	0	67	19:00	0	47	6	0	1	0	0	0	0	0	0	0	0	54
7:15	0	51	24	0	0	0	0	0	0	0	0	0	0	75	19:15	0	34	6	1	0	0	0	0	0	0	0	0	0	41
7:30	0	80	24	0	4	0	0	0	0	0	0	0	0	108	19:30	1	49	5	0	0	0	0	0	0	0	0	0	0	55
7:45	0	151	37	0	3	0	0	0	0	0	0	0	0	191	19:45	0	23	2	1	0	0	0	0	0	0	0	0	0	26
8:00	0	85	24	2	1	0	0	0	2	0	0	0	0	114	20:00	0	40	3	0	1	0	0	0	0	0	0	0	0	44
8:15	0	114	27	2	1	0	0	0	0	0	0	0	0	144	20:15	0	34	4	0	0	0	0	0	0	0	0	0	0	38
8:30	0	82	29	0	0	0	0	0	0	0	0	0	0	111	20:30	0	27	3	0	0	0	0	0	0	0	0	0	0	30
8:45	0	91	27	0	1	0	0	0	0	0	0	0	0	119	20:45	0	32	1	1	1	0	0	0	0	0	0	0	0	35
9:00	1	70	20	1	1	0	0	0	0	0	0	0	0	93	21:00	0	28	2	0	0	0	0	0	0	0	0	0	0	30
9:15	0	80	23	0	3	1	0	0	1	0	0	0	0	108	21:15	0	22	1	0	0	0	0	0	0	0	0	0	0	23
9:30	0	88	14	2	2	0	0	0	0	0	0	0	0	106	21:30	0	22	1	0	0	0	0	0	0	0	0	0	0	23
9:45	0	88	17	1	2	0	0	0	0	0	0	0	0	108	21:45	0	13	1	1	0	0	0	0	0	0	0	0	0	15
10:00	0	80	18	0	4	0	0	0	0	0	0	0	0	102	22:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
10:15	0	71	17	1	0	0	0	0	0	0	0	0	0	89	22:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
10:30	1	71	16	1	0	0	0	0	0	0	0	0	0	89	22:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
10:45	0	78	12	1	2	0	0	0	0	0	0	0	0	93	22:45	0	4	3	0	0	0	0	0	0	0	0	0	0	7
11:00	0	76	21	1	4	0	0	0	0	0	0	0	0	102	23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
11:15	0	79	15	1	4	0	0	0	0	0	0	0	0	99	23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:30	0	66	35	1	6	0	0	0	0	0	0	0	0	108	23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:45	0	77	9	0	3	0	0	0	1	0	0	0	0	90	23:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
TOTAL	2	1,842	488	17	58	2	0	1	5	0	0	0	0	2,415	TOTAL	12	2,929	403	25	37	2	1	1	2	0	0	0	0	3,412

AM PEAK HOUR	7:45 AM
AM PEAK VOLUME	560

PM PEAK HOUR	3:15 PM
PM PEAK VOLUME	556

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	14	4,771	891	42	95	4	1	2	7	0	0	0	0	5,827
% OF TOTAL	0.2%	81.9%	15.3%	0.7%	1.6%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

JOB #: SC4398

CITY# Dana Point

CLASS14 Del Obispo St between Stonehill Dr and Shopping Center Dwy

AM TIME	COMBINED													TOTAL	PM Time	COMBINED													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	12:00	3	155	44	3	4	1	0	2	0	0	0	0	0	212
0:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6	12:15	1	175	55	1	3	0	0	0	0	0	0	0	0	235
0:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	12:30	2	147	41	3	7	0	0	0	0	0	0	0	0	200
0:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	12:45	1	198	31	2	5	0	0	0	0	0	0	0	0	237
1:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	13:00	0	183	38	1	7	1	0	0	0	0	0	0	0	230
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:15	0	168	43	1	1	0	0	0	0	0	0	0	0	213
1:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	13:30	1	179	32	1	1	0	0	0	0	0	0	0	0	214
1:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:45	0	161	46	1	4	0	0	0	0	0	0	0	0	212
2:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:00	0	175	25	1	4	1	0	0	1	0	0	0	0	207
2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:15	1	212	15	1	2	1	0	1	0	0	0	0	0	233
2:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:30	0	175	28	1	2	0	0	0	0	0	0	0	0	206
2:45	0	5	1	0	0	0	0	0	1	0	0	0	0	7	14:45	1	234	29	1	2	1	0	0	0	0	0	0	0	268
3:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	15:00	3	199	40	3	0	0	0	0	1	0	0	0	0	246
3:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15:15	2	261	19	2	3	0	0	0	0	0	0	0	0	287
3:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	15:30	1	235	32	3	3	0	0	0	0	0	0	0	0	274
3:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:45	2	276	25	1	1	0	0	1	1	0	0	0	0	307
4:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6	16:00	2	256	32	2	0	0	0	0	0	0	0	0	0	292
4:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	16:15	0	227	36	0	2	0	1	0	0	0	0	0	0	266
4:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	16:30	0	201	30	2	1	0	0	0	1	0	0	0	0	235
4:45	0	12	4	0	0	0	0	0	0	0	0	0	0	16	16:45	0	251	21	0	2	0	0	0	0	0	0	0	0	274
5:00	0	9	8	0	0	0	0	0	0	0	0	0	0	17	17:00	0	241	30	2	0	0	0	0	0	0	0	0	0	273
5:15	0	27	2	0	0	0	0	0	0	0	0	0	0	29	17:15	0	215	25	0	1	0	0	0	0	0	0	0	0	241
5:30	1	27	4	1	1	0	0	0	0	0	0	0	0	34	17:30	0	196	26	2	3	0	0	0	0	0	0	0	0	227
5:45	0	45	13	0	2	0	0	0	0	0	0	0	0	60	17:45	0	211	20	0	1	0	0	0	0	0	0	0	0	232
6:00	0	27	9	0	4	0	0	0	0	0	0	0	0	40	18:00	0	169	14	2	1	0	0	0	0	0	0	0	0	186
6:15	0	45	11	1	1	0	0	0	0	0	0	0	0	58	18:15	0	165	17	1	2	0	0	0	0	0	0	0	0	185
6:30	0	45	13	2	0	0	0	0	1	0	0	0	0	61	18:30	0	146	17	1	1	1	0	0	0	0	0	0	0	166
6:45	0	78	25	0	7	0	0	0	0	0	0	0	0	110	18:45	0	127	16	1	2	0	0	0	0	0	0	0	0	146
7:00	0	89	33	1	7	2	0	0	1	0	0	0	0	133	19:00	0	123	9	1	1	0	0	0	0	0	0	0	0	134
7:15	0	125	41	1	3	0	0	0	0	0	0	0	0	170	19:15	0	98	15	1	2	0	0	0	0	0	0	0	0	116
7:30	0	171	50	1	8	0	0	0	0	0	0	0	0	230	19:30	1	92	8	0	1	0	0	0	0	0	0	0	0	102
7:45	0	235	48	2	8	0	0	0	0	0	0	0	0	293	19:45	0	66	8	1	1	0	0	0	0	0	0	0	0	76
8:00	0	166	55	3	3	0	0	0	2	0	0	0	0	229	20:00	0	100	10	1	2	0	0	0	0	0	0	0	0	113
8:15	0	207	49	2	4	0	0	0	0	0	0	0	0	262	20:15	0	86	7	0	1	0	0	0	0	0	0	0	0	94
8:30	0	153	44	1	3	0	0	0	0	0	0	0	0	201	20:30	0	74	12	0	0	0	0	0	0	0	0	0	0	86
8:45	0	172	50	1	2	0	0	0	0	0	0	0	0	225	20:45	0	81	9	1	1	0	0	0	0	0	0	0	0	92
9:00	1	132	40	2	4	0	0	0	0	0	0	0	0	179	21:00	0	63	3	1	0	0	0	0	0	0	0	0	0	67
9:15	0	141	43	0	4	1	0	0	1	0	0	0	0	190	21:15	0	44	5	0	0	0	0	0	0	0	0	0	0	49
9:30	0	165	29	3	5	0	0	0	0	0	0	0	0	202	21:30	1	49	4	0	0	0	0	0	0	0	0	0	0	54
9:45	0	141	33	2	4	1	0	0	0	0	0	0	0	181	21:45	0	46	2	1	0	0	0	0	0	0	0	0	0	49
10:00	0	159	28	1	6	0	0	0	0	0	0	0	0	194	22:00	0	23	2	0	0	0	0	0	0	0	0	0	0	25
10:15	0	139	27	1	1	0	0	0	0	0	0	0	0	168	22:15	0	30	2	0	0	0	0	0	0	0	0	0	0	32
10:30	1	147	35	2	2	0	0	0	0	0	0	0	0	187	22:30	0	28	4	0	0	0	0	0	1	0	0	0	0	33
10:45	1	164	25	2	4	0	0	0	0	0	0	0	0	196	22:45	0	17	4	0	0	0	0	0	0	0	0	0	0	21
11:00	0	156	40	2	7	0	0	0	0	0	0	0	0	205	23:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16
11:15	0	158	28	1	8	1	0	0	0	0	0	0	0	196	23:15	0	14	1	0	0	0	0	0	0	0	0	0	0	15
11:30	0	154	50	2	10	0	0	0	0	0	0	0	0	216	23:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
11:45	0	175	28	0	7	0	0	0	1	0	0	0	0	211	23:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11
TOTAL	4	3,545	874	34	116	5	0	1	6	0	0	0	0	4,585	TOTAL	22	6,608	932	46	74	6	1	4	5	0	0	0	0	7,698

AM PEAK HOUR 7:30 AM
AM PEAK VOLUME 1,014

PM PEAK HOUR 3:15 PM
PM PEAK VOLUME 1,160

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	26	10,153	1,806	80	190	11	1	5	11	0	0	0	0	12,283
% OF TOTAL	0.2%	82.7%	14.7%	0.7%	1.5%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: SC4398

CITY: Dana Point
LOCATION: CLASS12 Pacific Coast Hwy between Crystal Lantern and Del Obispo St

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14	12:00	2	226	60	1	4	1	0	0	0	0	0	0	0	294
0:15	0	14	1	0	0	0	0	0	0	0	0	0	0	15	12:15	0	236	51	0	4	3	0	2	0	0	0	0	0	296
0:30	0	14	1	0	0	0	0	0	0	0	0	0	0	15	12:30	2	240	55	1	8	1	0	0	0	0	0	0	0	307
0:45	0	5	1	0	0	0	0	0	0	1	0	0	0	7	12:45	0	216	53	0	8	1	0	0	0	0	0	0	0	278
1:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	13:00	10	261	46	1	9	2	0	0	0	0	0	0	0	329
1:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	13:15	1	255	46	1	5	1	0	0	1	0	0	0	0	310
1:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:30	1	240	36	0	8	0	0	0	0	0	0	0	0	285
1:45	0	5	0	0	1	0	0	0	0	1	0	0	0	7	13:45	1	202	35	0	5	1	0	0	0	0	0	0	0	244
2:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:00	2	249	56	1	2	1	0	0	0	0	0	0	0	311
2:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:15	0	252	52	0	9	0	0	0	1	0	0	0	0	314
2:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	14:30	0	239	60	2	8	0	0	0	0	0	0	0	0	309
2:45	0	9	2	0	0	0	0	0	0	1	0	0	0	12	14:45	2	251	48	0	6	0	0	0	0	0	0	0	0	307
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:00	0	297	61	1	7	1	0	0	0	0	0	0	0	367
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:15	0	296	58	0	3	2	0	0	0	0	0	0	0	359
3:30	0	6	0	0	2	0	0	0	0	0	0	0	0	8	15:30	1	257	59	1	4	0	0	0	0	0	0	0	0	322
3:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	15:45	0	289	62	1	4	0	0	0	0	0	0	0	0	356
4:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	16:00	1	279	72	0	3	0	0	0	0	0	0	0	0	355
4:15	0	8	0	0	0	0	0	0	0	1	0	0	0	9	16:15	0	273	51	2	5	0	0	0	0	0	0	0	0	331
4:30	0	21	0	0	0	0	0	0	0	0	0	0	0	21	16:30	0	272	43	0	4	0	0	0	0	0	0	0	0	319
4:45	0	23	2	0	2	0	0	0	0	0	0	0	0	27	16:45	0	276	56	1	1	0	0	0	0	0	0	0	0	334
5:00	0	25	4	0	1	0	0	0	0	1	0	0	0	31	17:00	0	239	62	0	1	1	0	1	0	0	0	0	0	304
5:15	0	32	4	0	2	0	0	0	0	0	0	0	0	38	17:15	1	276	53	1	1	0	0	0	0	0	0	0	0	332
5:30	1	43	4	0	1	0	0	0	0	0	0	0	0	49	17:30	1	259	48	0	0	0	0	0	0	0	0	0	0	308
5:45	0	56	7	0	0	0	0	0	0	0	0	0	0	63	17:45	1	245	28	1	2	0	0	0	0	0	0	0	0	277
6:00	0	51	4	0	2	0	0	0	0	0	0	0	0	57	18:00	0	225	31	0	2	0	0	0	0	0	0	0	0	258
6:15	0	75	7	1	0	0	0	0	0	0	0	0	0	83	18:15	0	210	28	1	2	1	0	0	0	0	0	0	0	242
6:30	0	85	14	1	4	0	0	0	0	0	0	0	0	104	18:30	1	205	33	1	1	0	0	0	0	0	0	0	0	241
6:45	1	94	19	0	1	0	0	1	0	0	0	0	0	116	18:45	0	172	25	0	0	0	0	0	0	0	0	0	0	197
7:00	0	107	28	1	0	0	0	0	0	0	0	0	0	136	19:00	1	188	27	2	1	0	0	0	0	0	0	0	0	219
7:15	0	139	19	0	1	1	0	0	0	0	0	0	0	160	19:15	0	140	26	0	0	0	0	0	0	0	0	0	0	166
7:30	1	196	34	1	3	0	0	0	0	0	0	0	0	235	19:30	0	141	18	0	0	0	0	0	0	0	0	0	0	159
7:45	2	296	55	1	3	1	0	1	0	0	0	0	0	359	19:45	0	131	14	1	0	0	0	0	0	0	0	0	0	146
8:00	1	243	35	1	7	0	0	1	2	0	0	0	0	290	20:00	1	146	18	0	0	0	0	0	0	0	0	0	0	165
8:15	0	197	38	0	7	0	0	0	0	0	0	0	0	242	20:15	0	110	12	0	0	1	0	0	0	0	0	0	0	123
8:30	1	181	32	1	3	0	0	1	0	0	0	0	0	219	20:30	0	115	14	2	0	0	0	0	1	0	0	0	0	132
8:45	0	195	50	1	6	2	0	0	0	0	0	0	0	254	20:45	0	97	15	0	1	0	0	0	0	0	0	0	0	113
9:00	0	185	43	1	7	1	0	0	0	0	0	0	0	237	21:00	1	93	15	1	0	0	0	0	0	0	0	0	0	110
9:15	0	187	34	1	6	1	0	0	0	0	0	0	0	229	21:15	0	90	12	2	1	0	0	0	0	0	0	0	0	105
9:30	0	172	44	1	4	2	0	0	1	0	0	0	0	224	21:30	0	69	9	0	0	0	0	0	0	0	0	0	0	78
9:45	0	181	46	1	4	2	0	0	0	0	0	0	0	234	21:45	0	50	9	0	0	0	0	0	0	0	0	0	0	59
10:00	0	212	49	1	7	0	0	0	0	0	0	0	0	269	22:00	0	87	5	3	0	0	0	0	0	0	0	0	0	95
10:15	1	187	34	1	7	2	0	0	1	0	0	0	0	233	22:15	1	49	7	0	0	0	0	1	0	0	0	0	0	58
10:30	0	203	45	0	10	0	0	0	0	0	0	0	0	258	22:30	0	36	6	0	0	0	0	0	0	0	0	0	0	42
10:45	0	181	47	1	9	1	1	0	0	0	0	0	0	240	22:45	1	30	3	0	1	0	0	0	0	0	0	0	0	35
11:00	1	221	36	0	6	0	0	0	1	0	0	0	0	265	23:00	0	37	7	0	1	0	0	0	0	0	0	0	0	45
11:15	1	182	48	1	10	2	0	0	1	0	0	0	0	245	23:15	0	29	1	0	2	0	0	0	0	0	0	0	0	32
11:30	0	247	44	1	9	0	0	0	0	0	0	0	0	301	23:30	0	26	3	0	0	0	0	0	0	0	0	0	0	29
11:45	0	197	48	0	7	4	0	0	1	0	0	0	0	257	23:45	0	21	2	0	0	0	0	0	0	0	0	0	0	23
TOTAL	10	4,539	883	17	132	19	1	4	12	0	0	0	0	5,617	TOTAL	32	8,622	1,591	28	123	17	0	4	3	0	0	0	0	10,420
AM PEAK HOUR														7:30 AM	PM PEAK HOUR														3:00 PM
AM PEAK VOLUME														1,126	PM PEAK VOLUME														1,404

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	42	13,161	2,474	45	255	36	1	8	15	0	0	0	0	16,037
% OF TOTAL	0.3%	82.1%	15.4%	0.3%	1.6%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	69	28,244	5,561	65	536	80	2	16	32	0	0	0	0	34,605
% OF TOTAL	0.4%	176.1%	34.7%	0.4%	3.3%	0.5%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

JOB #: SC4398

CITY:

Dana Point

LOCATION:

CLASS12 Pacific Coast Hwy between Crystal Lantern and Del Obispo St

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14	12:00	0	250	65	0	8	1	0	0	0	0	0	0	0	324
0:15	0	14	3	0	0	0	0	0	1	0	0	0	0	18	12:15	0	268	48	0	6	1	0	0	0	0	0	0	0	323
0:30	1	15	1	0	0	0	0	0	0	0	0	0	0	17	12:30	0	216	45	1	5	2	0	0	0	0	0	0	0	269
0:45	0	12	0	0	0	0	0	0	1	0	0	0	0	13	12:45	0	256	56	0	8	2	0	1	0	0	0	0	0	323
1:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	13:00	1	245	50	0	2	4	0	0	1	0	0	0	0	303
1:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7	13:15	1	304	45	0	3	1	0	0	0	0	0	0	0	354
1:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13:30	0	255	49	1	7	2	0	0	0	0	0	0	0	314
1:45	0	10	1	0	1	0	0	0	0	0	0	0	0	12	13:45	0	287	52	0	5	1	0	0	0	0	0	0	0	345
2:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	14:00	0	262	40	0	4	1	0	0	1	0	0	0	0	308
2:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6	14:15	0	276	40	0	1	0	0	0	0	0	0	0	0	317
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:30	2	304	48	1	1	0	0	0	0	0	0	0	0	356
2:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14:45	1	322	57	0	2	1	0	0	1	0	0	0	0	384
3:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	15:00	0	283	39	0	7	0	0	0	0	0	0	0	0	329
3:15	0	8	0	0	1	0	0	0	0	0	0	0	0	9	15:15	2	316	39	0	1	0	0	0	0	0	0	0	0	358
3:30	0	1	0	0	1	0	0	0	0	0	0	0	0	2	15:30	2	281	41	1	2	0	0	0	0	0	0	0	0	327
3:45	0	7	0	0	1	0	0	0	0	0	0	0	0	8	15:45	1	338	48	1	3	0	0	0	0	0	0	0	0	391
4:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2	16:00	0	307	43	0	4	0	0	0	0	0	0	0	0	354
4:15	0	8	0	0	2	0	0	0	0	0	0	0	0	10	16:15	1	311	56	0	1	0	0	0	0	0	0	0	0	369
4:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8	16:30	1	279	69	1	1	0	0	1	0	0	0	0	0	352
4:45	0	21	4	0	2	1	0	1	0	0	0	0	0	29	16:45	1	335	59	0	1	0	0	0	0	0	0	0	0	396
5:00	0	20	2	1	2	0	0	0	0	0	0	0	0	25	17:00	0	315	66	0	3	0	0	0	0	0	0	0	0	384
5:15	0	32	4	0	2	0	0	0	0	0	0	0	0	38	17:15	1	329	49	0	0	0	0	0	0	0	0	0	0	379
5:30	0	46	10	0	2	1	0	0	0	0	0	0	0	59	17:30	1	328	62	1	2	0	0	0	0	0	0	0	0	394
5:45	0	55	10	0	1	0	0	0	0	0	0	0	0	66	17:45	0	243	40	0	3	0	0	0	0	0	0	0	0	286
6:00	0	45	16	1	1	0	0	0	1	0	0	0	0	64	18:00	0	253	47	0	2	0	0	0	0	0	0	0	0	302
6:15	0	97	25	0	3	0	0	0	0	0	0	0	0	125	18:15	0	220	33	0	0	0	0	0	0	0	0	0	0	253
6:30	0	95	33	0	4	0	0	0	0	0	0	0	0	132	18:30	1	216	37	1	0	0	0	0	0	0	0	0	0	255
6:45	0	147	38	1	9	1	0	0	0	0	0	0	0	196	18:45	1	214	32	1	2	0	0	0	0	0	0	0	0	250
7:00	0	153	52	0	9	3	1	0	0	0	0	0	0	218	19:00	0	164	36	0	0	0	0	0	0	0	0	0	0	200
7:15	0	245	89	0	9	2	0	0	0	0	0	0	0	345	19:15	1	135	30	0	0	0	0	0	0	0	0	0	0	166
7:30	0	327	88	0	6	1	0	0	0	0	0	0	0	422	19:30	0	127	21	0	1	0	0	0	0	0	0	0	0	149
7:45	0	351	89	1	6	3	0	0	0	0	0	0	0	450	19:45	1	140	23	1	0	0	0	0	0	0	0	0	0	165
8:00	0	268	77	0	12	2	0	0	1	0	0	0	0	360	20:00	0	123	22	0	0	0	0	0	0	0	0	0	0	145
8:15	1	230	64	0	14	1	0	1	1	0	0	0	0	312	20:15	0	128	21	0	0	0	0	0	0	0	0	0	0	149
8:30	0	238	77	0	12	0	0	0	0	0	0	0	0	327	20:30	2	127	24	0	0	0	0	0	0	0	0	0	0	153
8:45	0	301	71	0	7	1	0	0	2	0	0	0	0	382	20:45	0	123	10	0	1	0	0	0	0	0	0	0	0	134
9:00	0	215	63	1	6	1	0	0	0	0	0	0	0	286	21:00	0	108	11	0	0	0	0	1	0	0	0	0	0	120
9:15	0	227	59	0	4	0	0	0	1	0	0	0	0	291	21:15	0	82	18	1	0	0	0	0	0	0	0	0	0	101
9:30	0	216	43	0	11	3	0	1	1	0	0	0	0	275	21:30	0	61	8	0	0	0	0	0	0	0	0	0	0	69
9:45	0	255	61	2	12	0	0	0	0	0	0	0	0	330	21:45	0	61	11	0	0	0	0	0	0	0	0	0	0	72
10:00	0	196	61	0	8	0	0	0	0	0	0	0	0	265	22:00	0	60	12	0	0	0	0	0	0	0	0	0	0	72
10:15	1	206	46	0	8	0	0	0	2	0	0	0	0	263	22:15	0	55	13	0	0	0	0	0	0	0	0	0	0	68
10:30	0	275	65	0	9	1	0	0	0	0	0	0	0	350	22:30	0	49	12	0	0	0	0	0	0	0	0	0	0	61
10:45	2	248	47	1	2	1	0	0	0	0	0	0	0	301	22:45	0	37	12	0	0	0	0	0	0	0	0	0	0	49
11:00	1	233	72	0	7	4	0	1	0	0	0	0	0	318	23:00	0	30	5	0	0	0	0	0	0	0	0	0	0	35
11:15	0	197	48	0	5	1	0	0	0	0	0	0	0	251	23:15	0	27	4	0	0	0	0	0	0	0	0	0	0	31
11:30	0	280	66	1	5	1	0	0	1	0	0	0	0	354	23:30	0	22	3	0	0	0	0	0	0	0	0	0	0	25
11:45	0	243	42	0	10	0	0	2	1	0	0	0	0	298	23:45	0	18	2	0	0	0	0	0	0	0	0	0	0	20
TOTAL	6	5,593	1,434	9	195	28	1	6	13	0	0	0	0	7,285	TOTAL	21	9,490	1,653	11	86	16	0	2	4	0	0	0	0	11,283

AM PEAK HOUR 7:15 AM
AM PEAK VOLUME 1,577

PM PEAK HOUR 4:45 PM
PM PEAK VOLUME 1,553

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	27	###	3,087	20	281	44	1	8	17	0	0	0	0	18,568
% OF TOTAL	0.1%	81.2%	16.6%	0.1%	1.5%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

Class 1 2 3 4 5 6 7 8 9 10 11 12 13

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

CITY# Dana Point

JOB #: SC4398

CLASS12 Pacific Coast Hwy between Crystal Lantern and Del Obispo St

AM TIME	COMBINED													TOTAL	PM Time	COMBINED													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	26	2	0	0	0	0	0	0	0	0	0	0	28	12:00	2	476	125	1	12	2	0	0	0	0	0	0	0	618
0:15	0	28	4	0	0	0	0	0	1	0	0	0	0	33	12:15	0	504	99	0	10	4	0	2	0	0	0	0	0	619
0:30	1	29	2	0	0	0	0	0	0	0	0	0	0	32	12:30	2	456	100	2	13	3	0	0	0	0	0	0	0	576
0:45	0	17	1	0	0	0	0	0	0	2	0	0	0	20	12:45	0	472	109	0	16	3	0	1	0	0	0	0	0	601
1:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13	13:00	11	506	96	1	11	6	0	0	1	0	0	0	0	632
1:15	0	12	2	0	0	0	0	0	0	0	0	0	0	14	13:15	2	559	91	1	8	2	0	0	1	0	0	0	0	664
1:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	13:30	1	495	85	1	15	2	0	0	0	0	0	0	0	599
1:45	0	15	1	0	2	0	0	0	1	0	0	0	0	19	13:45	1	489	87	0	10	2	0	0	0	0	0	0	0	589
2:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	14:00	2	511	96	1	6	2	0	0	1	0	0	0	0	619
2:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11	14:15	0	528	92	0	10	0	0	0	1	0	0	0	0	631
2:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7	14:30	2	543	108	3	9	0	0	0	0	0	0	0	0	665
2:45	0	15	2	0	0	0	0	0	1	0	0	0	0	18	14:45	3	573	105	0	8	1	0	0	1	0	0	0	0	691
3:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	15:00	0	580	100	1	14	1	0	0	0	0	0	0	0	696
3:15	0	10	0	0	1	0	0	0	0	0	0	0	0	11	15:15	2	612	97	0	4	2	0	0	0	0	0	0	0	717
3:30	0	7	0	0	3	0	0	0	0	0	0	0	0	10	15:30	3	538	100	2	6	0	0	0	0	0	0	0	0	649
3:45	0	13	0	0	1	0	0	0	0	0	0	0	0	14	15:45	1	627	110	2	7	0	0	0	0	0	0	0	0	747
4:00	0	11	0	0	1	0	0	0	0	0	0	0	0	12	16:00	1	586	115	0	7	0	0	0	0	0	0	0	0	709
4:15	0	16	0	0	2	0	0	0	1	0	0	0	0	19	16:15	1	584	107	2	6	0	0	0	0	0	0	0	0	700
4:30	0	28	1	0	0	0	0	0	0	0	0	0	0	29	16:30	1	551	112	1	5	0	0	1	0	0	0	0	0	671
4:45	0	44	6	0	4	1	0	1	0	0	0	0	0	56	16:45	1	611	115	1	2	0	0	0	0	0	0	0	0	730
5:00	0	45	6	1	3	0	0	0	1	0	0	0	0	56	17:00	0	554	128	0	4	1	0	1	0	0	0	0	0	688
5:15	0	64	8	0	4	0	0	0	0	0	0	0	0	76	17:15	2	605	102	1	1	0	0	0	0	0	0	0	0	711
5:30	1	89	14	0	3	1	0	0	0	0	0	0	0	108	17:30	2	587	110	1	2	0	0	0	0	0	0	0	0	702
5:45	0	111	17	0	1	0	0	0	0	0	0	0	0	129	17:45	1	488	68	1	5	0	0	0	0	0	0	0	0	563
6:00	0	96	20	1	3	0	0	0	1	0	0	0	0	121	18:00	0	478	78	0	4	0	0	0	0	0	0	0	0	560
6:15	0	172	32	1	3	0	0	0	0	0	0	0	0	208	18:15	0	430	61	1	2	1	0	0	0	0	0	0	0	495
6:30	0	180	47	1	8	0	0	0	0	0	0	0	0	236	18:30	2	421	70	2	1	0	0	0	0	0	0	0	0	496
6:45	1	241	57	1	10	1	0	1	0	0	0	0	0	312	18:45	1	386	57	1	2	0	0	0	0	0	0	0	0	447
7:00	0	260	80	1	9	3	1	0	0	0	0	0	0	354	19:00	1	352	63	2	1	0	0	0	0	0	0	0	0	419
7:15	0	384	108	0	10	3	0	0	0	0	0	0	0	505	19:15	1	275	56	0	0	0	0	0	0	0	0	0	0	332
7:30	1	523	122	1	9	1	0	0	0	0	0	0	0	657	19:30	0	268	39	0	1	0	0	0	0	0	0	0	0	308
7:45	2	647	144	2	9	4	0	1	0	0	0	0	0	809	19:45	1	271	37	2	0	0	0	0	0	0	0	0	0	311
8:00	1	511	112	1	19	2	0	1	3	0	0	0	0	650	20:00	1	269	40	0	0	0	0	0	0	0	0	0	0	310
8:15	1	427	102	0	21	1	0	1	1	0	0	0	0	554	20:15	0	238	33	0	0	1	0	0	0	0	0	0	0	272
8:30	1	419	109	1	15	0	0	1	0	0	0	0	0	546	20:30	2	242	38	2	0	0	0	0	1	0	0	0	0	285
8:45	0	496	121	1	13	3	0	0	2	0	0	0	0	636	20:45	0	220	25	0	2	0	0	0	0	0	0	0	0	247
9:00	0	400	106	2	13	2	0	0	0	0	0	0	0	523	21:00	1	201	26	1	0	0	0	0	1	0	0	0	0	230
9:15	0	414	93	1	10	1	0	0	1	0	0	0	0	520	21:15	0	172	30	3	1	0	0	0	0	0	0	0	0	206
9:30	0	388	87	1	15	5	0	1	2	0	0	0	0	499	21:30	0	130	17	0	0	0	0	0	0	0	0	0	0	147
9:45	0	436	107	3	16	2	0	0	0	0	0	0	0	564	21:45	0	111	20	0	0	0	0	0	0	0	0	0	0	131
10:00	0	408	110	1	15	0	0	0	0	0	0	0	0	534	22:00	0	147	17	3	0	0	0	0	0	0	0	0	0	167
10:15	2	393	80	1	15	2	0	0	3	0	0	0	0	496	22:15	1	104	20	0	0	0	0	1	0	0	0	0	0	126
10:30	0	478	110	0	19	1	0	0	0	0	0	0	0	608	22:30	0	85	18	0	0	0	0	0	0	0	0	0	0	103
10:45	2	429	94	2	11	2	1	0	0	0	0	0	0	541	22:45	1	67	15	0	1	0	0	0	0	0	0	0	0	84
11:00	2	454	108	0	13	4	0	1	1	0	0	0	0	583	23:00	0	67	12	0	1	0	0	0	0	0	0	0	0	80
11:15	1	379	96	1	15	3	0	0	1	0	0	0	0	496	23:15	0	56	5	0	2	0	0	0	0	0	0	0	0	63
11:30	0	527	110	2	14	1	0	0	1	0	0	0	0	655	23:30	0	48	6	0	0	0	0	0	0	0	0	0	0	54
11:45	0	440	90	0	17	4	0	2	2	0	0	0	0	555	23:45	0	39	4	0	0	0	0	0	0	0	0	0	0	43
TOTAL	16	10,132	2,317	26	327	47	2	10	25	0	0	0	0	12,902	TOTAL	53	18,112	3,244	39	209	33	0	6	7	0	0	0	0	21,703
AM PEAK HOUR														7:30 AM	PM PEAK HOUR														4:45 PM
AM PEAK VOLUME														2,670	PM PEAK VOLUME														2,831

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	69	28,244	5,561	65	536	80	2	16	32	0	0	0	0	34,605
% OF TOTAL	0.2%	81.6%	16.1%	0.2%	1.5%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

CITY# Dana Point

JOB #: SC4398

CLASS10 Del Prado Ave between Amber Lantern and Violet Lantern

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:00	1	43	13	0	0	0	0	0	0	0	0	0	0	57
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:15	0	52	4	0	2	0	0	0	0	0	0	0	0	58
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	43	6	0	0	0	0	0	0	0	0	0	0	49
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:45	0	40	6	0	0	0	0	0	0	0	0	0	0	46
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	0	54	8	0	1	1	0	0	0	0	0	0	0	64
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	49	4	0	0	0	0	0	0	0	0	0	0	53
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:30	0	44	6	0	1	0	0	0	0	0	0	0	0	51
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	39	1	0	0	0	0	0	0	0	0	0	0	40
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:00	0	53	5	0	1	0	0	1	0	0	0	0	0	60
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	42	6	0	0	0	0	0	0	0	0	0	0	48
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	46	6	0	0	0	0	0	0	0	0	0	0	52
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	0	44	4	0	0	0	0	0	0	0	0	0	0	48
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	0	42	6	1	0	1	0	0	0	0	0	0	0	50
3:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	15:15	0	31	10	0	2	0	0	0	0	0	0	0	0	43
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	0	60	4	0	0	0	0	0	0	0	0	0	0	64
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:45	0	46	11	0	0	0	0	0	0	0	0	0	0	57
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	0	49	5	0	0	0	0	0	0	0	0	0	0	54
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	0	48	7	0	1	0	0	0	0	0	0	0	0	56
4:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1	16:30	0	34	4	0	0	0	0	0	0	0	0	0	0	38
4:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16:45	1	41	9	0	0	0	0	0	0	0	0	0	0	51
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:00	0	57	7	0	0	0	0	0	0	0	0	0	0	64
5:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3	17:15	1	38	4	0	0	0	0	0	0	0	0	0	0	43
5:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17:30	0	44	7	0	1	0	0	0	0	0	0	0	0	52
5:45	0	4	1	0	2	0	0	0	0	0	0	0	0	7	17:45	1	32	3	0	1	0	0	0	0	0	0	0	0	37
6:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	18:00	0	44	3	0	0	0	0	0	0	0	0	0	0	47
6:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	18:15	0	30	2	0	0	0	0	0	0	0	0	0	0	32
6:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	18:30	0	24	5	0	0	0	0	0	0	0	0	0	0	29
6:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	18:45	0	30	1	0	1	0	0	0	0	0	0	0	0	32
7:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	19:00	0	29	1	0	1	0	0	0	0	0	0	0	0	31
7:15	0	12	1	0	0	0	0	0	0	0	0	0	0	13	19:15	0	18	2	0	0	0	0	0	0	0	0	0	0	20
7:30	0	19	0	0	0	0	0	0	0	0	0	0	0	19	19:30	0	20	2	0	0	0	0	0	0	0	0	0	0	22
7:45	0	36	1	0	1	0	0	0	0	0	0	0	0	38	19:45	0	19	1	0	0	0	0	0	0	0	0	0	0	20
8:00	0	23	1	0	0	0	0	0	0	0	0	0	0	24	20:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
8:15	0	27	5	0	0	0	0	0	0	0	0	0	0	32	20:15	0	15	2	0	0	0	0	0	0	0	0	0	0	17
8:30	0	26	2	0	0	0	0	0	0	0	0	0	0	28	20:30	0	9	1	0	0	0	0	0	0	0	0	0	0	10
8:45	0	35	6	0	2	0	0	0	0	0	0	0	0	43	20:45	0	15	3	0	0	0	0	0	0	0	0	0	0	18
9:00	0	27	10	0	1	0	0	0	0	0	0	0	0	38	21:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
9:15	0	36	10	0	2	0	0	0	0	0	0	0	0	48	21:15	0	12	4	0	0	0	0	0	0	0	0	0	0	16
9:30	0	28	4	0	0	0	0	0	0	0	0	0	0	32	21:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
9:45	0	31	7	0	1	0	0	0	0	0	0	0	0	39	21:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9
10:00	0	39	7	0	0	0	0	0	0	0	0	0	0	46	22:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
10:15	0	37	5	0	0	0	0	0	0	0	0	0	0	42	22:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:30	0	33	5	0	0	1	0	0	0	0	0	0	0	39	22:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
10:45	0	27	2	0	1	0	0	0	0	0	0	0	0	30	22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	31	5	0	1	0	0	0	0	0	0	0	0	37	23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:15	0	42	4	0	2	1	0	0	0	0	0	0	0	49	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	40	6	0	0	0	0	0	0	0	0	0	0	46	23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:45	0	42	9	0	0	0	0	0	0	0	0	0	0	51	23:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL	0	636	93	0	14	2	0	0	0	0	0	0	0	745	TOTAL	4	1,403	183	1	12	2	0	1	0	0	0	0	0	1,606

AM PEAK HOUR	11:00 AM	PM PEAK HOUR	3:30 PM
AM PEAK VOLUME	183	PM PEAK VOLUME	231

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	4	2,039	276	1	26	4	0	1	0	0	0	0	0	2,351
% OF TOTAL	0.2%	86.7%	11.7%	0.0%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	10	3,984	550	1	47	6	0	3	0	0	0	0	0	4,601
% OF TOTAL	0.2%	86.6%	12.0%	0.0%	1.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: SC4398

CITY# Dana Point
CLASS10 Del Prado Ave between Amber Lantern and Violet Lantern

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:00	0	35	2	0	0	0	0	0	0	0	0	0	0	37
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:15	0	49	12	0	1	0	0	0	0	0	0	0	0	62
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	45	6	0	1	0	0	0	0	0	0	0	0	52
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:45	0	48	9	0	0	0	0	0	0	0	0	0	0	57
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	3	38	9	0	0	0	0	1	0	0	0	0	0	51
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	54	7	0	0	0	0	0	0	0	0	0	0	61
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	0	37	12	0	0	0	0	0	0	0	0	0	0	49
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	52	10	0	0	0	0	0	0	0	0	0	0	62
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	48	9	0	1	0	0	0	0	0	0	0	0	58
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	1	53	6	0	2	0	0	0	0	0	0	0	0	62
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	43	6	0	1	0	0	0	0	0	0	0	0	50
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:45	0	41	6	0	0	0	0	0	0	0	0	0	0	47
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	0	52	5	0	1	0	0	0	0	0	0	0	0	58
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	0	34	7	0	0	0	0	0	0	0	0	0	0	41
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	0	56	0	0	0	0	0	0	0	0	0	0	0	56
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:45	0	59	3	0	0	0	0	0	0	0	0	0	0	62
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	0	62	10	0	1	0	0	0	0	0	0	0	0	73
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	0	49	6	0	1	0	0	0	0	0	0	0	0	56
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:30	0	40	8	0	0	0	0	0	0	0	0	0	0	48
4:45	0	0	1	0	1	0	0	0	0	0	0	0	0	2	16:45	0	57	5	0	1	0	0	0	0	0	0	0	0	63
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17:00	0	39	8	0	0	0	0	0	0	0	0	0	0	47
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:15	0	50	7	0	0	0	0	0	0	0	0	0	0	57
5:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	17:30	0	62	2	0	0	0	0	0	0	0	0	0	0	64
5:45	0	2	1	0	1	0	0	0	0	0	0	0	0	4	17:45	1	37	2	0	0	0	0	0	0	0	0	0	0	40
6:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	18:00	1	38	6	0	0	0	0	0	0	0	0	0	0	45
6:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	18:15	0	27	3	0	0	0	0	0	0	0	0	0	0	30
6:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	18:30	0	20	3	0	1	0	0	0	0	0	0	0	0	24
6:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8	18:45	0	15	0	0	0	0	0	0	0	0	0	0	0	15
7:00	0	13	0	0	1	0	0	0	0	0	0	0	0	14	19:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
7:15	0	5	1	0	2	0	0	0	0	0	0	0	0	8	19:15	0	17	0	0	0	0	0	0	0	0	0	0	0	17
7:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11	19:30	0	19	1	0	1	0	0	0	0	0	0	0	0	21
7:45	0	23	4	0	0	0	0	0	0	0	0	0	0	27	19:45	0	15	1	0	0	0	0	0	0	0	0	0	0	16
8:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18	20:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18
8:15	0	18	2	0	0	0	0	1	0	0	0	0	0	21	20:15	0	13	1	0	0	0	0	0	0	0	0	0	0	14
8:30	0	27	5	0	1	0	0	0	0	0	0	0	0	33	20:30	0	11	2	0	0	0	0	0	0	0	0	0	0	13
8:45	0	25	4	0	0	0	0	0	0	0	0	0	0	29	20:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
9:00	0	28	2	0	1	0	0	0	0	0	0	0	0	31	21:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
9:15	0	28	3	0	0	0	0	0	0	0	0	0	0	31	21:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
9:30	0	24	4	0	0	0	0	0	0	0	0	0	0	28	21:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:45	0	25	7	0	1	0	0	0	0	0	0	0	0	33	21:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
10:00	0	25	6	0	0	0	0	0	0	0	0	0	0	31	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	36	5	0	0	0	0	0	0	0	0	0	0	41	22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30	0	30	5	0	0	0	0	0	0	0	0	0	0	35	22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45	0	37	3	0	1	0	0	0	0	0	0	0	0	41	22:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:00	0	30	7	0	0	0	0	0	0	0	0	0	0	37	23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
11:15	0	51	8	0	0	0	0	0	0	0	0	0	0	59	23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	40	7	0	0	2	0	0	0	0	0	0	0	49	23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:45	0	47	9	0	0	0	0	0	0	0	0	0	0	56	23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL	0	566	90	0	9	2	0	1	0	0	0	0	0	668	TOTAL	6	1,379	184	0	12	0	0	1	0	0	0	0	0	1,582

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	201

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	247

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	6	1,945	274	0	21	2	0	2	0	0	0	0	0	2,250
% OF TOTAL	0.3%	86.4%	12.2%	0.0%	0.9%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

JOB #: SC4398

CITY# Dana Point

CLASS10 Del Prado Ave between Amber Lantern and Violet Lantern

AM TIME	COMBINED													TOTAL	PM Time	COMBINED													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:00	1	78	15	0	0	0	0	0	0	0	0	0	0	94
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:15	0	101	16	0	3	0	0	0	0	0	0	0	0	120
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	88	12	0	1	0	0	0	0	0	0	0	0	101
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:45	0	88	15	0	0	0	0	0	0	0	0	0	0	103
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	3	92	17	0	1	1	0	1	0	0	0	0	0	115
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	103	11	0	0	0	0	0	0	0	0	0	0	114
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:30	0	81	18	0	1	0	0	0	0	0	0	0	0	100
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	91	11	0	0	0	0	0	0	0	0	0	0	102
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:00	0	101	14	0	2	0	0	1	0	0	0	0	0	118
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	1	95	12	0	2	0	0	0	0	0	0	0	0	110
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	89	12	0	1	0	0	0	0	0	0	0	0	102
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:45	0	85	10	0	0	0	0	0	0	0	0	0	0	95
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	0	94	11	1	1	1	0	0	0	0	0	0	0	108
3:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	15:15	0	65	17	0	2	0	0	0	0	0	0	0	0	84
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	0	116	4	0	0	0	0	0	0	0	0	0	0	120
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:45	0	105	14	0	0	0	0	0	0	0	0	0	0	119
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	0	111	15	0	1	0	0	0	0	0	0	0	0	127
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	0	97	13	0	2	0	0	0	0	0	0	0	0	112
4:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1	16:30	0	74	12	0	0	0	0	0	0	0	0	0	0	86
4:45	0	1	1	0	1	0	0	0	0	0	0	0	0	3	16:45	1	98	14	0	1	0	0	0	0	0	0	0	0	114
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17:00	0	96	15	0	0	0	0	0	0	0	0	0	0	111
5:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3	17:15	1	88	11	0	0	0	0	0	0	0	0	0	0	100
5:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	17:30	0	106	9	0	1	0	0	0	0	0	0	0	0	116
5:45	0	6	2	0	3	0	0	0	0	0	0	0	0	11	17:45	2	69	5	0	1	0	0	0	0	0	0	0	0	77
6:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10	18:00	1	82	9	0	0	0	0	0	0	0	0	0	0	92
6:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10	18:15	0	57	5	0	0	0	0	0	0	0	0	0	0	62
6:30	0	14	0	0	0	0	0	0	0	0	0	0	0	14	18:30	0	44	8	0	1	0	0	0	0	0	0	0	0	53
6:45	0	9	2	0	0	0	0	0	0	0	0	0	0	11	18:45	0	45	1	0	1	0	0	0	0	0	0	0	0	47
7:00	0	23	0	0	1	0	0	0	0	0	0	0	0	24	19:00	0	42	5	0	1	0	0	0	0	0	0	0	0	48
7:15	0	17	2	0	2	0	0	0	0	0	0	0	0	21	19:15	0	35	2	0	0	0	0	0	0	0	0	0	0	37
7:30	0	29	1	0	0	0	0	0	0	0	0	0	0	30	19:30	0	39	3	0	1	0	0	0	0	0	0	0	0	43
7:45	0	59	5	0	1	0	0	0	0	0	0	0	0	65	19:45	0	34	2	0	0	0	0	0	0	0	0	0	0	36
8:00	0	39	3	0	0	0	0	0	0	0	0	0	0	42	20:00	0	31	2	0	0	0	0	0	0	0	0	0	0	33
8:15	0	45	7	0	0	0	0	1	0	0	0	0	0	53	20:15	0	28	3	0	0	0	0	0	0	0	0	0	0	31
8:30	0	53	7	0	1	0	0	0	0	0	0	0	0	61	20:30	0	20	3	0	0	0	0	0	0	0	0	0	0	23
8:45	0	60	10	0	2	0	0	0	0	0	0	0	0	72	20:45	0	20	4	0	0	0	0	0	0	0	0	0	0	24
9:00	0	55	12	0	2	0	0	0	0	0	0	0	0	69	21:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22
9:15	0	64	13	0	2	0	0	0	0	0	0	0	0	79	21:15	0	18	4	0	0	0	0	0	0	0	0	0	0	22
9:30	0	52	8	0	0	0	0	0	0	0	0	0	0	60	21:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
9:45	0	56	14	0	2	0	0	0	0	0	0	0	0	72	21:45	0	12	2	0	0	0	0	0	0	0	0	0	0	14
10:00	0	64	13	0	0	0	0	0	0	0	0	0	0	77	22:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
10:15	0	73	10	0	0	0	0	0	0	0	0	0	0	83	22:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:30	0	63	10	0	0	1	0	0	0	0	0	0	0	74	22:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10
10:45	0	64	5	0	2	0	0	0	0	0	0	0	0	71	22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:00	0	61	12	0	1	0	0	0	0	0	0	0	0	74	23:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
11:15	0	93	12	0	2	1	0	0	0	0	0	0	0	108	23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	80	13	0	0	2	0	0	0	0	0	0	0	95	23:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
11:45	0	89	18	0	0	0	0	0	0	0	0	0	0	107	23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
TOTAL	0	1,202	183	0	23	4	0	1	0	0	0	0	0	1,413	TOTAL	10	2,782	367	1	24	2	0	2	0	0	0	0	0	3,188

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	384

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	478

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	10	3,984	550	1	47	6	0	3	0	0	0	0	0	4,601
% OF TOTAL	0.2%	86.6%	12.0%	0.0%	1.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

JOB #: SC4398

CITY: Dana Point

LOCATION: CLASS5 Golden Lantern between Starboard Lantern and Lantern Bay Dr

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12:00	0	53	19	0	2	0	0	0	0	0	0	0	0	74
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:15	0	53	10	0	0	0	0	0	0	0	0	0	0	63
0:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12:30	1	49	7	1	1	0	0	0	0	0	0	0	0	59
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:45	1	50	14	0	1	0	0	0	0	0	0	0	0	66
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:00	1	80	13	0	3	0	0	0	0	0	0	0	0	97
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:15	0	46	14	1	0	0	0	0	0	0	0	0	0	61
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	1	61	12	0	0	0	0	0	0	0	0	0	0	74
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	57	11	0	0	0	0	0	0	0	0	0	0	68
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	51	6	1	0	0	0	0	0	0	0	0	0	58
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	70	10	0	0	0	0	0	0	0	0	0	0	80
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	69	4	0	1	0	0	0	0	0	0	0	0	74
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:45	0	60	9	1	1	0	0	0	0	0	0	0	0	71
3:00	0	1	0	0	3	0	0	0	0	0	0	0	0	4	15:00	0	60	8	0	2	0	0	0	0	0	0	0	0	70
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	1	61	3	0	4	0	0	0	0	0	0	0	0	69
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	0	77	10	2	2	0	0	0	0	0	0	0	0	91
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:45	0	76	7	0	1	0	0	0	0	0	0	0	0	84
4:00	0	1	0	0	0	0	0	0	0	1	0	0	0	2	16:00	2	52	5	0	0	0	0	0	0	0	0	0	0	59
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	0	71	2	1	1	0	0	0	0	0	0	0	0	75
4:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16:30	0	64	8	0	1	0	1	0	0	0	0	0	0	74
4:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16:45	1	77	10	0	1	0	0	0	0	0	0	0	0	89
5:00	0	2	1	1	0	0	0	0	0	0	0	0	0	4	17:00	1	87	8	0	1	0	0	0	0	0	0	0	0	97
5:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4	17:15	0	76	5	1	0	0	0	0	0	0	0	0	0	82
5:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	17:30	0	76	3	0	0	0	0	0	0	0	0	0	0	79
5:45	0	6	0	1	0	0	0	0	0	0	0	0	0	7	17:45	0	64	2	1	0	0	0	0	0	0	0	0	0	67
6:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6	18:00	0	42	5	0	0	0	0	0	0	0	0	0	0	47
6:15	0	5	1	0	0	1	0	0	0	0	0	0	0	7	18:15	0	44	1	0	0	0	0	0	0	0	0	0	0	45
6:30	0	7	2	1	0	0	0	0	0	0	0	0	0	10	18:30	0	36	1	1	1	0	0	0	0	0	0	0	0	39
6:45	0	10	3	0	0	0	0	0	0	0	0	0	0	13	18:45	1	28	1	0	1	0	0	0	0	0	0	0	0	31
7:00	0	15	9	0	1	0	0	0	0	0	0	0	0	25	19:00	0	28	0	0	0	0	0	0	0	0	0	0	0	28
7:15	0	14	6	1	1	1	0	0	0	0	0	0	0	23	19:15	0	28	0	1	1	0	0	0	0	0	0	0	0	30
7:30	0	15	8	0	1	0	0	0	0	0	0	0	0	24	19:30	0	30	0	0	0	0	0	0	0	0	0	0	0	30
7:45	0	20	10	0	0	0	0	0	0	0	0	0	0	30	19:45	0	24	1	0	0	0	0	0	0	0	0	0	0	25
8:00	0	31	7	1	0	0	0	0	0	0	0	0	0	39	20:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
8:15	0	23	6	0	1	1	0	0	0	0	0	0	0	31	20:15	0	27	0	1	0	0	0	0	0	0	0	0	0	28
8:30	0	25	8	0	1	0	0	0	0	0	0	0	0	34	20:30	0	22	0	0	0	0	0	0	0	0	0	0	0	22
8:45	0	28	13	1	3	1	0	0	0	0	0	0	0	46	20:45	0	17	0	0	0	0	0	0	0	0	0	0	0	17
9:00	0	21	10	0	1	2	0	0	0	0	0	0	0	34	21:00	1	14	0	1	0	0	0	0	0	0	0	0	0	16
9:15	0	32	13	0	0	0	0	0	0	0	0	0	0	45	21:15	0	19	0	1	0	0	0	0	0	0	0	0	0	20
9:30	0	35	7	1	2	0	0	0	0	0	0	0	0	45	21:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12
9:45	0	44	14	0	1	1	0	0	0	0	0	0	0	60	21:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11
10:00	0	46	7	0	4	0	0	0	0	0	0	0	0	57	22:00	0	16	0	1	0	0	0	0	0	0	0	0	0	17
10:15	0	33	9	1	1	0	0	0	0	0	0	0	0	44	22:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10
10:30	0	35	12	0	1	0	0	0	1	0	0	0	0	49	22:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
10:45	0	54	12	0	3	0	0	0	0	0	0	0	0	69	22:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
11:00	1	57	17	1	3	0	0	0	0	0	0	0	0	79	23:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
11:15	0	52	10	1	1	0	0	0	0	0	0	0	0	64	23:15	0	14	1	0	0	0	0	0	0	0	0	0	0	15
11:30	0	50	14	0	2	0	0	0	0	0	0	0	0	66	23:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12
11:45	0	50	16	1	0	0	0	0	0	0	0	0	0	67	23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
TOTAL	1	739	219	11	30	7	0	0	2	0	0	0	0	1,009	TOTAL	11	2,018	212	15	25	0	1	0	0	0	0	0	0	2,282
AM PEAK HOUR														10:45 AM	PM PEAK HOUR														4:45 PM
AM PEAK VOLUME														278	PM PEAK VOLUME														347

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	12	2,757	431	26	55	7	1	0	2	0	0	0	0	3,291
% OF TOTAL	0.4%	83.8%	13.1%	0.8%	1.7%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	25	5,265	948	27	96	11	1	3	3	0	0	0	0	6,379
% OF TOTAL	0.8%	160.0%	28.8%	0.8%	2.9%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

JOB #: SC4398

CITY:

Dana Point

LOCATION:

CLASS5 Golden Lantern between Starboard Lantern and Lantern Bay Dr

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12:00	1	58	17	0	0	0	0	0	0	0	0	0	0	76
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:15	0	50	13	0	1	0	0	0	0	0	0	0	0	64
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	44	8	0	1	0	0	0	0	0	0	0	0	53
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:45	0	55	9	0	1	0	0	0	0	0	0	0	0	65
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	2	54	13	0	0	0	0	0	0	0	0	0	0	69
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	70	6	0	0	0	0	0	0	0	0	0	0	76
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	1	32	15	0	2	0	0	0	0	0	0	0	0	50
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	60	15	0	0	0	0	0	0	0	0	0	0	75
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:00	0	64	8	0	0	0	0	1	0	0	0	0	0	73
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	53	8	0	1	0	0	0	0	0	0	0	0	62
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	65	5	0	0	0	0	0	0	0	0	0	0	70
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:45	0	44	6	0	0	0	0	0	0	0	0	0	0	50
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:00	0	49	9	0	4	0	0	0	0	0	0	0	0	62
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	1	40	10	0	1	0	0	0	0	0	0	0	0	52
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:30	0	78	5	0	0	0	0	0	0	0	0	0	0	83
3:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2	15:45	0	59	6	0	1	0	0	0	0	0	0	0	0	66
4:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3	16:00	0	65	14	0	4	0	0	0	0	0	0	0	0	83
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	0	77	5	0	0	0	0	0	0	0	0	0	0	82
4:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5	16:30	1	60	7	0	1	0	0	0	0	0	0	0	0	69
4:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16:45	1	50	4	0	0	0	0	0	0	0	0	0	0	55
5:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	17:00	0	56	9	0	1	0	0	0	0	0	0	0	0	66
5:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7	17:15	0	34	10	0	0	0	0	0	0	0	0	0	0	44
5:30	0	9	2	0	0	1	0	0	0	0	0	0	0	12	17:30	0	33	3	0	0	0	0	0	0	0	0	0	0	36
5:45	0	12	4	0	0	0	0	0	0	0	0	0	0	16	17:45	0	34	4	0	0	0	0	0	0	0	0	0	0	38
6:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14	18:00	1	14	4	0	0	0	0	0	0	0	0	0	0	19
6:15	0	12	5	0	0	0	0	0	0	0	0	0	0	17	18:15	0	19	1	0	0	0	0	0	0	0	0	0	0	20
6:30	0	10	6	0	1	1	0	0	0	0	0	0	0	18	18:30	1	25	5	0	1	0	0	0	0	0	0	0	0	32
6:45	0	11	4	0	0	0	0	0	0	0	0	0	0	15	18:45	0	20	0	0	0	0	0	0	0	0	0	0	0	20
7:00	0	18	9	0	0	0	0	0	0	0	0	0	0	27	19:00	1	20	1	0	0	0	0	0	0	0	0	0	0	22
7:15	0	31	6	0	2	0	0	0	0	0	0	0	0	39	19:15	0	27	1	0	1	0	0	0	0	0	0	0	0	29
7:30	0	27	8	0	0	0	0	0	0	0	0	0	0	35	19:30	0	11	2	0	0	0	0	0	0	0	0	0	0	13
7:45	0	40	18	0	0	0	0	0	0	0	0	0	0	58	19:45	0	14	1	0	0	0	0	0	0	0	0	0	0	15
8:00	0	34	21	0	2	0	0	0	0	0	0	0	0	57	20:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
8:15	0	35	11	0	1	0	0	0	0	0	0	0	0	47	20:15	0	17	2	0	0	0	0	0	0	0	0	0	0	19
8:30	0	39	14	0	1	1	0	0	0	0	0	0	0	55	20:30	0	9	1	0	0	0	0	0	0	0	0	0	0	10
8:45	0	37	17	0	3	0	0	1	0	0	0	0	0	58	20:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10
9:00	0	49	13	0	0	0	0	0	1	0	0	0	0	63	21:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
9:15	0	54	19	0	1	0	0	0	0	0	0	0	0	74	21:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
9:30	0	56	12	0	2	0	0	0	0	0	0	0	0	70	21:30	0	15	1	0	0	0	0	0	0	0	0	0	0	16
9:45	0	41	19	0	0	0	0	0	0	0	0	0	0	60	21:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
10:00	0	48	9	0	0	0	0	0	0	0	0	0	0	57	22:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
10:15	0	49	13	0	1	0	0	0	0	0	0	0	0	63	22:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
10:30	1	58	9	0	1	0	0	0	0	0	0	0	0	69	22:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
10:45	1	46	8	0	1	0	0	0	0	0	0	0	0	56	22:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:00	1	56	14	0	0	0	0	0	0	0	0	0	0	71	23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:15	0	44	5	1	1	1	0	0	0	0	0	0	0	52	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	53	10	0	2	0	0	0	0	0	0	0	0	65	23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:45	0	48	15	0	0	0	0	1	0	0	0	0	0	64	23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL	3	954	281	1	20	4	0	2	1	0	0	0	0	1,266	TOTAL	10	1,554	236	0	21	0	0	1	0	0	0	0	0	1,822

AM PEAK HOUR 9:00 AM
AM PEAK VOLUME 267

PM PEAK HOUR 3:30 PM
PM PEAK VOLUME 314

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	13	2,508	517	1	41	4	0	3	1	0	0	0	0	3,088
% OF TOTAL	0.4%	81.2%	16.7%	0.0%	1.3%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class 1 2 3 4 5 6 7 8 9 10 11 12 13

A32223

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

CITY# Dana Point

JOB #: SC4398

CLASS5 Golden Lantern between Starboard Lantern and Lantern Bay Dr

AM TIME	COMBINED													TOTAL	PM Time	COMBINED													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	12:00	1	111	36	0	2	0	0	0	0	0	0	0	150	
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:15	0	103	23	0	1	0	0	0	0	0	0	0	127	
0:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12:30	1	93	15	1	2	0	0	0	0	0	0	0	112	
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:45	1	105	23	0	2	0	0	0	0	0	0	0	131	
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:00	3	134	26	0	3	0	0	0	0	0	0	0	166	
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:15	0	116	20	1	0	0	0	0	0	0	0	0	137	
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	2	93	27	0	2	0	0	0	0	0	0	0	124	
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	117	26	0	0	0	0	0	0	0	0	0	143	
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:00	0	115	14	1	0	0	0	1	0	0	0	0	131	
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	123	18	0	1	0	0	0	0	0	0	0	142	
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	134	9	0	1	0	0	0	0	0	0	0	144	
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:45	0	104	15	1	1	0	0	0	0	0	0	0	121	
3:00	0	2	0	0	3	0	0	0	0	0	0	0	0	5	15:00	0	109	17	0	6	0	0	0	0	0	0	0	132	
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	2	101	13	0	5	0	0	0	0	0	0	0	121	
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:30	0	155	15	2	2	0	0	0	0	0	0	0	174	
3:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2	15:45	0	135	13	0	2	0	0	0	0	0	0	0	150	
4:00	0	2	1	0	1	0	0	0	1	0	0	0	0	5	16:00	2	117	19	0	4	0	0	0	0	0	0	0	142	
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	0	148	7	1	1	0	0	0	0	0	0	0	157	
4:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7	16:30	1	124	15	0	2	0	1	0	0	0	0	0	143	
4:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	16:45	2	127	14	0	1	0	0	0	0	0	0	0	144	
5:00	0	7	2	1	0	0	0	0	0	0	0	0	0	10	17:00	1	143	17	0	2	0	0	0	0	0	0	0	163	
5:15	0	7	4	0	0	0	0	0	0	0	0	0	0	11	17:15	0	110	15	1	0	0	0	0	0	0	0	0	126	
5:30	0	13	2	0	0	1	0	0	0	0	0	0	0	16	17:30	0	109	6	0	0	0	0	0	0	0	0	0	115	
5:45	0	18	4	1	0	0	0	0	0	0	0	0	0	23	17:45	0	98	6	1	0	0	0	0	0	0	0	0	105	
6:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20	18:00	1	56	9	0	0	0	0	0	0	0	0	0	66	
6:15	0	17	6	0	0	1	0	0	0	0	0	0	0	24	18:15	0	63	2	0	0	0	0	0	0	0	0	0	65	
6:30	0	17	8	1	1	1	0	0	0	0	0	0	0	28	18:30	1	61	6	1	2	0	0	0	0	0	0	0	71	
6:45	0	21	7	0	0	0	0	0	0	0	0	0	0	28	18:45	1	48	1	0	1	0	0	0	0	0	0	0	51	
7:00	0	33	18	0	1	0	0	0	0	0	0	0	0	52	19:00	1	48	1	0	0	0	0	0	0	0	0	0	50	
7:15	0	45	12	1	3	1	0	0	0	0	0	0	0	62	19:15	0	55	1	1	2	0	0	0	0	0	0	0	59	
7:30	0	42	16	0	1	0	0	0	0	0	0	0	0	59	19:30	0	41	2	0	0	0	0	0	0	0	0	0	43	
7:45	0	60	28	0	0	0	0	0	0	0	0	0	0	88	19:45	0	38	2	0	0	0	0	0	0	0	0	0	40	
8:00	0	65	28	1	2	0	0	0	0	0	0	0	0	96	20:00	0	28	0	0	0	0	0	0	0	0	0	0	28	
8:15	0	58	17	0	2	1	0	0	0	0	0	0	0	78	20:15	0	44	2	1	0	0	0	0	0	0	0	0	47	
8:30	0	64	22	0	2	1	0	0	0	0	0	0	0	89	20:30	0	31	1	0	0	0	0	0	0	0	0	0	32	
8:45	0	65	30	1	6	1	0	1	0	0	0	0	0	104	20:45	0	26	1	0	0	0	0	0	0	0	0	0	27	
9:00	0	70	23	0	1	2	0	0	1	0	0	0	0	97	21:00	1	28	0	1	0	0	0	0	0	0	0	0	30	
9:15	0	86	32	0	1	0	0	0	0	0	0	0	0	119	21:15	0	27	2	1	0	0	0	0	0	0	0	0	30	
9:30	0	91	19	1	4	0	0	0	0	0	0	0	0	115	21:30	0	27	1	0	0	0	0	0	0	0	0	0	28	
9:45	0	85	33	0	1	1	0	0	0	0	0	0	0	120	21:45	0	15	2	0	0	0	0	0	0	0	0	0	17	
10:00	0	94	16	0	4	0	0	0	0	0	0	0	0	114	22:00	0	19	2	1	1	0	0	0	0	0	0	0	23	
10:15	0	82	22	1	2	0	0	0	0	0	0	0	0	107	22:15	0	14	1	0	0	0	0	0	0	0	0	0	15	
10:30	1	93	21	0	2	0	0	0	1	0	0	0	0	118	22:30	0	20	0	0	0	0	0	0	0	0	0	0	20	
10:45	1	100	20	0	4	0	0	0	0	0	0	0	0	125	22:45	0	6	1	0	0	0	0	0	0	0	0	0	7	
11:00	2	113	31	1	3	0	0	0	0	0	0	0	0	150	23:00	0	17	1	0	0	0	0	0	0	0	0	0	18	
11:15	0	96	15	2	2	1	0	0	0	0	0	0	0	116	23:15	0	14	1	0	0	0	0	0	0	0	0	0	15	
11:30	0	103	24	0	4	0	0	0	0	0	0	0	0	131	23:30	0	15	0	0	0	0	0	0	0	0	0	0	15	
11:45	0	98	31	1	0	0	0	1	0	0	0	0	0	131	23:45	0	7	0	0	0	0	0	0	0	0	0	0	7	
TOTAL	4	1,693	500	12	50	11	0	2	3	0	0	0	0	2,275	TOTAL	21	3,572	448	15	46	0	1	1	0	0	0	0	4,104	
AM PEAK HOUR										11:00 AM					PM PEAK HOUR										3:30 PM				
AM PEAK VOLUME										528					PM PEAK VOLUME										623				

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

[illegible]

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

CITY# Dana Point

JOB #: SC4398

CLASS9 Doheny Park Rd between Domingo Ave and Victoria Blvd

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	12:00	0	213	17	0	14	0	0	0	0	0	0	0	0	244
0:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	12:15	1	199	8	0	8	0	0	0	1	0	0	0	0	217
0:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	12:30	0	176	11	0	3	0	0	0	0	0	0	0	0	190
0:45	0	5	0	0	0	0	0	0	1	0	0	0	0	6	12:45	0	184	13	0	3	0	0	0	0	0	0	0	0	200
1:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	13:00	0	167	13	0	10	1	1	0	0	0	0	0	0	192
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	1	213	12	1	3	0	0	0	1	0	0	0	0	231
1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:30	2	212	13	0	7	0	0	0	0	0	0	0	0	234
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:45	1	184	8	0	8	0	0	0	0	0	0	0	0	201
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:00	1	167	10	0	7	0	0	0	0	0	0	0	0	185
2:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:15	0	231	7	0	8	2	0	0	1	0	0	0	0	249
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:30	2	183	9	0	7	0	0	0	0	0	0	0	0	201
2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:45	1	202	14	0	4	0	0	0	0	0	0	0	0	221
3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	15:00	0	200	17	0	4	1	0	0	0	0	0	0	0	222
3:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:15	2	222	18	0	6	1	0	0	0	0	0	0	0	249
3:30	0	4	0	0	1	0	0	0	0	0	0	0	0	5	15:30	0	208	6	0	9	0	0	0	0	0	0	0	0	223
3:45	0	4	0	0	1	0	0	0	0	0	0	0	0	5	15:45	0	215	11	0	9	0	0	0	1	0	0	0	0	236
4:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	16:00	0	204	14	0	3	0	0	0	0	0	0	0	0	221
4:15	0	7	2	0	0	0	0	0	1	0	0	0	0	10	16:15	0	214	12	0	2	0	0	0	0	0	0	0	0	228
4:30	0	6	1	0	1	0	0	0	1	0	0	0	0	9	16:30	1	206	9	0	3	1	1	0	1	0	0	0	0	222
4:45	0	16	0	0	1	0	0	0	0	0	0	0	0	17	16:45	0	225	8	0	4	0	0	0	0	0	0	0	0	237
5:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11	17:00	0	205	13	0	4	1	0	0	0	0	0	0	0	223
5:15	0	20	1	0	0	0	0	0	1	0	0	0	0	22	17:15	0	219	6	0	2	0	0	0	0	0	0	0	0	227
5:30	0	15	0	0	0	0	0	0	0	0	0	0	0	15	17:30	0	217	3	0	3	0	0	0	0	0	0	0	0	223
5:45	0	45	1	0	0	0	0	0	0	0	1	0	0	47	17:45	0	180	4	0	0	0	0	0	1	0	0	0	0	185
6:00	0	36	3	0	2	0	0	1	0	0	0	0	0	42	18:00	0	151	5	0	1	0	0	0	0	0	0	0	0	157
6:15	0	43	2	0	0	0	0	0	0	0	0	0	0	45	18:15	0	125	6	0	3	0	0	0	0	0	0	0	0	134
6:30	0	55	3	0	1	0	0	0	0	0	0	0	0	59	18:30	0	130	7	0	3	0	0	0	0	0	0	0	0	140
6:45	0	73	5	0	4	0	0	0	0	0	0	0	0	82	18:45	0	117	4	0	0	0	0	0	0	0	0	0	0	121
7:00	0	77	5	0	2	0	0	0	2	0	0	0	0	86	19:00	0	91	2	0	0	0	0	0	0	0	0	0	0	93
7:15	0	114	7	0	3	0	0	0	0	0	0	0	0	124	19:15	0	83	1	0	1	0	0	0	0	0	0	0	0	85
7:30	0	99	10	0	5	1	0	0	0	0	0	0	0	115	19:30	0	76	0	0	2	0	0	0	0	0	0	0	0	78
7:45	0	162	11	0	2	0	0	0	1	0	0	0	0	176	19:45	0	44	1	0	0	0	0	0	0	0	0	0	0	45
8:00	0	139	10	0	4	0	0	0	0	0	0	0	0	153	20:00	0	64	1	0	2	0	0	0	0	0	0	0	0	67
8:15	0	119	12	0	9	3	0	0	0	0	0	0	0	143	20:15	1	47	2	0	1	0	0	0	0	0	0	0	0	51
8:30	0	120	12	0	3	0	0	0	0	0	0	0	0	135	20:30	0	60	1	0	0	0	0	0	0	0	0	0	0	61
8:45	0	138	10	1	2	0	0	0	1	0	0	0	0	152	20:45	1	45	1	0	0	0	0	0	0	0	0	0	0	47
9:00	0	116	11	0	5	1	0	0	0	0	0	0	0	133	21:00	0	44	1	0	1	0	0	0	0	0	0	0	0	46
9:15	0	141	20	0	3	0	0	0	0	0	0	0	0	164	21:15	0	37	1	0	0	0	0	0	0	0	0	0	0	38
9:30	0	139	13	0	2	2	0	0	0	0	0	0	0	156	21:30	0	28	2	0	1	0	0	0	0	0	0	0	0	31
9:45	1	182	14	1	0	1	0	0	0	0	0	0	0	199	21:45	0	17	1	0	0	0	0	0	0	0	0	0	0	18
10:00	0	139	13	0	8	0	0	0	0	0	0	0	0	160	22:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18
10:15	0	162	16	0	12	0	0	0	0	0	0	0	0	190	22:15	0	20	1	0	0	0	0	0	0	0	0	0	0	21
10:30	0	179	8	0	7	0	0	0	0	0	0	0	0	194	22:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
10:45	1	190	10	0	8	0	0	0	0	0	0	0	0	209	22:45	0	15	0	0	0	0	0	0	0	0	0	0	0	15
11:00	0	188	7	0	8	0	0	0	0	0	0	0	0	203	23:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18
11:15	0	182	7	0	9	0	0	0	2	0	0	0	0	200	23:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11
11:30	1	168	9	0	4	1	0	0	0	0	0	0	0	183	23:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
11:45	1	203	5	0	5	1	0	0	0	0	0	0	0	215	23:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9
TOTAL	4	3,340	231	2	112	10	0	1	10	0	1	0	0	3,711	TOTAL	14	6,110	293	1	146	7	2	0	6	0	0	0	0	6,579

AM PEAK HOUR	10:30 AM	PM PEAK HOUR	3:00 PM
AM PEAK VOLUME	806	PM PEAK VOLUME	930

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	18	9,450	524	3	258	17	2	1	16	0	1	0	0	10,290
% OF TOTAL	0.2%	91.8%	5.1%	0.0%	2.5%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	42	17,639	1,074	9	454	35	5	1	31	0	3	1	0	19,294
% OF TOTAL	0.2%	91.4%	5.6%	0.0%	2.4%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: SC4398

CITY# Dana Point
CLASS9 Doheny Park Rd between Domingo Ave and Victoria Blvd

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12:00	1	200	17	0	4	0	1	0	0	0	0	0	0	223
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:15	1	183	22	0	2	0	0	0	0	0	0	0	0	208
0:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	12:30	0	178	13	0	3	1	0	0	0	0	0	0	0	195
0:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1	12:45	1	191	10	0	9	0	0	0	0	0	0	0	0	211
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:00	1	179	7	1	1	0	0	0	1	0	0	0	0	190
1:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	13:15	0	188	13	0	3	0	0	0	1	0	0	0	0	205
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	0	176	12	0	4	0	0	0	0	0	0	0	0	192
1:45	0	1	1	0	1	0	0	0	0	0	0	0	0	3	13:45	0	159	17	0	2	0	0	0	0	0	0	0	0	178
2:00	0	3	1	0	1	0	0	0	1	0	0	0	0	6	14:00	2	187	13	0	2	0	0	0	0	0	0	0	0	204
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	190	6	0	3	0	0	0	1	0	0	0	0	200
2:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14:30	1	193	11	0	3	0	0	0	0	0	0	0	0	208
2:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2	14:45	0	167	11	0	2	0	0	0	1	0	0	0	0	181
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	1	201	7	0	9	1	0	0	0	0	0	0	0	219
3:15	0	2	0	0	1	0	0	0	0	0	0	0	0	3	15:15	4	177	9	0	5	0	0	0	1	0	0	0	0	196
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	3	227	11	0	3	0	0	0	0	1	0	0	0	245
3:45	0	3	0	0	0	0	0	0	1	0	0	0	0	4	15:45	1	183	15	0	1	0	0	0	0	0	0	0	0	200
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16:00	0	192	14	0	0	0	0	0	0	0	0	0	0	206
4:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16:15	2	188	10	0	0	0	0	0	0	0	0	0	0	200
4:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9	16:30	0	202	8	0	4	0	0	0	0	0	0	0	0	214
4:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16:45	1	190	9	0	3	1	0	0	0	0	0	0	0	204
5:00	0	6	0	0	1	0	0	0	1	0	0	0	0	8	17:00	1	202	4	0	4	0	0	0	0	0	0	0	0	211
5:15	0	8	2	0	0	0	0	0	0	0	0	1	0	11	17:15	0	163	5	0	0	0	0	0	0	0	0	0	0	168
5:30	0	16	1	0	1	0	0	0	0	0	0	0	0	18	17:30	0	154	10	0	0	0	0	0	0	0	0	0	0	164
5:45	0	17	3	0	0	0	0	0	0	0	0	0	0	20	17:45	1	152	4	0	0	0	0	0	0	0	0	0	0	157
6:00	0	22	5	0	1	1	0	0	0	0	0	0	0	29	18:00	0	171	13	0	0	0	0	0	0	0	0	0	0	184
6:15	0	26	3	0	8	0	1	0	0	0	0	0	0	38	18:15	0	118	3	0	0	0	0	0	0	0	0	0	0	121
6:30	0	31	2	0	4	0	0	0	0	0	0	0	0	37	18:30	0	138	3	0	1	1	0	0	0	0	0	0	0	143
6:45	0	55	9	0	8	0	0	0	1	0	0	0	0	73	18:45	1	124	2	0	0	0	0	0	0	0	0	0	0	127
7:00	0	37	12	1	9	2	0	0	0	0	1	0	0	62	19:00	0	101	2	0	1	0	0	0	0	0	0	0	0	104
7:15	0	57	11	0	3	1	0	0	0	0	0	0	0	72	19:15	0	87	3	0	2	0	0	0	0	0	0	0	0	92
7:30	0	80	9	1	4	2	0	0	1	0	0	0	0	97	19:30	0	74	1	0	1	0	0	0	0	0	0	0	0	76
7:45	0	91	9	1	7	1	0	0	0	0	0	0	0	109	19:45	0	71	2	0	0	0	0	0	0	0	0	0	0	73
8:00	1	119	6	1	8	2	0	0	0	0	0	0	0	137	20:00	0	68	6	0	0	0	0	0	0	0	0	0	0	74
8:15	0	98	9	0	6	2	0	0	0	0	0	0	0	115	20:15	0	45	3	0	0	0	0	0	0	0	0	0	0	48
8:30	0	113	7	0	5	0	0	0	0	0	0	0	0	125	20:30	0	59	2	0	0	0	0	0	0	0	0	0	0	61
8:45	0	113	13	0	4	0	0	0	0	0	0	0	0	130	20:45	0	37	0	0	1	0	0	0	0	0	0	0	0	38
9:00	0	90	8	1	5	0	1	0	0	0	0	0	0	105	21:00	0	24	4	0	0	0	0	0	1	0	0	0	0	29
9:15	0	97	10	0	3	0	0	0	1	0	0	0	0	111	21:15	0	20	1	0	0	0	0	0	0	0	0	0	0	21
9:30	0	106	7	0	7	1	0	0	0	0	0	0	0	121	21:30	0	13	1	0	0	0	0	0	0	0	0	0	0	14
9:45	0	101	9	0	3	0	0	0	0	0	0	0	0	113	21:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8
10:00	0	109	12	0	3	0	0	0	1	0	0	0	0	125	22:00	0	20	0	0	0	0	0	0	1	0	0	0	0	21
10:15	0	130	11	0	4	0	0	0	0	0	0	0	0	145	22:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9
10:30	0	148	11	0	4	0	0	0	0	0	0	0	0	163	22:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
10:45	0	165	10	0	3	1	0	0	0	0	0	0	0	179	22:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
11:00	1	163	20	0	4	1	0	0	0	0	0	0	0	189	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:15	0	170	15	0	6	0	0	0	1	0	0	0	0	192	23:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:30	0	180	11	0	3	0	0	0	0	0	0	0	0	194	23:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
11:45	0	172	12	0	5	0	0	0	0	0	0	0	0	189	23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
TOTAL	2	2,559	244	5	123	14	2	0	8	0	1	1	0	2,959	TOTAL	22	5,630	306	1	73	4	1	0	7	0	1	0	0	6,045

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	764

PM PEAK HOUR	3:00 PM
PM PEAK VOLUME	860

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	24	8,189	550	6	196	18	3	0	15	0	2	1	0	9,004
% OF TOTAL	0.3%	90.9%	6.1%	0.1%	2.2%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

JOB #: SC4398

CITY# Dana Point

CLASS9 Doheny Park Rd between Domingo Ave and Victoria Blvd

AM TIME	COMBINED													TOTAL	PM Time	COMBINED													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	12:00	1	413	34	0	18	0	1	0	0	0	0	0	0	467
0:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	12:15	2	382	30	0	10	0	0	0	1	0	0	0	0	425
0:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	12:30	0	354	24	0	6	1	0	0	0	0	0	0	0	385
0:45	0	5	1	0	0	0	0	0	1	0	0	0	0	7	12:45	1	375	23	0	12	0	0	0	0	0	0	0	0	411
1:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	13:00	1	346	20	1	11	1	1	0	1	0	0	0	0	382
1:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	13:15	1	401	25	1	6	0	0	0	2	0	0	0	0	436
1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:30	2	388	25	0	11	0	0	0	0	0	0	0	0	426
1:45	0	3	1	0	1	0	0	0	0	0	0	0	0	5	13:45	1	343	25	0	10	0	0	0	0	0	0	0	0	379
2:00	0	6	1	0	1	0	0	0	1	0	0	0	0	9	14:00	3	354	23	0	9	0	0	0	0	0	0	0	0	389
2:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:15	0	421	13	0	11	2	0	0	2	0	0	0	0	449
2:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	14:30	3	376	20	0	10	0	0	0	0	0	0	0	0	409
2:45	0	4	0	0	1	0	0	0	0	0	0	0	0	5	14:45	1	369	25	0	6	0	0	0	1	0	0	0	0	402
3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	15:00	1	401	24	0	13	2	0	0	0	0	0	0	0	441
3:15	0	5	0	0	1	0	0	0	0	0	0	0	0	6	15:15	6	399	27	0	11	1	0	0	1	0	0	0	0	445
3:30	0	4	0	0	1	0	0	0	0	0	0	0	0	5	15:30	3	435	17	0	12	0	0	0	0	0	1	0	0	468
3:45	0	7	0	0	1	0	0	0	1	0	0	0	0	9	15:45	1	398	26	0	10	0	0	0	1	0	0	0	0	436
4:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11	16:00	0	396	28	0	3	0	0	0	0	0	0	0	0	427
4:15	0	10	2	0	0	0	0	0	1	0	0	0	0	13	16:15	2	402	22	0	2	0	0	0	0	0	0	0	0	428
4:30	0	13	3	0	1	0	0	0	1	0	0	0	0	18	16:30	1	408	17	0	7	1	1	0	1	0	0	0	0	436
4:45	0	20	0	0	1	0	0	0	0	0	0	0	0	21	16:45	1	415	17	0	7	1	0	0	0	0	0	0	0	441
5:00	0	17	0	0	1	0	0	0	1	0	0	0	0	19	17:00	1	407	17	0	8	1	0	0	0	0	0	0	0	434
5:15	0	28	3	0	0	0	0	0	1	0	0	1	0	33	17:15	0	382	11	0	2	0	0	0	0	0	0	0	0	395
5:30	0	31	1	0	1	0	0	0	0	0	0	0	0	33	17:30	0	371	13	0	3	0	0	0	0	0	0	0	0	387
5:45	0	62	4	0	0	0	0	0	0	0	1	0	0	67	17:45	1	332	8	0	0	0	0	0	1	0	0	0	0	342
6:00	0	58	8	0	3	1	0	1	0	0	0	0	0	71	18:00	0	322	18	0	1	0	0	0	0	0	0	0	0	341
6:15	0	69	5	0	8	0	1	0	0	0	0	0	0	83	18:15	0	243	9	0	3	0	0	0	0	0	0	0	0	255
6:30	0	86	5	0	5	0	0	0	0	0	0	0	0	96	18:30	0	268	10	0	4	1	0	0	0	0	0	0	0	283
6:45	0	128	14	0	12	0	0	0	1	0	0	0	0	155	18:45	1	241	6	0	0	0	0	0	0	0	0	0	0	248
7:00	0	114	17	1	11	2	0	0	2	0	1	0	0	148	19:00	0	192	4	0	1	0	0	0	0	0	0	0	0	197
7:15	0	171	18	0	6	1	0	0	0	0	0	0	0	196	19:15	0	170	4	0	3	0	0	0	0	0	0	0	0	177
7:30	0	179	19	1	9	3	0	0	1	0	0	0	0	212	19:30	0	150	1	0	3	0	0	0	0	0	0	0	0	154
7:45	0	253	20	1	9	1	0	0	1	0	0	0	0	285	19:45	0	115	3	0	0	0	0	0	0	0	0	0	0	118
8:00	1	258	16	1	12	2	0	0	0	0	0	0	0	290	20:00	0	132	7	0	2	0	0	0	0	0	0	0	0	141
8:15	0	217	21	0	15	5	0	0	0	0	0	0	0	258	20:15	1	92	5	0	1	0	0	0	0	0	0	0	0	99
8:30	0	233	19	0	8	0	0	0	0	0	0	0	0	260	20:30	0	119	3	0	0	0	0	0	0	0	0	0	0	122
8:45	0	251	23	1	6	0	0	0	1	0	0	0	0	282	20:45	1	82	1	0	1	0	0	0	0	0	0	0	0	85
9:00	0	206	19	1	10	1	1	0	0	0	0	0	0	238	21:00	0	68	5	0	1	0	0	0	1	0	0	0	0	75
9:15	0	238	30	0	6	0	0	0	1	0	0	0	0	275	21:15	0	57	2	0	0	0	0	0	0	0	0	0	0	59
9:30	0	245	20	0	9	3	0	0	0	0	0	0	0	277	21:30	0	41	3	0	1	0	0	0	0	0	0	0	0	45
9:45	1	283	23	1	3	1	0	0	0	0	0	0	0	312	21:45	0	25	1	0	0	0	0	0	0	0	0	0	0	26
10:00	0	248	25	0	11	0	0	0	1	0	0	0	0	285	22:00	0	38	0	0	0	0	0	0	1	0	0	0	0	39
10:15	0	292	27	0	16	0	0	0	0	0	0	0	0	335	22:15	0	29	1	0	0	0	0	0	0	0	0	0	0	30
10:30	0	327	19	0	11	0	0	0	0	0	0	0	0	357	22:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13
10:45	1	355	20	0	11	1	0	0	0	0	0	0	0	388	22:45	0	21	0	0	0	0	0	0	0	0	0	0	0	21
11:00	1	351	27	0	12	1	0	0	0	0	0	0	0	392	23:00	0	20	0	0	0	0	0	0	0	0	0	0	0	20
11:15	0	352	22	0	15	0	0	0	3	0	0	0	0	392	23:15	0	13	1	0	0	0	0	0	0	0	0	0	0	14
11:30	1	348	20	0	7	1	0	0	0	0	0	0	0	377	23:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
11:45	1	375	17	0	10	1	0	0	0	0	0	0	0	404	23:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13
TOTAL	6	5,899	475	7	235	24	2	1	18	0	2	1	0	6,670	TOTAL	36	11,740	599	2	219	11	3	0	13	0	1	0	0	12,624

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	1,565

PM PEAK HOUR	3:00 PM
PM PEAK VOLUME	1,790

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	42	17,639	1,074	9	454	35	5	1	31	0	3	1	0	19,294
% OF TOTAL	0.2%	91.4%	5.6%	0.0%	2.4%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

CITY# Dana Point

JOB #: SC4398

CLASS2 Golden Lantern between Selva Rd and La Paz Ave

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	12:00	0	119	13	0	1	0	0	0	0	0	0	0	0	133
0:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	12:15	0	100	9	0	0	0	0	0	0	0	0	0	0	109
0:30	1	5	0	0	0	0	0	0	0	0	0	0	0	6	12:30	0	87	11	1	3	0	0	0	0	0	0	0	0	102
0:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9	12:45	0	116	7	0	4	0	0	0	0	0	0	0	0	127
1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:00	0	139	17	0	2	0	0	0	0	0	0	0	0	158
1:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3	13:15	0	115	13	1	1	1	0	0	0	0	0	0	0	131
1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:30	0	114	15	0	1	0	0	0	0	0	0	0	0	130
1:45	0	4	0	0	1	0	0	0	0	0	0	0	0	5	13:45	0	104	6	0	0	0	0	0	0	0	0	0	0	110
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:00	0	111	14	1	0	0	0	0	0	0	0	0	0	126
2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:15	0	132	15	1	1	0	0	0	0	0	0	0	0	149
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:30	0	122	9	0	0	0	0	0	0	0	0	0	0	131
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:45	0	110	14	1	0	0	0	0	0	0	0	0	0	125
3:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3	15:00	0	144	16	0	0	0	0	0	0	0	0	0	0	160
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:15	1	128	15	0	0	0	0	0	0	0	0	0	0	144
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:30	0	133	10	3	0	0	0	0	0	0	0	0	0	146
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:45	0	136	12	2	1	0	0	0	0	0	0	0	0	151
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16:00	1	148	13	0	1	0	0	0	0	0	0	0	0	163
4:15	0	5	0	0	0	0	0	0	0	3	0	0	0	8	16:15	0	113	13	1	0	0	0	0	0	0	0	0	0	127
4:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16:30	0	134	17	0	1	0	0	0	0	0	0	0	0	152
4:45	0	14	0	0	1	0	0	0	0	0	0	0	0	15	16:45	0	149	18	0	0	0	0	0	0	0	0	0	0	167
5:00	0	6	0	1	0	0	0	0	0	0	0	0	0	7	17:00	0	169	15	0	1	0	0	0	0	0	0	0	0	185
5:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	17:15	0	154	16	1	0	0	0	0	0	0	0	0	0	171
5:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11	17:30	0	145	16	0	0	0	0	0	0	0	0	0	0	161
5:45	0	24	1	0	0	0	0	0	1	0	0	0	0	26	17:45	0	137	7	0	0	0	0	0	0	0	0	0	0	144
6:00	0	20	1	0	0	0	0	0	0	0	0	0	0	21	18:00	0	128	14	1	1	0	0	0	0	0	0	0	0	144
6:15	0	26	0	0	1	0	0	0	1	0	0	0	0	28	18:15	0	123	4	0	0	0	0	0	0	0	0	0	0	127
6:30	0	21	5	0	0	0	0	0	0	0	0	0	0	26	18:30	0	108	5	0	0	0	0	0	0	0	0	0	0	113
6:45	0	27	5	2	2	0	0	0	0	0	0	0	0	36	18:45	0	101	3	1	0	0	0	0	0	0	0	0	0	105
7:00	0	74	6	1	2	0	0	0	0	0	0	0	0	83	19:00	0	106	4	1	0	0	0	0	0	0	0	0	0	111
7:15	0	76	8	2	1	0	0	0	0	0	0	0	0	87	19:15	0	68	3	0	0	0	0	0	0	0	0	0	0	71
7:30	0	54	8	0	0	0	0	0	0	0	0	0	0	62	19:30	0	76	3	1	0	0	0	0	1	0	0	0	0	81
7:45	0	75	7	1	2	1	0	0	0	0	0	0	0	86	19:45	0	84	4	0	0	0	0	0	0	0	0	0	0	88
8:00	0	80	14	0	1	0	0	0	0	0	0	0	0	95	20:00	0	62	3	0	0	0	0	0	0	0	0	0	0	65
8:15	0	90	11	2	2	0	0	0	0	0	0	0	0	105	20:15	0	70	1	1	0	0	0	0	0	0	0	0	0	72
8:30	0	73	10	0	1	0	0	0	0	0	0	0	0	84	20:30	0	60	3	0	0	0	0	0	0	0	0	0	0	63
8:45	0	80	12	0	2	0	0	0	0	0	0	0	0	94	20:45	0	68	4	0	0	0	0	0	0	0	0	0	0	72
9:00	0	67	12	1	3	0	0	0	0	0	0	0	0	83	21:00	0	47	1	1	0	0	0	0	0	0	0	0	0	49
9:15	0	58	11	0	2	0	0	0	0	0	0	0	0	71	21:15	0	52	4	0	0	0	0	0	0	0	0	0	0	56
9:30	0	68	10	1	4	0	0	0	0	0	0	0	0	83	21:30	0	38	3	0	0	0	0	0	0	0	0	0	0	41
9:45	0	97	15	0	2	1	0	0	0	0	0	0	0	115	21:45	0	40	4	0	0	0	0	0	0	0	0	0	0	44
10:00	0	81	13	0	2	0	0	0	0	0	0	0	0	96	22:00	0	25	0	0	0	0	0	0	0	0	0	0	0	25
10:15	0	83	6	1	2	0	0	0	0	0	0	0	0	92	22:15	0	31	2	0	0	0	0	0	0	0	0	0	0	33
10:30	0	80	8	0	1	0	0	0	0	0	0	0	0	89	22:30	0	21	2	0	0	0	0	0	0	0	0	0	0	23
10:45	0	107	7	0	1	0	0	0	0	0	0	0	0	115	22:45	0	23	1	0	0	0	0	0	0	0	0	0	0	24
11:00	0	100	7	1	1	0	0	0	1	0	0	0	0	110	23:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
11:15	0	82	8	0	3	0	0	0	0	0	0	0	0	93	23:15	0	18	1	0	0	0	0	0	0	0	0	0	0	19
11:30	0	125	16	0	1	0	0	0	0	0	0	0	0	142	23:30	0	17	1	0	0	0	0	0	0	0	0	0	0	18
11:45	0	107	10	1	2	0	0	0	1	0	0	0	0	121	23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
TOTAL	1	1,878	213	14	41	2	0	0	7	0	0	0	0	2,156	TOTAL	2	4,446	383	18	18	1	0	0	1	0	0	0	0	4,869

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 466

PM PEAK HOUR 4:45 PM
PM PEAK VOLUME 684

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	3	6,324	596	32	59	3	0	0	8	0	0	0	0	7,025
% OF TOTAL	0.0%	90.0%	8.5%	0.5%	0.8%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	10	12,763	1,384	55	135	11	0	0	11	0	0	0	0	14,369
% OF TOTAL	0.1%	88.8%	9.6%	0.4%	0.9%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: SC4398

CITY# Dana Point
CLASS2 Golden Lantern between Selva Rd and La Paz Ave

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	12:00	0	130	23	0	0	0	0	0	0	0	0	0	0	153
0:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10	12:15	0	118	11	0	4	0	0	0	0	0	0	0	0	133
0:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	12:30	0	112	13	0	0	0	0	0	0	0	0	0	0	125
0:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	12:45	0	129	14	0	4	0	0	0	0	0	0	0	0	147
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:00	1	147	20	1	2	0	0	0	0	0	0	0	0	171
1:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5	13:15	0	101	13	0	0	0	0	0	0	0	0	0	0	114
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:30	0	114	11	0	2	0	0	0	0	0	0	0	0	127
1:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	13:45	0	113	15	0	3	0	0	0	0	0	0	0	0	131
2:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:00	0	127	9	1	3	0	0	0	0	0	0	0	0	140
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:15	1	121	9	0	4	0	0	0	0	0	0	0	0	135
2:30	0	0	0	0	0	0	0	0	0	1	0	0	0	1	14:30	0	110	11	1	1	0	0	0	0	0	0	0	0	123
2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:45	1	125	17	0	2	0	0	0	0	0	0	0	0	145
3:00	0	3	0	1	0	0	0	0	0	0	0	0	0	4	15:00	0	123	11	0	0	0	0	0	0	0	0	0	0	134
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:15	0	120	9	0	1	0	0	0	0	0	0	0	0	130
3:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	15:30	0	157	15	1	0	0	0	0	0	0	0	0	0	173
3:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:45	0	157	18	0	0	0	0	0	0	0	0	0	0	175
4:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	16:00	2	163	18	1	2	0	0	0	0	0	0	0	0	186
4:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	16:15	0	139	12	0	0	0	0	0	0	0	0	0	0	151
4:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10	16:30	0	135	17	0	0	0	0	0	0	0	0	0	0	152
4:45	0	11	2	0	1	0	0	0	0	0	0	0	0	14	16:45	0	144	15	1	2	0	0	0	0	0	0	0	0	162
5:00	0	14	2	0	0	0	0	0	1	0	0	0	0	17	17:00	0	115	16	0	0	0	0	0	0	0	0	0	0	131
5:15	0	19	3	0	0	0	0	0	0	0	0	0	0	22	17:15	0	109	14	0	1	0	0	0	0	0	0	0	0	124
5:30	0	22	13	0	2	0	0	0	0	0	0	0	0	37	17:30	0	128	11	0	0	0	0	0	0	0	0	0	0	139
5:45	0	19	11	0	0	0	0	0	0	0	0	0	0	30	17:45	0	119	9	1	0	1	0	0	0	0	0	0	0	130
6:00	0	25	12	0	0	0	0	0	0	0	0	0	0	37	18:00	0	110	6	0	0	0	0	0	0	0	0	0	0	116
6:15	0	28	6	1	0	0	0	0	0	0	0	0	0	35	18:15	0	82	15	1	0	0	0	0	0	0	0	0	0	98
6:30	0	38	5	0	0	1	0	0	0	0	0	0	0	44	18:30	0	83	9	0	1	0	0	0	0	0	0	0	0	93
6:45	0	54	9	0	0	1	0	0	0	0	0	0	0	64	18:45	0	85	6	0	0	0	0	0	0	0	0	0	0	91
7:00	0	69	9	1	1	0	0	0	0	0	0	0	0	80	19:00	0	67	5	1	1	0	0	0	0	0	0	0	0	74
7:15	0	78	20	1	0	0	0	0	0	0	0	0	0	99	19:15	0	77	6	0	0	0	0	0	0	0	0	0	0	83
7:30	1	98	15	0	1	0	0	0	0	0	0	0	0	115	19:30	0	48	6	0	0	0	0	0	0	0	0	0	0	54
7:45	0	108	20	1	2	2	0	0	0	0	0	0	0	133	19:45	0	47	4	1	0	0	0	0	0	0	0	0	0	52
8:00	0	138	11	0	0	0	0	0	0	0	0	0	0	149	20:00	0	34	5	0	0	0	0	0	0	0	0	0	0	39
8:15	0	100	15	0	2	1	0	0	0	0	0	0	0	118	20:15	0	34	3	0	0	0	0	0	0	0	0	0	0	37
8:30	0	126	20	0	1	0	0	0	0	0	0	0	0	147	20:30	0	40	5	1	0	0	0	0	0	0	0	0	0	46
8:45	0	117	17	1	1	0	0	0	0	0	0	0	0	136	20:45	0	28	6	0	0	0	0	0	0	0	0	0	0	34
9:00	0	116	10	0	2	1	0	0	0	0	0	0	0	129	21:00	0	41	3	1	0	0	0	0	0	0	0	0	0	45
9:15	0	89	15	1	5	1	0	0	0	0	0	0	0	111	21:15	0	32	7	0	0	0	0	0	0	0	0	0	0	39
9:30	0	94	10	0	2	0	0	0	0	0	0	0	0	106	21:30	0	29	4	0	0	0	0	0	0	0	0	0	0	33
9:45	0	108	13	0	3	0	0	0	0	0	0	0	0	124	21:45	0	34	1	0	0	0	0	0	0	0	0	0	0	35
10:00	0	96	9	1	2	0	0	0	0	0	0	0	0	108	22:00	0	30	2	1	0	0	0	0	1	0	0	0	0	34
10:15	0	99	10	0	0	0	0	0	0	0	0	0	0	109	22:15	0	13	4	0	0	0	0	0	0	0	0	0	0	17
10:30	0	99	13	0	4	0	0	0	0	0	0	0	0	116	22:30	0	23	4	0	1	0	0	0	0	0	0	0	0	28
10:45	0	99	29	1	3	0	0	0	0	0	0	0	0	132	22:45	0	13	1	0	0	0	0	0	0	0	0	0	0	14
11:00	1	100	13	0	1	0	0	0	0	0	0	0	0	115	23:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
11:15	0	107	15	0	4	0	0	0	0	0	0	0	0	126	23:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
11:30	0	123	12	1	2	0	0	0	0	0	0	0	0	138	23:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11
11:45	0	120	8	0	3	0	0	0	0	0	0	0	0	131	23:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12
TOTAL	2	2,394	351	10	42	7	0	0	2	0	0	0	0	2,808	TOTAL	5	4,045	437	13	34	1	0	0	1	0	0	0	0	4,536

AM PEAK HOUR	8:00 AM
AM PEAK VOLUME	550

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	685

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	7	6,439	788	23	76	8	0	0	3	0	0	0	0	7,344
% OF TOTAL	0.1%	87.7%	10.7%	0.3%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

JOB #: SC4398

CITY# Dana Point

CLASS2 Golden Lantern between Selva Rd and La Paz Ave

AM TIME	COMBINED													TOTAL	PM Time	COMBINED													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13	12:00	0	249	36	0	1	0	0	0	0	0	0	0	0	286
0:15	0	16	1	0	0	0	0	0	0	0	0	0	0	17	12:15	0	218	20	0	4	0	0	0	0	0	0	0	0	242
0:30	1	9	0	0	0	0	0	0	0	0	0	0	0	10	12:30	0	199	24	1	3	0	0	0	0	0	0	0	0	227
0:45	0	11	2	0	0	0	0	0	0	0	0	0	0	13	12:45	0	245	21	0	8	0	0	0	0	0	0	0	0	274
1:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13:00	1	286	37	1	4	0	0	0	0	0	0	0	0	329
1:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8	13:15	0	216	26	1	1	1	0	0	0	0	0	0	0	245
1:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:30	0	228	26	0	3	0	0	0	0	0	0	0	0	257
1:45	0	7	1	0	1	0	0	0	0	0	0	0	0	9	13:45	0	217	21	0	3	0	0	0	0	0	0	0	0	241
2:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	14:00	0	238	23	2	3	0	0	0	0	0	0	0	0	266
2:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:15	1	253	24	1	5	0	0	0	0	0	0	0	0	284
2:30	0	2	0	0	0	0	0	0	0	1	0	0	0	3	14:30	0	232	20	1	1	0	0	0	0	0	0	0	0	254
2:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:45	1	235	31	1	2	0	0	0	0	0	0	0	0	270
3:00	0	5	0	1	1	0	0	0	0	0	0	0	0	7	15:00	0	267	27	0	0	0	0	0	0	0	0	0	0	294
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:15	1	248	24	0	1	0	0	0	0	0	0	0	0	274
3:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	15:30	0	290	25	4	0	0	0	0	0	0	0	0	0	319
3:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15:45	0	293	30	2	1	0	0	0	0	0	0	0	0	326
4:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	16:00	3	311	31	1	3	0	0	0	0	0	0	0	0	349
4:15	0	11	0	0	0	0	0	0	0	3	0	0	0	14	16:15	0	252	25	1	0	0	0	0	0	0	0	0	0	278
4:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13	16:30	0	269	34	0	1	0	0	0	0	0	0	0	0	304
4:45	0	25	2	0	2	0	0	0	0	0	0	0	0	29	16:45	0	293	33	1	2	0	0	0	0	0	0	0	0	329
5:00	0	20	2	1	0	0	0	0	0	1	0	0	0	24	17:00	0	284	31	0	1	0	0	0	0	0	0	0	0	316
5:15	0	27	3	0	0	0	0	0	0	0	0	0	0	30	17:15	0	263	30	1	1	0	0	0	0	0	0	0	0	295
5:30	0	33	13	0	2	0	0	0	0	0	0	0	0	48	17:30	0	273	27	0	0	0	0	0	0	0	0	0	0	300
5:45	0	43	12	0	0	0	0	0	0	1	0	0	0	56	17:45	0	256	16	1	0	1	0	0	0	0	0	0	0	274
6:00	0	45	13	0	0	0	0	0	0	0	0	0	0	58	18:00	0	238	20	1	1	0	0	0	0	0	0	0	0	260
6:15	0	54	6	1	1	0	0	0	0	1	0	0	0	63	18:15	0	205	19	1	0	0	0	0	0	0	0	0	0	225
6:30	0	59	10	0	0	1	0	0	0	0	0	0	0	70	18:30	0	191	14	0	1	0	0	0	0	0	0	0	0	206
6:45	0	81	14	2	2	1	0	0	0	0	0	0	0	100	18:45	0	186	9	1	0	0	0	0	0	0	0	0	0	196
7:00	0	143	15	2	3	0	0	0	0	0	0	0	0	163	19:00	0	173	9	2	1	0	0	0	0	0	0	0	0	185
7:15	0	154	28	3	1	0	0	0	0	0	0	0	0	186	19:15	0	145	9	0	0	0	0	0	0	0	0	0	0	154
7:30	1	152	23	0	1	0	0	0	0	0	0	0	0	177	19:30	0	124	9	1	0	0	0	0	1	0	0	0	0	135
7:45	0	183	27	2	4	3	0	0	0	0	0	0	0	219	19:45	0	131	8	1	0	0	0	0	0	0	0	0	0	140
8:00	0	218	25	0	1	0	0	0	0	0	0	0	0	244	20:00	0	96	8	0	0	0	0	0	0	0	0	0	0	104
8:15	0	190	26	2	4	1	0	0	0	0	0	0	0	223	20:15	0	104	4	1	0	0	0	0	0	0	0	0	0	109
8:30	0	199	30	0	2	0	0	0	0	0	0	0	0	231	20:30	0	100	8	1	0	0	0	0	0	0	0	0	0	109
8:45	0	197	29	1	3	0	0	0	0	0	0	0	0	230	20:45	0	96	10	0	0	0	0	0	0	0	0	0	0	106
9:00	0	183	22	1	5	1	0	0	0	0	0	0	0	212	21:00	0	88	4	2	0	0	0	0	0	0	0	0	0	94
9:15	0	147	26	1	7	1	0	0	0	0	0	0	0	182	21:15	0	84	11	0	0	0	0	0	0	0	0	0	0	95
9:30	0	162	20	1	6	0	0	0	0	0	0	0	0	189	21:30	0	67	7	0	0	0	0	0	0	0	0	0	0	74
9:45	0	205	28	0	5	1	0	0	0	0	0	0	0	239	21:45	0	74	5	0	0	0	0	0	0	0	0	0	0	79
10:00	0	177	22	1	4	0	0	0	0	0	0	0	0	204	22:00	0	55	2	1	0	0	0	0	1	0	0	0	0	59
10:15	0	182	16	1	2	0	0	0	0	0	0	0	0	201	22:15	0	44	6	0	0	0	0	0	0	0	0	0	0	50
10:30	0	179	21	0	5	0	0	0	0	0	0	0	0	205	22:30	0	44	6	0	1	0	0	0	0	0	0	0	0	51
10:45	0	206	36	1	4	0	0	0	0	0	0	0	0	247	22:45	0	36	2	0	0	0	0	0	0	0	0	0	0	38
11:00	1	200	20	1	2	0	0	0	0	1	0	0	0	225	23:00	0	28	3	0	0	0	0	0	0	0	0	0	0	31
11:15	0	189	23	0	7	0	0	0	0	0	0	0	0	219	23:15	0	23	2	0	0	0	0	0	0	0	0	0	0	25
11:30	0	248	28	1	3	0	0	0	0	0	0	0	0	280	23:30	0	27	2	0	0	0	0	0	0	0	0	0	0	29
11:45	0	227	18	1	5	0	0	0	0	1	0	0	0	252	23:45	0	17	1	0	0	0	0	0	0	0	0	0	0	18
TOTAL	3	4,272	564	24	83	9	0	0	9	0	0	0	0	4,964	TOTAL	7	8,491	820	31	52	2	0	0	2	0	0	0	0	9,405

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 976

PM PEAK HOUR 3:30 PM
PM PEAK VOLUME 1,272

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	10	12,763	1,384	55	135	11	0	0	11	0	0	0	0	14,369
% OF TOTAL	0.1%	88.8%	9.6%	0.4%	0.9%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

CITY# Dana Point

JOB #: SC4398

CLASS7 Camino Capistrano between Palisades Dr and Calle Del Sol

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:00	0	23	2	0	2	0	0	0	0	0	0	0	27	
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:15	0	25	5	0	2	1	0	0	0	0	0	0	33	
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	25	4	0	0	0	0	0	0	0	0	0	29	
0:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12:45	1	25	7	0	0	0	0	0	0	0	0	0	33	
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	0	17	3	0	1	0	0	0	0	0	0	0	21	
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	29	3	0	1	0	0	0	0	0	0	0	33	
1:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	13:30	0	27	1	0	2	0	0	0	0	0	0	0	30	
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:45	0	25	4	0	1	0	0	0	0	0	0	0	30	
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	14	1	0	1	0	0	0	0	0	0	0	16	
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	23	1	0	0	0	0	0	0	0	0	0	24	
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	31	4	0	2	0	0	0	0	0	0	0	37	
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:45	0	21	5	0	2	0	0	0	0	0	0	0	28	
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:00	0	25	4	0	0	0	0	0	0	0	0	0	29	
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	1	23	3	0	0	0	0	0	0	0	0	0	27	
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	1	27	4	0	0	0	0	0	0	0	0	0	32	
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:45	0	23	1	0	2	0	0	0	0	0	0	0	26	
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16:00	0	28	2	1	0	0	0	0	0	0	0	0	31	
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	0	31	4	0	1	0	0	0	0	0	0	0	36	
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:30	0	30	1	0	3	0	0	0	0	0	0	0	34	
4:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16:45	0	25	4	0	1	0	0	0	0	0	0	0	30	
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17:00	0	23	1	0	0	0	0	0	0	0	0	0	24	
5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17:15	0	28	6	0	0	0	0	0	0	0	0	0	34	
5:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17:30	0	18	1	0	0	0	0	0	0	0	0	0	19	
5:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	17:45	0	20	0	0	0	0	0	0	0	0	0	0	20	
6:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	18:00	1	10	0	0	0	0	0	0	0	0	0	0	11	
6:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	18:15	0	20	0	0	0	0	0	0	0	0	0	0	20	
6:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5	18:30	0	13	0	0	0	0	0	0	0	0	0	0	13	
6:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8	18:45	0	14	0	0	0	0	0	0	0	0	0	0	14	
7:00	0	7	0	1	0	1	0	0	0	0	0	0	0	9	19:00	1	7	1	0	0	0	0	0	0	0	0	0	9	
7:15	0	15	4	0	0	0	0	0	0	0	0	0	0	19	19:15	0	8	1	0	0	0	0	0	0	0	0	0	9	
7:30	0	41	1	0	0	1	0	0	0	0	0	0	0	43	19:30	0	7	0	0	0	0	0	0	0	0	0	0	7	
7:45	0	20	2	0	1	0	0	0	0	0	0	0	0	23	19:45	0	6	0	0	0	0	0	0	0	0	0	0	6	
8:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11	20:00	0	4	1	0	0	0	0	0	0	0	0	0	5	
8:15	0	21	3	0	0	0	0	0	0	0	0	0	0	24	20:15	1	5	1	0	0	0	0	0	0	0	0	0	7	
8:30	0	21	2	0	1	1	0	0	0	0	0	0	0	25	20:30	1	1	0	0	0	0	0	0	0	0	0	0	2	
8:45	0	15	3	0	1	0	0	0	0	0	0	0	0	19	20:45	0	2	0	0	0	0	0	0	0	0	0	0	2	
9:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17	21:00	0	5	0	0	0	0	0	0	0	0	0	0	5	
9:15	0	25	8	0	1	0	0	0	0	0	0	0	0	34	21:15	0	1	1	0	0	0	0	0	0	0	0	0	2	
9:30	0	15	1	0	1	0	0	0	0	0	0	0	0	17	21:30	0	3	0	0	0	0	0	0	0	0	0	0	3	
9:45	0	14	2	0	1	0	0	0	0	0	0	0	0	17	21:45	0	2	0	0	0	0	0	0	0	0	0	0	2	
10:00	0	19	5	0	2	0	0	0	0	0	0	0	0	26	22:00	1	2	1	0	0	0	0	0	0	0	0	0	4	
10:15	0	23	2	0	1	0	0	0	0	0	0	0	0	26	22:15	0	2	1	0	0	0	0	0	0	0	0	0	3	
10:30	0	17	1	0	1	0	0	0	0	0	0	0	0	19	22:30	0	1	0	0	0	0	0	0	0	0	0	0	1	
10:45	0	23	3	0	2	0	0	0	0	0	0	0	0	28	22:45	0	4	0	0	0	0	0	0	0	0	0	0	4	
11:00	0	18	1	0	3	0	0	0	0	0	0	0	0	22	23:00	0	2	0	0	0	0	0	0	0	0	0	0	2	
11:15	0	22	4	0	1	0	0	0	0	0	0	0	0	27	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30	1	19	1	0	1	0	0	0	0	0	0	0	0	22	23:30	0	2	0	0	0	0	0	0	0	0	0	0	2	
11:45	0	22	2	0	1	0	0	0	0	0	0	0	0	25	23:45	0	1	0	0	0	0	0	0	0	0	0	0	1	
TOTAL	1	415	57	1	18	3	0	0	0	0	0	0	0	495	TOTAL	8	708	78	1	21	1	0	0	0	0	0	0	817	

AM PEAK HOUR	7:30 AM	PM PEAK HOUR	4:00 PM
AM PEAK VOLUME	101	PM PEAK VOLUME	131

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

[illegible]

Class	1	2	3	4	5	6	7	8	9	10	11	12	13

[illegible]

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: SC4398

CITY# Dana Point
CLASS7 Camino Capistrano between Palisades Dr and Calle Del Sol

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:00	0	18	2	0	1	1	0	0	0	0	0	0	0	22
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:15	0	22	2	0	2	0	0	0	0	0	0	0	0	26
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	1	18	5	0	0	0	0	0	0	0	0	0	0	24
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:45	0	28	1	0	0	0	0	0	0	0	0	0	0	29
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	0	39	3	0	0	0	0	0	0	0	0	0	0	42
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	19	3	0	1	0	0	0	0	0	0	0	0	23
1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:30	0	11	3	0	1	1	0	0	0	0	0	0	0	16
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:45	0	21	2	0	0	0	0	0	0	0	0	0	0	23
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	32	0	0	1	0	0	0	0	0	0	0	0	33
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	25	1	0	1	0	0	0	0	0	0	0	0	27
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	15	2	0	2	0	0	0	0	0	0	0	0	19
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	0	26	3	0	1	1	0	0	0	0	0	0	0	31
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	0	30	3	0	0	0	0	0	0	0	0	0	0	33
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	0	23	5	0	1	0	0	0	0	0	0	0	0	29
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	1	29	8	0	2	0	0	0	0	0	0	0	0	40
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:45	0	32	4	0	0	0	0	0	0	0	0	0	0	36
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16:00	0	27	4	1	1	0	0	0	0	0	0	0	0	33
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	0	18	8	0	0	0	0	0	0	0	0	0	0	26
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:30	1	25	4	0	0	0	0	0	0	0	0	0	0	30
4:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16:45	0	25	3	0	0	0	0	0	0	0	0	0	0	28
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17:00	0	33	7	0	0	0	0	0	0	0	0	0	0	40
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:15	0	29	4	0	0	0	0	0	0	0	0	0	0	33
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17:30	0	33	2	0	0	0	0	0	0	0	0	0	0	35
5:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	17:45	0	25	1	0	0	0	0	0	0	0	0	0	0	26
6:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	18:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
6:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	18:15	0	17	3	0	0	0	0	0	0	0	0	0	0	20
6:30	0	1	0	0	2	0	0	0	0	0	0	0	0	3	18:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13
6:45	0	3	3	0	1	0	0	0	0	0	0	0	0	7	18:45	0	14	0	0	0	0	0	0	0	0	0	0	0	14
7:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	19:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
7:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8	19:15	0	14	1	0	0	0	0	0	0	0	0	0	0	15
7:30	0	12	3	0	0	0	0	0	0	0	0	0	0	15	19:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
7:45	0	19	5	0	0	0	0	0	0	0	0	0	0	24	19:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10
8:00	0	21	6	0	1	0	0	0	0	0	0	0	0	28	20:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
8:15	0	16	2	0	2	0	0	0	0	0	0	0	0	20	20:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
8:30	1	14	7	0	2	0	0	0	0	0	0	0	0	24	20:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
8:45	0	16	5	0	1	0	0	0	0	0	0	0	0	22	20:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21	21:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
9:15	0	12	5	0	0	0	0	0	0	0	0	0	0	17	21:15	1	7	2	0	0	0	0	0	0	0	0	0	0	10
9:30	0	15	4	0	1	0	0	0	0	0	0	0	0	20	21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:45	0	14	8	0	0	0	0	0	0	0	0	0	0	22	21:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:00	0	9	6	0	2	1	0	0	0	0	0	0	0	18	22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
10:15	0	21	2	0	0	1	0	0	0	0	0	0	0	24	22:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:30	0	25	0	0	0	0	0	0	0	0	0	0	0	25	22:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:45	0	24	2	0	0	0	0	0	0	0	0	0	0	26	22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	27	1	0	1	0	0	0	0	0	0	0	0	29	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:15	0	16	10	0	2	0	0	0	0	0	0	0	0	28	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	21	2	0	2	0	0	0	0	0	0	0	0	25	23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45	0	24	5	0	0	0	0	0	0	0	0	0	0	29	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	353	80	0	17	2	0	0	0	0	0	0	0	453	TOTAL	4	750	93	1	14	3	0	0	0	0	0	0	0	865

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	111

PM PEAK HOUR	3:15 PM
PM PEAK VOLUME	138

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	5	1,103	173	1	31	5	0	0	0	0	0	0	0	1,318
% OF TOTAL	0.4%	83.7%	13.1%	0.1%	2.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	

DATE: Tuesday, January 23, 2024

CITY# Dana Point

JOB #: SC4398

CLASS7 Camino Capistrano between Palisades Dr and Calle Del Sol

[illegible]

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	207

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	260

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

[illegible]

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

CITY# Dana Point

JOB #: SC4398

CLASS4 Golden Lantern between Shopping Center Dwy and Del Prado Ave

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	12:00	0	68	15	0	2	0	0	0	0	0	0	0	0	85
0:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	12:15	0	48	2	0	1	0	0	0	0	0	0	0	0	51
0:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:30	1	56	8	1	2	0	0	0	0	0	0	0	0	68
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:45	0	64	6	0	2	0	0	0	0	0	0	0	0	72
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:00	0	77	10	0	1	0	0	0	0	0	0	0	0	88
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:15	0	69	17	1	1	0	0	0	0	0	0	0	0	88
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	1	60	8	0	0	0	0	0	0	0	0	0	0	69
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	56	6	0	0	0	0	0	0	0	0	0	0	62
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	63	4	1	2	0	0	0	0	0	0	0	0	70
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	69	9	0	1	0	0	0	0	0	0	0	0	79
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	66	6	0	0	0	0	0	0	0	0	0	0	72
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	0	78	4	1	0	0	0	0	0	0	0	0	0	83
3:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2	15:00	1	60	8	0	0	0	0	0	0	0	0	0	0	69
3:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1	15:15	1	59	7	0	2	0	0	0	0	0	0	0	0	69
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	0	74	13	2	2	0	0	0	0	0	0	0	0	91
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:45	0	80	10	0	1	0	0	0	0	0	0	0	0	91
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16:00	2	65	10	0	1	0	0	0	0	0	0	0	0	78
4:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16:15	0	68	6	1	1	0	0	0	0	0	0	0	0	76
4:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	16:30	0	59	11	0	0	1	0	0	0	0	0	0	0	71
4:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16:45	1	83	9	0	0	0	0	0	0	0	0	0	0	93
5:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2	17:00	1	102	9	0	1	0	0	0	0	0	0	0	0	113
5:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5	17:15	1	84	9	1	0	0	0	0	0	0	0	0	0	95
5:30	0	2	0	0	2	0	0	0	0	0	0	0	0	4	17:30	0	83	5	0	0	0	0	0	0	0	0	0	0	88
5:45	0	8	0	1	0	0	0	0	0	0	0	0	0	9	17:45	0	55	9	1	0	0	0	0	0	0	0	0	0	65
6:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	18:00	0	47	5	0	0	0	0	0	0	0	0	0	0	52
6:15	0	4	0	0	0	1	0	0	0	0	0	0	0	5	18:15	0	68	5	0	0	1	0	0	0	0	0	0	0	74
6:30	0	5	2	1	0	0	0	0	0	0	0	0	0	8	18:30	0	42	10	1	1	0	0	0	0	0	0	0	0	54
6:45	0	11	3	0	1	0	0	0	0	0	0	0	0	15	18:45	0	31	3	0	1	0	0	0	0	0	0	0	0	35
7:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23	19:00	0	37	5	0	0	0	0	0	0	0	0	0	0	42
7:15	0	16	4	1	0	1	0	0	0	0	0	0	0	22	19:15	0	35	2	1	1	0	0	0	0	0	0	0	0	39
7:30	1	12	6	0	1	0	0	0	0	0	0	0	0	20	19:30	0	33	5	0	0	0	0	0	0	0	0	0	0	38
7:45	0	15	4	0	0	0	0	0	0	0	0	0	0	19	19:45	0	25	5	0	0	0	0	0	0	0	0	0	0	30
8:00	0	33	4	1	0	0	0	0	0	0	0	0	0	38	20:00	0	24	2	0	0	0	0	0	0	0	0	0	0	26
8:15	0	28	8	0	0	1	0	0	0	0	0	0	0	37	20:15	0	30	3	1	0	0	0	0	0	0	0	0	0	34
8:30	0	25	4	0	1	1	0	0	1	0	0	0	0	32	20:30	0	20	2	0	0	0	0	0	0	0	0	0	0	22
8:45	0	38	9	1	2	2	0	0	0	0	0	0	0	52	20:45	0	16	0	0	0	0	0	0	0	0	0	0	0	16
9:00	0	30	7	0	1	0	0	0	0	0	0	0	0	38	21:00	1	15	5	1	0	0	0	0	0	0	0	0	0	22
9:15	0	32	8	0	0	0	0	0	0	0	0	0	0	40	21:15	0	18	3	0	0	0	0	0	0	0	0	0	0	21
9:30	0	43	4	1	1	0	0	0	0	0	0	0	0	49	21:30	0	12	2	0	0	0	0	0	0	0	0	0	0	14
9:45	0	55	11	0	2	1	0	0	0	0	0	0	0	69	21:45	0	11	2	0	0	0	0	0	0	0	0	0	0	13
10:00	0	47	5	0	2	0	0	0	0	0	0	0	0	54	22:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
10:15	0	46	4	1	2	0	0	0	0	0	0	0	0	53	22:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
10:30	0	39	4	0	1	0	0	0	0	0	0	0	0	44	22:30	0	8	2	0	1	0	0	0	0	0	0	0	0	11
10:45	0	63	4	0	3	0	0	0	0	0	0	0	0	70	22:45	0	2	1	0	1	0	0	0	0	0	0	0	0	4
11:00	0	55	9	1	3	0	0	0	0	0	0	0	0	68	23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
11:15	0	56	12	1	0	0	0	0	0	0	0	0	0	69	23:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12
11:30	0	61	9	0	0	0	0	0	0	0	0	0	0	70	23:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
11:45	0	58	10	1	0	0	0	0	0	0	0	0	0	69	23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL	1	819	141	11	25	7	0	0	1	0	0	0	0	1,005	TOTAL	10	2,170	265	13	25	2	0	0	0	0	0	0	0	2,485

AM PEAK HOUR	10:45 AM	PM PEAK HOUR	4:45 PM
AM PEAK VOLUME	277	PM PEAK VOLUME	389

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	11	2,989	406	24	50	9	0	0	1	0	0	0	0	3,490
% OF TOTAL	0.3%	85.6%	11.6%	0.7%	1.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	23	6,080	812	65	100	12	0	3	4	0	0	0	0	7,099
% OF TOTAL	0.3%	85.6%	11.4%	0.9%	1.4%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: SC4398

CITY# Dana Point
CLASS4 Golden Lantern between Shopping Center Dwy and Del Prado Ave

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:00	0	73	7	1	0	0	0	0	0	0	0	0	0	81
0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12:15	0	57	10	1	0	0	0	0	0	0	0	0	0	68
0:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	12:30	0	57	4	0	2	0	0	0	0	0	0	0	0	63
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:45	0	72	4	0	2	0	0	0	0	0	0	0	0	78
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	1	76	13	2	1	0	0	0	0	0	0	0	0	93
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:15	1	80	6	0	1	0	0	0	0	0	0	0	0	88
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	0	47	8	0	1	0	0	0	0	0	0	0	0	56
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	72	15	0	0	0	0	0	0	0	0	0	0	87
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	70	12	1	0	0	0	0	0	0	0	0	0	83
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	64	6	0	1	0	0	0	0	0	0	0	0	71
2:30	0	0	0	0	0	0	0	0	1	0	0	0	0	1	14:30	0	68	6	2	1	0	0	0	0	0	0	0	0	77
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:45	0	63	3	0	0	0	0	0	0	0	0	0	0	66
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	2	65	7	1	2	0	0	0	0	0	0	0	0	77
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	2	52	4	0	1	0	0	0	0	0	0	0	0	59
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:30	0	75	13	1	0	0	0	0	0	0	0	0	0	89
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:45	0	82	7	0	2	0	0	0	0	0	0	0	0	91
4:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	16:00	0	82	12	1	2	0	0	0	0	0	0	0	0	97
4:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16:15	0	87	4	1	2	0	0	0	0	0	0	0	0	94
4:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	16:30	0	79	6	0	1	0	0	0	0	0	0	0	0	86
4:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16:45	0	78	6	1	0	0	0	0	0	0	0	0	0	85
5:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	17:00	0	65	12	0	0	0	0	0	0	0	0	0	0	77
5:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5	17:15	0	53	9	1	0	0	0	0	0	0	0	0	0	63
5:30	0	10	1	0	2	0	0	0	0	0	0	0	0	13	17:30	0	62	6	0	0	0	0	0	0	0	0	0	0	68
5:45	0	16	0	0	0	0	0	0	0	0	0	0	0	16	17:45	0	43	3	1	0	0	0	0	0	0	0	0	0	47
6:00	0	9	1	0	1	0	0	0	0	0	0	0	0	11	18:00	1	29	4	1	0	0	0	0	0	0	0	0	0	35
6:15	0	10	0	1	0	0	0	0	0	0	0	0	0	11	18:15	0	35	4	0	0	0	0	0	0	0	0	0	0	39
6:30	0	10	2	1	0	1	0	0	0	0	0	0	0	14	18:30	1	37	6	1	1	0	0	0	0	0	0	0	0	46
6:45	0	19	5	0	0	0	0	0	0	0	0	0	0	24	18:45	0	29	1	0	0	0	0	0	0	0	0	0	0	30
7:00	0	35	7	1	0	0	0	0	0	0	0	0	0	43	19:00	2	50	7	2	0	0	0	0	0	0	0	0	0	61
7:15	0	35	2	0	2	0	0	0	0	0	0	0	0	39	19:15	0	25	1	0	1	0	0	0	0	0	0	0	0	27
7:30	1	21	4	1	1	0	0	0	0	0	0	0	0	28	19:30	0	27	1	0	0	0	0	0	0	0	0	0	0	28
7:45	0	45	13	1	0	0	0	1	0	0	0	0	0	60	19:45	0	28	1	1	0	0	0	0	0	0	0	0	0	30
8:00	0	55	8	1	0	0	0	0	0	0	0	0	0	64	20:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
8:15	0	36	6	0	1	0	0	0	1	0	0	0	0	44	20:15	0	23	3	0	0	0	0	0	0	0	0	0	0	26
8:30	0	44	12	1	2	1	0	0	0	0	0	0	0	60	20:30	0	15	1	1	0	0	0	0	0	0	0	0	0	17
8:45	0	39	10	1	3	0	0	1	0	0	0	0	0	54	20:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9
9:00	0	58	12	1	1	0	0	0	0	0	0	0	0	72	21:00	0	18	1	1	0	0	0	0	1	0	0	0	0	21
9:15	0	66	8	1	1	0	0	0	0	0	0	0	0	76	21:15	0	14	0	1	0	0	0	0	0	0	0	0	0	15
9:30	0	52	9	1	1	0	0	0	0	0	0	0	0	63	21:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
9:45	0	47	16	0	1	0	0	0	0	0	0	0	0	64	21:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
10:00	0	45	2	2	1	0	0	0	0	0	0	0	0	50	22:00	0	6	0	2	0	0	0	0	0	0	0	0	0	8
10:15	0	57	5	0	2	0	0	0	0	0	0	0	0	64	22:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
10:30	0	54	8	0	1	0	0	0	0	0	0	0	0	63	22:30	0	8	1	0	1	0	0	0	0	0	0	0	0	10
10:45	0	45	7	1	2	0	0	0	0	0	0	0	0	55	22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:00	1	61	7	0	1	0	0	0	0	0	0	0	0	70	23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
11:15	0	45	13	2	3	0	0	0	1	0	0	0	0	64	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	59	11	1	2	1	0	0	0	0	0	0	0	74	23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:45	0	63	13	0	0	0	0	0	0	0	0	0	0	76	23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL	2	1,064	186	17	28	3	0	3	2	0	0	0	0	1,305	TOTAL	10	2,027	220	24	22	0	0	0	1	0	0	0	0	2,304

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	284

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	371

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	12	3,091	406	41	50	3	0	3	3	0	0	0	0	3,609
% OF TOTAL	0.3%	85.6%	11.2%	1.1%	1.4%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

JOB #: SC4398

CITY# Dana Point

CLASS4 Golden Lantern between Shopping Center Dwy and Del Prado Ave

AM TIME	COMBINED													TOTAL	PM Time	COMBINED													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	12:00	0	141	22	1	2	0	0	0	0	0	0	0	0	166
0:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3	12:15	0	105	12	1	1	0	0	0	0	0	0	0	0	119
0:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	12:30	1	113	12	1	4	0	0	0	0	0	0	0	0	131
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:45	0	136	10	0	4	0	0	0	0	0	0	0	0	150
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:00	1	153	23	2	2	0	0	0	0	0	0	0	0	181
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:15	1	149	23	1	2	0	0	0	0	0	0	0	0	176
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	1	107	16	0	1	0	0	0	0	0	0	0	0	125
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	128	21	0	0	0	0	0	0	0	0	0	0	149
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	133	16	2	2	0	0	0	0	0	0	0	0	153
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	133	15	0	2	0	0	0	0	0	0	0	0	150
2:30	0	0	0	0	0	0	0	1	0	0	0	0	0	1	14:30	0	134	12	2	1	0	0	0	0	0	0	0	0	149
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:45	0	141	7	1	0	0	0	0	0	0	0	0	0	149
3:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2	15:00	3	125	15	1	2	0	0	0	0	0	0	0	0	146
3:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1	15:15	3	111	11	0	3	0	0	0	0	0	0	0	0	128
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:30	0	149	26	3	2	0	0	0	0	0	0	0	0	180
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:45	0	162	17	0	3	0	0	0	0	0	0	0	0	182
4:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	16:00	2	147	22	1	3	0	0	0	0	0	0	0	0	175
4:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16:15	0	155	10	2	3	0	0	0	0	0	0	0	0	170
4:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4	16:30	0	138	17	0	1	1	0	0	0	0	0	0	0	157
4:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	16:45	1	161	15	1	0	0	0	0	0	0	0	0	0	178
5:00	0	7	0	1	0	0	0	0	0	0	0	0	0	8	17:00	1	167	21	0	1	0	0	0	0	0	0	0	0	190
5:15	0	7	3	0	0	0	0	0	0	0	0	0	0	10	17:15	1	137	18	2	0	0	0	0	0	0	0	0	0	158
5:30	0	12	1	0	4	0	0	0	0	0	0	0	0	17	17:30	0	145	11	0	0	0	0	0	0	0	0	0	0	156
5:45	0	24	0	1	0	0	0	0	0	0	0	0	0	25	17:45	0	98	12	2	0	0	0	0	0	0	0	0	0	112
6:00	0	13	2	0	1	0	0	0	0	0	0	0	0	16	18:00	1	76	9	1	0	0	0	0	0	0	0	0	0	87
6:15	0	14	0	1	0	1	0	0	0	0	0	0	0	16	18:15	0	103	9	0	0	1	0	0	0	0	0	0	0	113
6:30	0	15	4	2	0	1	0	0	0	0	0	0	0	22	18:30	1	79	16	2	2	0	0	0	0	0	0	0	0	100
6:45	0	30	8	0	1	0	0	0	0	0	0	0	0	39	18:45	0	60	4	0	1	0	0	0	0	0	0	0	0	65
7:00	0	54	11	1	0	0	0	0	0	0	0	0	0	66	19:00	2	87	12	2	0	0	0	0	0	0	0	0	0	103
7:15	0	51	6	1	2	1	0	0	0	0	0	0	0	61	19:15	0	60	3	1	2	0	0	0	0	0	0	0	0	66
7:30	2	33	10	1	2	0	0	0	0	0	0	0	0	48	19:30	0	60	6	0	0	0	0	0	0	0	0	0	0	66
7:45	0	60	17	1	0	0	0	1	0	0	0	0	0	79	19:45	0	53	6	1	0	0	0	0	0	0	0	0	0	60
8:00	0	88	12	2	0	0	0	0	0	0	0	0	0	102	20:00	0	39	4	0	0	0	0	0	0	0	0	0	0	43
8:15	0	64	14	0	1	1	0	0	1	0	0	0	0	81	20:15	0	53	6	1	0	0	0	0	0	0	0	0	0	60
8:30	0	69	16	1	3	2	0	0	1	0	0	0	0	92	20:30	0	35	3	1	0	0	0	0	0	0	0	0	0	39
8:45	0	77	19	2	5	2	0	1	0	0	0	0	0	106	20:45	0	24	1	0	0	0	0	0	0	0	0	0	0	25
9:00	0	88	19	1	2	0	0	0	0	0	0	0	0	110	21:00	1	33	6	2	0	0	0	0	1	0	0	0	0	43
9:15	0	98	16	1	1	0	0	0	0	0	0	0	0	116	21:15	0	32	3	1	0	0	0	0	0	0	0	0	0	36
9:30	0	95	13	2	2	0	0	0	0	0	0	0	0	112	21:30	0	20	3	0	0	0	0	0	0	0	0	0	0	23
9:45	0	102	27	0	3	1	0	0	0	0	0	0	0	133	21:45	0	15	3	0	0	0	0	0	0	0	0	0	0	18
10:00	0	92	7	2	3	0	0	0	0	0	0	0	0	104	22:00	0	18	1	2	0	0	0	0	0	0	0	0	0	21
10:15	0	103	9	1	4	0	0	0	0	0	0	0	0	117	22:15	0	15	0	0	0	0	0	0	0	0	0	0	0	15
10:30	0	93	12	0	2	0	0	0	0	0	0	0	0	107	22:30	0	16	3	0	2	0	0	0	0	0	0	0	0	21
10:45	0	108	11	1	5	0	0	0	0	0	0	0	0	125	22:45	0	6	1	0	1	0	0	0	0	0	0	0	0	8
11:00	1	116	16	1	4	0	0	0	0	0	0	0	0	138	23:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
11:15	0	101	25	3	3	0	0	0	1	0	0	0	0	133	23:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12
11:30	0	120	20	1	2	1	0	0	0	0	0	0	0	144	23:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13
11:45	0	121	23	1	0	0	0	0	0	0	0	0	0	145	23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
TOTAL	3	1,883	327	28	53	10	0	3	3	0	0	0	0	2,310	TOTAL	20	4,197	485	37	47	2	0	0	1	0	0	0	0	4,789

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	560

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	707

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	23	6,080	812	65	100	12	0	3	4	0	0	0	0	7,099
% OF TOTAL	0.3%	85.6%	11.4%	0.9%	1.4%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

CITY# Dana Point

JOB #: SC4398

CLASS3 Golden Lantern between La Cresta Dr and La Plaza

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	12:00	0	120	13	0	1	0	0	0	0	0	0	0	0	134
0:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	12:15	0	97	9	0	0	0	0	0	0	0	0	0	0	106
0:30	1	5	0	0	0	0	0	0	0	0	0	0	0	6	12:30	0	88	11	1	3	0	0	0	0	0	0	0	0	103
0:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8	12:45	0	110	7	0	4	0	0	0	0	0	0	0	0	121
1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:00	0	138	14	0	2	0	0	0	0	0	0	0	0	154
1:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3	13:15	0	116	13	1	1	1	0	0	0	0	0	0	0	132
1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:30	0	114	16	0	1	0	0	0	0	0	0	0	0	131
1:45	0	4	0	0	1	0	0	0	0	0	0	0	0	5	13:45	0	104	6	0	0	0	0	0	0	0	0	0	0	110
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:00	0	109	13	1	0	0	0	0	0	0	0	0	0	123
2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:15	0	130	15	2	2	0	0	0	0	0	0	0	0	149
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:30	0	124	9	0	0	0	0	0	0	0	0	0	0	133
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:45	0	110	13	1	0	0	0	0	0	0	0	0	0	124
3:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3	15:00	0	146	17	0	0	0	0	0	0	0	0	0	0	163
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:15	1	128	15	0	0	0	0	0	0	0	0	0	0	144
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:30	0	133	11	3	0	0	0	0	0	0	0	0	0	147
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:45	0	137	12	2	1	0	0	0	0	0	0	0	0	152
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16:00	1	145	13	0	1	0	0	0	0	0	0	0	0	160
4:15	0	5	0	0	0	0	0	0	0	3	0	0	0	8	16:15	0	117	14	1	0	0	0	0	0	0	0	0	0	132
4:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16:30	0	133	17	0	1	0	0	0	0	0	0	0	0	151
4:45	0	12	0	0	1	0	0	0	0	0	0	0	0	13	16:45	0	152	18	0	0	0	0	0	0	0	0	0	0	170
5:00	0	6	0	1	0	0	0	0	0	0	0	0	0	7	17:00	0	169	14	0	1	0	0	0	0	0	0	0	0	184
5:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8	17:15	0	154	15	1	0	0	0	0	0	0	0	0	0	170
5:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	17:30	0	145	15	0	0	0	0	0	0	0	0	0	0	160
5:45	0	23	1	0	0	0	0	0	1	0	0	0	0	25	17:45	0	144	8	0	0	0	0	0	0	0	0	0	0	152
6:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19	18:00	0	127	14	1	1	0	0	0	0	0	0	0	0	143
6:15	0	23	0	0	1	0	0	0	1	0	0	0	0	25	18:15	0	122	4	0	0	0	0	0	0	0	0	0	0	126
6:30	0	21	5	0	0	0	0	0	0	0	0	0	0	26	18:30	0	109	5	0	0	0	0	0	0	0	0	0	0	114
6:45	0	26	5	3	2	0	0	0	0	0	0	0	0	36	18:45	0	100	3	1	0	0	0	0	0	0	0	0	0	104
7:00	0	68	6	1	2	0	0	0	0	0	0	0	0	77	19:00	0	106	4	1	0	0	0	0	0	0	0	0	0	111
7:15	0	73	8	2	1	0	0	0	0	0	0	0	0	84	19:15	0	69	3	0	0	0	0	0	0	0	0	0	0	72
7:30	0	54	7	0	0	0	0	0	0	0	0	0	0	61	19:30	0	76	3	1	0	0	0	0	1	0	0	0	0	81
7:45	0	70	8	1	2	1	0	0	0	0	0	0	0	82	19:45	0	84	4	0	0	0	0	0	0	0	0	0	0	88
8:00	0	78	15	1	2	0	0	0	0	0	0	0	0	96	20:00	0	62	3	0	0	0	0	0	0	0	0	0	0	65
8:15	0	90	12	2	2	0	0	0	0	0	0	0	0	106	20:15	0	71	1	1	0	0	0	0	0	0	0	0	0	73
8:30	0	69	10	0	1	0	0	0	0	0	0	0	0	80	20:30	0	59	3	0	0	0	0	0	0	0	0	0	0	62
8:45	0	80	12	0	2	0	0	0	0	0	0	0	0	94	20:45	0	70	5	0	0	0	0	0	0	0	0	0	0	75
9:00	0	67	11	1	3	0	0	0	0	0	0	0	0	82	21:00	0	46	1	1	0	0	0	0	0	0	0	0	0	48
9:15	0	59	10	0	2	0	0	0	0	0	0	0	0	71	21:15	0	53	4	0	0	0	0	0	0	0	0	0	0	57
9:30	0	68	10	1	4	0	0	0	0	0	0	0	0	83	21:30	0	37	2	0	0	0	0	0	0	0	0	0	0	39
9:45	0	96	15	0	2	1	0	0	0	0	0	0	0	114	21:45	0	39	4	0	0	0	0	0	0	0	0	0	0	43
10:00	0	79	13	0	2	0	0	0	0	0	0	0	0	94	22:00	0	25	0	0	0	0	0	0	0	0	0	0	0	25
10:15	0	82	7	1	2	0	0	0	1	0	0	0	0	93	22:15	0	33	2	0	0	0	0	0	0	0	0	0	0	35
10:30	0	81	8	0	1	0	0	0	0	0	0	0	0	90	22:30	0	21	3	0	0	0	0	0	0	0	0	0	0	24
10:45	0	107	8	0	1	0	0	0	0	0	0	0	0	116	22:45	0	20	2	0	0	0	0	0	0	0	0	0	0	22
11:00	0	100	7	1	0	0	0	0	0	0	0	0	0	108	23:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
11:15	0	84	8	0	4	0	0	0	0	0	0	0	0	96	23:15	0	18	1	0	0	0	0	0	0	0	0	0	0	19
11:30	0	125	16	0	1	0	0	0	0	0	0	0	0	142	23:30	0	17	1	0	0	0	0	0	0	0	0	0	0	18
11:45	0	108	10	1	2	0	0	0	1	0	0	0	0	122	23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
TOTAL	1	1,844	216	16	42	2	0	0	7	0	0	0	0	2,128	TOTAL	2	4,447	382	19	19	1	0	0	1	0	0	0	0	4,871

AM PEAK HOUR	11:00 AM	PM PEAK HOUR	4:45 PM
AM PEAK VOLUME	468	PM PEAK VOLUME	684

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	3	6,291	598	35	61	3	0	0	8	0	0	0	0	6,999
% OF TOTAL	0.0%	89.9%	8.5%	0.5%	0.9%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	10	12,455	1,357	57	135	11	0	0	11	0	0	0	0	14,036
% OF TOTAL	0.1%	88.7%	9.7%	0.4%	1.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: SC4398

CITY# Dana Point
CLASS3 Golden Lantern between La Cresta Dr and La Plaza

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	12:00	0	130	20	0	0	0	0	0	0	0	0	0	0	150
0:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9	12:15	0	110	10	0	4	0	0	0	0	0	0	0	0	124
0:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	12:30	0	108	11	0	0	0	0	0	0	0	0	0	0	119
0:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	12:45	0	123	14	0	4	0	0	0	0	0	0	0	0	141
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:00	1	138	18	1	2	0	0	0	0	0	0	0	0	160
1:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5	13:15	0	95	13	0	0	0	0	0	0	0	0	0	0	108
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:30	0	113	11	0	2	0	0	0	0	0	0	0	0	126
1:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	13:45	0	110	15	0	3	0	0	0	0	0	0	0	0	128
2:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:00	0	125	9	1	2	0	0	0	0	0	0	0	0	137
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	1	114	9	0	4	0	0	0	0	0	0	0	0	128
2:30	0	0	0	0	0	0	0	0	0	1	0	0	0	1	14:30	0	108	12	1	1	0	0	0	0	0	0	0	0	122
2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:45	1	119	16	0	2	0	0	0	0	0	0	0	0	138
3:00	0	2	0	1	0	0	0	0	0	0	0	0	0	3	15:00	0	117	11	0	0	0	0	0	0	0	0	0	0	128
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:15	0	114	8	0	1	0	0	0	0	0	0	0	0	123
3:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	15:30	0	149	14	1	0	0	0	0	0	0	0	0	0	164
3:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:45	0	152	18	0	0	0	0	0	0	0	0	0	0	170
4:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	16:00	2	162	18	1	2	0	0	0	0	0	0	0	0	185
4:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	16:15	0	130	11	0	0	0	0	0	0	0	0	0	0	141
4:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10	16:30	0	130	15	0	0	0	0	0	0	0	0	0	0	145
4:45	0	10	2	0	1	0	0	0	0	0	0	0	0	13	16:45	0	140	15	1	1	0	0	0	0	0	0	0	0	157
5:00	0	14	2	0	0	0	0	0	1	0	0	0	0	17	17:00	0	113	14	0	0	0	0	0	0	0	0	0	0	127
5:15	0	18	4	0	0	0	0	0	0	0	0	0	0	22	17:15	0	103	13	0	1	0	0	0	0	0	0	0	0	117
5:30	0	21	13	0	2	0	0	0	0	0	0	0	0	36	17:30	0	124	10	0	0	0	0	0	0	0	0	0	0	134
5:45	0	19	11	0	0	0	0	0	0	0	0	0	0	30	17:45	0	107	9	1	0	1	0	0	0	0	0	0	0	118
6:00	0	23	12	0	0	0	0	0	0	0	0	0	0	35	18:00	0	101	6	0	0	0	0	0	0	0	0	0	0	107
6:15	0	26	6	1	0	0	0	0	0	0	0	0	0	33	18:15	0	79	15	1	0	0	0	0	0	0	0	0	0	95
6:30	0	38	4	0	0	1	0	0	0	0	0	0	0	43	18:30	0	79	8	0	1	0	0	0	0	0	0	0	0	88
6:45	0	53	9	0	0	1	0	0	0	0	0	0	0	63	18:45	0	80	5	0	0	0	0	0	0	0	0	0	0	85
7:00	0	66	9	1	1	0	0	0	0	0	0	0	0	77	19:00	0	61	5	1	1	0	0	0	0	0	0	0	0	68
7:15	0	76	20	0	0	0	0	0	0	0	0	0	0	96	19:15	0	73	6	0	0	0	0	0	0	0	0	0	0	79
7:30	1	96	13	0	1	0	0	0	0	0	0	0	0	111	19:30	0	43	6	0	0	0	0	0	0	0	0	0	0	49
7:45	0	106	20	1	2	2	0	0	0	0	0	0	0	131	19:45	0	44	4	1	0	0	0	0	0	0	0	0	0	49
8:00	0	135	11	0	0	0	0	0	0	0	0	0	0	146	20:00	0	32	4	0	0	0	0	0	0	0	0	0	0	36
8:15	0	96	15	0	2	1	0	0	0	0	0	0	0	114	20:15	0	34	3	0	0	0	0	0	0	0	0	0	0	37
8:30	0	121	18	0	1	0	0	0	0	0	0	0	0	140	20:30	0	35	5	1	0	0	0	0	0	0	0	0	0	41
8:45	0	110	16	1	1	0	0	0	0	0	0	0	0	128	20:45	0	28	6	0	0	0	0	0	0	0	0	0	0	34
9:00	0	112	10	0	2	1	0	0	0	0	0	0	0	125	21:00	0	38	3	1	0	0	0	0	0	0	0	0	0	42
9:15	0	87	14	1	5	1	0	0	0	0	0	0	0	108	21:15	0	29	7	0	0	0	0	0	0	0	0	0	0	36
9:30	0	90	9	0	2	0	0	0	0	0	0	0	0	101	21:30	0	26	3	0	0	0	0	0	0	0	0	0	0	29
9:45	0	105	13	0	3	0	0	0	0	0	0	0	0	121	21:45	0	29	1	0	0	0	0	0	0	0	0	0	0	30
10:00	0	92	9	1	2	0	0	0	0	0	0	0	0	104	22:00	0	29	2	1	0	0	0	0	1	0	0	0	0	33
10:15	0	92	10	0	0	0	0	0	0	0	0	0	0	102	22:15	0	12	4	0	0	0	0	0	0	0	0	0	0	16
10:30	0	96	13	0	4	0	0	0	0	0	0	0	0	113	22:30	0	22	4	0	1	0	0	0	0	0	0	0	0	27
10:45	0	94	28	1	3	0	0	0	0	0	0	0	0	126	22:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12
11:00	1	98	13	0	1	0	0	0	0	0	0	0	0	113	23:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
11:15	0	104	14	0	4	0	0	0	0	0	0	0	0	122	23:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
11:30	0	122	10	1	2	0	0	0	0	0	0	0	0	135	23:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
11:45	0	114	9	0	3	0	0	0	0	0	0	0	0	126	23:45	0	11	2	0	0	0	0	0	0	0	0	0	0	13
TOTAL	2	2,308	341	9	42	7	0	0	2	0	0	0	0	2,711	TOTAL	5	3,856	418	13	32	1	0	0	1	0	0	0	0	4,326

AM PEAK HOUR	7:45 AM
AM PEAK VOLUME	531

PM PEAK HOUR	3:30 PM
PM PEAK VOLUME	660

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	7	6,164	759	22	74	8	0	0	3	0	0	0	0	7,037
% OF TOTAL	0.1%	87.6%	10.8%	0.3%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

JOB #: SC4398

CITY# Dana Point

CLASS3 Golden Lantern between La Cresta Dr and La Plaza

AM TIME	COMBINED													TOTAL	PM Time	COMBINED													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9	12:00	0	250	33	0	1	0	0	0	0	0	0	0	0	284
0:15	0	15	1	0	0	0	0	0	0	0	0	0	0	16	12:15	0	207	19	0	4	0	0	0	0	0	0	0	0	230
0:30	1	9	0	0	0	0	0	0	0	0	0	0	0	10	12:30	0	196	22	1	3	0	0	0	0	0	0	0	0	222
0:45	0	10	2	0	0	0	0	0	0	0	0	0	0	12	12:45	0	233	21	0	8	0	0	0	0	0	0	0	0	262
1:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13:00	1	276	32	1	4	0	0	0	0	0	0	0	0	314
1:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8	13:15	0	211	26	1	1	1	0	0	0	0	0	0	0	240
1:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:30	0	227	27	0	3	0	0	0	0	0	0	0	0	257
1:45	0	7	1	0	1	0	0	0	0	0	0	0	0	9	13:45	0	214	21	0	3	0	0	0	0	0	0	0	0	238
2:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	14:00	0	234	22	2	2	0	0	0	0	0	0	0	0	260
2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:15	1	244	24	2	6	0	0	0	0	0	0	0	0	277
2:30	0	2	0	0	0	0	0	0	0	1	0	0	0	3	14:30	0	232	21	1	1	0	0	0	0	0	0	0	0	255
2:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:45	1	229	29	1	2	0	0	0	0	0	0	0	0	262
3:00	0	4	0	1	1	0	0	0	0	0	0	0	0	6	15:00	0	263	28	0	0	0	0	0	0	0	0	0	0	291
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:15	1	242	23	0	1	0	0	0	0	0	0	0	0	267
3:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	15:30	0	282	25	4	0	0	0	0	0	0	0	0	0	311
3:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15:45	0	289	30	2	1	0	0	0	0	0	0	0	0	322
4:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	16:00	3	307	31	1	3	0	0	0	0	0	0	0	0	345
4:15	0	11	0	0	0	0	0	0	0	3	0	0	0	14	16:15	0	247	25	1	0	0	0	0	0	0	0	0	0	273
4:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13	16:30	0	263	32	0	1	0	0	0	0	0	0	0	0	296
4:45	0	22	2	0	2	0	0	0	0	0	0	0	0	26	16:45	0	292	33	1	1	0	0	0	0	0	0	0	0	327
5:00	0	20	2	1	0	0	0	0	0	1	0	0	0	24	17:00	0	282	28	0	1	0	0	0	0	0	0	0	0	311
5:15	0	25	5	0	0	0	0	0	0	0	0	0	0	30	17:15	0	257	28	1	1	0	0	0	0	0	0	0	0	287
5:30	0	30	13	0	2	0	0	0	0	0	0	0	0	45	17:30	0	269	25	0	0	0	0	0	0	0	0	0	0	294
5:45	0	42	12	0	0	0	0	0	0	1	0	0	0	55	17:45	0	251	17	1	0	1	0	0	0	0	0	0	0	270
6:00	0	41	13	0	0	0	0	0	0	0	0	0	0	54	18:00	0	228	20	1	1	0	0	0	0	0	0	0	0	250
6:15	0	49	6	1	1	0	0	0	0	1	0	0	0	58	18:15	0	201	19	1	0	0	0	0	0	0	0	0	0	221
6:30	0	59	9	0	0	1	0	0	0	0	0	0	0	69	18:30	0	188	13	0	1	0	0	0	0	0	0	0	0	202
6:45	0	79	14	3	2	1	0	0	0	0	0	0	0	99	18:45	0	180	8	1	0	0	0	0	0	0	0	0	0	189
7:00	0	134	15	2	3	0	0	0	0	0	0	0	0	154	19:00	0	167	9	2	1	0	0	0	0	0	0	0	0	179
7:15	0	149	28	2	1	0	0	0	0	0	0	0	0	180	19:15	0	142	9	0	0	0	0	0	0	0	0	0	0	151
7:30	1	150	20	0	1	0	0	0	0	0	0	0	0	172	19:30	0	119	9	1	0	0	0	0	1	0	0	0	0	130
7:45	0	176	28	2	4	3	0	0	0	0	0	0	0	213	19:45	0	128	8	1	0	0	0	0	0	0	0	0	0	137
8:00	0	213	26	1	2	0	0	0	0	0	0	0	0	242	20:00	0	94	7	0	0	0	0	0	0	0	0	0	0	101
8:15	0	186	27	2	4	1	0	0	0	0	0	0	0	220	20:15	0	105	4	1	0	0	0	0	0	0	0	0	0	110
8:30	0	190	28	0	2	0	0	0	0	0	0	0	0	220	20:30	0	94	8	1	0	0	0	0	0	0	0	0	0	103
8:45	0	190	28	1	3	0	0	0	0	0	0	0	0	222	20:45	0	98	11	0	0	0	0	0	0	0	0	0	0	109
9:00	0	179	21	1	5	1	0	0	0	0	0	0	0	207	21:00	0	84	4	2	0	0	0	0	0	0	0	0	0	90
9:15	0	146	24	1	7	1	0	0	0	0	0	0	0	179	21:15	0	82	11	0	0	0	0	0	0	0	0	0	0	93
9:30	0	158	19	1	6	0	0	0	0	0	0	0	0	184	21:30	0	63	5	0	0	0	0	0	0	0	0	0	0	68
9:45	0	201	28	0	5	1	0	0	0	0	0	0	0	235	21:45	0	68	5	0	0	0	0	0	0	0	0	0	0	73
10:00	0	171	22	1	4	0	0	0	0	0	0	0	0	198	22:00	0	54	2	1	0	0	0	0	1	0	0	0	0	58
10:15	0	174	17	1	2	0	0	0	0	1	0	0	0	195	22:15	0	45	6	0	0	0	0	0	0	0	0	0	0	51
10:30	0	177	21	0	5	0	0	0	0	0	0	0	0	203	22:30	0	43	7	0	1	0	0	0	0	0	0	0	0	51
10:45	0	201	36	1	4	0	0	0	0	0	0	0	0	242	22:45	0	31	3	0	0	0	0	0	0	0	0	0	0	34
11:00	1	198	20	1	1	0	0	0	0	0	0	0	0	221	23:00	0	27	3	0	0	0	0	0	0	0	0	0	0	30
11:15	0	188	22	0	8	0	0	0	0	0	0	0	0	218	23:15	0	23	3	0	0	0	0	0	0	0	0	0	0	26
11:30	0	247	26	1	3	0	0	0	0	0	0	0	0	277	23:30	0	25	2	0	0	0	0	0	0	0	0	0	0	27
11:45	0	222	19	1	5	0	0	0	1	0	0	0	0	248	23:45	0	17	2	0	0	0	0	0	0	0	0	0	0	19
TOTAL	3	4,152	557	25	84	9	0	0	9	0	0	0	0	4,839	TOTAL	7	8,303	800	32	51	2	0	0	2	0	0	0	0	9,197
AM PEAK HOUR														11:00 AM	PM PEAK HOUR														3:30 PM
AM PEAK VOLUME														964	PM PEAK VOLUME														1,251

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	10	12,455	1,357	57	135	11	0	0	11	0	0	0	0	14,036
% OF TOTAL	0.1%	88.7%	9.7%	0.4%	1.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, June 26, 2025

CITY: Dana Point

JOB #: SC5472

LOCATION: CLASS5 Dana Point Harbor Dr between Golden Lantern and Park Lantern

AM TIME	EASTBOUND							PM Time	EASTBOUND						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	8	0	0	0	0	0	8	12:00	136	5	0	0	0	2	143
0:15	1	0	0	0	0	0	1	12:15	116	6	0	0	0	0	122
0:30	5	0	0	0	0	0	5	12:30	129	1	1	0	1	2	134
0:45	6	0	0	0	0	0	6	12:45	115	3	0	0	0	0	118
1:00	4	0	0	0	0	0	4	13:00	107	3	0	1	0	1	112
1:15	2	1	0	0	0	0	3	13:15	142	6	0	0	0	2	150
1:30	3	0	0	0	0	0	3	13:30	119	6	1	2	0	2	130
1:45	1	0	0	0	0	0	1	13:45	125	12	0	0	0	1	138
2:00	0	0	0	0	0	0	0	14:00	153	3	2	0	0	2	160
2:15	2	0	0	0	0	0	2	14:15	138	4	1	0	0	2	145
2:30	4	0	0	0	0	0	4	14:30	127	5	1	1	0	0	134
2:45	0	1	0	0	0	0	1	14:45	140	6	0	0	0	1	147
3:00	2	0	0	0	0	0	2	15:00	130	7	0	1	0	1	139
3:15	2	0	0	0	0	0	2	15:15	93	2	0	0	0	1	96
3:30	3	0	0	1	0	0	4	15:30	129	11	1	0	0	0	141
3:45	0	0	0	0	0	0	0	15:45	152	4	0	0	0	1	157
4:00	2	0	0	0	0	0	2	16:00	156	7	0	0	0	1	164
4:15	1	0	0	0	0	0	1	16:15	147	3	0	1	0	1	152
4:30	3	2	0	0	0	0	5	16:30	147	4	0	0	0	1	152
4:45	4	0	0	0	0	0	4	16:45	120	2	0	0	0	1	123
5:00	5	0	0	0	0	0	5	17:00	134	5	1	0	0	0	140
5:15	11	0	0	0	0	0	11	17:15	134	1	0	0	0	1	136
5:30	8	2	0	0	0	0	10	17:30	122	1	0	0	0	2	125
5:45	9	0	2	0	0	0	11	17:45	112	2	1	0	0	1	116
6:00	18	2	0	0	0	0	20	18:00	107	0	0	0	0	1	108
6:15	8	3	1	1	0	0	13	18:15	115	2	0	0	0	1	118
6:30	26	1	0	0	0	0	27	18:30	121	0	0	0	0	1	122
6:45	24	0	0	0	1	0	25	18:45	144	1	0	0	0	1	146
7:00	34	4	0	0	0	0	38	19:00	127	2	0	0	0	1	130
7:15	28	4	1	0	0	0	33	19:15	100	2	0	0	0	1	103
7:30	34	6	0	1	0	0	41	19:30	119	3	0	0	0	1	123
7:45	45	5	0	0	0	0	50	19:45	116	0	0	0	0	1	117
8:00	45	4	0	1	0	0	50	20:00	107	2	0	0	0	1	110
8:15	56	5	0	0	0	0	61	20:15	111	2	0	0	0	1	114
8:30	87	5	0	0	0	0	92	20:30	76	2	0	0	1	0	79
8:45	103	7	0	0	0	0	110	20:45	80	4	0	0	0	1	85
9:00	124	10	0	1	1	1	137	21:00	58	0	0	1	0	1	60
9:15	106	5	0	2	0	1	114	21:15	57	0	0	0	0	0	57
9:30	81	8	1	1	0	1	92	21:30	83	0	0	0	0	0	83
9:45	83	3	1	0	0	0	87	21:45	59	0	0	0	0	0	59
10:00	73	6	0	0	0	0	79	22:00	35	2	0	0	0	0	37
10:15	79	7	0	0	0	1	87	22:15	27	0	0	0	0	0	27
10:30	96	8	0	2	0	0	106	22:30	24	0	0	0	0	0	24
10:45	108	4	1	0	0	0	113	22:45	24	0	0	0	0	0	24
11:00	118	8	1	0	0	0	127	23:00	28	0	0	0	0	0	28
11:15	104	6	0	0	0	0	110	23:15	16	2	0	0	0	0	18
11:30	141	7	0	0	0	0	148	23:30	12	0	0	0	0	0	12
11:45	119	5	0	0	0	2	126	23:45	12	0	0	0	0	0	12
TOTAL	1,826	129	8	10	2	6	1,981	TOTAL	4,881	133	9	7	2	38	5,070

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	511

PM PEAK HOUR	3:45 PM
PM PEAK VOLUME	625

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	6,707	262	17	17	4	44	7,051
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	95.1%	3.7%	0.2%	0.2%	0.1%	0.6%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	13,517	499	29	40	7	123	14,215
CLASS 6	Buses	% OF TOTAL	95.1%	3.5%	0.2%	0.3%	0.0%	0.9%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, June 26, 2025
JOB #: SC5472

CITY: Dana Point
LOCATION: CLASS5 Dana Point Harbor Dr between Golden Lantern and Park Lantern

AM TIME	WESTBOUND							PM Time	WESTBOUND						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	7	0	0	0	0	0	7	12:00	151	5	1	0	0	1	158
0:15	3	0	0	0	0	0	3	12:15	151	3	0	2	0	2	158
0:30	2	0	0	0	0	0	2	12:30	132	5	0	0	0	3	140
0:45	1	0	0	0	0	0	1	12:45	155	3	0	1	0	3	162
1:00	2	0	0	0	0	0	2	13:00	121	3	1	0	0	3	128
1:15	3	0	0	0	0	0	3	13:15	120	1	0	2	0	1	124
1:30	2	0	0	0	0	0	2	13:30	110	4	0	1	0	1	116
1:45	2	0	0	0	0	0	2	13:45	109	3	0	0	0	2	114
2:00	0	0	0	0	0	0	0	14:00	106	7	1	0	0	0	114
2:15	1	0	0	0	0	0	1	14:15	100	7	0	0	0	2	109
2:30	0	1	0	0	0	0	1	14:30	117	1	0	1	0	1	120
2:45	1	0	0	0	0	0	1	14:45	103	2	0	0	0	1	106
3:00	1	1	0	0	0	0	2	15:00	98	2	0	0	0	2	102
3:15	2	0	0	1	0	0	3	15:15	112	6	1	0	0	1	120
3:30	3	0	0	0	0	0	3	15:30	151	4	0	0	0	2	157
3:45	15	0	0	0	0	0	15	15:45	141	5	0	0	0	1	147
4:00	3	1	0	0	0	0	4	16:00	161	2	0	0	0	2	165
4:15	9	1	0	0	0	0	10	16:15	137	3	0	0	0	0	140
4:30	17	1	0	0	0	0	18	16:30	156	1	0	0	0	3	160
4:45	17	3	0	0	0	1	21	16:45	120	2	0	0	0	2	124
5:00	17	0	0	0	1	0	18	17:00	141	1	0	1	0	1	144
5:15	24	1	0	0	0	0	25	17:15	125	3	0	0	0	2	130
5:30	24	1	1	0	0	0	26	17:30	121	5	0	0	0	1	127
5:45	27	1	0	1	0	1	30	17:45	122	0	0	0	0	2	124
6:00	24	5	0	0	0	1	30	18:00	103	1	0	0	0	1	105
6:15	40	6	0	1	0	0	47	18:15	119	1	0	0	0	2	122
6:30	45	0	2	0	0	0	47	18:30	111	0	0	0	0	2	113
6:45	70	4	0	0	0	0	74	18:45	93	1	1	0	0	3	98
7:00	56	13	0	0	0	1	70	19:00	75	0	0	0	0	2	77
7:15	76	3	0	1	0	0	80	19:15	63	3	0	0	0	0	66
7:30	63	9	0	1	0	0	73	19:30	77	1	0	0	0	2	80
7:45	113	5	0	1	0	1	120	19:45	54	2	0	0	0	1	57
8:00	102	3	0	0	0	0	105	20:00	61	0	0	0	0	1	62
8:15	157	9	0	0	0	0	166	20:15	38	0	0	0	0	1	39
8:30	143	8	0	0	0	0	151	20:30	41	0	0	0	0	2	43
8:45	143	7	1	1	0	0	152	20:45	36	0	0	0	0	2	38
9:00	153	8	0	3	0	1	165	21:00	31	0	0	0	0	1	32
9:15	98	2	0	0	0	1	101	21:15	25	0	0	0	1	1	27
9:30	113	8	1	0	0	1	123	21:30	28	0	0	0	0	0	28
9:45	104	4	0	0	0	0	108	21:45	25	1	0	0	1	1	28
10:00	100	6	0	0	0	3	109	22:00	16	1	0	0	0	0	17
10:15	128	8	0	1	0	1	138	22:15	19	0	0	0	0	0	19
10:30	113	4	1	2	0	0	120	22:30	12	0	0	0	0	0	12
10:45	139	1	0	0	0	1	141	22:45	10	0	0	0	0	0	10
11:00	129	6	0	1	0	0	136	23:00	16	0	0	0	0	0	16
11:15	113	7	0	1	0	1	122	23:15	9	1	0	0	0	0	10
11:30	142	5	0	0	0	1	148	23:30	8	0	0	0	0	0	8
11:45	129	3	1	0	0	3	136	23:45	4	2	0	0	0	0	6
TOTAL	2,676	145	7	15	1	18	2,862	TOTAL	4,134	92	5	8	2	61	4,302
AM PEAK HOUR							8:15 AM	PM PEAK HOUR							12:00 PM
AM PEAK VOLUME							634	PM PEAK VOLUME							618

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	6,810	237	12	23	3	79	7,164
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	95.1%	3.3%	0.2%	0.3%	0.0%	1.1%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, June 26, 2025

CITY: Dana Point

JOB #: SC5472

LOCATION: CLASS5 Dana Point Harbor Dr between Golden Lantern and Park Lantern

AM TIME	COMBINED							PM Time	COMBINED						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	15	0	0	0	0	0	15	12:00	287	10	1	0	0	3	301
0:15	4	0	0	0	0	0	4	12:15	267	9	0	2	0	2	280
0:30	7	0	0	0	0	0	7	12:30	261	6	1	0	1	5	274
0:45	7	0	0	0	0	0	7	12:45	270	6	0	1	0	3	280
1:00	6	0	0	0	0	0	6	13:00	228	6	1	1	0	4	240
1:15	5	1	0	0	0	0	6	13:15	262	7	0	2	0	3	274
1:30	5	0	0	0	0	0	5	13:30	229	10	1	3	0	3	246
1:45	3	0	0	0	0	0	3	13:45	234	15	0	0	0	3	252
2:00	0	0	0	0	0	0	0	14:00	259	10	3	0	0	2	274
2:15	3	0	0	0	0	0	3	14:15	238	11	1	0	0	4	254
2:30	4	1	0	0	0	0	5	14:30	244	6	1	2	0	1	254
2:45	1	1	0	0	0	0	2	14:45	243	8	0	0	0	2	253
3:00	3	1	0	0	0	0	4	15:00	228	9	0	1	0	3	241
3:15	4	0	0	1	0	0	5	15:15	205	8	1	0	0	2	216
3:30	6	0	0	1	0	0	7	15:30	280	15	1	0	0	2	298
3:45	15	0	0	0	0	0	15	15:45	293	9	0	0	0	2	304
4:00	5	1	0	0	0	0	6	16:00	317	9	0	0	0	3	329
4:15	10	1	0	0	0	0	11	16:15	284	6	0	1	0	1	292
4:30	20	3	0	0	0	0	23	16:30	303	5	0	0	0	4	312
4:45	21	3	0	0	0	1	25	16:45	240	4	0	0	0	3	247
5:00	22	0	0	0	1	0	23	17:00	275	6	1	1	0	1	284
5:15	35	1	0	0	0	0	36	17:15	259	4	0	0	0	3	266
5:30	32	3	1	0	0	0	36	17:30	243	6	0	0	0	3	252
5:45	36	1	2	1	0	1	41	17:45	234	2	1	0	0	3	240
6:00	42	7	0	0	0	1	50	18:00	210	1	0	0	0	2	213
6:15	48	9	1	2	0	0	60	18:15	234	3	0	0	0	3	240
6:30	71	1	2	0	0	0	74	18:30	232	0	0	0	0	3	235
6:45	94	4	0	0	1	0	99	18:45	237	2	1	0	0	4	244
7:00	90	17	0	0	0	1	108	19:00	202	2	0	0	0	3	207
7:15	104	7	1	1	0	0	113	19:15	163	5	0	0	0	1	169
7:30	97	15	0	2	0	0	114	19:30	196	4	0	0	0	3	203
7:45	158	10	0	1	0	1	170	19:45	170	2	0	0	0	2	174
8:00	147	7	0	1	0	0	155	20:00	168	2	0	0	0	2	172
8:15	213	14	0	0	0	0	227	20:15	149	2	0	0	0	2	153
8:30	230	13	0	0	0	0	243	20:30	117	2	0	0	1	2	122
8:45	246	14	1	1	0	0	262	20:45	116	4	0	0	0	3	123
9:00	277	18	0	4	1	2	302	21:00	89	0	0	1	0	2	92
9:15	204	7	0	2	0	2	215	21:15	82	0	0	0	1	1	84
9:30	194	16	2	1	0	2	215	21:30	111	0	0	0	0	0	111
9:45	187	7	1	0	0	0	195	21:45	84	1	0	0	1	1	87
10:00	173	12	0	0	0	3	188	22:00	51	3	0	0	0	0	54
10:15	207	15	0	1	0	2	225	22:15	46	0	0	0	0	0	46
10:30	209	12	1	4	0	0	226	22:30	36	0	0	0	0	0	36
10:45	247	5	1	0	0	1	254	22:45	34	0	0	0	0	0	34
11:00	247	14	1	1	0	0	263	23:00	44	0	0	0	0	0	44
11:15	217	13	0	1	0	1	232	23:15	25	3	0	0	0	0	28
11:30	283	12	0	0	0	1	296	23:30	20	0	0	0	0	0	20
11:45	248	8	1	0	0	5	262	23:45	16	2	0	0	0	0	18
TOTAL	4,502	274	15	25	3	24	4,843	TOTAL	9,015	225	14	15	4	99	9,372
AM PEAK HOUR							11:00 AM	PM PEAK HOUR							3:45 PM
AM PEAK VOLUME							1,053	PM PEAK VOLUME							1,237

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	13,517	499	29	40	7	123	14,215
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	95.1%	3.5%	0.2%	0.3%	0.0%	0.9%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

CITY# Dana Point

JOB #: SC4398

CLASS13 Pacific Coast Hwy between Amber Lantern and El Encanto Ave

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11	12:00	2	138	39	1	1	2	0	0	0	0	0	0	0	183
0:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	12:15	0	140	21	0	4	2	0	2	0	0	0	0	0	169
0:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	12:30	1	172	46	0	8	1	1	0	0	0	0	0	0	229
0:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12:45	0	148	28	0	3	0	0	0	0	0	0	0	0	179
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:00	11	135	29	1	3	2	0	0	1	0	0	0	0	182
1:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:15	1	154	40	1	7	2	0	0	0	0	0	0	0	205
1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:30	3	147	35	0	6	0	0	1	0	0	0	0	0	192
1:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13:45	0	126	23	0	3	1	0	0	0	0	0	0	0	153
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:00	1	169	38	0	3	1	0	0	1	0	0	0	0	213
2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:15	0	131	36	0	4	0	0	0	0	0	0	0	0	171
2:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6	14:30	0	167	48	2	3	0	0	0	0	0	0	0	0	220
2:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6	14:45	0	147	29	0	5	0	0	0	0	0	0	0	0	181
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:00	0	176	36	1	7	1	0	0	0	0	0	0	0	221
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:15	0	164	47	1	5	0	0	0	0	1	0	0	0	218
3:30	0	2	0	0	1	0	0	0	0	0	0	0	0	3	15:30	1	179	51	0	2	0	0	0	0	0	0	0	0	233
3:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:45	0	167	40	0	3	0	0	0	0	0	0	0	0	210
4:00	0	4	0	0	0	0	0	0	1	0	0	0	0	5	16:00	2	179	45	1	3	0	0	0	0	0	0	0	0	230
4:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16:15	1	167	37	0	3	0	0	0	0	0	0	0	0	208
4:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9	16:30	0	163	30	1	5	0	0	0	0	0	0	0	0	199
4:45	0	3	1	0	1	0	0	0	0	0	0	0	0	5	16:45	0	195	38	0	1	0	0	0	0	0	0	0	0	234
5:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10	17:00	0	168	35	1	2	1	0	0	0	0	0	0	0	207
5:15	0	11	5	0	0	0	0	0	0	0	0	0	0	16	17:15	0	165	40	0	1	0	0	0	0	0	0	0	0	206
5:30	1	18	3	0	1	0	0	0	0	0	0	0	0	23	17:30	0	175	26	0	2	0	0	0	0	0	0	0	0	203
5:45	0	28	5	0	1	0	0	0	0	0	0	0	0	34	17:45	0	148	19	0	1	0	0	0	0	0	0	0	0	168
6:00	0	25	1	0	3	0	0	0	0	0	0	0	0	29	18:00	1	149	24	1	1	0	0	0	0	0	0	0	0	176
6:15	0	39	1	0	0	0	0	0	0	0	0	0	0	40	18:15	0	138	18	0	1	0	0	0	0	0	0	0	0	157
6:30	0	36	8	1	3	0	0	0	0	0	0	0	0	48	18:30	1	111	14	0	1	0	0	0	0	0	0	0	0	127
6:45	0	45	13	0	0	0	0	0	1	0	0	0	0	59	18:45	0	83	9	0	0	0	0	0	0	0	0	0	0	92
7:00	0	50	10	0	0	0	0	0	0	0	0	0	0	60	19:00	0	89	12	1	0	0	0	0	0	0	0	0	0	102
7:15	0	64	10	0	1	1	0	0	0	0	0	0	0	76	19:15	0	76	8	0	0	0	0	0	0	0	0	0	0	84
7:30	0	101	18	1	1	0	0	0	0	0	0	0	0	121	19:30	0	80	11	0	0	0	0	0	0	0	0	0	0	91
7:45	1	139	22	0	2	2	0	0	0	0	0	0	0	166	19:45	0	64	4	0	0	0	0	0	0	0	0	0	0	68
8:00	0	90	25	1	5	1	0	1	1	0	0	0	0	124	20:00	0	74	8	0	0	0	0	0	0	0	0	0	0	82
8:15	0	88	20	1	3	0	0	0	0	0	0	0	0	112	20:15	0	64	6	0	0	1	0	0	0	0	0	0	0	71
8:30	0	106	25	1	0	1	0	1	0	0	0	0	0	134	20:30	0	80	9	1	0	0	0	0	1	0	0	0	0	91
8:45	0	99	29	1	2	1	0	0	0	0	0	0	0	132	20:45	0	69	6	0	1	0	0	0	0	0	0	0	0	76
9:00	0	124	23	1	3	0	0	0	0	0	0	0	0	151	21:00	0	55	9	1	0	0	0	0	0	0	0	0	0	65
9:15	0	107	18	1	0	0	0	0	0	0	0	0	0	126	21:15	0	58	5	0	1	0	0	0	0	0	0	0	0	64
9:30	0	105	31	1	2	1	0	0	1	0	0	0	0	141	21:30	0	53	6	0	0	0	0	0	0	0	0	0	0	59
9:45	0	115	24	0	3	2	0	0	0	0	0	0	0	144	21:45	0	37	5	0	0	0	0	0	0	0	0	0	0	42
10:00	0	137	28	1	8	1	0	0	0	0	0	0	0	175	22:00	0	50	4	1	0	0	0	0	0	0	0	0	0	55
10:15	1	98	21	0	6	1	0	0	0	0	0	0	0	127	22:15	1	28	5	0	0	0	0	0	0	0	0	0	0	34
10:30	0	125	32	0	2	0	0	0	0	0	0	0	0	159	22:30	0	31	10	0	0	0	0	0	0	0	0	0	0	41
10:45	0	122	43	0	5	1	1	0	0	0	0	0	0	172	22:45	1	24	0	0	0	0	0	0	0	0	0	0	0	25
11:00	0	117	32	0	2	1	0	0	1	0	0	0	0	153	23:00	0	23	5	0	1	0	0	0	0	0	0	0	0	29
11:15	1	139	34	2	4	2	0	0	0	0	0	0	0	182	23:15	0	20	1	0	1	0	0	0	0	0	0	0	0	22
11:30	0	125	41	0	5	0	0	0	0	0	0	0	0	171	23:30	0	11	3	0	0	0	0	0	0	0	0	0	0	14
11:45	0	119	38	0	5	3	0	0	1	0	0	0	0	166	23:45	1	9	0	0	0	0	0	0	0	0	0	0	0	10
TOTAL	4	2,458	568	12	70	18	1	2	6	0	0	0	0	3,139	TOTAL	28	5,296	1,038	15	92	14	1	3	3	1	0	0	0	6,491

AM PEAK HOUR 10:45 AM
AM PEAK VOLUME 678

PM PEAK HOUR 3:15 PM
PM PEAK VOLUME 891

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	32	7,754	1,606	27	162	32	2	5	9	1	0	0	0	9,630
% OF TOTAL	0.3%	80.5%	16.7%	0.3%	1.7%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	56	17,156	3,644	58	378	65	12	9	18	2	0	0	0	21,398
% OF TOTAL	0.3%	80.2%	17.0%	0.3%	1.8%	0.3%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024
JOB #: SC4398

CITY# Dana Point
CLASS13 Pacific Coast Hwy between Amber Lantern and El Encanto Ave

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12	12:00	0	182	49	0	9	0	0	0	0	0	0	0	0	240
0:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10	12:15	0	158	38	1	2	2	0	0	0	0	0	0	0	201
0:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	12:30	1	166	38	0	3	2	0	0	0	0	0	0	0	210
0:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10	12:45	0	154	38	2	3	1	0	0	0	0	0	0	0	198
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:00	1	147	31	0	5	2	0	0	0	0	0	0	0	186
1:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	13:15	2	172	37	0	2	2	0	0	1	0	0	0	0	216
1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:30	0	181	33	2	5	2	0	0	0	0	0	0	0	223
1:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6	13:45	0	175	32	1	4	1	0	0	0	0	0	0	0	213
2:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:00	0	155	19	0	4	1	0	1	0	1	0	0	0	181
2:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3	14:15	0	175	35	0	1	0	0	0	0	0	0	0	0	211
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	1	173	25	1	1	0	0	0	0	0	0	0	0	201
2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:45	1	170	30	0	6	1	0	0	0	0	0	0	0	208
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:00	0	178	30	0	6	0	0	0	0	0	0	0	0	214
3:15	0	3	0	0	3	0	0	0	0	0	0	0	0	6	15:15	2	191	27	1	4	0	0	0	0	0	0	0	0	225
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:30	0	172	23	1	2	0	0	0	0	0	0	0	0	198
3:45	0	4	0	0	1	0	0	0	0	0	0	0	0	5	15:45	0	199	30	1	0	0	0	0	0	0	0	0	0	230
4:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16:00	1	210	19	1	2	0	0	0	0	0	0	0	0	233
4:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9	16:15	0	197	22	0	1	0	0	0	0	0	0	0	0	220
4:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16:30	0	174	24	0	1	0	0	0	0	0	0	0	0	199
4:45	0	14	4	0	1	1	0	0	0	0	0	0	0	20	16:45	2	183	28	1	0	0	0	0	0	0	0	0	0	214
5:00	0	11	4	1	1	0	0	0	0	0	0	0	0	17	17:00	0	176	29	0	1	0	0	0	0	0	0	0	0	206
5:15	0	13	5	0	1	0	0	0	0	0	0	0	0	19	17:15	2	187	26	0	0	0	0	0	0	0	0	0	0	215
5:30	0	40	9	0	2	0	0	0	0	0	0	0	0	51	17:30	0	206	40	1	2	0	0	0	0	0	0	0	0	249
5:45	0	28	9	0	2	0	0	0	0	0	0	0	0	39	17:45	0	152	18	0	4	0	0	0	0	0	0	0	0	174
6:00	0	37	15	1	0	1	0	0	1	0	0	0	0	55	18:00	0	147	18	0	1	0	0	0	0	0	0	0	0	166
6:15	0	66	21	0	1	0	0	0	0	0	0	0	0	88	18:15	0	143	26	0	0	0	0	0	0	0	0	0	0	169
6:30	0	70	27	0	3	1	0	0	0	0	0	0	0	101	18:30	0	129	13	0	0	0	0	0	0	0	0	0	0	142
6:45	0	114	31	0	7	0	0	0	0	0	0	0	0	152	18:45	0	142	18	1	1	0	0	0	0	0	0	0	0	162
7:00	0	117	45	1	9	4	1	0	0	0	0	0	0	177	19:00	0	119	11	0	0	0	0	0	0	0	0	0	0	130
7:15	0	157	68	1	8	3	0	0	0	0	0	0	0	237	19:15	1	110	13	0	0	0	0	0	0	0	0	0	0	124
7:30	0	169	77	0	7	1	0	0	0	0	0	0	0	254	19:30	1	68	8	0	0	0	0	0	0	0	0	0	0	77
7:45	0	150	69	0	5	1	1	0	0	0	0	0	0	226	19:45	0	73	9	0	0	0	0	0	0	0	0	0	0	82
8:00	0	157	65	1	4	2	0	0	0	0	0	0	0	229	20:00	0	61	6	1	0	0	0	0	0	0	0	0	0	68
8:15	1	143	51	0	10	1	1	0	1	0	0	0	0	208	20:15	0	72	11	0	0	0	0	0	0	0	0	0	0	83
8:30	0	154	51	0	8	0	0	0	0	0	0	0	0	213	20:30	1	78	10	0	0	0	0	0	0	0	0	0	0	89
8:45	0	185	59	0	6	0	1	0	2	0	0	0	0	253	20:45	0	72	2	0	1	0	0	0	0	0	0	0	0	75
9:00	0	137	50	1	5	0	1	0	0	0	0	0	0	194	21:00	1	56	9	0	0	0	0	0	0	0	0	0	0	66
9:15	0	154	44	2	10	0	0	0	1	0	0	0	0	211	21:15	0	53	7	1	0	0	0	0	0	0	0	0	0	61
9:30	0	138	42	0	2	0	1	0	0	0	0	0	0	183	21:30	0	49	2	0	0	0	0	0	0	0	0	0	0	51
9:45	0	156	30	0	7	2	0	0	1	0	0	0	0	196	21:45	0	51	3	0	0	0	0	0	0	0	0	0	0	54
10:00	0	129	46	3	8	0	0	0	0	0	0	0	0	186	22:00	1	32	5	0	0	0	0	0	0	0	0	0	0	38
10:15	1	144	35	1	7	0	0	0	1	0	0	0	0	189	22:15	1	43	4	0	0	0	0	0	0	0	0	0	0	48
10:30	0	159	44	0	3	0	1	0	0	0	0	0	0	207	22:30	0	29	5	0	0	0	0	0	0	0	0	0	0	34
10:45	2	170	35	1	6	0	0	0	0	0	0	0	0	214	22:45	0	28	5	0	0	0	0	0	0	0	0	0	0	33
11:00	1	134	47	0	7	1	2	1	0	0	0	0	0	193	23:00	0	21	4	0	0	0	0	0	0	0	0	0	0	25
11:15	0	148	43	1	2	0	0	0	0	0	0	0	0	194	23:15	0	23	5	0	0	0	0	0	0	0	0	0	0	28
11:30	0	181	51	1	6	1	1	0	1	0	0	0	0	242	23:30	0	18	2	0	0	0	0	0	0	0	0	0	0	20
11:45	0	183	34	0	3	0	0	2	0	0	0	0	0	222	23:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11
TOTAL	5	3,542	1,120	15	145	19	10	3	8	0	0	0	0	4,867	TOTAL	19	5,860	918	16	71	14	0	1	1	1	0	0	0	6,901

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	946

PM PEAK HOUR	3:15 PM
PM PEAK VOLUME	886

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	24	9,402	2,038	31	216	33	10	4	9	1	0	0	0	11,768
% OF TOTAL	0.2%	79.9%	17.3%	0.3%	1.8%	0.3%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2024

JOB #: SC4398

CITY# Dana Point

CLASS13 Pacific Coast Hwy between Amber Lantern and El Encanto Ave

AM TIME	COMBINED													TOTAL	PM Time	COMBINED													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23	12:00	2	320	88	1	10	2	0	0	0	0	0	0	0	423
0:15	0	16	2	0	0	0	0	0	0	0	0	0	0	18	12:15	0	298	59	1	6	4	0	2	0	0	0	0	0	370
0:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10	12:30	2	338	84	0	11	3	1	0	0	0	0	0	0	439
0:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13	12:45	0	302	66	2	6	1	0	0	0	0	0	0	0	377
1:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	13:00	12	282	60	1	8	4	0	0	1	0	0	0	0	368
1:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7	13:15	3	326	77	1	9	4	0	0	1	0	0	0	0	421
1:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13:30	3	328	68	2	11	2	0	1	0	0	0	0	0	415
1:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11	13:45	0	301	55	1	7	2	0	0	0	0	0	0	0	366
2:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14:00	1	324	57	0	7	2	0	1	1	1	0	0	0	394
2:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6	14:15	0	306	71	0	5	0	0	0	0	0	0	0	0	382
2:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6	14:30	1	340	73	3	4	0	0	0	0	0	0	0	0	421
2:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9	14:45	1	317	59	0	11	1	0	0	0	0	0	0	0	389
3:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15:00	0	354	66	1	13	1	0	0	0	0	0	0	0	435
3:15	0	4	0	0	3	0	0	0	0	0	0	0	0	7	15:15	2	355	74	2	9	0	0	0	0	1	0	0	0	443
3:30	0	4	0	0	1	0	0	0	0	0	0	0	0	5	15:30	1	351	74	1	4	0	0	0	0	0	0	0	0	431
3:45	0	8	0	0	1	0	0	0	0	0	0	0	0	9	15:45	0	366	70	1	3	0	0	0	0	0	0	0	0	440
4:00	0	8	0	0	0	0	0	0	1	0	0	0	0	9	16:00	3	389	64	2	5	0	0	0	0	0	0	0	0	463
4:15	0	10	2	0	0	0	0	0	0	0	0	0	0	12	16:15	1	364	59	0	4	0	0	0	0	0	0	0	0	428
4:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13	16:30	0	337	54	1	6	0	0	0	0	0	0	0	0	398
4:45	0	17	5	0	2	1	0	0	0	0	0	0	0	25	16:45	2	378	66	1	1	0	0	0	0	0	0	0	0	448
5:00	0	19	5	1	2	0	0	0	0	0	0	0	0	27	17:00	0	344	64	1	3	1	0	0	0	0	0	0	0	413
5:15	0	24	10	0	1	0	0	0	0	0	0	0	0	35	17:15	2	352	66	0	1	0	0	0	0	0	0	0	0	421
5:30	1	58	12	0	3	0	0	0	0	0	0	0	0	74	17:30	0	381	66	1	4	0	0	0	0	0	0	0	0	452
5:45	0	56	14	0	3	0	0	0	0	0	0	0	0	73	17:45	0	300	37	0	5	0	0	0	0	0	0	0	0	342
6:00	0	62	16	1	3	1	0	0	1	0	0	0	0	84	18:00	1	296	42	1	2	0	0	0	0	0	0	0	0	342
6:15	0	105	22	0	1	0	0	0	0	0	0	0	0	128	18:15	0	281	44	0	1	0	0	0	0	0	0	0	0	326
6:30	0	106	35	1	6	1	0	0	0	0	0	0	0	149	18:30	1	240	27	0	1	0	0	0	0	0	0	0	0	269
6:45	0	159	44	0	7	0	0	0	1	0	0	0	0	211	18:45	0	225	27	1	1	0	0	0	0	0	0	0	0	254
7:00	0	167	55	1	9	4	1	0	0	0	0	0	0	237	19:00	0	208	23	1	0	0	0	0	0	0	0	0	0	232
7:15	0	221	78	1	9	4	0	0	0	0	0	0	0	313	19:15	1	186	21	0	0	0	0	0	0	0	0	0	0	208
7:30	0	270	95	1	8	1	0	0	0	0	0	0	0	375	19:30	1	148	19	0	0	0	0	0	0	0	0	0	0	168
7:45	1	289	91	0	7	3	1	0	0	0	0	0	0	392	19:45	0	137	13	0	0	0	0	0	0	0	0	0	0	150
8:00	0	247	90	2	9	3	0	1	1	0	0	0	0	353	20:00	0	135	14	1	0	0	0	0	0	0	0	0	0	150
8:15	1	231	71	1	13	1	1	0	1	0	0	0	0	320	20:15	0	136	17	0	0	1	0	0	0	0	0	0	0	154
8:30	0	260	76	1	8	1	0	1	0	0	0	0	0	347	20:30	1	158	19	1	0	0	0	0	1	0	0	0	0	180
8:45	0	284	88	1	8	1	1	0	2	0	0	0	0	385	20:45	0	141	8	0	2	0	0	0	0	0	0	0	0	151
9:00	0	261	73	2	8	0	1	0	0	0	0	0	0	345	21:00	1	111	18	1	0	0	0	0	0	0	0	0	0	131
9:15	0	261	62	3	10	0	0	0	1	0	0	0	0	337	21:15	0	111	12	1	1	0	0	0	0	0	0	0	0	125
9:30	0	243	73	1	4	1	1	0	1	0	0	0	0	324	21:30	0	102	8	0	0	0	0	0	0	0	0	0	0	110
9:45	0	271	54	0	10	4	0	0	1	0	0	0	0	340	21:45	0	88	8	0	0	0	0	0	0	0	0	0	0	96
10:00	0	266	74	4	16	1	0	0	0	0	0	0	0	361	22:00	1	82	9	1	0	0	0	0	0	0	0	0	0	93
10:15	2	242	56	1	13	1	0	0	1	0	0	0	0	316	22:15	2	71	9	0	0	0	0	0	0	0	0	0	0	82
10:30	0	284	76	0	5	0	1	0	0	0	0	0	0	366	22:30	0	60	15	0	0	0	0	0	0	0	0	0	0	75
10:45	2	292	78	1	11	1	1	0	0	0	0	0	0	386	22:45	1	52	5	0	0	0	0	0	0	0	0	0	0	58
11:00	1	251	79	0	9	2	2	1	1	0	0	0	0	346	23:00	0	44	9	0	1	0	0	0	0	0	0	0	0	54
11:15	1	287	77	3	6	2	0	0	0	0	0	0	0	376	23:15	0	43	6	0	1	0	0	0	0	0	0	0	0	50
11:30	0	306	92	1	11	1	1	0	1	0	0	0	0	413	23:30	0	29	5	0	0	0	0	0	0	0	0	0	0	34
11:45	0	302	72	0	8	3	0	2	1	0	0	0	0	388	23:45	1	19	1	0	0	0	0	0	0	0	0	0	0	21
TOTAL	9	6,000	1,688	27	215	37	11	5	14	0	0	0	0	8,006	TOTAL	47	11,156	1,956	31	163	28	1	4	4	2	0	0	0	13,392

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	1,523

PM PEAK HOUR	3:15 PM
PM PEAK VOLUME	1,777

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	56	17,156	3,644	58	378	65	12	9	18	2	0	0	0	21,398
% OF TOTAL	0.3%	80.2%	17.0%	0.3%	1.8%	0.3%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, June 26, 2025

CITY: Dana Point

JOB #: SC5472

LOCATION: CLASS2 Golden Lantern between Terra Vista and Camino Del Avion

AM TIME	NORTHBOUND							PM Time	NORTHBOUND						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	7	0	0	0	0	0	7	12:00	142	1	0	0	0	2	145
0:15	8	0	0	0	0	0	8	12:15	155	5	0	1	1	5	167
0:30	4	0	0	0	0	0	4	12:30	132	5	0	0	0	1	138
0:45	4	0	0	0	0	0	4	12:45	135	4	0	1	0	2	142
1:00	5	0	0	0	0	0	5	13:00	145	5	0	0	0	1	151
1:15	2	0	0	0	0	0	2	13:15	155	3	0	0	0	5	163
1:30	2	0	0	0	0	0	2	13:30	108	4	0	1	0	1	114
1:45	3	0	0	0	0	0	3	13:45	142	7	0	1	0	1	151
2:00	7	0	0	0	0	0	7	14:00	149	6	1	1	0	2	159
2:15	3	0	0	0	0	0	3	14:15	134	5	0	1	0	1	141
2:30	1	0	0	0	0	0	1	14:30	123	7	0	1	0	1	132
2:45	0	1	0	0	0	0	1	14:45	132	4	1	0	0	1	138
3:00	3	0	0	0	0	0	3	15:00	168	3	1	0	0	4	176
3:15	2	0	0	0	0	0	2	15:15	149	8	0	0	0	0	157
3:30	1	0	0	0	0	0	1	15:30	152	3	1	0	0	1	157
3:45	1	0	0	0	0	0	1	15:45	175	4	0	0	0	2	181
4:00	1	1	0	0	0	0	2	16:00	163	5	0	1	0	2	171
4:15	1	0	0	0	0	0	1	16:15	196	6	0	0	0	0	202
4:30	11	0	0	0	0	0	11	16:30	179	1	1	0	0	3	184
4:45	17	2	0	0	0	0	19	16:45	173	2	0	0	1	1	177
5:00	6	0	0	1	0	0	7	17:00	153	4	1	0	0	1	159
5:15	9	0	0	0	0	1	10	17:15	177	3	0	0	0	2	182
5:30	18	1	0	1	0	0	20	17:30	156	2	0	0	0	1	159
5:45	20	1	0	1	0	0	22	17:45	156	1	0	0	0	1	158
6:00	22	5	0	0	0	1	28	18:00	158	4	0	0	0	2	164
6:15	21	1	0	1	0	0	23	18:15	146	1	0	0	0	1	148
6:30	35	2	0	0	0	2	39	18:30	169	0	0	0	0	1	170
6:45	50	7	1	1	0	0	59	18:45	134	0	0	0	0	2	136
7:00	47	0	0	0	0	1	48	19:00	117	1	1	1	0	1	121
7:15	58	3	1	1	0	1	64	19:15	125	2	0	0	0	1	128
7:30	71	2	2	0	0	1	76	19:30	121	2	0	0	0	2	125
7:45	123	4	1	0	0	0	128	19:45	98	0	0	1	0	1	100
8:00	115	6	0	1	0	0	122	20:00	112	2	0	0	0	1	115
8:15	88	3	0	0	0	1	92	20:15	104	3	0	0	0	1	108
8:30	109	5	0	0	0	0	114	20:30	90	0	0	0	0	2	92
8:45	136	7	1	0	0	1	145	20:45	78	0	0	1	0	1	80
9:00	113	6	0	0	0	4	123	21:00	76	0	0	0	0	2	78
9:15	101	3	0	0	0	2	106	21:15	95	1	0	0	0	0	96
9:30	106	3	0	0	0	2	111	21:30	53	0	0	0	0	0	53
9:45	122	10	1	0	0	2	135	21:45	49	1	0	0	0	0	50
10:00	109	4	1	0	0	1	115	22:00	58	0	0	0	0	0	58
10:15	132	9	0	0	0	0	141	22:15	45	1	0	0	0	0	46
10:30	113	4	1	0	0	2	120	22:30	43	0	0	0	0	0	43
10:45	132	1	1	2	0	0	136	22:45	32	0	0	0	0	0	32
11:00	117	4	1	0	0	0	122	23:00	20	0	0	0	0	0	20
11:15	137	5	1	0	0	1	144	23:15	27	0	0	0	0	0	27
11:30	127	6	0	1	1	0	135	23:30	17	0	0	0	0	0	17
11:45	130	6	1	0	0	0	137	23:45	10	0	0	0	0	0	10
TOTAL	2,450	112	13	10	1	23	2,609	TOTAL	5,626	116	7	11	2	59	5,821
AM PEAK HOUR							11:00 AM	PM PEAK HOUR							3:45 PM
AM PEAK VOLUME							538	PM PEAK VOLUME							738

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	8,076	228	20	21	3	82	8,430
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	95.8%	2.7%	0.2%	0.2%	0.0%	1.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	16,846	420	36	35	4	129	17,470
CLASS 6	Buses	% OF TOTAL	96.4%	2.4%	0.2%	0.2%	0.0%	0.7%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, June 26, 2025
JOB #: SC5472

CITY: Dana Point
LOCATION: CLASS2 Golden Lantern between Terra Vista and Camino Del Avion

AM TIME	SOUTHBOUND							PM Time	SOUTHBOUND						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	10	0	0	0	0	0	10	12:00	150	4	0	0	0	2	156
0:15	5	0	0	0	0	0	5	12:15	162	2	0	0	0	1	165
0:30	14	0	0	0	0	0	14	12:30	140	6	1	1	0	3	151
0:45	7	0	0	0	0	0	7	12:45	181	7	0	0	0	5	193
1:00	3	0	0	1	0	0	4	13:00	174	5	0	0	0	0	179
1:15	4	0	0	0	0	0	4	13:15	182	3	0	0	0	0	185
1:30	4	0	0	0	0	0	4	13:30	141	2	1	0	0	2	146
1:45	3	0	0	0	0	0	3	13:45	145	5	0	0	0	0	150
2:00	6	0	0	0	0	0	6	14:00	123	9	0	0	0	0	132
2:15	1	0	0	0	0	0	1	14:15	148	3	0	2	0	1	154
2:30	2	0	0	0	0	0	2	14:30	141	2	0	1	0	0	144
2:45	5	0	0	0	0	0	5	14:45	150	4	0	1	0	1	156
3:00	2	0	0	0	0	0	2	15:00	142	2	1	0	0	1	146
3:15	2	0	0	0	0	0	2	15:15	187	4	0	1	0	0	192
3:30	4	0	0	0	0	0	4	15:30	175	2	0	0	0	0	177
3:45	8	0	0	0	0	0	8	15:45	200	3	0	0	0	1	204
4:00	8	0	0	0	0	0	8	16:00	172	5	0	0	0	0	177
4:15	11	0	0	0	0	0	11	16:15	149	0	0	0	0	0	149
4:30	3	2	0	0	0	0	5	16:30	190	0	0	2	0	2	194
4:45	17	0	0	0	0	0	17	16:45	155	2	0	0	0	0	157
5:00	13	1	0	1	0	0	15	17:00	195	0	0	1	1	0	197
5:15	11	1	0	0	0	0	12	17:15	166	2	0	0	0	0	168
5:30	15	1	0	0	0	0	16	17:30	151	2	0	0	0	1	154
5:45	25	1	1	0	0	0	27	17:45	184	2	0	0	0	0	186
6:00	30	0	1	0	0	1	32	18:00	168	2	0	0	0	1	171
6:15	39	2	0	0	0	0	41	18:15	184	4	1	0	0	0	189
6:30	45	0	1	1	0	0	47	18:30	175	0	0	0	0	0	175
6:45	67	0	1	0	0	2	70	18:45	148	1	0	0	0	1	150
7:00	62	3	0	0	0	1	66	19:00	127	2	0	0	0	0	129
7:15	75	4	1	0	0	0	80	19:15	133	0	0	0	0	0	133
7:30	106	1	0	0	0	2	109	19:30	106	3	0	0	0	1	110
7:45	150	5	1	0	0	1	157	19:45	112	1	0	0	0	0	113
8:00	119	2	0	0	0	1	122	20:00	106	1	0	0	0	0	107
8:15	109	5	0	0	0	0	114	20:15	77	0	0	0	0	1	78
8:30	128	6	0	0	0	0	134	20:30	82	2	0	0	0	0	84
8:45	155	3	0	0	0	2	160	20:45	66	0	0	1	0	0	67
9:00	120	8	0	0	0	4	132	21:00	86	0	0	0	0	1	87
9:15	116	3	1	0	0	1	121	21:15	66	0	0	0	0	0	66
9:30	115	5	1	0	0	0	121	21:30	67	0	0	0	0	0	67
9:45	127	8	0	0	0	1	136	21:45	61	1	0	0	0	1	63
10:00	134	1	0	0	0	0	135	22:00	49	0	0	0	0	0	49
10:15	133	6	2	1	0	1	143	22:15	36	0	0	0	0	0	36
10:30	148	6	0	0	0	1	155	22:30	35	1	0	0	0	0	36
10:45	139	5	0	0	0	0	144	22:45	21	0	0	0	0	0	21
11:00	144	8	1	0	0	1	154	23:00	27	0	0	0	0	0	27
11:15	135	2	1	0	0	1	139	23:15	20	0	0	0	0	0	20
11:30	148	7	0	0	0	1	156	23:30	17	0	0	0	0	0	17
11:45	154	2	0	0	0	0	156	23:45	17	0	0	0	0	0	17
TOTAL	2,881	98	12	4	0	21	3,016	TOTAL	5,889	94	4	10	1	26	6,024
AM PEAK HOUR							11:00 AM	PM PEAK HOUR							3:15 PM
AM PEAK VOLUME							605	PM PEAK VOLUME							750

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	8,770	192	16	14	1	47	9,040
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	97.0%	2.1%	0.2%	0.2%	0.0%	0.5%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, June 26, 2025

CITY: Dana Point

JOB #: SC5472

LOCATION: CLASS2 Golden Lantern between Terra Vista and Camino Del Avion

AM TIME	COMBINED							PM Time	COMBINED						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	17	0	0	0	0	0	17	12:00	292	5	0	0	0	4	301
0:15	13	0	0	0	0	0	13	12:15	317	7	0	1	1	6	332
0:30	18	0	0	0	0	0	18	12:30	272	11	1	1	0	4	289
0:45	11	0	0	0	0	0	11	12:45	316	11	0	1	0	7	335
1:00	8	0	0	1	0	0	9	13:00	319	10	0	0	0	1	330
1:15	6	0	0	0	0	0	6	13:15	337	6	0	0	0	5	348
1:30	6	0	0	0	0	0	6	13:30	249	6	1	1	0	3	260
1:45	6	0	0	0	0	0	6	13:45	287	12	0	1	0	1	301
2:00	13	0	0	0	0	0	13	14:00	272	15	1	1	0	2	291
2:15	4	0	0	0	0	0	4	14:15	282	8	0	3	0	2	295
2:30	3	0	0	0	0	0	3	14:30	264	9	0	2	0	1	276
2:45	5	1	0	0	0	0	6	14:45	282	8	1	1	0	2	294
3:00	5	0	0	0	0	0	5	15:00	310	5	2	0	0	5	322
3:15	4	0	0	0	0	0	4	15:15	336	12	0	1	0	0	349
3:30	5	0	0	0	0	0	5	15:30	327	5	1	0	0	1	334
3:45	9	0	0	0	0	0	9	15:45	375	7	0	0	0	3	385
4:00	9	1	0	0	0	0	10	16:00	335	10	0	1	0	2	348
4:15	12	0	0	0	0	0	12	16:15	345	6	0	0	0	0	351
4:30	14	2	0	0	0	0	16	16:30	369	1	1	2	0	5	378
4:45	34	2	0	0	0	0	36	16:45	328	4	0	0	1	1	334
5:00	19	1	0	2	0	0	22	17:00	348	4	1	1	1	1	356
5:15	20	1	0	0	0	1	22	17:15	343	5	0	0	0	2	350
5:30	33	2	0	1	0	0	36	17:30	307	4	0	0	0	2	313
5:45	45	2	1	1	0	0	49	17:45	340	3	0	0	0	1	344
6:00	52	5	1	0	0	2	60	18:00	326	6	0	0	0	3	335
6:15	60	3	0	1	0	0	64	18:15	330	5	1	0	0	1	337
6:30	80	2	1	1	0	2	86	18:30	344	0	0	0	0	1	345
6:45	117	7	2	1	0	2	129	18:45	282	1	0	0	0	3	286
7:00	109	3	0	0	0	2	114	19:00	244	3	1	1	0	1	250
7:15	133	7	2	1	0	1	144	19:15	258	2	0	0	0	1	261
7:30	177	3	2	0	0	3	185	19:30	227	5	0	0	0	3	235
7:45	273	9	2	0	0	1	285	19:45	210	1	0	1	0	1	213
8:00	234	8	0	1	0	1	244	20:00	218	3	0	0	0	1	222
8:15	197	8	0	0	0	1	206	20:15	181	3	0	0	0	2	186
8:30	237	11	0	0	0	0	248	20:30	172	2	0	0	0	2	176
8:45	291	10	1	0	0	3	305	20:45	144	0	0	2	0	1	147
9:00	233	14	0	0	0	8	255	21:00	162	0	0	0	0	3	165
9:15	217	6	1	0	0	3	227	21:15	161	1	0	0	0	0	162
9:30	221	8	1	0	0	2	232	21:30	120	0	0	0	0	0	120
9:45	249	18	1	0	0	3	271	21:45	110	2	0	0	0	1	113
10:00	243	5	1	0	0	1	250	22:00	107	0	0	0	0	0	107
10:15	265	15	2	1	0	1	284	22:15	81	1	0	0	0	0	82
10:30	261	10	1	0	0	3	275	22:30	78	1	0	0	0	0	79
10:45	271	6	1	2	0	0	280	22:45	53	0	0	0	0	0	53
11:00	261	12	2	0	0	1	276	23:00	47	0	0	0	0	0	47
11:15	272	7	2	0	0	2	283	23:15	47	0	0	0	0	0	47
11:30	275	13	0	1	1	1	291	23:30	34	0	0	0	0	0	34
11:45	284	8	1	0	0	0	293	23:45	27	0	0	0	0	0	27
TOTAL	5,331	210	25	14	1	44	5,625	TOTAL	11,515	210	11	21	3	85	11,845
AM PEAK HOUR							11:00 AM	PM PEAK HOUR							3:45 PM
AM PEAK VOLUME							1,143	PM PEAK VOLUME							1,462

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	16,846	420	36	35	4	129	17,470
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	96.4%	2.4%	0.2%	0.2%	0.0%	0.7%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, June 26, 2025

CITY: Dana Point

JOB #: SC5472

LOCATION: CLASS4 Pacific Coast Hwy between Crystal Lantern and Del Obispo St

AM TIME	EASTBOUND							PM Time	EASTBOUND						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	26	2	0	0	0	0	28	12:00	303	22	0	1	0	3	329
0:15	26	2	0	0	0	0	28	12:15	324	20	1	1	0	2	348
0:30	12	1	0	0	0	0	13	12:30	306	16	5	1	0	1	329
0:45	15	0	0	0	0	0	15	12:45	308	17	3	1	0	1	330
1:00	11	0	0	0	0	0	11	13:00	309	20	0	2	0	2	333
1:15	7	1	0	0	0	0	8	13:15	274	16	0	1	0	5	296
1:30	8	0	0	0	0	0	8	13:30	268	17	2	0	0	1	288
1:45	7	0	0	0	0	0	7	13:45	268	30	1	1	0	3	303
2:00	10	3	0	0	0	0	13	14:00	287	24	2	3	0	2	318
2:15	6	0	0	0	0	0	6	14:15	258	22	2	1	0	1	284
2:30	4	0	0	0	0	0	4	14:30	323	16	0	2	0	1	342
2:45	11	0	0	1	0	0	12	14:45	283	20	1	3	0	2	309
3:00	6	0	0	0	0	0	6	15:00	328	27	1	0	0	1	357
3:15	7	1	0	0	0	0	8	15:15	297	24	1	0	0	3	325
3:30	12	0	0	0	0	0	12	15:30	325	31	2	2	0	3	363
3:45	7	3	0	0	0	0	10	15:45	330	19	1	1	0	1	352
4:00	12	1	0	0	0	0	13	16:00	340	25	1	0	0	2	368
4:15	19	0	1	0	0	0	20	16:15	331	24	2	0	0	2	359
4:30	15	2	0	0	0	0	17	16:30	318	24	0	1	0	2	345
4:45	23	2	0	0	0	0	25	16:45	308	13	0	0	0	3	324
5:00	36	4	0	1	0	0	41	17:00	315	10	0	2	0	1	328
5:15	41	5	1	0	0	0	47	17:15	298	14	1	0	0	3	316
5:30	55	8	0	0	0	0	63	17:30	312	16	4	0	0	2	334
5:45	49	3	0	0	0	0	52	17:45	291	20	0	0	0	2	313
6:00	78	6	0	0	0	1	85	18:00	289	14	0	0	0	1	304
6:15	92	2	0	1	0	0	95	18:15	317	7	0	0	0	4	328
6:30	109	4	0	0	0	1	114	18:30	257	5	0	1	0	2	265
6:45	141	7	0	0	0	0	148	18:45	254	5	0	0	0	1	260
7:00	129	11	0	0	0	1	141	19:00	286	4	0	0	0	2	292
7:15	143	15	1	0	0	1	160	19:15	222	8	0	0	0	3	233
7:30	211	16	3	0	0	2	232	19:30	183	4	0	0	0	1	188
7:45	223	14	2	2	0	1	242	19:45	204	1	0	0	0	1	206
8:00	230	14	0	2	0	1	247	20:00	194	1	0	0	0	2	197
8:15	229	14	0	3	0	0	246	20:15	235	3	0	0	0	2	240
8:30	246	17	1	1	0	3	268	20:30	220	2	0	0	0	3	225
8:45	266	14	1	1	0	0	282	20:45	205	5	0	1	0	2	213
9:00	241	19	1	1	0	3	265	21:00	184	7	0	0	0	3	194
9:15	218	23	2	1	0	2	246	21:15	194	4	0	0	0	2	200
9:30	199	24	1	2	0	1	227	21:30	153	4	0	0	0	0	157
9:45	212	21	0	0	0	1	234	21:45	161	3	1	0	0	1	166
10:00	248	21	1	0	0	1	271	22:00	117	3	0	1	0	1	122
10:15	247	16	1	0	0	1	265	22:15	99	6	0	0	0	1	106
10:30	285	18	1	1	0	0	305	22:30	91	4	0	0	0	0	95
10:45	226	17	2	2	0	1	248	22:45	86	2	0	0	0	0	88
11:00	272	14	3	0	0	0	289	23:00	99	2	0	0	0	0	101
11:15	267	20	2	1	0	1	291	23:15	63	3	0	0	0	0	66
11:30	278	16	4	0	0	1	299	23:30	44	3	0	1	0	0	48
11:45	294	24	0	5	0	0	323	23:45	40	3	0	0	0	0	43
TOTAL	5,509	405	28	25	0	23	5,990	TOTAL	11,501	590	31	27	0	81	12,230

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 1,202

PM PEAK HOUR 3:30 PM
PM PEAK VOLUME 1,442

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	17,010	995	59	52	0	104	18,220
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	93.4%	5.5%	0.3%	0.3%	0.0%	0.6%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	36,605	2,288	134	127	1	134	39,289
CLASS 6	Buses	% OF TOTAL	93.2%	5.8%	0.3%	0.3%	0.0%	0.3%	100.0%

11925

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, June 26, 2025
JOB #: SC5472**CITY:** Dana Point
LOCATION: CLASS4 Pacific Coast Hwy between Crystal Lantern and Del Obispo St

AM TIME	WESTBOUND							PM Time	WESTBOUND						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	29	1	0	0	0	0	30	12:00	366	20	1	3	0	1	391
0:15	20	0	0	0	0	0	20	12:15	398	46	1	3	1	0	449
0:30	12	1	0	0	0	0	13	12:30	371	22	0	3	0	1	397
0:45	24	1	0	0	0	0	25	12:45	390	20	3	1	0	0	414
1:00	13	0	0	0	0	0	13	13:00	296	17	3	2	0	0	318
1:15	19	0	0	0	0	0	19	13:15	333	22	2	0	0	0	357
1:30	21	0	0	0	0	0	21	13:30	357	16	0	1	0	1	375
1:45	10	1	0	1	0	0	12	13:45	310	19	0	1	0	1	331
2:00	6	1	0	0	0	0	7	14:00	339	23	4	4	0	0	370
2:15	12	0	0	0	0	0	12	14:15	313	24	0	2	0	0	339
2:30	2	1	0	0	0	0	3	14:30	329	26	1	0	0	2	358
2:45	10	1	0	0	0	0	11	14:45	382	13	0	0	0	0	395
3:00	11	1	0	0	0	0	12	15:00	303	21	2	3	0	0	329
3:15	11	2	0	0	0	0	13	15:15	346	12	0	0	0	0	358
3:30	8	3	0	0	0	0	11	15:30	357	20	0	0	0	1	378
3:45	9	1	0	0	0	0	10	15:45	339	15	1	0	0	0	355
4:00	11	3	0	0	0	0	14	16:00	326	10	0	0	0	2	338
4:15	15	0	0	0	0	0	15	16:15	383	20	1	0	0	0	404
4:30	12	2	0	0	0	0	14	16:30	377	13	0	0	0	1	391
4:45	19	3	0	0	0	0	22	16:45	369	17	0	0	0	0	386
5:00	37	0	0	2	0	1	40	17:00	403	20	0	0	0	0	423
5:15	47	8	0	1	0	0	56	17:15	378	19	1	0	0	0	398
5:30	55	4	0	1	0	0	60	17:30	409	10	0	0	0	1	420
5:45	59	8	1	0	0	0	68	17:45	404	11	0	0	0	0	415
6:00	78	8	2	2	0	1	91	18:00	323	12	0	0	0	0	335
6:15	87	9	1	1	0	0	98	18:15	363	11	1	0	0	0	375
6:30	145	13	1	2	0	0	161	18:30	318	4	0	0	0	1	323
6:45	199	29	1	0	0	0	229	18:45	257	7	0	0	0	0	264
7:00	191	47	3	3	0	2	246	19:00	256	5	0	0	0	0	261
7:15	239	26	6	2	0	0	273	19:15	249	6	1	0	0	0	256
7:30	234	42	6	3	0	1	286	19:30	227	3	0	0	0	0	230
7:45	278	42	2	2	0	0	324	19:45	231	6	0	1	0	0	238
8:00	337	42	0	3	0	1	383	20:00	213	2	0	0	0	1	216
8:15	275	37	4	4	0	0	320	20:15	202	7	0	0	0	0	209
8:30	300	42	2	1	0	0	345	20:30	191	6	1	0	0	0	198
8:45	302	37	1	2	0	2	344	20:45	170	5	0	0	0	0	175
9:00	293	40	1	1	0	1	336	21:00	188	2	0	0	0	1	191
9:15	291	29	0	2	0	0	322	21:15	149	2	0	0	0	0	151
9:30	278	29	5	0	0	1	313	21:30	125	2	0	1	0	0	128
9:45	349	34	1	2	0	1	387	21:45	136	4	0	0	0	0	140
10:00	284	25	4	1	0	0	314	22:00	120	3	0	0	0	0	123
10:15	265	31	2	2	0	0	300	22:15	91	4	0	0	0	0	95
10:30	327	33	2	2	0	0	364	22:30	86	3	0	0	0	0	89
10:45	266	23	1	1	0	1	292	22:45	74	2	0	0	0	0	76
11:00	315	9	0	3	0	1	328	23:00	68	2	0	0	0	0	70
11:15	339	23	0	1	0	0	363	23:15	59	3	0	0	0	0	62
11:30	352	20	3	3	0	1	379	23:30	38	1	0	0	0	0	39
11:45	345	23	3	2	0	2	375	23:45	42	0	0	0	0	0	42
TOTAL	6,841	735	52	50	0	16	7,694	TOTAL	12,754	558	23	25	1	14	13,375
AM PEAK HOUR							11:00 AM	PM PEAK HOUR							5:00 PM
AM PEAK VOLUME							1,445	PM PEAK VOLUME							1,656

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	19,595	1,293	75	75	1	30	21,069
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	93.0%	6.1%	0.4%	0.4%	0.0%	0.1%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, June 26, 2025

CITY: Dana Point

JOB #: SC5472

LOCATION: CLASS4 Pacific Coast Hwy between Crystal Lantern and Del Obispo St

AM TIME	COMBINED							PM Time	COMBINED						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	55	3	0	0	0	0	58	12:00	669	42	1	4	0	4	720
0:15	46	2	0	0	0	0	48	12:15	722	66	2	4	1	2	797
0:30	24	2	0	0	0	0	26	12:30	677	38	5	4	0	2	726
0:45	39	1	0	0	0	0	40	12:45	698	37	6	2	0	1	744
1:00	24	0	0	0	0	0	24	13:00	605	37	3	4	0	2	651
1:15	26	1	0	0	0	0	27	13:15	607	38	2	1	0	5	653
1:30	29	0	0	0	0	0	29	13:30	625	33	2	1	0	2	663
1:45	17	1	0	1	0	0	19	13:45	578	49	1	2	0	4	634
2:00	16	4	0	0	0	0	20	14:00	626	47	6	7	0	2	688
2:15	18	0	0	0	0	0	18	14:15	571	46	2	3	0	1	623
2:30	6	1	0	0	0	0	7	14:30	652	42	1	2	0	3	700
2:45	21	1	0	1	0	0	23	14:45	665	33	1	3	0	2	704
3:00	17	1	0	0	0	0	18	15:00	631	48	3	3	0	1	686
3:15	18	3	0	0	0	0	21	15:15	643	36	1	0	0	3	683
3:30	20	3	0	0	0	0	23	15:30	682	51	2	2	0	4	741
3:45	16	4	0	0	0	0	20	15:45	669	34	2	1	0	1	707
4:00	23	4	0	0	0	0	27	16:00	666	35	1	0	0	4	706
4:15	34	0	1	0	0	0	35	16:15	714	44	3	0	0	2	763
4:30	27	4	0	0	0	0	31	16:30	695	37	0	1	0	3	736
4:45	42	5	0	0	0	0	47	16:45	677	30	0	0	0	3	710
5:00	73	4	0	3	0	1	81	17:00	718	30	0	2	0	1	751
5:15	88	13	1	1	0	0	103	17:15	676	33	2	0	0	3	714
5:30	110	12	0	1	0	0	123	17:30	721	26	4	0	0	3	754
5:45	108	11	1	0	0	0	120	17:45	695	31	0	0	0	2	728
6:00	156	14	2	2	0	2	176	18:00	612	26	0	0	0	1	639
6:15	179	11	1	2	0	0	193	18:15	680	18	1	0	0	4	703
6:30	254	17	1	2	0	1	275	18:30	575	9	0	1	0	3	588
6:45	340	36	1	0	0	0	377	18:45	511	12	0	0	0	1	524
7:00	320	58	3	3	0	3	387	19:00	542	9	0	0	0	2	553
7:15	382	41	7	2	0	1	433	19:15	471	14	1	0	0	3	489
7:30	445	58	9	3	0	3	518	19:30	410	7	0	0	0	1	418
7:45	501	56	4	4	0	1	566	19:45	435	7	0	1	0	1	444
8:00	567	56	0	5	0	2	630	20:00	407	3	0	0	0	3	413
8:15	504	51	4	7	0	0	566	20:15	437	10	0	0	0	2	449
8:30	546	59	3	2	0	3	613	20:30	411	8	1	0	0	3	423
8:45	568	51	2	3	0	2	626	20:45	375	10	0	1	0	2	388
9:00	534	59	2	2	0	4	601	21:00	372	9	0	0	0	4	385
9:15	509	52	2	3	0	2	568	21:15	343	6	0	0	0	2	351
9:30	477	53	6	2	0	2	540	21:30	278	6	0	1	0	0	285
9:45	561	55	1	2	0	2	621	21:45	297	7	1	0	0	1	306
10:00	532	46	5	1	0	1	585	22:00	237	6	0	1	0	1	245
10:15	512	47	3	2	0	1	565	22:15	190	10	0	0	0	1	201
10:30	612	51	3	3	0	0	669	22:30	177	7	0	0	0	0	184
10:45	492	40	3	3	0	2	540	22:45	160	4	0	0	0	0	164
11:00	587	23	3	3	0	1	617	23:00	167	4	0	0	0	0	171
11:15	606	43	2	2	0	1	654	23:15	122	6	0	0	0	0	128
11:30	630	36	7	3	0	2	678	23:30	82	4	0	1	0	0	87
11:45	639	47	3	7	0	2	698	23:45	82	3	0	0	0	0	85
TOTAL	12,350	1,140	80	75	0	39	13,684	TOTAL	24,255	1,148	54	52	1	95	25,605
AM PEAK HOUR							11:00 AM	PM PEAK HOUR							12:00 PM
AM PEAK VOLUME							2,647	PM PEAK VOLUME							2,987

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	36,605	2,288	134	127	1	134	39,289
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	93.2%	5.8%	0.3%	0.3%	0.0%	0.3%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, June 26, 2025

CITY: Dana Point

JOB #: SC5472

LOCATION: CLASS6 Camino De Estrella between Camino Capistrano and City Limits

AM TIME	NORTHBOUND							PM Time	NORTHBOUND						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	2	0	0	0	0	0	2	12:00	34	2	0	0	0	0	36
0:15	2	1	0	0	0	0	3	12:15	33	3	0	0	0	1	37
0:30	1	0	0	0	0	0	1	12:30	24	0	0	0	0	0	24
0:45	0	0	0	0	0	0	0	12:45	32	0	0	0	0	0	32
1:00	1	0	0	0	0	0	1	13:00	18	2	0	0	0	0	20
1:15	0	0	0	0	0	0	0	13:15	27	2	0	0	0	0	29
1:30	0	0	0	0	0	0	0	13:30	29	1	1	0	0	0	31
1:45	1	0	0	0	0	0	1	13:45	39	0	0	0	0	1	40
2:00	0	0	0	0	0	0	0	14:00	32	2	0	0	0	0	34
2:15	0	0	0	0	0	0	0	14:15	36	1	0	0	0	0	37
2:30	0	0	0	0	0	0	0	14:30	30	1	0	0	0	0	31
2:45	1	0	0	0	0	0	1	14:45	28	1	0	0	0	0	29
3:00	0	0	0	0	0	0	0	15:00	37	0	0	1	0	0	38
3:15	0	0	0	0	0	0	0	15:15	32	1	0	1	0	0	34
3:30	0	0	0	0	0	0	0	15:30	26	3	0	0	0	0	29
3:45	0	0	0	0	0	0	0	15:45	33	1	0	0	0	0	34
4:00	0	0	0	0	0	0	0	16:00	31	1	0	0	0	0	32
4:15	0	0	0	0	0	0	0	16:15	38	2	0	0	0	0	40
4:30	0	0	0	0	0	0	0	16:30	23	3	0	0	0	0	26
4:45	2	0	0	0	0	0	2	16:45	37	0	0	0	0	0	37
5:00	0	0	0	0	0	0	0	17:00	30	0	0	0	0	0	30
5:15	3	1	0	0	0	0	4	17:15	26	1	0	0	0	0	27
5:30	3	0	0	0	0	0	3	17:30	33	2	0	0	0	0	35
5:45	5	0	0	0	0	0	5	17:45	36	1	0	1	0	0	38
6:00	10	0	0	0	0	0	10	18:00	25	0	0	0	0	0	25
6:15	11	1	0	0	0	0	12	18:15	20	0	0	0	0	0	20
6:30	7	0	0	0	0	0	7	18:30	25	0	0	0	0	0	25
6:45	9	0	1	0	0	0	10	18:45	25	0	0	0	0	0	25
7:00	12	0	0	0	0	0	12	19:00	20	0	0	0	0	0	20
7:15	13	1	0	0	0	0	14	19:15	12	1	0	0	0	0	13
7:30	16	2	1	1	0	0	20	19:30	11	0	0	0	0	0	11
7:45	22	1	0	0	0	0	23	19:45	21	0	0	0	0	0	21
8:00	21	2	0	0	0	1	24	20:00	27	0	0	0	0	0	27
8:15	30	1	0	0	0	0	31	20:15	12	1	0	0	0	0	13
8:30	34	2	0	0	0	0	36	20:30	16	0	0	0	0	0	16
8:45	25	0	0	0	0	0	25	20:45	16	0	0	0	0	0	16
9:00	24	0	0	0	0	0	24	21:00	8	0	0	0	0	0	8
9:15	22	0	0	0	0	0	22	21:15	7	0	0	0	0	0	7
9:30	19	1	0	0	0	0	20	21:30	5	0	0	0	0	0	5
9:45	19	1	0	0	0	0	20	21:45	7	0	0	0	0	0	7
10:00	22	2	1	0	0	0	25	22:00	3	0	0	0	0	0	3
10:15	26	0	0	0	0	0	26	22:15	5	0	0	0	0	0	5
10:30	29	3	0	0	0	0	32	22:30	5	0	0	0	0	0	5
10:45	30	3	0	1	0	0	34	22:45	5	0	0	0	0	0	5
11:00	28	4	0	0	0	0	32	23:00	2	0	0	0	0	0	2
11:15	29	1	0	0	0	0	30	23:15	1	0	0	0	0	0	1
11:30	23	1	1	0	0	0	25	23:30	6	0	0	0	0	0	6
11:45	51	5	1	0	0	0	57	23:45	1	0	0	0	0	0	1
TOTAL	553	33	5	2	0	1	594	TOTAL	1,029	32	1	3	0	2	1,067

AM PEAK HOUR	11:00 AM	PM PEAK HOUR	1:45 PM
AM PEAK VOLUME	144	PM PEAK VOLUME	142

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	1,582	65	6	5	0	3	1,661
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	95.2%	3.9%	0.4%	0.3%	0.0%	0.2%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	3,592	156	13	11	1	37	3,810
CLASS 6	Buses	% OF TOTAL	94.3%	4.1%	0.3%	0.3%	0.0%	1.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, June 26, 2025
JOB #: SC5472

CITY: Dana Point
LOCATION: CLASS6 Camino De Estrella between Camino Capistrano and City Limits

AM TIME	SOUTHBOUND							PM Time	SOUTHBOUND						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	2	0	0	0	0	0	2	12:00	44	1	0	0	0	2	47
0:15	0	0	0	0	0	0	0	12:15	60	4	0	0	0	1	65
0:30	1	0	0	0	0	0	1	12:30	38	2	0	0	0	1	41
0:45	1	0	0	0	0	0	1	12:45	52	2	0	0	0	1	55
1:00	0	0	0	0	0	0	0	13:00	32	3	0	0	0	1	36
1:15	0	0	0	0	0	0	0	13:15	38	1	0	0	0	1	40
1:30	0	0	0	0	0	0	0	13:30	36	0	1	0	0	1	38
1:45	1	0	0	0	0	0	1	13:45	37	0	0	0	0	0	37
2:00	1	0	0	0	0	0	1	14:00	40	0	0	0	0	1	41
2:15	2	0	0	0	0	0	2	14:15	47	1	0	0	0	1	49
2:30	0	0	0	0	0	0	0	14:30	41	4	0	0	1	1	47
2:45	0	0	0	0	0	0	0	14:45	40	0	1	0	0	0	41
3:00	0	0	0	0	0	0	0	15:00	43	2	0	1	0	1	47
3:15	1	0	0	0	0	0	1	15:15	47	0	0	0	0	1	48
3:30	1	0	0	0	0	0	1	15:30	41	0	0	0	0	1	42
3:45	0	0	0	0	0	0	0	15:45	43	0	0	0	0	1	44
4:00	0	0	0	0	0	0	0	16:00	50	0	0	0	0	1	51
4:15	0	0	0	0	0	0	0	16:15	43	0	0	0	0	0	43
4:30	0	0	0	0	0	0	0	16:30	41	0	0	1	0	1	43
4:45	0	0	0	0	0	0	0	16:45	41	1	0	0	0	1	43
5:00	0	0	0	0	0	0	0	17:00	52	0	0	0	0	1	53
5:15	2	0	0	0	0	0	2	17:15	52	2	0	0	0	1	55
5:30	1	0	0	0	0	0	1	17:30	34	4	0	0	0	1	39
5:45	5	0	0	0	0	0	5	17:45	42	2	0	0	0	1	45
6:00	3	0	0	1	0	0	4	18:00	34	0	0	0	0	1	35
6:15	12	2	0	0	0	0	14	18:15	37	1	0	0	0	0	38
6:30	9	2	0	0	0	0	11	18:30	22	1	0	0	0	1	24
6:45	5	2	0	0	0	0	7	18:45	31	1	0	0	0	1	33
7:00	6	2	1	0	0	0	9	19:00	28	0	0	0	0	1	29
7:15	12	0	0	0	0	0	12	19:15	30	0	0	0	0	0	30
7:30	14	4	1	0	0	1	20	19:30	29	1	0	0	0	1	31
7:45	17	4	0	0	0	0	21	19:45	35	0	0	0	0	1	36
8:00	17	1	0	0	0	0	18	20:00	23	0	0	0	0	1	24
8:15	24	3	0	0	0	0	27	20:15	18	0	0	0	0	1	19
8:30	25	6	1	0	0	0	32	20:30	9	0	0	0	0	1	10
8:45	30	0	0	0	0	0	30	20:45	16	0	0	0	0	1	17
9:00	33	3	0	0	0	0	36	21:00	24	0	0	0	0	0	24
9:15	27	1	0	1	0	0	29	21:15	12	0	0	0	0	1	13
9:30	34	1	0	0	0	0	35	21:30	10	0	0	0	0	0	10
9:45	29	3	0	0	0	0	32	21:45	6	0	0	0	0	0	6
10:00	30	0	0	0	0	0	30	22:00	8	0	0	0	0	0	8
10:15	22	3	0	0	0	0	25	22:15	8	0	0	0	0	0	8
10:30	28	3	1	0	0	0	32	22:30	7	0	0	0	0	0	7
10:45	25	7	0	1	0	0	33	22:45	4	0	0	0	0	0	4
11:00	42	5	0	0	0	0	47	23:00	4	0	0	0	0	0	4
11:15	33	2	0	0	0	0	35	23:15	1	0	0	0	0	0	1
11:30	36	2	1	1	0	0	40	23:30	2	0	0	0	0	0	2
11:45	45	2	0	0	0	0	47	23:45	2	0	0	0	0	0	2
TOTAL	576	58	5	4	0	1	644	TOTAL	1,434	33	2	2	1	33	1,505

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 169

PM PEAK HOUR 12:00 PM
PM PEAK VOLUME 208

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	2,010	91	7	6	1	34	2,149
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	93.5%	4.2%	0.3%	0.3%	0.0%	1.6%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, June 26, 2025

CITY: Dana Point

JOB #: SC5472

LOCATION: CLASS6 Camino De Estrella between Camino Capistrano and City Limits

AM TIME	COMBINED							PM Time	COMBINED						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	4	0	0	0	0	0	4	12:00	78	3	0	0	0	2	83
0:15	2	1	0	0	0	0	3	12:15	93	7	0	0	0	2	102
0:30	2	0	0	0	0	0	2	12:30	62	2	0	0	0	1	65
0:45	1	0	0	0	0	0	1	12:45	84	2	0	0	0	1	87
1:00	1	0	0	0	0	0	1	13:00	50	5	0	0	0	1	56
1:15	0	0	0	0	0	0	0	13:15	65	3	0	0	0	1	69
1:30	0	0	0	0	0	0	0	13:30	65	1	2	0	0	1	69
1:45	2	0	0	0	0	0	2	13:45	76	0	0	0	0	1	77
2:00	1	0	0	0	0	0	1	14:00	72	2	0	0	0	1	75
2:15	2	0	0	0	0	0	2	14:15	83	2	0	0	0	1	86
2:30	0	0	0	0	0	0	0	14:30	71	5	0	0	1	1	78
2:45	1	0	0	0	0	0	1	14:45	68	1	1	0	0	0	70
3:00	0	0	0	0	0	0	0	15:00	80	2	0	2	0	1	85
3:15	1	0	0	0	0	0	1	15:15	79	1	0	1	0	1	82
3:30	1	0	0	0	0	0	1	15:30	67	3	0	0	0	1	71
3:45	0	0	0	0	0	0	0	15:45	76	1	0	0	0	1	78
4:00	0	0	0	0	0	0	0	16:00	81	1	0	0	0	1	83
4:15	0	0	0	0	0	0	0	16:15	81	2	0	0	0	0	83
4:30	0	0	0	0	0	0	0	16:30	64	3	0	1	0	1	69
4:45	2	0	0	0	0	0	2	16:45	78	1	0	0	0	1	80
5:00	0	0	0	0	0	0	0	17:00	82	0	0	0	0	1	83
5:15	5	1	0	0	0	0	6	17:15	78	3	0	0	0	1	82
5:30	4	0	0	0	0	0	4	17:30	67	6	0	0	0	1	74
5:45	10	0	0	0	0	0	10	17:45	78	3	0	1	0	1	83
6:00	13	0	0	1	0	0	14	18:00	59	0	0	0	0	1	60
6:15	23	3	0	0	0	0	26	18:15	57	1	0	0	0	0	58
6:30	16	2	0	0	0	0	18	18:30	47	1	0	0	0	1	49
6:45	14	2	1	0	0	0	17	18:45	56	1	0	0	0	1	58
7:00	18	2	1	0	0	0	21	19:00	48	0	0	0	0	1	49
7:15	25	1	0	0	0	0	26	19:15	42	1	0	0	0	0	43
7:30	30	6	2	1	0	1	40	19:30	40	1	0	0	0	1	42
7:45	39	5	0	0	0	0	44	19:45	56	0	0	0	0	1	57
8:00	38	3	0	0	0	1	42	20:00	50	0	0	0	0	1	51
8:15	54	4	0	0	0	0	58	20:15	30	1	0	0	0	1	32
8:30	59	8	1	0	0	0	68	20:30	25	0	0	0	0	1	26
8:45	55	0	0	0	0	0	55	20:45	32	0	0	0	0	1	33
9:00	57	3	0	0	0	0	60	21:00	32	0	0	0	0	0	32
9:15	49	1	0	1	0	0	51	21:15	19	0	0	0	0	1	20
9:30	53	2	0	0	0	0	55	21:30	15	0	0	0	0	0	15
9:45	48	4	0	0	0	0	52	21:45	13	0	0	0	0	0	13
10:00	52	2	1	0	0	0	55	22:00	11	0	0	0	0	0	11
10:15	48	3	0	0	0	0	51	22:15	13	0	0	0	0	0	13
10:30	57	6	1	0	0	0	64	22:30	12	0	0	0	0	0	12
10:45	55	10	0	2	0	0	67	22:45	9	0	0	0	0	0	9
11:00	70	9	0	0	0	0	79	23:00	6	0	0	0	0	0	6
11:15	62	3	0	0	0	0	65	23:15	2	0	0	0	0	0	2
11:30	59	3	2	1	0	0	65	23:30	8	0	0	0	0	0	8
11:45	96	7	1	0	0	0	104	23:45	3	0	0	0	0	0	3
TOTAL	1,129	91	10	6	0	2	1,238	TOTAL	2,463	65	3	5	1	35	2,572
AM PEAK HOUR							11:00 AM	PM PEAK HOUR							12:00 PM
AM PEAK VOLUME							313	PM PEAK VOLUME							337

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	3,592	156	13	11	1	37	3,810
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	94.3%	4.1%	0.3%	0.3%	0.0%	1.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, June 26, 2025

CITY: Dana Point

JOB #: SC5472

LOCATION: CLASS3 Golden Lantern between Del Prado Ave and Dana Point Harbor Dr

AM TIME	NORTHBOUND							PM Time	NORTHBOUND						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	5	0	0	0	0	0	5	12:00	75	4	0	0	0	1	80
0:15	2	0	0	0	0	0	2	12:15	80	1	0	0	0	2	83
0:30	2	0	0	0	0	0	2	12:30	71	2	0	1	0	2	76
0:45	2	1	0	0	0	0	3	12:45	70	4	0	1	0	2	77
1:00	1	0	0	0	0	0	1	13:00	61	0	0	0	1	2	64
1:15	3	0	0	0	0	0	3	13:15	66	1	0	0	0	1	68
1:30	1	0	0	0	0	0	1	13:30	73	1	0	0	0	1	75
1:45	2	0	0	0	0	0	2	13:45	60	1	0	0	0	2	63
2:00	1	0	0	0	0	0	1	14:00	66	5	1	0	0	1	73
2:15	1	0	0	0	0	0	1	14:15	64	3	0	0	0	2	69
2:30	0	0	0	0	0	0	0	14:30	63	2	0	0	0	1	66
2:45	0	1	0	0	0	0	1	14:45	69	3	0	0	0	1	73
3:00	2	0	0	0	0	0	2	15:00	51	1	0	0	0	2	54
3:15	2	0	0	0	0	0	2	15:15	74	2	0	0	0	1	77
3:30	0	0	0	0	0	0	0	15:30	78	0	0	0	0	2	80
3:45	1	0	0	0	0	0	1	15:45	68	4	0	0	0	1	73
4:00	1	0	0	0	0	0	1	16:00	100	2	0	0	0	2	104
4:15	0	0	0	0	0	0	0	16:15	73	2	0	0	0	0	75
4:30	0	0	0	0	0	0	0	16:30	86	0	0	0	0	3	89
4:45	2	0	0	0	0	1	3	16:45	71	0	0	0	0	2	73
5:00	2	0	0	0	0	0	2	17:00	90	1	0	0	0	1	92
5:15	2	0	0	0	0	0	2	17:15	55	1	0	0	0	2	58
5:30	4	0	1	0	0	0	5	17:30	86	1	0	0	0	1	88
5:45	5	0	0	0	0	1	6	17:45	70	0	0	0	0	2	72
6:00	7	0	0	0	0	1	8	18:00	71	0	0	0	0	1	72
6:15	12	1	0	0	0	0	13	18:15	60	1	0	0	0	2	63
6:30	13	0	1	0	0	0	14	18:30	62	0	0	0	0	2	64
6:45	13	1	0	0	0	0	14	18:45	83	0	1	0	0	2	86
7:00	29	4	0	0	0	1	34	19:00	59	0	0	0	0	2	61
7:15	27	1	1	0	0	0	29	19:15	50	2	0	0	0	0	52
7:30	32	3	0	0	0	0	35	19:30	58	5	0	0	0	2	65
7:45	35	1	0	0	0	1	37	19:45	57	1	0	0	0	1	59
8:00	36	4	0	0	0	0	40	20:00	66	0	0	0	0	1	67
8:15	55	6	0	0	0	0	61	20:15	54	0	0	0	0	1	55
8:30	36	3	0	0	0	0	39	20:30	58	1	0	0	0	3	62
8:45	44	4	0	0	0	0	48	20:45	48	0	0	0	0	2	50
9:00	64	2	0	1	0	0	67	21:00	29	0	0	0	0	1	30
9:15	48	3	0	0	0	1	52	21:15	32	0	0	0	1	1	34
9:30	48	3	1	0	0	1	53	21:30	31	0	0	0	0	0	31
9:45	54	3	0	0	0	0	57	21:45	19	0	0	0	1	1	21
10:00	46	3	0	0	0	1	50	22:00	26	1	0	0	0	0	27
10:15	60	5	0	0	0	0	65	22:15	18	0	0	0	0	0	18
10:30	47	6	2	1	0	0	56	22:30	20	1	0	0	0	0	21
10:45	50	1	0	0	0	1	52	22:45	7	2	0	0	0	0	9
11:00	71	2	0	0	0	0	73	23:00	14	0	0	0	0	0	14
11:15	58	4	0	1	0	0	63	23:15	7	0	0	0	0	0	7
11:30	81	2	0	1	0	0	84	23:30	6	0	0	0	0	0	6
11:45	60	3	0	0	0	3	66	23:45	4	0	0	0	0	0	4
TOTAL	1,067	67	6	4	0	12	1,156	TOTAL	2,659	55	2	2	3	59	2,780

AM PEAK HOUR	11:00 AM	PM PEAK HOUR	4:00 PM
AM PEAK VOLUME	286	PM PEAK VOLUME	341

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	3,726	122	8	6	3	71	3,936
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	94.7%	3.1%	0.2%	0.2%	0.1%	1.8%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	7,459	228	18	9	6	107	7,827
CLASS 6	Buses	% OF TOTAL	95.3%	2.9%	0.2%	0.1%	0.1%	1.4%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, June 26, 2025
JOB #: SC5472

CITY: Dana Point
LOCATION: CLASS3 Golden Lantern between Del Prado Ave and Dana Point Harbor Dr

AM TIME	SOUTHBOUND							PM Time	SOUTHBOUND						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	2	0	0	0	0	0	2	12:00	72	2	0	0	0	1	75
0:15	0	0	0	0	0	0	0	12:15	81	4	0	0	0	0	85
0:30	0	0	0	0	0	0	0	12:30	83	0	0	0	1	2	86
0:45	3	0	0	0	0	0	3	12:45	77	1	0	0	0	0	78
1:00	0	0	0	0	0	0	0	13:00	82	3	0	0	0	1	86
1:15	1	0	0	0	0	0	1	13:15	70	2	0	0	0	1	73
1:30	3	0	0	0	0	0	3	13:30	55	3	0	0	0	1	59
1:45	0	0	0	0	0	0	0	13:45	84	1	0	0	0	1	86
2:00	0	0	0	0	0	0	0	14:00	63	2	0	0	0	1	66
2:15	2	0	0	0	0	0	2	14:15	71	2	0	0	0	1	74
2:30	3	0	0	0	0	0	3	14:30	69	2	0	0	0	0	71
2:45	0	0	0	0	0	0	0	14:45	69	4	0	0	0	1	74
3:00	3	0	0	0	0	0	3	15:00	61	3	2	0	0	1	67
3:15	0	0	0	0	0	0	0	15:15	82	3	0	0	0	1	86
3:30	1	0	0	0	0	0	1	15:30	81	4	0	0	0	0	85
3:45	2	0	0	0	0	0	2	15:45	104	4	0	0	0	1	109
4:00	3	0	0	0	0	0	3	16:00	80	3	0	0	0	1	84
4:15	2	0	0	0	0	0	2	16:15	91	1	0	0	0	1	93
4:30	3	0	0	0	0	0	3	16:30	64	0	0	0	0	1	65
4:45	6	0	0	0	0	0	6	16:45	68	1	0	0	0	1	70
5:00	4	0	0	0	0	0	4	17:00	69	2	1	0	0	0	72
5:15	8	0	0	0	0	0	8	17:15	55	0	0	0	0	1	56
5:30	8	0	0	0	0	0	8	17:30	53	1	0	0	0	2	56
5:45	13	1	3	0	0	0	17	17:45	61	0	0	0	0	1	62
6:00	11	2	0	1	0	0	14	18:00	62	0	0	0	0	1	63
6:15	7	0	0	1	0	0	8	18:15	60	1	0	0	0	1	62
6:30	14	0	1	0	0	0	15	18:30	67	0	0	0	0	1	68
6:45	27	0	0	0	1	0	28	18:45	69	1	0	0	0	0	70
7:00	28	0	0	0	0	0	28	19:00	59	1	0	0	0	1	61
7:15	33	0	0	0	0	0	33	19:15	63	1	0	0	0	1	65
7:30	40	2	0	0	0	0	42	19:30	40	2	0	0	0	1	43
7:45	49	1	0	0	0	0	50	19:45	35	0	0	0	0	1	36
8:00	58	1	0	0	0	0	59	20:00	36	0	0	0	0	1	37
8:15	58	2	0	0	0	0	60	20:15	31	0	0	0	0	1	32
8:30	54	1	0	0	0	0	55	20:30	18	0	0	0	1	1	20
8:45	70	2	0	0	0	0	72	20:45	26	0	0	0	0	1	27
9:00	56	8	0	0	0	1	65	21:00	15	0	0	0	0	1	16
9:15	61	4	0	0	0	1	66	21:15	18	0	0	0	0	0	18
9:30	55	1	1	0	0	0	57	21:30	26	0	0	0	0	0	26
9:45	54	0	1	0	0	0	55	21:45	12	1	0	0	0	0	13
10:00	61	4	1	0	0	0	66	22:00	15	0	0	0	0	0	15
10:15	59	4	0	0	0	0	63	22:15	11	0	0	0	0	0	11
10:30	89	2	0	1	0	0	92	22:30	9	0	0	0	0	0	9
10:45	70	2	0	0	0	0	72	22:45	4	0	0	0	0	0	4
11:00	67	5	0	0	0	0	72	23:00	4	0	0	0	0	0	4
11:15	61	3	0	0	0	0	64	23:15	3	0	0	0	0	0	3
11:30	82	2	0	0	0	0	84	23:30	2	0	0	0	0	0	2
11:45	70	4	0	0	0	1	75	23:45	2	0	0	0	0	0	2
TOTAL	1,301	51	7	3	1	3	1,366	TOTAL	2,432	55	3	0	2	33	2,525
AM PEAK HOUR							10:30 AM	PM PEAK HOUR							3:30 PM
AM PEAK VOLUME							300	PM PEAK VOLUME							371

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	3,733	106	10	3	3	36	3,891
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	95.9%	2.7%	0.3%	0.1%	0.1%	0.9%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, June 26, 2025

CITY: Dana Point

JOB #: SC5472

LOCATION: CLASS3 Golden Lantern between Del Prado Ave and Dana Point Harbor Dr

AM TIME	COMBINED							PM Time	COMBINED						
	1	2	3	4	5	6	TOTAL		1	2	3	4	5	6	TOTAL
0:00	7	0	0	0	0	0	7	12:00	147	6	0	0	0	2	155
0:15	2	0	0	0	0	0	2	12:15	161	5	0	0	0	2	168
0:30	2	0	0	0	0	0	2	12:30	154	2	0	1	1	4	162
0:45	5	1	0	0	0	0	6	12:45	147	5	0	1	0	2	155
1:00	1	0	0	0	0	0	1	13:00	143	3	0	0	1	3	150
1:15	4	0	0	0	0	0	4	13:15	136	3	0	0	0	2	141
1:30	4	0	0	0	0	0	4	13:30	128	4	0	0	0	2	134
1:45	2	0	0	0	0	0	2	13:45	144	2	0	0	0	3	149
2:00	1	0	0	0	0	0	1	14:00	129	7	1	0	0	2	139
2:15	3	0	0	0	0	0	3	14:15	135	5	0	0	0	3	143
2:30	3	0	0	0	0	0	3	14:30	132	4	0	0	0	1	137
2:45	0	1	0	0	0	0	1	14:45	138	7	0	0	0	2	147
3:00	5	0	0	0	0	0	5	15:00	112	4	2	0	0	3	121
3:15	2	0	0	0	0	0	2	15:15	156	5	0	0	0	2	163
3:30	1	0	0	0	0	0	1	15:30	159	4	0	0	0	2	165
3:45	3	0	0	0	0	0	3	15:45	172	8	0	0	0	2	182
4:00	4	0	0	0	0	0	4	16:00	180	5	0	0	0	3	188
4:15	2	0	0	0	0	0	2	16:15	164	3	0	0	0	1	168
4:30	3	0	0	0	0	0	3	16:30	150	0	0	0	0	4	154
4:45	8	0	0	0	0	1	9	16:45	139	1	0	0	0	3	143
5:00	6	0	0	0	0	0	6	17:00	159	3	1	0	0	1	164
5:15	10	0	0	0	0	0	10	17:15	110	1	0	0	0	3	114
5:30	12	0	1	0	0	0	13	17:30	139	2	0	0	0	3	144
5:45	18	1	3	0	0	1	23	17:45	131	0	0	0	0	3	134
6:00	18	2	0	1	0	1	22	18:00	133	0	0	0	0	2	135
6:15	19	1	0	1	0	0	21	18:15	120	2	0	0	0	3	125
6:30	27	0	2	0	0	0	29	18:30	129	0	0	0	0	3	132
6:45	40	1	0	0	1	0	42	18:45	152	1	1	0	0	2	156
7:00	57	4	0	0	0	1	62	19:00	118	1	0	0	0	3	122
7:15	60	1	1	0	0	0	62	19:15	113	3	0	0	0	1	117
7:30	72	5	0	0	0	0	77	19:30	98	7	0	0	0	3	108
7:45	84	2	0	0	0	1	87	19:45	92	1	0	0	0	2	95
8:00	94	5	0	0	0	0	99	20:00	102	0	0	0	0	2	104
8:15	113	8	0	0	0	0	121	20:15	85	0	0	0	0	2	87
8:30	90	4	0	0	0	0	94	20:30	76	1	0	0	1	4	82
8:45	114	6	0	0	0	0	120	20:45	74	0	0	0	0	3	77
9:00	120	10	0	1	0	1	132	21:00	44	0	0	0	0	2	46
9:15	109	7	0	0	0	2	118	21:15	50	0	0	0	1	1	52
9:30	103	4	2	0	0	1	110	21:30	57	0	0	0	0	0	57
9:45	108	3	1	0	0	0	112	21:45	31	1	0	0	1	1	34
10:00	107	7	1	0	0	1	116	22:00	41	1	0	0	0	0	42
10:15	119	9	0	0	0	0	128	22:15	29	0	0	0	0	0	29
10:30	136	8	2	2	0	0	148	22:30	29	1	0	0	0	0	30
10:45	120	3	0	0	0	1	124	22:45	11	2	0	0	0	0	13
11:00	138	7	0	0	0	0	145	23:00	18	0	0	0	0	0	18
11:15	119	7	0	1	0	0	127	23:15	10	0	0	0	0	0	10
11:30	163	4	0	1	0	0	168	23:30	8	0	0	0	0	0	8
11:45	130	7	0	0	0	4	141	23:45	6	0	0	0	0	0	6
TOTAL	2,368	118	13	7	1	15	2,522	TOTAL	5,091	110	5	2	5	92	5,305
AM PEAK HOUR							11:00 AM	PM PEAK HOUR							3:30 PM
AM PEAK VOLUME							581	PM PEAK VOLUME							703

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	7,459	228	18	9	6	107	7,827
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	95.3%	2.9%	0.2%	0.1%	0.1%	1.4%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								

City: DANA POINT
 Location: SELVA ROAD
 Segment:

Date Start: 26-Sep-23

s2309044w

WESTBOUND

Start Time	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 46	47 48	49 50	51 52	53 54	55 9999	Total
09/26/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
04:15	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	0	0	1	0	0	1	0	1	0	0	4
05:15	0	0	0	0	1	0	0	0	1	1	1	2	0	0	0	0	6
05:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
05:45	0	0	0	1	1	1	2	0	1	1	2	0	0	0	0	0	9
06:00	0	0	0	1	2	1	2	0	2	2	5	2	0	0	0	0	17
06:15	0	0	0	0	1	2	1	2	1	0	0	1	0	0	0	0	8
06:30	0	0	0	0	1	1	1	1	2	1	1	2	0	0	0	0	10
06:45	0	0	0	0	2	0	3	3	4	4	1	3	0	0	1	0	21
07:00	0	0	0	1	1	2	2	3	1	3	1	0	1	0	0	0	15
07:15	0	0	0	1	5	5	7	9	8	8	3	6	1	0	1	0	54
07:30	0	0	0	2	4	2	2	3	8	1	1	0	0	3	0	0	26
07:45	0	0	0	0	1	3	6	9	1	6	1	1	1	0	0	0	29
08:00	0	0	0	0	2	5	7	5	6	4	5	2	2	1	0	0	39
08:15	0	0	1	2	4	7	10	10	9	7	9	3	1	0	0	0	63
08:30	0	0	1	4	11	17	25	27	24	18	16	6	4	4	0	0	157
08:45	0	0	0	0	2	7	3	5	6	5	3	2	0	0	0	0	33
09:00	0	0	0	2	3	1	6	8	10	5	5	3	0	0	0	0	43
09:15	0	0	0	1	1	1	4	5	4	4	3	0	0	0	1	0	24
09:30	0	0	0	0	0	3	1	1	5	0	2	1	0	0	0	0	14
09:45	0	0	1	0	0	3	3	5	1	3	0	1	0	1	0	0	18
10:00	1	2	2	2	7	12	7	15	10	6	3	4	2	1	0	0	74
10:15	0	1	1	0	0	1	3	7	0	4	4	2	0	0	0	1	24
10:30	0	0	1	0	2	4	2	0	3	2	1	0	0	0	0	0	15
10:45	0	0	0	0	1	2	3	3	6	2	0	1	0	0	0	0	18
11:00	0	0	0	1	3	2	2	3	2	0	0	1	0	0	0	0	14
11:15	0	1	2	1	6	9	10	13	11	8	5	4	0	0	0	1	71
11:30	0	1	1	0	1	4	1	4	4	0	1	0	0	0	0	0	17
11:45	0	0	0	0	3	3	3	5	1	4	1	0	0	0	0	0	20
12:00	0	1	1	0	0	2	1	3	3	0	1	1	1	0	0	0	14
12:15	0	1	0	1	1	1	2	4	3	1	2	1	0	0	0	0	17
12:30	0	3	2	1	5	10	7	16	11	5	5	2	1	0	0	0	68
Total	1	6	8	14	42	66	72	103	92	63	54	31	8	6	2	1	569

City: DANA POINT
 Location: SELVA ROAD
 Segment:

Date Start: 26-Sep-23

s2309044w

WESTBOUND

Start Time	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 46	47 48	49 50	51 52	53 54	55 9999	Total
12 PM	0	0	1	0	2	2	2	5	3	1	1	0	0	0	0	0	17
12:15	0	0	1	0	2	1	1	5	2	0	1	1	1	0	0	0	15
12:30	0	0	1	2	2	2	3	2	7	1	5	0	0	0	0	0	25
12:45	0	1	0	0	1	4	4	4	3	2	1	1	0	0	0	0	21
13:00	0	1	3	2	7	9	10	16	15	4	8	2	1	0	0	0	78
13:15	0	0	0	0	2	1	1	4	4	1	1	0	0	0	0	2	16
13:30	0	0	2	1	0	2	3	3	0	4	2	2	1	0	0	0	20
13:45	0	0	0	2	2	4	0	6	1	2	1	1	0	0	0	1	20
14:00	0	0	1	0	2	2	3	4	3	1	3	1	0	1	0	0	21
14:15	0	0	3	3	6	9	7	17	8	8	7	4	1	1	0	3	77
14:30	0	1	0	1	1	3	2	1	4	2	2	2	1	1	1	0	22
14:45	0	0	1	1	1	3	1	2	4	2	1	1	1	0	0	0	18
15:00	1	0	1	1	2	2	1	5	3	5	2	1	2	0	0	1	27
15:15	0	0	0	0	2	3	2	5	5	3	1	2	0	0	1	0	24
15:30	1	1	2	3	6	11	6	13	16	12	6	6	4	1	2	1	91
15:45	0	0	0	1	3	1	3	5	3	2	2	0	1	0	0	0	21
16:00	0	0	0	2	2	2	10	5	8	3	3	0	0	0	0	1	36
16:15	0	0	0	1	2	4	1	7	7	3	2	1	1	0	0	0	29
16:30	0	0	0	2	2	3	0	5	5	2	3	0	1	0	1	0	24
16:45	0	0	0	6	9	10	14	22	23	10	10	1	3	0	1	1	110
17:00	0	0	2	0	0	2	1	6	8	4	2	0	1	0	0	3	29
17:15	0	0	0	1	1	4	1	3	5	4	0	3	0	1	0	1	24
17:30	0	0	0	0	0	2	2	3	4	2	2	0	0	0	0	0	15
17:45	1	0	1	1	2	3	2	4	0	4	3	1	0	0	0	1	23
18:00	1	0	3	2	3	11	6	16	17	14	7	4	1	1	0	5	91
18:15	0	0	0	0	1	0	9	3	6	1	1	0	2	0	0	0	23
18:30	0	0	0	1	1	4	5	5	5	3	2	2	0	1	0	0	24
18:45	0	0	1	0	4	2	5	3	4	3	3	1	0	0	0	0	26
19:00	0	0	0	0	1	1	2	1	6	2	1	2	1	0	0	0	17
19:15	0	0	1	0	7	4	20	12	21	9	7	5	3	1	0	0	90
19:30	0	0	0	0	2	2	0	3	2	6	0	2	0	1	1	0	19
19:45	0	0	2	0	2	5	3	6	3	1	1	1	0	1	1	0	26
20:00	0	0	1	0	1	1	3	6	3	1	2	2	0	1	0	0	21
20:15	0	0	2	0	0	1	2	3	1	1	1	0	1	0	0	1	13
20:30	0	0	5	0	5	9	8	18	9	9	4	5	1	3	2	1	79
20:45	0	0	0	1	1	1	1	0	4	0	1	0	0	0	0	1	10
21:00	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	4
21:15	1	0	0	0	2	1	0	0	0	1	1	0	0	0	0	1	7
21:30	0	0	0	0	3	1	3	0	2	0	1	0	0	0	0	0	10
21:45	1	0	0	0	3	5	2	5	1	7	2	3	0	0	0	2	31
22:00	0	0	0	2	0	1	1	1	0	0	0	1	0	0	0	0	6
22:15	0	0	0	0	0	2	2	3	0	2	0	0	0	0	0	0	9
22:30	0	0	0	2	0	1	1	1	0	1	2	0	0	0	0	0	8
22:45	0	1	0	0	0	0	1	0	0	1	1	0	0	0	0	0	4
23:00	0	1	0	4	0	4	5	5	0	4	3	1	0	0	0	0	27
23:15	0	1	0	0	0	0	1	0	2	1	0	0	0	0	0	0	5
23:30	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	3
23:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	3
24:00	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	0	6
24:15	0	1	0	0	0	2	3	2	6	1	0	1	0	0	0	1	17
24:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
25:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
25:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
25:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
25:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	3
26:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:15	0	0	0	0	0	0	1	1	0	0	2	1	0	0	0	0	5
Total	3	4	17	20	47	75	82	127	116	78	54	34	15	7	5	14	698
Total Stats	4	10	25	34	89	141	154	230	208	141	108	65	23	13	7	15	1267

15th Percentile : 34 MPH
 50th Percentile : 39 MPH
 85th Percentile : 44 MPH
 95th Percentile : 47 MPH

Mean Speed(Average) : 40 MPH
 10 MPH Pace Speed : 35-44 MPH
 Number in Pace : 874
 Percent in Pace : 69.0%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%

City: DANA POINT
 Location: SELVA ROAD
 Segment:

Date Start: 26-Sep-23

s2309044w

WESTBOUND

Start Time	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 46	47 48	49 50	51 52	53 54	55 9999	Total
09/26/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
01:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
04:15	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1
04:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	4
05:15	0	0	0	0	0	1	0	0	1	1	0	2	1	1	0	0	7
05:30	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3
05:45	0	0	0	1	0	2	1	1	1	1	2	0	0	0	0	0	9
06:00	0	0	0	2	0	3	1	1	3	2	3	3	1	1	0	0	20
06:15	0	0	0	0	1	1	2	3	2	0	0	1	0	1	0	0	11
06:30	0	0	0	0	2	0	1	2	2	2	1	2	0	0	0	0	12
06:45	1	0	0	1	1	2	2	4	3	3	1	2	1	0	0	0	26
07:00	1	0	0	1	7	4	9	12	11	10	4	6	3	1	0	1	70
07:15	0	0	0	2	4	4	3	1	12	1	2	0	0	3	0	1	33
07:30	0	0	0	2	3	4	7	14	5	9	3	0	2	0	0	0	49
07:45	0	0	0	2	2	6	12	6	10	9	6	1	4	1	0	0	59
08:00	0	0	1	3	2	11	10	12	10	7	12	4	1	0	0	1	74
08:15	0	0	1	9	11	25	32	33	37	26	23	5	7	4	0	2	215
08:30	0	2	0	0	2	6	7	3	7	7	3	2	0	0	0	1	40
08:45	0	0	0	3	4	1	7	8	10	7	3	6	0	0	0	0	49
09:00	0	0	0	1	1	3	5	6	6	5	7	1	1	0	1	0	37
09:15	0	0	0	0	0	5	1	7	7	1	5	3	0	0	0	0	29
09:30	0	2	0	4	7	15	20	24	30	20	18	12	1	0	1	1	155
09:45	0	0	0	1	3	2	0	7	5	4	0	2	2	1	0	0	27
10:00	1	3	1	0	6	5	6	5	6	1	1	0	0	0	0	0	35
10:15	0	0	0	1	2	6	1	3	4	2	1	2	0	0	0	0	22
10:30	0	0	0	0	2	1	5	6	3	6	1	1	0	0	1	0	26
10:45	0	0	0	1	3	2	3	4	3	0	0	2	0	0	0	0	18
11:00	0	1	3	1	10	12	17	18	18	12	5	8	0	0	0	1	106
11:15	0	1	1	2	2	5	3	7	5	1	3	0	1	0	0	0	31
11:30	0	0	0	0	2	7	4	8	3	5	2	2	0	0	0	0	33
11:45	1	1	1	0	0	1	6	2	6	1	1	1	2	0	0	0	23
12:00	0	1	0	2	1	3	3	4	8	3	2	2	1	0	0	0	30
Total	1	3	2	4	5	16	16	21	22	10	8	5	4	0	0	0	117
Total	3	9	8	24	53	89	107	131	141	93	66	44	19	7	3	5	802

Transportation Studies, Inc.
2640 Walnut Avenue Suite L
Tustin, CA. 92780

City: DANA POINT
Location: SELVA ROAD
Segment:

Date Start: 26-Sep-23

s2309044w

WESTBOUND

Start Time	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 46	47 48	49 50	51 52	53 54	55 9999	Total
12 PM	0	0	1	0	0	8	3	4	4	4	1	1	0	0	0	0	26
12:15	0	0	1	0	2	2	2	4	4	2	1	1	1	0	0	0	20
12:30	0	0	1	2	4	2	4	1	8	3	5	0	0	0	0	0	30
12:45	0	1	2	0	2	3	5	6	2	6	2	1	0	0	0	0	30
13:00	0	1	5	2	8	15	14	15	18	15	9	3	1	0	0	0	106
13:15	0	0	0	0	2	2	3	5	7	5	2	0	0	1	0	1	28
13:30	0	0	2	2	0	4	4	5	3	4	3	2	1	0	0	0	30
13:45	0	0	0	1	3	5	6	8	4	8	2	1	0	0	1	0	39
14:00	0	0	1	0	2	3	4	8	3	3	3	1	1	1	0	0	30
14:15	0	0	3	3	7	14	17	26	17	20	10	4	2	2	1	1	127
14:30	0	1	1	1	1	3	3	2	3	5	2	3	1	1	0	1	28
14:45	0	0	1	1	1	4	1	2	3	1	4	2	1	1	0	0	22
15:00	1	0	1	1	2	2	2	8	4	6	2	2	1	1	0	0	33
15:15	0	0	0	1	2	3	4	4	7	6	1	2	0	0	1	1	32
15:30	1	1	3	4	6	12	10	16	17	18	9	9	3	3	1	2	115
15:45	0	0	0	1	2	3	4	4	8	3	3	0	0	1	1	0	30
16:00	0	0	0	2	2	2	13	12	9	7	2	2	0	0	0	0	51
16:15	0	0	1	1	3	4	3	5	9	7	4	1	2	0	0	0	40
16:30	0	0	1	1	2	5	2	7	3	5	4	1	0	1	1	0	33
16:45	0	0	2	5	9	14	22	28	29	22	13	4	2	2	2	0	154
17:00	0	0	2	0	0	3	5	4	9	7	0	2	0	1	0	1	34
17:15	0	0	0	1	1	5	2	4	5	6	2	2	1	1	0	0	30
17:30	0	0	0	1	0	4	3	3	5	2	3	1	0	0	0	0	22
17:45	1	0	2	1	2	4	2	6	6	4	4	1	0	0	0	0	33
18:00	1	0	4	3	3	16	12	17	25	19	9	6	1	2	0	1	119
18:15	0	0	1	1	1	1	7	7	5	3	0	1	2	0	0	0	29
18:30	0	0	0	0	1	2	5	12	6	6	3	2	1	1	0	0	39
18:45	0	0	1	1	5	3	3	6	4	5	3	2	0	0	0	0	33
19:00	0	0	0	0	1	3	4	3	5	4	2	2	3	0	0	0	27
19:15	0	0	2	2	8	9	19	28	20	18	8	7	6	1	0	0	128
19:30	0	0	0	0	1	3	2	4	5	6	0	4	0	0	1	1	27
19:45	0	0	2	0	4	5	11	5	6	3	2	1	0	1	0	1	41
20:00	1	0	0	1	2	3	2	9	5	1	1	3	0	1	0	0	29
20:15	0	0	2	0	0	1	3	3	4	0	2	2	1	0	0	1	19
20:30	1	0	4	1	7	12	18	21	20	10	5	10	1	2	1	3	116
20:45	0	0	0	0	1	3	1	2	0	3	1	1	0	0	0	0	12
21:00	0	0	0	1	1	3	1	5	1	2	2	1	0	0	0	0	17
21:15	1	0	0	0	2	1	0	1	0	1	1	0	0	0	0	1	8
21:30	0	0	0	0	0	2	3	2	2	1	2	1	1	1	0	0	15
21:45	1	0	0	1	4	9	5	10	3	7	6	3	1	1	0	1	52
22:00	0	0	0	2	2	1	2	2	0	0	0	1	0	0	0	0	10
22:15	0	0	0	0	0	2	3	2	1	2	0	0	0	0	0	0	10
22:30	0	0	0	1	0	2	1	1	3	1	3	0	0	0	0	0	12
22:45	0	1	0	0	0	0	1	0	1	1	0	1	0	0	0	0	5
23:00	0	1	0	3	2	5	7	5	5	4	3	2	0	0	0	0	37
23:15	0	1	0	0	0	0	0	1	2	0	1	0	0	0	0	0	5
23:30	0	0	0	0	0	2	0	1	0	0	0	1	0	0	0	0	4
23:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	3
24:00	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	6
24:15	0	1	0	0	0	2	1	5	4	2	1	1	0	0	0	1	18
24:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
25:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
25:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
25:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
25:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
26:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
26:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:30	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	6
26:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27:00	0	0	0	1	0	0	0	1	1	0	0	2	0	1	0	0	6
Total	4	4	23	25	55	109	125	172	159	135	73	51	17	14	5	9	980
Total Stats	7	13	31	49	108	198	232	303	300	228	139	95	36	21	8	14	1782

15th Percentile : 34 MPH
50th Percentile : 39 MPH
85th Percentile : 44 MPH
95th Percentile : 47 MPH

Mean Speed(Average) : 40 MPH
10 MPH Pace Speed : 35-44 MPH
Number in Pace : 1261
Percent in Pace : 70.8%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%

City: DANA POINT
 Location: SELVA ROAD
 Segment:

Date Start: 26-Sep-23

s2309044w

EASTBOUND

Start Time	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 46	47 48	49 50	51 52	53 54	55 9999	Total
09/26/23																	
00:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
04:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
04:30	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
04:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	0	2	0	1	1	2	0	1	0	0	0	0	0	1	8
05:15	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	3
05:30	0	0	0	1	1	0	1	0	0	2	1	0	1	0	0	0	7
05:45	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
06:00	0	0	0	1	1	2	4	0	1	3	1	0	3	0	0	0	16
06:15	0	0	0	0	0	0	0	0	2	1	2	0	1	1	0	0	7
06:30	0	1	0	0	1	4	2	1	3	0	0	1	1	0	0	0	14
06:45	0	0	0	0	2	0	3	2	3	2	2	2	2	0	1	3	22
07:00	0	1	1	0	3	4	6	3	9	6	5	4	4	2	1	4	53
07:15	0	0	1	0	0	1	2	2	3	1	2	0	0	0	0	0	12
07:30	1	0	1	1	2	6	7	4	3	2	3	2	0	1	0	0	33
07:45	0	1	2	0	1	1	5	5	4	5	3	1	1	2	1	1	33
08:00	2	0	1	0	2	4	8	7	7	4	1	3	1	0	1	1	42
08:15	3	1	5	1	5	12	22	18	17	12	9	6	2	3	2	2	120
08:30	1	2	1	3	1	5	4	2	9	8	4	1	1	0	0	1	43
08:45	0	0	1	1	0	2	1	1	3	2	0	7	1	3	0	2	24
09:00	0	1	1	5	0	1	2	5	7	2	0	0	1	1	0	1	27
09:15	0	1	0	2	2	3	8	3	3	6	10	3	3	2	0	1	47
09:30	1	4	3	11	3	11	15	11	22	18	14	11	6	6	0	5	141
09:45	0	2	1	1	2	1	2	5	3	4	3	0	0	0	3	1	28
10:00	0	1	2	2	1	3	2	3	2	4	2	3	3	0	1	2	31
10:15	0	0	1	1	2	0	2	0	9	4	4	1	0	1	0	0	25
10:30	0	0	1	1	0	3	2	2	3	4	5	6	4	0	0	2	33
10:45	0	3	5	5	5	7	8	10	17	16	14	10	7	1	4	5	117
11:00	0	2	1	0	2	0	0	4	2	3	3	5	1	4	1	1	29
11:15	0	1	0	3	2	3	4	8	7	8	2	3	1	0	0	2	44
11:30	1	0	1	2	1	6	1	4	4	2	1	2	3	0	0	2	30
11:45	1	0	1	2	3	5	8	4	6	3	5	3	1	0	0	1	43
12:00	2	3	3	7	8	14	13	20	19	16	11	13	6	4	1	6	146
12:15	1	0	0	1	1	0	5	4	2	6	5	0	4	0	0	2	31
12:30	0	1	2	3	2	1	7	2	6	2	6	1	1	3	0	1	38
12:45	0	2	3	3	1	3	1	3	9	6	2	3	2	2	0	1	41
13:00	1	1	3	2	0	2	7	4	4	3	2	3	1	2	0	1	36
13:15	2	4	8	9	4	6	20	13	21	17	15	7	8	7	0	5	146
Total	8	16	26	37	29	58	89	77	109	89	70	51	36	24	8	28	755

Transportation Studies, Inc.
2640 Walnut Avenue Suite L
Tustin, CA. 92780

City: DANA POINT
Location: SELVA ROAD
Segment:

Date Start: 26-Sep-23

s2309044w

EASTBOUND

Start Time	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 46	47 48	49 50	51 52	53 54	55 9999	Total				
12 PM	0	0	0	0	0	1	4	5	3	4	4	0	3	2	0	2	28				
12:15	1	0	0	1	0	2	6	3	3	3	6	6	1	1	0	2	35				
12:30	0	2	0	3	2	2	4	3	5	2	2	1	1	2	3	1	33				
12:45	1	2	0	1	0	1	5	7	5	4	1	3	0	3	1	1	35				
13:00	2	4	0	5	2	6	19	18	16	13	13	10	5	8	4	6	131				
	1	2	1	1	2	3	3	3	3	5	7	3	2	1	0	0	37				
	1	1	2	5	1	1	3	2	8	6	2	6	2	0	1	2	43				
	1	2	1	1	2	1	4	3	2	5	4	5	1	6	0	2	40				
13:45	0	1	1	2	5	0	8	6	5	6	1	2	1	2	1	3	44				
14:00	3	6	5	9	10	5	18	14	18	22	14	16	6	9	2	7	164				
	0	0	0	2	2	3	9	12	7	9	5	2	1	1	1	0	54				
	0	0	1	1	2	3	6	9	12	4	2	2	2	1	0	2	47				
	0	3	0	1	1	0	2	3	4	7	7	5	0	1	1	2	37				
14:45	0	0	2	2	1	3	2	1	6	8	4	5	1	2	1	1	39				
15:00	0	3	3	6	6	9	19	25	29	28	18	14	4	5	3	5	177				
	0	0	3	1	1	0	3	1	8	9	5	4	1	3	1	4	44				
	2	0	0	1	3	3	1	10	2	6	4	2	2	2	1	1	40				
	1	1	0	4	1	4	5	5	5	5	8	3	3	4	0	6	55				
15:45	1	1	1	0	1	4	3	4	2	2	9	4	1	0	1	1	35				
16:00	4	2	4	6	6	11	12	20	17	22	26	13	7	9	3	12	174				
	0	0	3	4	2	2	3	6	4	13	5	3	3	3	2	5	58				
	0	1	1	0	1	3	7	5	6	6	4	2	4	5	3	1	49				
	2	0	2	2	2	1	4	8	3	5	6	2	7	1	1	4	50				
16:45	0	0	0	2	0	5	2	3	5	5	1	2	4	3	1	1	34				
17:00	2	1	6	8	5	11	16	22	18	29	16	9	18	12	7	11	191				
	2	0	0	0	2	3	4	3	3	4	3	4	0	3	1	3	35				
	1	0	0	0	3	2	3	2	6	4	1	2	1	4	0	2	31				
	0	1	0	1	2	0	1	3	4	4	5	2	1	1	2	3	30				
17:45	1	0	0	0	1	2	3	4	7	3	5	1	0	0	0	1	28				
18:00	4	1	0	1	8	7	11	12	20	15	14	9	2	8	3	9	124				
	0	0	2	0	1	3	1	2	4	7	2	2	3	2	1	2	32				
	1	1	0	0	1	0	0	3	6	2	4	2	3	1	0	0	24				
	1	1	2	0	5	1	2	1	4	5	3	5	1	1	1	3	36				
18:45	1	4	1	1	2	6	5	4	5	6	4	3	1	1	1	1	46				
19:00	3	6	5	1	9	10	8	10	19	20	13	12	8	5	3	6	138				
	0	1	1	1	1	4	4	7	3	2	4	0	1	0	2	1	32				
	19:15	0	1	0	3	2	8	5	1	0	0	2	1	1	0	1	28				
	19:30	1	0	0	1	3	1	2	1	2	1	4	1	0	0	3	20				
19:45	0	0	0	0	0	2	1	2	4	0	2	1	0	1	0	2	15				
20:00	1	2	1	5	7	9	15	15	10	3	10	4	2	2	2	7	95				
	0	0	1	1	0	1	3	0	3	4	2	2	0	0	0	1	18				
	20:15	0	0	1	0	0	1	1	1	3	2	4	1	1	0	2	18				
	20:30	0	0	0	0	0	0	2	1	3	1	1	0	0	0	0	8				
20:45	0	0	0	0	0	1	2	0	1	0	0	3	0	0	0	0	7				
21:00	0	0	2	1	0	3	8	2	10	7	7	6	1	1	0	3	51				
	0	0	0	0	1	0	1	2	2	1	1	1	1	0	1	2	13				
	21:15	0	0	1	0	0	0	2	1	0	0	0	0	2	2	1	9				
	21:30	0	0	0	0	0	0	1	1	2	1	0	1	1	0	0	8				
21:45	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	3					
22:00	0	0	1	0	1	0	2	5	5	3	1	3	3	3	3	3	33				
	0	0	0	0	1	0	0	0	2	0	1	0	0	0	2	1	7				
	22:15	1	0	0	1	1	0	0	1	0	2	1	2	0	0	0	9				
	22:30	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	5				
22:45	0	0	0	0	0	0	1	0	1	2	2	0	1	0	0	7					
23:00	1	1	0	0	2	1	1	1	4	3	6	1	4	0	2	1	28				
	0	1	0	1	0	2	0	0	0	0	0	0	0	1	0	0	5				
	23:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1				
	23:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2				
23:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1					
	0	1	0	1	0	2	2	0	2	0	0	0	0	1	0	0	9				
Total	20	27	27	43	56	74	131	144	168	165	138	97	60	63	32	70	1315				
Total Stats	28	43	53	80	85	132	220	221	277	254	208	148	96	87	40	98	2070				
	15th Percentile :				34 MPH																
	50th Percentile :				40 MPH																
	85th Percentile :				47 MPH																
	95th Percentile :				50 MPH																

15th Percentile : 34 MPH
50th Percentile : 40 MPH
85th Percentile : 47 MPH
95th Percentile : 50 MPH

Mean Speed(Average) : 41 MPH
10 MPH Pace Speed : 37-46 MPH
Number in Pace : 1180
Percent in Pace : 57.0%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%

City: DANA POINT
 Location: SELVA ROAD
 Segment:

Date Start: 26-Sep-23

s2309044w

WESTBOUND, WESTBOUND, EASTBOUND

Start Time	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 46	47 48	49 50	51 52	53 54	55 9999	Total
09/26/23																	
00:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	0	1	0	0	0	1	1	0	0	0	4
04:15	0	0	2	1	0	0	0	0	0	0	0	0	0	1	1	1	6
04:30	0	0	0	1	0	0	1	0	2	1	0	0	0	0	0	0	5
04:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	2	2	0	1	1	2	2	1	0	1	1	1	1	1	16
05:15	0	0	0	1	0	1	0	0	0	1	0	0	1	0	0	0	4
05:30	0	0	0	0	1	1	3	0	3	2	1	4	1	1	0	0	17
05:45	0	0	0	1	0	1	0	1	2	2	4	1	1	0	0	0	12
06:00	0	0	0	2	1	4	3	1	2	2	4	0	1	0	0	0	20
06:15	0	0	0	4	3	6	7	1	6	7	9	5	4	1	0	0	53
06:30	0	0	0	0	2	3	3	5	5	1	2	2	1	2	0	0	26
06:45	0	0	1	0	3	1	3	3	5	6	3	5	0	1	0	1	32
07:00	0	1	0	0	6	5	9	7	11	9	3	5	3	0	1	1	61
07:15	1	0	0	2	4	4	7	9	7	8	4	4	4	0	1	3	58
07:30	1	1	1	2	15	13	22	24	28	24	12	16	8	3	2	5	177
07:45	0	0	1	4	8	7	7	6	23	3	5	0	0	6	0	1	71
08:00	1	0	1	3	6	13	20	27	9	17	7	3	3	1	0	0	111
08:15	0	1	2	2	5	12	24	16	20	18	14	4	7	4	1	1	131
08:30	2	0	3	5	8	22	28	29	26	18	22	10	3	0	1	2	179
08:45	3	1	7	14	27	54	79	78	78	56	48	17	13	11	2	4	492
09:00	1	4	1	3	5	18	14	10	22	20	10	5	1	0	0	2	116
09:15	0	0	1	6	7	4	14	17	23	14	8	16	1	3	0	2	116
09:30	0	1	1	7	2	5	11	16	17	11	10	1	2	1	2	1	88
09:45	0	1	0	2	2	11	10	14	15	9	19	7	3	2	0	1	96
10:00	1	6	3	18	16	38	49	57	77	54	47	29	7	6	2	6	416
10:15	0	2	1	3	7	5	2	17	8	11	4	4	4	1	3	1	73
10:30	2	6	4	3	11	12	11	12	5	3	3	3	0	1	2	0	90
10:45	0	0	1	2	5	9	4	4	18	6	7	4	0	1	0	0	61
11:00	0	0	2	1	2	7	10	13	7	13	6	8	4	1	1	2	77
11:15	2	8	8	9	25	33	27	46	45	35	20	19	11	3	5	5	301
11:30	0	4	3	0	4	4	8	17	4	12	10	11	1	4	1	2	85
11:45	0	1	3	3	8	11	10	11	16	15	4	3	1	0	0	3	89
12:00	1	0	1	2	3	11	9	12	17	6	2	5	3	0	0	2	74
12:15	1	0	1	4	9	9	13	11	11	3	5	6	1	0	0	1	75
12:30	2	5	8	9	24	35	40	51	48	36	21	25	6	4	1	8	323
12:45	1	2	2	3	4	9	9	15	11	7	9	0	5	0	0	2	79
13:00	0	1	2	3	7	11	14	15	10	11	9	3	1	3	0	1	91
13:15	1	4	5	3	1	6	8	8	18	7	4	5	5	2	0	1	78
13:30	1	3	3	5	2	6	12	12	15	7	6	6	2	2	0	1	83
13:45	3	10	12	14	14	32	43	50	54	32	28	14	13	7	0	5	331
Total	12	31	42	75	124	213	268	311	342	245	190	126	63	37	13	34	2126

City: DANA POINT

Location: SELVA ROAD

Segment:

Date Start: 26-Sep-23

s2309044w

WESTBOUND, WESTBOUND, EASTBOUND

Start Time	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 46	47 48	49 50	51 52	53 54	55 9999	Total
12 PM	0	0	2	0	2	11	9	14	10	9	6	1	3	2	0	2	71
12:15	1	0	2	1	4	5	9	12	9	5	8	8	3	1	0	2	70
12:30	0	2	2	7	8	6	11	6	20	6	12	1	1	2	3	1	88
12:45	1	4	2	1	3	8	14	17	10	12	4	5	0	3	1	1	86
	2	6	8	9	17	30	43	49	49	32	30	15	7	8	4	6	315
13:00	1	2	1	1	6	6	7	12	14	11	10	3	2	2	0	3	81
13:15	1	1	6	8	1	7	10	10	11	14	7	10	4	0	1	2	93
13:30	1	2	1	4	7	10	10	17	7	15	7	7	1	6	1	3	99
13:45	0	1	3	2	9	5	15	18	11	10	7	4	2	4	1	3	95
	3	6	11	15	23	28	42	57	43	50	31	24	9	12	3	11	368
14:00	0	2	1	4	4	9	14	15	14	16	9	7	3	3	2	1	104
14:15	0	0	3	3	4	10	8	13	19	7	7	5	4	2	0	2	87
14:30	2	3	2	3	5	4	5	16	11	18	11	8	3	2	1	3	97
14:45	0	0	2	3	5	9	8	10	18	17	6	9	1	2	3	2	95
	2	5	8	13	18	32	35	54	62	58	33	29	11	9	6	8	383
15:00	0	0	3	3	6	4	10	10	19	14	10	4	2	4	2	4	95
15:15	2	0	0	5	7	7	24	27	19	16	9	4	2	2	1	2	127
15:30	1	1	1	6	6	12	9	17	21	15	14	5	6	4	0	6	124
15:45	1	1	2	3	5	12	5	16	10	9	16	5	2	1	3	1	92
	4	2	6	17	24	35	48	70	69	54	49	18	12	11	6	13	438
16:00	0	0	7	4	2	7	9	16	21	24	7	5	4	4	2	9	121
16:15	0	1	1	2	3	12	10	12	16	16	6	7	5	7	3	2	103
16:30	2	0	2	3	2	7	9	14	12	9	11	3	7	1	1	4	87
16:45	2	0	3	4	4	12	6	13	11	13	8	4	4	3	1	2	90
	4	1	13	13	11	38	34	55	60	62	32	19	20	15	7	17	401
17:00	2	0	1	1	4	4	20	13	14	8	4	5	4	3	1	3	87
17:15	1	0	0	0	5	5	12	19	17	13	6	6	2	6	0	2	94
17:30	0	1	2	2	11	5	9	12	12	12	11	5	1	1	2	3	89
17:45	1	0	0	0	3	6	9	8	18	9	8	5	4	0	0	1	72
	4	1	3	3	23	20	50	52	61	42	29	21	11	10	3	9	342
18:00	0	0	2	0	4	8	3	9	11	19	2	8	3	3	3	3	78
18:15	1	1	4	0	7	10	14	14	15	6	7	4	3	3	1	1	91
18:30	2	1	3	1	8	5	7	16	12	7	6	10	1	3	1	3	86
18:45	1	4	5	1	2	8	10	10	10	7	7	5	3	1	1	3	78
	4	6	14	2	21	31	34	49	48	39	22	27	10	10	6	10	333
19:00	0	1	1	1	3	8	6	10	3	9	5	2	1	0	2	2	54
19:15	0	1	0	4	4	5	9	11	3	2	3	4	1	1	0	1	49
19:30	3	0	0	1	7	3	2	2	2	3	6	1	0	0	0	5	35
19:45	0	0	0	0	0	7	5	7	6	3	4	3	1	2	0	2	40
	3	2	1	6	14	23	22	30	14	17	18	10	3	3	2	10	178
20:00	0	0	1	5	2	3	6	3	3	4	2	4	0	0	0	1	34
20:15	0	0	1	0	0	5	6	6	4	6	4	1	1	1	0	2	37
20:30	0	0	0	3	0	3	4	3	6	3	6	0	0	0	0	0	28
20:45	0	2	0	0	0	1	4	0	2	2	1	4	0	0	0	0	16
	0	2	2	8	2	12	20	12	15	15	13	9	1	1	0	3	115
21:00	0	2	0	0	1	0	2	3	6	2	2	1	1	0	1	2	23
21:15	0	0	1	0	0	4	0	3	1	0	0	2	0	2	2	1	16
21:30	0	0	0	0	0	0	3	3	2	1	0	1	1	1	0	2	14
21:45	0	0	0	0	0	0	1	3	6	3	0	1	1	0	0	0	15
	0	2	1	0	1	4	6	12	15	6	2	5	3	3	3	5	68
22:00	0	0	0	0	1	0	0	0	2	0	1	0	0	0	2	1	7
22:15	1	0	0	0	3	1	0	0	1	0	2	1	2	0	0	0	11
22:30	0	1	0	0	0	2	0	1	0	1	1	0	1	0	0	0	7
22:45	0	0	0	0	0	0	1	0	1	2	2	0	1	0	0	0	7
	1	1	0	0	4	3	1	1	4	3	6	1	4	0	2	1	32
23:00	0	1	0	2	0	2	1	1	0	0	0	0	0	1	0	0	8
23:15	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	3
23:30	0	0	0	0	0	0	0	1	3	0	0	2	1	1	0	0	8
23:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	0	1	0	2	0	2	3	2	3	0	0	4	1	2	0	0	20
Total	27	35	67	88	158	258	338	443	443	378	265	182	92	84	42	93	2993
Total Stats	39	66	109	163	282	471	606	754	785	623	455	308	155	121	55	127	5119

15th Percentile : 34 MPH
 50th Percentile : 40 MPH
 85th Percentile : 45 MPH
 95th Percentile : 49 MPH

Mean Speed(Average) : 40 MPH
 10 MPH Pace Speed : 35-44 MPH
 Number in Pace : 3239
 Percent in Pace : 63.3%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%

City: DANA POINT

Location: SELVA ROAD

Segment: W/O LA CRESTA DRIVE

Date Start: 26-Sep-23

s2309043

EASTBOUND

Start Time	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 46	47 48	49 50	51 52	53 54	55 9999	Total
09/26/23																	
00:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	1	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	4
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	3
05:15	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	4
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	3
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	2	9
06:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:45	0	1	3	0	0	1	1	0	0	1	0	0	0	0	0	2	9
07:00	1	0	1	2	3	0	0	1	0	0	0	0	0	0	0	2	10
07:15	4	2	2	1	1	1	0	1	0	1	0	0	0	0	0	7	20
07:30	5	3	6	4	5	2	2	1	1	1	0	0	0	0	0	11	41
07:45	0	2	0	3	5	2	1	2	2	0	0	0	0	0	0	2	19
08:00	3	3	4	4	2	5	1	1	0	0	0	0	0	0	0	5	28
08:15	5	10	12	5	2	0	0	2	0	0	0	0	0	0	0	4	40
08:30	3	7	5	11	2	1	3	0	0	0	0	0	0	0	0	7	39
08:45	11	22	21	23	11	8	5	3	4	0	0	0	0	0	0	18	126
09:00	4	3	6	3	3	7	3	3	0	0	0	0	0	0	0	8	40
09:15	3	1	2	5	0	9	2	1	0	0	0	0	0	0	0	7	30
09:30	3	4	7	3	0	5	1	1	1	0	0	0	0	0	0	5	30
09:45	2	4	1	7	4	9	1	2	1	0	0	0	0	0	0	5	36
10:00	12	12	16	18	7	30	7	7	2	0	0	0	0	0	0	25	136
10:15	7	6	2	5	6	2	2	1	0	0	0	0	0	0	0	12	43
10:30	4	4	1	2	5	3	3	6	0	0	0	0	0	0	0	5	33
10:45	4	5	1	2	2	2	4	0	0	0	0	0	0	0	0	2	22
11:00	3	2	0	4	0	7	6	3	0	2	0	0	0	0	0	6	33
11:15	18	17	4	13	13	14	15	10	0	2	0	0	0	0	0	25	131
11:30	6	4	0	4	4	1	2	5	1	1	0	0	0	0	0	5	33
11:45	2	3	2	3	6	3	2	9	2	0	0	0	0	0	0	3	35
12:00	5	2	1	4	1	5	4	1	0	0	0	0	0	0	0	4	27
12:15	4	9	7	5	1	8	2	0	1	1	0	0	0	0	0	3	41
12:30	17	18	10	16	12	17	10	15	4	2	0	0	0	0	0	15	136
12:45	1	4	7	3	5	5	4	3	2	0	0	0	0	0	0	9	43
13:00	3	3	9	7	6	7	2	3	1	0	0	0	0	0	0	4	45
13:15	1	2	8	1	3	9	3	1	1	0	0	0	0	0	0	11	40
13:30	4	6	4	6	1	4	3	3	2	0	0	0	0	0	0	1	34
13:45	9	15	28	17	15	25	12	10	6	0	0	0	0	0	0	25	162
Total	74	89	87	95	64	100	52	47	17	5	0	0	0	0	0	123	753

City: DANA POINT

Location: SELVA ROAD

Segment: W/O LA CRESTA DRIVE

Date Start: 26-Sep-23

s2309043

EASTBOUND

Start Time	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 46	47 48	49 50	51 52	53 54	55 9999	Total
12 PM	3	4	2	6	2	6	3	3	1	0	0	0	0	0	0	3	33
12:15	0	6	8	5	7	6	3	2	2	2	0	0	0	0	0	5	46
12:30	7	3	5	3	3	8	2	1	1	0	0	0	0	0	0	8	41
12:45	7	4	11	4	8	5	1	3	2	0	0	1	0	0	0	6	52
13:00	17	17	26	18	20	25	9	9	6	2	0	1	0	0	0	22	172
13:00	3	2	6	3	6	6	0	1	1	1	0	1	0	0	0	8	38
13:15	4	4	8	4	1	10	2	7	0	0	0	0	0	0	0	6	46
13:30	8	4	5	5	3	6	1	2	0	1	0	0	0	0	0	10	45
13:45	7	8	9	5	9	7	3	4	0	1	0	0	0	0	0	6	59
14:00	22	18	28	17	19	29	6	14	1	3	0	1	0	0	0	30	188
14:00	3	5	7	3	9	7	4	0	0	0	0	1	0	0	0	2	41
14:15	1	7	11	7	3	6	2	1	0	1	0	0	0	0	0	4	43
14:30	2	2	6	10	8	7	4	3	0	0	0	0	0	0	0	3	45
14:45	1	3	4	6	3	7	1	6	0	1	1	0	0	0	0	5	38
15:00	7	17	28	26	23	27	11	10	0	2	1	1	0	0	0	14	167
15:00	2	2	5	3	6	9	3	0	1	1	0	0	0	0	0	3	35
15:15	0	5	1	5	3	4	0	4	1	0	0	0	0	0	0	4	27
15:30	0	4	3	3	11	5	3	3	1	1	1	0	0	0	0	5	40
15:45	4	7	7	5	7	6	5	4	3	0	0	0	0	0	0	6	54
16:00	6	18	16	16	27	24	11	11	6	2	1	0	0	0	0	18	156
16:00	6	11	4	6	6	10	4	3	1	1	0	0	0	0	0	2	54
16:15	3	5	4	9	7	12	11	2	2	1	0	0	0	0	0	5	61
16:30	2	6	7	7	6	3	7	2	0	0	0	0	0	0	0	2	42
16:45	0	2	5	4	2	8	5	5	1	0	2	0	0	0	0	1	35
17:00	11	24	20	26	21	33	27	12	4	2	2	0	0	0	0	10	192
17:00	5	0	6	11	5	12	2	2	0	1	0	0	0	0	0	3	47
17:15	6	5	4	1	2	9	4	2	1	1	1	1	0	0	0	4	41
17:30	2	5	5	8	4	5	1	2	1	0	0	0	0	0	0	8	41
17:45	5	5	8	10	3	4	2	3	1	1	1	0	0	0	0	5	48
18:00	18	15	23	30	14	30	9	9	3	3	2	1	0	0	0	20	177
18:00	1	5	4	3	5	4	3	3	0	2	1	0	0	0	0	2	33
18:15	6	4	8	3	2	6	5	3	1	0	0	0	0	0	0	1	39
18:30	6	4	6	2	1	8	2	3	2	0	0	1	0	0	0	5	40
18:45	3	5	7	8	5	13	4	2	0	0	1	0	0	0	0	8	56
19:00	16	18	25	16	13	31	14	11	3	2	2	1	0	0	0	16	168
19:00	3	5	6	4	10	5	4	2	0	0	0	0	0	0	0	5	44
19:15	1	4	3	6	3	4	2	0	1	0	0	0	0	0	0	6	30
19:30	5	2	3	5	3	6	1	1	0	0	0	0	0	0	0	2	28
19:45	1	4	1	5	1	1	0	0	1	0	0	0	0	0	0	4	18
20:00	10	15	13	20	17	16	7	3	2	0	0	0	0	0	0	17	120
20:00	2	3	4	6	3	5	0	2	0	0	0	0	0	0	0	3	28
20:15	4	2	3	2	0	5	1	0	0	0	0	0	0	0	0	8	25
20:30	3	0	4	1	3	3	1	0	2	0	0	0	0	0	0	0	17
20:45	0	2	2	0	4	2	1	0	0	0	0	0	0	0	0	5	16
21:00	9	7	13	9	10	15	3	2	2	0	0	0	0	0	0	16	86
21:00	1	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	6
21:15	1	0	2	4	1	1	0	1	0	1	0	2	0	0	0	2	15
21:30	2	1	1	1	1	0	1	4	0	0	0	0	0	0	0	1	12
21:45	0	0	3	0	2	0	0	1	1	0	0	0	0	0	0	0	7
22:00	4	1	6	5	4	3	2	7	2	1	0	2	0	0	0	3	40
22:00	1	1	2	0	0	3	2	0	0	0	0	0	0	0	0	2	11
22:15	1	2	2	1	1	1	1	1	0	0	0	0	0	0	0	1	11
22:30	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	4
22:45	1	0	0	3	0	6	0	1	0	0	0	0	0	0	0	1	12
23:00	3	4	4	4	2	11	3	2	0	0	1	0	0	0	0	4	38
23:00	2	0	3	0	0	0	1	0	0	0	0	0	0	0	0	1	7
23:15	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
23:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	3	0	4	2	0	1	1	0	0	0	0	0	0	0	0	2	13
Total	126	154	206	189	170	245	103	90	29	17	9	7	0	0	0	172	1517
Total	200	243	293	284	234	345	155	137	46	22	9	7	0	0	0	295	2270

Stats

15th Percentile : 26 MPH
 50th Percentile : 31 MPH
 85th Percentile : 37 MPH
 95th Percentile : 39 MPH

Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 27-36 MPH
 Number in Pace : 1399
 Percent in Pace : 61.6%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%

City: DANA POINT

Location: SELVA ROAD

Segment: W/O LA CRESTA DRIVE

Date Start: 26-Sep-23

s2309043

WESTBOUND

Start Time	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 46	47 48	49 50	51 52	53 54	55 9999	Total
09/26/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
04:15	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
04:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	2	0	1	0	1	0	0	0	1	0	0	1	0	0	0	0	6
05:15	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	1	5
05:30	0	1	2	1	1	0	0	1	0	0	0	0	0	0	0	0	6
05:45	1	0	2	1	1	1	0	1	0	0	0	0	0	0	0	1	8
06:00	2	2	4	3	2	2	0	2	0	1	0	0	0	0	0	2	20
06:15	1	1	4	0	3	2	2	1	1	0	0	0	0	0	0	0	15
06:30	0	0	0	0	0	1	0	1	1	1	0	0	0	0	0	3	7
06:45	0	1	1	4	4	3	4	3	2	0	0	0	0	0	0	0	22
07:00	1	0	4	1	3	4	4	2	0	0	1	0	0	0	0	3	23
07:15	2	2	9	5	10	10	7	4	1	1	0	0	0	0	0	6	67
07:30	3	1	4	2	6	3	0	3	0	1	0	0	0	0	0	4	27
07:45	0	3	1	1	4	2	1	3	0	1	1	1	0	0	0	12	30
08:00	3	4	12	6	3	8	3	4	1	0	1	0	0	0	0	7	52
08:15	11	13	13	12	4	8	3	3	1	1	0	0	0	0	0	13	82
08:30	17	21	30	21	17	21	7	13	2	3	2	1	0	0	0	36	191
08:45	5	6	10	7	7	6	3	3	3	1	0	0	0	0	0	12	63
09:00	6	4	9	3	3	6	1	6	1	1	0	0	1	0	0	7	48
09:15	8	3	6	7	1	3	4	2	2	1	0	0	0	0	0	6	43
09:30	5	4	3	4	2	5	3	2	3	0	0	0	0	0	0	6	37
09:45	24	17	28	21	13	20	11	13	9	3	0	0	1	0	0	31	191
10:00	4	8	5	0	3	3	6	0	1	0	0	0	0	0	0	15	45
10:15	5	3	1	6	1	3	1	4	2	1	0	1	0	0	0	6	34
10:30	3	5	2	2	2	3	2	2	1	0	0	0	0	0	0	13	35
10:45	2	4	4	4	6	8	1	4	0	0	0	0	0	0	0	9	42
11:00	14	20	12	12	12	17	10	10	4	1	0	1	0	0	0	43	156
11:15	3	0	4	2	4	4	6	0	2	0	0	0	0	0	0	5	30
11:30	2	2	6	4	6	5	2	2	0	1	1	0	0	0	0	10	41
11:45	4	3	7	5	3	2	1	0	1	0	0	0	0	0	0	2	28
12:00	7	7	3	3	4	2	4	3	0	0	0	0	0	0	0	5	38
12:15	16	12	20	14	17	13	13	5	3	1	1	0	0	0	0	22	137
12:30	6	2	2	2	1	3	1	2	0	1	0	0	0	0	0	12	32
12:45	1	3	4	4	1	2	5	1	1	1	0	0	0	0	0	9	32
13:00	7	4	6	1	3	7	1	1	0	2	0	0	0	0	0	15	47
13:15	4	2	6	2	3	3	2	2	0	0	0	2	0	0	0	9	35
13:30	18	11	18	9	8	15	9	6	1	4	0	2	0	0	0	45	146
Total	95	86	123	86	80	98	60	57	24	14	4	5	1	0	0	186	919

City: DANA POINT

Location: SELVA ROAD

Segment: W/O LA CRESTA DRIVE

Date Start: 26-Sep-23

s2309043

WESTBOUND

Start Time	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 46	47 48	49 50	51 52	53 54	55 9999	Total
12 PM	3	3	3	7	3	8	3	3	0	1	0	0	0	0	0	2	36
12:15	3	4	1	6	4	5	1	0	0	0	0	0	1	0	0	7	32
12:30	4	2	5	2	5	4	1	0	2	0	0	0	0	0	0	4	29
12:45	5	4	1	3	4	3	3	3	2	0	0	0	0	0	0	7	35
13:00	15	13	10	18	16	20	8	6	4	1	0	0	1	0	0	20	132
13:00	4	3	4	3	0	2	1	0	1	0	0	0	0	0	0	6	24
13:15	3	3	3	3	3	4	1	1	1	1	0	0	0	0	0	2	25
13:30	2	3	9	3	6	3	2	1	0	0	0	0	0	0	0	10	39
13:45	8	2	4	7	2	2	2	1	1	0	0	0	0	0	0	11	40
14:00	17	11	20	16	11	11	6	3	3	1	0	0	0	0	0	29	128
14:00	4	13	7	4	4	2	2	3	0	0	0	0	0	0	0	8	47
14:15	4	6	6	6	2	2	2	2	0	1	2	0	0	0	0	10	43
14:30	1	4	4	3	6	3	1	4	0	0	0	0	0	0	0	7	33
14:45	3	3	4	4	1	6	5	4	2	1	0	0	0	0	0	6	39
15:00	12	26	21	17	13	13	10	13	2	2	2	0	0	0	0	31	162
15:00	5	4	2	4	1	1	3	3	1	1	0	0	0	0	0	5	30
15:15	8	3	4	5	5	5	1	1	1	1	1	0	0	0	0	2	37
15:30	5	7	5	5	3	6	4	2	1	0	0	0	0	0	0	8	46
15:45	3	4	3	5	2	4	1	6	0	1	0	0	0	0	0	6	35
16:00	21	18	14	19	11	16	9	12	3	3	1	0	0	0	0	21	148
16:00	1	4	6	4	3	4	4	2	1	1	0	0	0	0	0	9	39
16:15	4	4	1	5	2	6	7	2	0	1	0	1	0	0	0	2	35
16:30	3	2	2	3	4	5	3	1	1	0	0	0	0	0	0	4	28
16:45	3	2	3	1	1	7	1	0	1	0	2	0	0	0	0	5	26
17:00	11	12	12	13	10	22	15	5	3	2	2	1	0	0	0	20	128
17:00	4	4	2	1	1	6	6	2	2	2	2	0	0	0	0	3	35
17:15	4	5	8	4	3	5	2	4	2	2	1	0	0	0	0	1	41
17:30	0	5	0	6	2	7	1	3	1	0	0	0	0	0	0	7	32
17:45	2	6	6	3	1	4	0	1	0	2	0	0	0	0	0	5	30
18:00	10	20	16	14	7	22	9	10	5	6	3	0	0	0	0	16	138
18:00	2	1	3	0	2	6	1	3	1	0	1	0	0	0	0	6	26
18:15	5	3	1	2	2	5	3	3	0	0	0	1	0	0	0	4	29
18:30	1	3	6	1	5	3	2	5	3	1	0	1	0	0	0	6	37
18:45	1	2	2	3	2	7	1	2	1	0	0	0	0	0	0	4	25
19:00	9	9	12	6	11	21	7	13	5	1	1	2	0	0	0	20	117
19:00	0	5	1	1	0	3	3	3	1	0	0	0	0	0	0	2	19
19:15	3	2	0	1	2	1	4	1	0	0	0	0	0	0	0	5	19
19:30	1	1	2	3	0	0	0	2	0	2	0	0	0	0	0	4	15
19:45	0	0	1	2	0	0	1	1	2	1	0	0	0	0	0	2	10
20:00	4	8	4	7	2	4	8	7	3	3	0	0	0	0	0	13	63
20:00	1	1	1	6	0	0	0	0	0	0	0	0	0	0	0	1	10
20:15	0	0	1	2	1	1	0	1	0	0	0	0	0	0	0	1	7
20:30	1	1	0	0	1	1	2	2	0	0	0	0	0	0	0	0	8
20:45	0	0	1	3	0	2	0	1	0	0	0	0	0	0	0	2	9
21:00	2	2	3	11	2	4	2	4	0	0	0	0	0	0	0	4	34
21:00	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	4
21:15	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
21:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3
21:45	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
22:00	3	2	0	2	1	2	0	3	0	0	1	0	0	0	0	1	15
22:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
23:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	2	5
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
23:45	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2
24:00	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	4
Total	104	121	113	124	86	136	74	76	28	20	11	3	1	0	0	177	1074
Total Stats	199	207	236	210	166	234	134	133	52	34	15	8	2	0	0	363	1993

15th Percentile : 26 MPH
50th Percentile : 31 MPH
85th Percentile : 37 MPH
95th Percentile : 41 MPH

Mean Speed(Average) : 33 MPH
10 MPH Pace Speed : 27-36 MPH
Number in Pace : 1053
Percent in Pace : 52.8%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%

City: DANA POINT

Location: SELVA ROAD

Segment: W/O LA CRESTA DRIVE

Date Start: 26-Sep-23

s2309043

EASTBOUND, WESTBOUND

Start Time	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 46	47 48	49 50	51 52	53 54	55 9999	Total
09/26/23																	
00:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	1	1	0	2	0	0	0	1	0	0	0	0	0	0	0	1	6
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	1	0	2	0	1	0	0	0	0	0	0	0	0	4
04:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
04:30	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	4
04:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:00	2	0	1	1	1	1	0	0	1	0	0	1	0	0	0	1	9
05:15	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	1	5
05:30	1	1	0	1	0	1	0	0	0	1	0	0	0	0	0	1	6
05:45	0	1	2	1	2	1	0	1	0	0	0	0	0	0	0	1	9
06:00	1	0	3	1	1	1	0	1	0	0	0	0	0	0	0	1	9
06:15	3	3	5	4	3	3	1	2	0	1	0	0	0	0	0	4	29
06:30	1	1	4	1	4	2	2	1	1	0	0	0	0	0	0	0	17
06:45	0	1	3	0	0	2	1	1	1	2	0	0	0	0	0	5	16
07:00	1	1	2	6	7	3	4	4	2	0	0	0	0	0	0	2	32
07:15	5	2	6	2	4	5	5	2	1	0	1	0	0	0	0	10	43
07:30	7	5	15	9	15	12	12	8	5	2	1	0	0	0	0	17	108
07:45	3	3	4	5	11	5	1	5	2	1	0	0	0	0	0	6	46
08:00	3	6	5	5	6	7	2	4	0	1	1	1	0	0	0	17	58
08:15	8	14	24	11	5	8	3	4	3	0	1	0	0	0	0	11	92
08:30	14	20	18	23	6	9	6	3	1	1	0	0	0	0	0	20	121
08:45	28	43	51	44	28	29	12	16	6	3	2	1	0	0	0	54	317
09:00	9	9	16	10	10	13	6	6	3	1	0	0	0	0	0	20	103
09:15	9	5	11	8	3	15	3	7	1	1	0	0	1	0	0	14	78
09:30	11	7	13	10	1	8	5	3	3	1	0	0	0	0	0	11	73
09:45	7	8	4	11	6	14	4	4	4	0	0	0	0	0	0	11	73
10:00	36	29	44	39	20	50	18	20	11	3	0	0	1	0	0	56	327
10:15	11	14	7	5	9	5	8	1	1	0	0	0	0	0	0	27	88
10:30	9	7	2	8	6	6	4	10	2	1	0	1	0	0	0	11	67
10:45	7	10	3	4	4	5	6	2	1	0	0	0	0	0	0	15	57
11:00	5	6	4	8	6	15	7	7	0	2	0	0	0	0	0	15	75
11:15	32	37	16	25	25	31	25	20	4	3	0	1	0	0	0	68	287
11:30	9	4	4	6	8	5	8	5	3	1	0	0	0	0	0	10	63
11:45	4	5	8	7	12	8	4	11	2	1	1	0	0	0	0	13	76
12:00	9	5	8	9	4	7	5	1	1	0	0	0	0	0	0	6	55
12:15	11	16	10	8	5	10	6	3	1	1	0	0	0	0	0	8	79
12:30	33	30	30	30	29	30	23	20	7	3	1	0	0	0	0	37	273
12:45	7	6	9	5	6	8	5	5	2	1	0	0	0	0	0	21	75
13:00	4	6	13	11	7	9	7	4	2	1	0	0	0	0	0	13	77
13:15	8	6	14	2	6	16	4	2	1	2	0	0	0	0	0	26	87
13:30	8	8	10	8	4	7	5	5	2	0	0	2	0	0	0	10	69
13:45	27	26	46	26	23	40	21	16	7	4	0	2	0	0	0	70	308
Total	169	175	210	181	144	198	112	104	41	19	4	5	1	0	0	309	1672

City: DANA POINT

Location: SELVA ROAD

Segment: W/O LA CRESTA DRIVE

Date Start: 26-Sep-23

s2309043

EASTBOUND, WESTBOUND

Start Time	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 46	47 48	49 50	51 52	53 54	55 9999	Total
12 PM	6	7	5	13	5	14	6	6	1	1	0	0	0	0	0	5	69
12:15	3	10	9	11	11	11	4	2	2	2	0	0	1	0	0	12	78
12:30	11	5	10	5	8	12	3	1	3	0	0	0	0	0	0	12	70
12:45	12	8	12	7	12	8	4	6	4	0	0	1	0	0	0	13	87
13:00	32	30	36	36	36	45	17	15	10	3	0	1	1	0	0	42	304
13:15	7	5	10	6	6	8	1	1	2	1	0	1	0	0	0	14	62
13:30	7	7	11	7	4	14	3	8	1	1	0	0	0	0	0	8	71
13:45	10	7	14	8	9	9	3	3	0	1	0	0	0	0	0	20	84
14:00	15	10	13	12	11	9	5	5	1	1	0	0	0	0	0	17	99
14:15	39	29	48	33	30	40	12	17	4	4	0	1	0	0	0	59	316
14:30	7	18	14	7	13	9	6	3	0	0	0	1	0	0	0	10	88
14:45	5	13	17	13	5	8	4	3	0	2	2	0	0	0	0	14	86
15:00	3	6	10	13	14	10	5	7	0	0	0	0	0	0	0	10	78
15:15	4	6	8	10	4	13	6	10	2	2	1	0	0	0	0	11	77
15:30	19	43	49	43	36	40	21	23	2	4	3	1	0	0	0	45	329
15:45	7	6	7	7	7	10	6	3	2	2	0	0	0	0	0	8	65
16:00	8	8	5	10	8	9	1	5	2	1	1	0	0	0	0	6	64
16:15	5	11	8	8	14	11	7	5	2	1	1	0	0	0	0	13	86
16:30	7	11	10	10	9	10	6	10	3	1	0	0	0	0	0	12	89
16:45	27	36	30	35	38	40	20	23	9	5	2	0	0	0	0	39	304
17:00	7	15	10	10	9	14	8	5	2	2	0	0	0	0	0	11	93
17:15	7	9	5	14	9	18	18	4	2	2	0	1	0	0	0	7	96
17:30	5	8	9	10	10	8	10	3	1	0	0	0	0	0	0	6	70
17:45	3	4	8	5	3	15	6	5	2	0	4	0	0	0	0	6	61
18:00	22	36	32	39	31	55	42	17	7	4	4	1	0	0	0	30	320
18:15	9	4	8	12	6	18	8	4	2	3	2	0	0	0	0	6	82
18:30	10	10	12	5	5	14	6	6	3	3	2	1	0	0	0	5	82
18:45	2	10	5	14	6	12	2	5	2	0	0	0	0	0	0	15	73
19:00	7	11	14	13	4	8	2	4	1	3	1	0	0	0	0	10	78
19:15	28	35	39	44	21	52	18	19	8	9	5	1	0	0	0	36	315
19:30	3	6	7	3	7	10	4	6	1	2	2	0	0	0	0	8	59
19:45	11	7	9	5	4	11	8	6	1	0	0	1	0	0	0	5	68
20:00	7	7	12	3	6	11	4	8	5	1	0	2	0	0	0	11	77
20:15	4	7	9	11	7	20	5	4	1	0	1	0	0	0	0	12	81
20:30	25	27	37	22	24	52	21	24	8	3	3	3	0	0	0	36	285
20:45	3	10	7	5	10	8	7	5	1	0	0	0	0	0	0	7	63
21:00	4	6	3	7	5	5	6	1	1	0	0	0	0	0	0	11	49
21:15	6	3	5	8	3	6	1	3	0	2	0	0	0	0	0	6	43
21:30	1	4	2	7	1	1	1	1	3	1	0	0	0	0	0	6	28
21:45	14	23	17	27	19	20	15	10	5	3	0	0	0	0	0	30	183
22:00	3	4	5	12	3	5	0	2	0	0	0	0	0	0	0	4	38
22:15	4	2	4	4	1	6	1	1	0	0	0	0	0	0	0	9	32
22:30	4	1	4	1	4	4	3	2	2	0	0	0	0	0	0	0	25
22:45	0	2	3	3	4	4	1	1	0	0	0	0	0	0	0	7	25
23:00	11	9	16	20	12	19	5	6	2	0	0	0	0	0	0	20	120
23:15	1	0	0	1	1	3	1	2	1	0	0	0	0	0	0	0	10
23:30	2	1	2	5	1	1	0	1	0	1	0	2	0	0	0	2	18
23:45	3	1	1	1	1	0	1	5	0	0	0	0	0	0	0	2	15
24:00	1	1	3	0	2	1	0	2	1	0	1	0	0	0	0	0	12
24:15	7	3	6	7	5	5	2	10	2	1	1	2	0	0	0	4	55
24:30	1	1	3	1	1	3	2	0	0	0	0	0	0	0	0	2	14
24:45	1	2	2	1	1	1	1	1	0	0	0	0	0	0	0	1	11
25:00	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	1	5
25:15	1	0	0	3	0	6	0	1	0	0	0	0	0	0	0	2	13
25:30	3	4	5	5	3	11	3	2	0	0	1	0	0	0	0	6	43
25:45	2	0	3	0	0	0	1	0	0	0	0	0	0	0	0	1	7
26:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
26:15	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	1	4
26:30	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	3
26:45	3	0	4	2	1	2	1	0	0	1	1	0	0	0	0	2	17
Total	230	275	319	313	256	381	177	166	57	37	20	10	1	0	0	349	2591
Total Stats	399	450	529	494	400	579	289	270	98	56	24	15	2	0	0	658	4263

15th Percentile : 26 MPH
50th Percentile : 31 MPH
85th Percentile : 37 MPH
95th Percentile : 40 MPH

Mean Speed(Average) : 33 MPH
10 MPH Pace Speed : 27-36 MPH
Number in Pace : 2452
Percent in Pace : 57.5%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%

City: DANA POINT

Location: PACIFIC COAST HIGHWAY

Segment: BLUE LANTERN TO NIGUEL RD/RITZ CARLTON

Date Start: 23-Oct-20

S2010040W

WESTBOUND, WESTBOUND1

Start Time	1 28	29 31	32 34	35 37	38 40	41 43	44 46	47 49	50 52	53 55	56 58	59 61	62 64	65 9999	Total
10/23/2															
0	0	0	2	2	0	2	0	7	1	2	3	3	0	0	22
00:15	0	0	0	0	2	1	5	16	6	1	0	1	0	5	37
00:30	0	0	0	0	2	0	5	2	3	5	1	0	0	0	18
00:45	0	0	0	0	0	4	0	1	0	3	0	0	2	0	10
	0	0	2	2	4	7	10	26	10	11	4	4	2	5	87
01:00	0	0	0	0	0	1	5	2	4	2	0	0	2	0	16
01:15	0	0	0	0	0	0	2	1	2	2	0	0	0	0	7
01:30	0	0	1	0	0	0	3	2	1	0	0	0	0	0	7
01:45	0	0	2	0	0	0	3	3	3	1	0	1	0	0	13
	0	0	3	0	0	1	13	8	10	5	0	1	2	0	43
02:00	0	0	0	0	0	1	3	0	0	2	0	0	0	0	6
02:15	0	0	0	0	0	0	2	0	2	2	0	0	0	0	6
02:30	0	0	0	0	0	1	2	0	3	0	2	0	0	0	8
02:45	0	0	0	0	1	0	4	0	0	0	0	0	2	0	7
	0	0	0	0	1	2	11	0	5	4	2	0	2	0	27
03:00	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4
03:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	1	3	2	2	0	0	0	0	0	8
03:45	0	0	0	0	0	2	2	2	8	0	0	0	0	2	16
	0	0	0	2	0	3	7	6	10	0	0	0	0	2	30
04:00	0	0	0	0	2	2	6	1	1	0	0	0	0	2	14
04:15	0	0	0	0	0	2	2	1	0	0	0	0	0	2	7
04:30	0	0	2	0	1	0	0	0	0	0	2	0	0	0	5
04:45	0	0	0	0	0	0	3	2	4	4	1	4	0	0	18
	0	0	2	0	3	4	11	4	5	4	3	4	0	4	44
05:00	0	2	0	0	2	0	0	3	2	1	1	1	0	0	12
05:15	0	0	3	0	3	1	1	4	5	2	7	0	0	0	26
05:30	0	0	0	0	2	2	5	13	11	5	2	3	0	0	43
05:45	0	0	0	0	0	8	11	9	20	3	8	2	3	0	64
	0	2	3	0	7	11	17	29	38	11	18	6	3	0	145
06:00	0	0	0	0	7	5	19	14	6	15	5	3	0	0	74
06:15	0	1	0	0	2	7	16	19	23	8	10	1	1	0	88
06:30	0	0	0	2	6	8	25	32	33	22	11	6	0	0	145
06:45	0	0	0	5	7	20	46	32	38	16	5	2	3	0	174
	0	1	0	7	22	40	106	97	100	61	31	12	4	0	481
07:00	0	0	4	5	9	19	29	44	45	31	4	3	1	2	196
07:15	0	1	0	4	14	23	59	53	34	15	4	3	0	0	210
07:30	0	0	6	6	16	50	81	49	25	16	11	1	0	0	261
07:45	1	0	0	1	30	29	30	54	39	26	9	5	1	1	226
	1	1	10	16	69	121	199	200	143	88	28	12	2	3	893
08:00	0	2	0	7	13	36	64	76	50	19	8	1	0	4	280
08:15	0	0	5	28	33	73	73	47	24	9	8	1	0	0	301
08:30	1	0	4	12	36	39	48	61	34	21	10	2	0	2	270
08:45	0	0	1	14	19	59	66	53	40	12	6	5	0	0	275
	1	2	10	61	101	207	251	237	148	61	32	9	0	6	1126
09:00	4	3	0	8	36	47	65	51	44	11	4	6	0	0	279
09:15	0	7	3	2	26	67	82	43	28	18	5	0	1	0	282
09:30	0	0	2	2	4	39	69	66	46	17	1	1	0	0	247
09:45	0	0	4	4	26	68	56	69	44	13	3	1	0	0	288
	4	10	9	16	92	221	272	229	162	59	13	8	1	0	1096
10:00	0	0	5	23	40	66	61	43	20	18	4	1	0	0	281
10:15	3	0	6	11	45	75	46	56	33	8	3	3	0	0	289
10:30	0	0	4	20	51	61	88	57	14	9	2	0	0	0	306
10:45	2	0	14	27	25	57	61	75	24	15	6	2	0	0	308
	5	0	29	81	161	259	256	231	91	50	15	6	0	0	1184
11:00	2	0	4	19	46	80	94	56	33	5	0	0	0	0	339
11:15	0	0	3	6	32	55	60	47	13	3	10	4	0	0	233
11:30	3	4	1	9	63	68	77	70	37	13	3	0	0	0	348
11:45	1	1	4	21	36	77	107	61	21	11	7	2	0	0	349
	6	5	12	55	177	280	338	234	104	32	20	6	0	0	1269
Total	17	21	80	240	637	1156	1491	1301	826	386	166	68	16	20	6425

Transportation Studies, Inc.

2640 Walnut Avenue Suite L

Tustin, CA. 92780

City: DANA POINT

Location: PACIFIC COAST HIGHWAY

Segment: BLUE LANTERN TO NIGUEL RD/RITZ CARLTON

Date Start: 23-Oct-20

S2010040W

WESTBOUND, WESTBOUND1

Start Time	1 28	29 31	32 34	35 37	38 40	41 43	44 46	47 49	50 52	53 55	56 58	59 61	62 64	65 9999	Total
12 PM	6	0	0	8	17	72	91	76	33	13	5	4	0	0	325
12:15	9	0	0	8	30	52	83	70	33	23	5	4	3	3	323
12:30	0	0	0	6	30	60	96	86	43	13	6	0	1	0	341
12:45	0	1	9	21	46	95	76	55	35	11	5	0	0	0	354
	15	1	9	43	123	279	346	287	144	60	21	8	4	3	1343
13:00	0	0	7	15	43	61	84	78	31	9	9	0	0	0	337
13:15	0	0	0	14	39	60	69	70	40	12	3	0	0	0	307
13:30	3	0	2	17	44	74	107	79	29	10	3	0	0	0	368
13:45	12	5	3	22	31	89	78	42	27	7	0	0	0	0	316
	15	5	12	68	157	284	338	269	127	38	15	0	0	0	1328
14:00	2	0	2	11	81	79	72	57	38	22	2	1	1	2	370
14:15	5	0	2	9	19	69	93	65	22	11	11	7	1	0	314
14:30	7	0	5	16	52	80	92	58	28	18	2	0	0	0	358
14:45	1	5	3	4	22	74	95	81	50	8	2	9	3	0	357
	15	5	12	40	174	302	352	261	138	59	17	17	5	2	1399
15:00	4	0	4	14	49	76	90	72	39	9	1	1	0	0	359
15:15	1	2	1	2	47	57	82	52	38	9	0	3	1	1	296
15:30	2	9	3	16	43	64	127	76	34	5	9	1	1	0	390
15:45	0	2	12	19	48	80	106	47	18	7	3	2	1	0	345
	7	13	20	51	187	277	405	247	129	30	13	7	3	1	1390
16:00	4	2	7	24	49	99	95	55	22	3	3	0	2	2	367
16:15	0	7	17	13	55	83	69	52	14	7	2	0	0	0	319
16:30	2	0	0	4	36	56	69	53	37	15	5	1	0	0	278
16:45	2	0	0	3	40	64	81	78	40	10	6	1	0	0	325
	8	9	24	44	180	302	314	238	113	35	16	2	2	2	1289
17:00	6	2	17	20	53	51	57	37	45	23	3	3	0	0	317
17:15	1	0	2	16	92	58	75	50	21	11	3	0	0	0	329
17:30	1	0	4	8	31	103	86	61	35	10	3	0	0	0	342
17:45	0	0	0	21	43	70	75	50	32	15	0	0	1	2	309
	8	2	23	65	219	282	293	198	133	59	9	3	1	2	1297
18:00	2	2	11	24	42	76	66	42	30	6	4	1	3	0	309
18:15	0	0	7	17	40	60	52	49	26	13	4	0	2	1	271
18:30	0	2	4	9	25	75	77	48	42	11	7	6	2	0	308
18:45	0	2	6	22	40	66	62	40	18	9	4	4	0	1	274
	2	6	28	72	147	277	257	179	116	39	19	11	7	2	1162
19:00	0	0	4	12	27	66	50	46	20	8	1	0	0	0	234
19:15	0	0	1	12	10	54	64	47	27	6	6	2	0	2	231
19:30	0	0	0	8	15	60	35	56	14	9	2	3	0	0	202
19:45	0	0	5	11	22	46	35	30	20	12	1	2	0	0	184
	0	0	10	43	74	226	184	179	81	35	10	7	0	2	851
20:00	0	0	2	5	15	47	42	36	24	5	6	0	0	0	182
20:15	0	0	0	6	28	34	52	41	23	6	7	0	0	2	199
20:30	0	1	5	6	18	35	30	30	19	5	3	4	1	0	157
20:45	0	0	1	3	12	35	49	19	19	5	0	2	1	0	146
	0	1	8	20	73	151	173	126	85	21	16	6	2	2	684
21:00	0	0	0	11	9	29	47	35	23	3	4	3	0	0	164
21:15	0	1	2	1	6	34	33	51	25	8	7	1	0	0	169
21:30	0	0	0	4	15	31	33	34	13	4	6	2	2	0	144
21:45	0	2	4	4	17	20	28	26	12	3	5	1	0	2	124
	0	3	6	20	47	114	141	146	73	18	22	7	2	2	601
22:00	0	0	2	3	13	15	28	26	10	4	4	2	1	1	109
22:15	0	0	0	2	8	18	29	34	20	8	3	0	0	0	122
22:30	2	0	4	5	13	16	29	18	16	7	4	0	0	0	114
22:45	0	0	2	2	2	20	30	12	6	5	8	2	0	1	90
	2	0	8	12	36	69	116	90	52	24	19	4	1	2	435
23:00	0	0	2	0	6	5	17	18	21	10	0	2	2	1	84
23:15	0	0	0	1	6	5	12	12	5	7	3	1	0	0	52
23:30	0	0	0	0	2	6	9	9	10	3	3	2	0	1	45
23:45	0	0	0	0	4	3	14	12	10	4	7	2	0	0	56
	0	0	2	1	18	19	52	51	46	24	13	7	2	2	237
Total	72	45	162	479	1435	2582	2971	2271	1237	442	190	79	29	22	12016
Grand Total	89	66	242	719	2072	3738	4462	3572	2063	828	356	147	45	42	18441

15th Percentile : 39 MPH
50th Percentile : 44 MPH
85th Percentile : 49 MPH
95th Percentile : 53 MPH

Stats Mean Speed(Average) : 45 MPH
10 MPH Pace Speed : 40-49 MPH
Number in Pace : 12463
Percent in Pace : 67.6%
Number of Vehicles > 55 MPH : 590
Percent of Vehicles > 55 MPH : 3.2%

City: DANA POINT

Location: PACIFIC COAST HIGHWAY

Segment: BLUE LANTERN TO NIGUEL RD/RITZ CARLTON

Date Start: 23-Oct-20

S2010040E

EASTBOUND, EASTBOUND1

Start Time	1 28	29 31	32 34	35 37	38 40	41 43	44 46	47 49	50 52	53 55	56 58	59 61	62 64	65 9999	Total
10/23/2															
0	2	0	0	0	0	0	0	4	6	6	4	1	3	0	26
00:15	0	0	0	0	0	0	2	1	3	9	7	3	2	4	31
00:30	0	0	0	0	0	5	0	0	1	1	2	2	2	2	15
00:45	0	0	0	0	0	0	3	1	5	2	1	7	4	8	31
01:00	2	0	0	0	0	5	5	6	15	18	14	13	11	14	103
01:15	0	0	0	0	0	1	0	1	0	2	0	0	0	1	5
01:30	0	0	0	0	0	0	0	0	0	0	2	0	1	6	9
01:45	0	0	0	0	0	0	0	0	1	1	2	0	0	0	4
02:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3
02:15	0	0	0	0	0	1	0	1	3	4	4	0	1	7	21
02:30	0	0	0	0	0	0	1	1	0	0	3	0	1	0	6
02:45	0	0	0	0	0	0	0	0	2	3	1	0	1	0	8
03:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
03:15	0	0	0	0	0	2	0	0	0	1	0	0	1	0	2
03:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3
03:45	0	0	0	0	1	0	0	4	2	0	0	0	0	0	7
04:00	0	0	0	0	3	0	1	5	2	2	2	0	0	0	15
04:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	0	0	2	0	2	0	2	1	0	1	0	0	0	6
04:45	0	0	0	0	0	0	2	4	0	2	2	2	1	1	12
05:00	0	0	2	2	2	2	2	8	5	4	3	4	1	4	39
05:15	0	2	2	0	0	0	2	0	1	3	3	1	0	0	14
05:30	0	0	0	3	5	6	4	5	3	1	2	1	1	4	35
05:45	0	0	0	0	1	2	4	4	2	4	4	1	2	5	29
06:00	0	0	0	0	1	2	5	12	8	8	5	2	1	4	48
06:15	0	2	2	3	7	10	15	21	14	16	14	5	4	13	126
06:30	0	0	1	1	0	4	5	4	12	10	2	3	2	2	46
06:45	0	0	0	0	4	0	2	15	13	11	5	6	1	2	59
07:00	0	0	2	4	4	5	7	10	12	14	6	5	4	4	77
07:15	0	0	0	1	5	23	21	23	10	18	11	8	2	3	125
07:30	0	0	3	6	13	32	35	52	47	53	24	22	9	11	307
07:45	0	0	0	5	9	11	16	26	18	17	10	6	0	1	119
08:00	2	2	3	7	11	16	40	24	19	16	8	2	1	5	156
08:15	0	0	3	3	10	22	27	34	28	29	17	4	3	1	181
08:30	0	0	1	4	11	25	23	45	39	25	15	14	7	3	212
08:45	2	2	7	19	41	74	106	129	104	87	50	26	11	10	668
09:00	0	0	1	3	11	21	36	57	22	22	13	14	9	5	214
09:15	0	2	2	1	11	26	49	41	36	24	13	4	3	3	215
09:30	7	0	2	6	3	16	53	32	37	25	16	7	3	2	209
09:45	0	0	2	11	7	17	52	29	38	43	17	8	5	0	229
10:00	7	2	7	21	32	80	190	159	133	114	59	33	20	10	867
10:15	2	0	0	3	12	25	66	51	35	21	27	9	5	3	259
10:30	0	2	5	8	18	31	33	59	57	30	13	7	2	3	268
10:45	5	0	3	7	17	35	43	37	41	25	12	13	6	2	246
11:00	5	0	2	3	17	25	59	40	28	31	20	10	3	3	246
11:15	12	2	10	21	64	116	201	187	161	107	72	39	16	11	1019
11:30	2	1	9	6	14	37	67	64	56	25	16	6	2	1	306
11:45	3	3	1	5	24	46	41	45	54	36	22	10	2	3	295
12:00	0	0	10	8	21	26	59	63	40	25	17	14	3	1	287
12:15	2	0	0	14	17	51	57	70	41	26	20	15	4	5	322
12:30	7	4	20	33	76	160	224	242	191	112	75	45	11	10	1210
12:45	0	0	2	7	21	37	53	61	35	25	14	11	4	0	270
13:00	0	0	2	6	21	45	59	43	52	30	29	9	6	1	303
13:15	0	0	2	1	22	48	67	55	54	33	14	2	3	1	302
13:30	2	0	1	4	32	57	61	61	64	41	13	4	3	3	346
13:45	2	0	7	18	96	187	240	220	205	129	70	26	16	5	1221
Total	32	12	58	123	334	669	1020	1033	885	648	390	214	103	95	5616

Transportation Studies, Inc.2640 Walnut Avenue Suite L
Tustin, CA. 92780

City: DANA POINT

Location: PACIFIC COAST HIGHWAY

Segment: BLUE LANTERN TO NIGUEL RD/RITZ CARLTON

Date Start: 23-Oct-20

S2010040E

EASTBOUND, EASTBOUND1

Start Time	1 28	29 31	32 34	35 37	38 40	41 43	44 46	47 49	50 52	53 55	56 58	59 61	62 64	65 9999	Total
12 PM	0	6	6	12	31	57	45	64	48	34	15	2	3	1	324
12:15	0	0	0	1	16	46	63	100	61	46	16	11	2	2	364
12:30	4	8	0	13	26	47	74	73	61	38	16	8	2	3	373
12:45	0	0	4	10	28	54	68	73	31	36	21	10	3	1	339
	4	14	10	36	101	204	250	310	201	154	68	31	10	7	1400
13:00	2	0	2	18	30	35	67	69	42	24	13	5	2	2	311
13:15	0	3	4	18	43	59	53	47	31	41	28	8	4	4	343
13:30	1	2	0	8	11	40	52	56	49	44	23	6	5	3	300
13:45	0	0	0	3	23	46	55	53	52	50	28	11	6	4	331
	3	5	6	47	107	180	227	225	174	159	92	30	17	13	1285
14:00	0	0	0	2	32	48	67	67	57	36	21	5	2	0	337
14:15	2	2	2	15	32	57	41	39	55	27	25	13	4	8	322
14:30	0	0	5	9	7	38	55	58	55	62	30	22	10	3	354
14:45	0	2	3	8	14	19	53	65	63	56	29	15	2	0	329
	2	4	10	34	85	162	216	229	230	181	105	55	18	11	1342
15:00	0	0	4	18	48	44	86	68	26	36	15	8	3	1	357
15:15	0	0	7	4	9	34	48	77	76	53	34	12	5	4	363
15:30	0	0	0	9	19	27	40	60	79	45	23	10	5	6	323
15:45	1	0	0	12	45	70	67	77	81	36	22	9	4	1	425
	1	0	11	43	121	175	241	282	262	170	94	39	17	12	1468
16:00	0	1	3	1	46	83	72	61	47	31	16	8	2	2	373
16:15	0	2	3	21	37	43	71	66	37	42	32	10	5	3	372
16:30	0	0	0	5	14	35	78	62	59	36	22	11	6	4	332
16:45	0	0	0	2	25	57	65	65	52	40	19	5	2	1	333
	0	3	6	29	122	218	286	254	195	149	89	34	15	10	1410
17:00	0	0	2	3	8	16	52	68	73	45	30	12	4	8	321
17:15	0	2	2	11	29	54	50	51	53	64	32	10	0	4	362
17:30	0	0	2	6	8	39	75	83	55	44	24	15	7	7	365
17:45	0	0	2	21	41	62	64	80	36	27	13	5	0	4	355
	0	2	8	41	86	171	241	282	217	180	99	42	11	23	1403
18:00	0	0	0	7	19	38	53	52	43	38	20	14	2	3	289
18:15	0	3	3	12	34	24	39	51	54	43	17	9	3	1	293
18:30	0	1	2	4	19	38	41	69	51	32	12	7	1	2	279
18:45	0	1	3	3	13	44	59	52	30	29	14	5	1	2	256
	0	5	8	26	85	144	192	224	178	142	63	35	7	8	1117
19:00	0	0	2	1	21	48	42	46	33	26	14	6	6	2	247
19:15	0	1	3	1	13	33	61	43	35	29	16	11	4	5	255
19:30	0	0	1	0	9	16	37	25	35	26	24	15	4	2	194
19:45	0	2	0	0	9	10	33	19	21	29	21	9	3	5	161
	0	3	6	2	52	107	173	133	124	110	75	41	17	14	857
20:00	2	0	0	5	3	4	21	38	35	21	11	7	2	4	153
20:15	0	0	1	4	7	10	18	15	17	25	19	7	4	4	131
20:30	0	0	0	0	4	6	21	23	25	13	24	11	6	4	137
20:45	0	1	1	0	5	4	23	39	25	16	18	3	1	2	138
	2	1	2	9	19	24	83	115	102	75	72	28	13	14	559
21:00	0	2	1	0	7	5	15	17	21	18	9	6	5	5	111
21:15	0	0	2	2	3	16	8	15	14	23	12	7	1	7	110
21:30	0	0	0	0	4	11	18	26	19	20	12	10	7	4	131
21:45	0	0	0	0	2	7	24	18	32	11	4	4	2	1	105
	0	2	3	2	16	39	65	76	86	72	37	27	15	17	457
22:00	0	0	1	1	2	6	21	21	17	22	11	13	6	2	123
22:15	0	0	0	0	4	8	14	17	21	11	10	7	3	3	98
22:30	0	0	0	2	3	6	6	10	24	14	10	3	6	5	89
22:45	0	0	0	0	0	6	14	27	16	23	14	5	3	2	110
	0	0	1	3	9	26	55	75	78	70	45	28	18	12	420
23:00	0	0	0	0	2	5	5	12	10	20	20	8	6	10	98
23:15	0	0	0	0	0	4	6	5	6	12	12	6	11	8	70
23:30	0	0	0	0	2	4	9	9	11	20	6	7	6	8	82
23:45	0	0	0	1	3	0	7	11	11	13	5	8	9	4	72
	0	0	0	1	7	13	27	37	38	65	43	29	32	30	322
Total	12	39	71	273	810	1463	2056	2242	1885	1527	882	419	190	171	12040
Grand Total	44	51	129	396	1144	2132	3076	3275	2770	2175	1272	633	293	266	17656

15th Percentile : 41 MPH
 50th Percentile : 47 MPH
 85th Percentile : 54 MPH
 95th Percentile : 58 MPH

Stats Mean Speed(Average) : 48 MPH
 10 MPH Pace Speed : 44-53 MPH
 Number in Pace : 9846
 Percent in Pace : 55.8%
 Number of Vehicles > 55 MPH : 2464
 Percent of Vehicles > 55 MPH : 14.0%

City: DANA POINT

Location: NIGUEL ROAD

Segment: MARINER TO STONEHILL

Date Start: 21-Oct-19

S1910122S

SOUTHBOUND, SOUTHBOUND1

Start Time	25 28	29 31	32 34	35 37	38 40	41 43	44 46	47 49	50 52	53 55	56 58	59 61	62 64	65 9999	Total
10/21/19															
00:15	2	1	0	0	2	2	0	1	0	0	0	0	0	0	8
00:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
00:45	0	0	2	0	0	2	1	0	1	0	0	0	0	0	6
	0	3	0	0	0	0	2	0	0	1	1	2	0	0	9
01:00	2	4	2	0	2	4	3	1	2	1	1	2	0	0	24
01:15	0	4	2	0	0	0	2	0	0	0	0	0	0	0	8
01:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	6	2	0	0	0	2	0	0	0	1	0	0	2	14
02:15	2	0	0	1	1	0	0	0	0	0	0	0	0	0	4
02:30	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
02:45	2	2	0	0	2	0	2	0	0	0	0	0	0	0	8
	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
03:00	4	2	0	1	7	0	2	0	0	0	0	0	0	0	16
03:15	0	0	2	0	0	0	0	1	0	0	0	0	0	0	3
03:30	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
03:45	3	2	0	2	1	0	0	0	2	0	1	0	0	0	11
	1	1	0	2	2	0	0	0	0	0	0	0	0	0	6
04:00	4	3	3	4	3	1	0	1	2	0	1	0	0	0	22
04:15	0	0	0	0	0	4	2	2	0	0	0	0	0	0	8
04:30	0	0	2	0	0	0	1	2	0	0	2	0	0	0	7
04:45	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
	2	4	4	5	6	2	0	0	0	2	2	0	0	0	25
05:00	2	6	6	5	6	6	3	4	0	1	4	0	0	0	43
05:15	2	2	2	0	0	1	0	2	1	1	0	0	0	0	11
05:30	3	15	11	9	2	1	1	2	3	2	0	0	0	0	49
05:45	8	8	12	5	4	4	1	5	3	0	0	0	0	0	50
	2	11	12	7	11	6	5	4	4	0	3	0	0	1	66
06:00	15	36	37	21	17	12	7	13	11	3	3	0	0	1	176
06:15	9	8	10	2	0	3	6	0	4	0	0	0	0	0	42
06:30	13	11	21	10	14	6	5	4	0	3	0	0	0	1	88
06:45	12	35	10	12	7	10	13	9	8	2	0	0	0	2	120
	17	37	34	18	13	6	8	4	4	0	0	0	0	0	141
07:00	51	91	75	42	34	25	32	17	16	5	0	0	0	3	391
07:15	21	26	36	12	5	5	10	6	5	1	0	0	0	1	128
07:30	6	48	50	26	7	5	18	17	8	1	0	0	1	0	187
07:45	36	54	41	24	12	12	12	17	3	3	0	0	0	3	217
	22	38	51	23	18	31	14	12	10	4	0	0	0	12	235
08:00	85	166	178	85	42	53	54	52	26	9	0	0	1	16	767
08:15	25	42	55	33	19	17	12	10	10	5	2	0	0	8	238
08:30	31	52	41	36	25	26	18	14	4	1	0	0	0	0	248
08:45	11	74	48	23	20	14	15	11	11	3	3	0	0	4	237
	26	45	56	46	17	26	21	5	2	0	0	0	0	0	244
09:00	93	213	200	138	81	83	66	40	27	9	5	0	0	12	967
09:15	14	52	57	31	13	15	20	5	2	2	0	0	0	0	211
09:30	15	31	33	23	14	19	19	13	11	1	2	0	0	1	182
09:45	13	26	51	30	12	9	12	10	7	3	3	0	0	0	176
	16	20	37	33	19	8	10	12	4	1	1	1	0	0	162
10:00	58	129	178	117	58	51	61	40	24	7	6	1	0	1	731
10:15	11	29	38	20	16	27	19	8	8	2	0	0	0	0	178
10:30	29	42	30	31	20	20	9	7	3	1	1	0	0	1	194
10:45	7	48	40	27	20	19	19	5	4	0	2	0	0	2	193
	9	14	28	37	12	26	15	18	6	2	0	0	0	1	168
11:00	56	133	136	115	68	92	62	38	21	5	3	0	0	4	733
11:15	17	40	20	20	16	11	31	11	7	2	1	0	0	1	177
11:30	15	30	22	38	33	22	9	22	17	5	2	0	0	2	217
11:45	10	16	45	24	25	15	9	4	6	2	2	0	0	0	158
	6	34	44	35	13	30	16	15	8	3	0	0	0	0	204
Total	48	120	131	117	87	78	65	52	38	12	5	0	0	3	756
	419	909	948	645	405	405	357	258	167	52	29	3	1	42	4640

City: DANA POINT

Location: NIGUEL ROAD

Segment: MARINER TO STONEHILL

Date Start: 21-Oct-19

S1910122S

SOUTHBOUND, SOUTHBOUND1

Start Time	25 28	29 31	32 34	35 37	38 40	41 43	44 46	47 49	50 52	53 55	56 58	59 61	62 64	65 9999	Total
12 PM	8	23	38	30	14	22	20	9	6	2	0	2	0	0	174
12:15	4	18	32	14	22	36	25	10	3	0	0	0	0	0	164
12:30	12	31	43	24	18	13	12	11	7	0	0	0	0	1	172
12:45	16	32	20	18	14	19	15	10	7	2	0	0	0	2	155
	40	104	133	86	68	90	72	40	23	4	0	2	0	3	665
13:00	9	30	20	18	21	34	24	13	5	2	2	0	0	0	178
13:15	9	19	35	26	8	18	19	10	11	1	3	0	0	1	160
13:30	3	30	22	21	24	12	23	13	6	0	1	0	0	0	155
13:45	15	28	25	23	30	15	21	17	5	3	1	0	2	9	194
	36	107	102	88	83	79	87	53	27	6	7	0	2	10	687
14:00	11	42	40	27	20	18	19	11	7	1	2	2	1	4	205
14:15	11	33	26	17	24	34	25	19	2	6	0	0	0	2	199
14:30	11	28	33	25	10	14	19	10	9	4	0	0	0	2	165
14:45	13	32	35	27	7	14	15	20	11	3	0	0	0	2	179
	46	135	134	96	61	80	78	60	29	14	2	2	1	10	748
15:00	12	32	60	25	6	11	12	6	3	6	2	0	0	2	177
15:15	9	29	55	30	16	28	30	14	10	4	3	2	0	0	230
15:30	6	18	23	28	27	24	23	10	4	4	4	0	0	0	171
15:45	9	47	31	40	12	28	13	14	7	3	1	0	0	0	205
	36	126	169	123	61	91	78	44	24	17	10	2	0	2	783
16:00	12	43	25	22	37	20	21	11	5	2	0	1	0	0	199
16:15	8	20	34	37	14	15	25	18	4	4	3	0	0	2	184
16:30	11	38	28	28	26	23	27	9	7	5	2	0	0	0	204
16:45	9	40	36	17	14	14	15	16	9	3	0	0	0	0	173
	40	141	123	104	91	72	88	54	25	14	5	1	0	2	760
17:00	19	32	27	22	19	29	13	13	14	3	1	1	0	3	196
17:15	7	35	44	39	14	15	9	11	7	3	1	0	0	0	185
17:30	4	19	44	30	38	22	22	8	2	0	1	0	0	2	192
17:45	7	23	33	14	34	36	36	20	8	1	1	0	0	0	213
	37	109	148	105	105	102	80	52	31	7	4	1	0	5	786
18:00	7	32	31	12	27	31	19	15	9	2	2	2	0	0	189
18:15	6	38	27	14	13	23	23	8	5	0	0	0	0	0	157
18:30	2	15	32	11	12	20	11	3	4	1	0	0	0	0	111
18:45	4	17	26	13	22	12	5	7	1	0	0	0	0	0	107
	19	102	116	50	74	86	58	33	19	3	2	2	0	0	564
19:00	12	11	20	19	11	7	14	4	3	2	0	0	0	1	104
19:15	10	14	22	11	10	3	9	7	3	0	0	0	0	0	89
19:30	1	8	11	8	11	13	14	3	5	1	0	1	0	0	76
19:45	2	20	12	22	12	7	10	7	4	1	0	0	0	0	97
	25	53	65	60	44	30	47	21	15	4	0	1	0	1	366
20:00	8	7	15	4	10	4	6	7	7	0	0	0	0	0	68
20:15	9	7	10	7	4	7	13	6	3	0	0	0	0	1	67
20:30	5	12	9	3	8	7	8	2	2	0	1	1	0	1	59
20:45	0	10	6	2	3	3	7	6	4	3	0	0	0	0	44
	22	36	40	16	25	21	34	21	16	3	1	1	0	2	238
21:00	0	3	7	3	5	8	8	4	0	0	0	0	0	1	39
21:15	4	0	10	4	4	8	7	4	2	0	0	0	0	0	43
21:30	2	4	6	5	1	5	7	1	2	0	0	0	0	2	35
21:45	1	2	5	2	8	1	5	3	0	2	1	0	0	0	30
	7	9	28	14	18	22	27	12	4	2	1	0	0	3	147
22:00	1	6	1	2	9	6	2	3	2	2	1	0	0	1	36
22:15	5	0	3	3	6	8	4	0	5	2	0	0	0	0	36
22:30	0	3	6	3	0	1	2	2	0	0	0	0	0	0	17
22:45	1	8	0	3	2	2	1	1	4	1	0	0	0	1	24
	7	17	10	11	17	17	9	6	11	5	1	0	0	2	113
23:00	2	5	2	0	6	4	2	2	1	0	0	0	0	0	24
23:15	1	1	4	1	2	4	6	4	3	0	0	0	0	0	26
23:30	0	3	1	3	0	0	1	2	0	0	0	0	0	0	10
23:45	2	0	5	1	0	0	3	0	2	2	0	0	0	0	15
	5	9	12	5	8	8	12	8	6	2	0	0	0	0	75
Total	320	948	1080	758	655	698	670	404	230	81	33	12	3	40	5932
Grand Total	739	1857	2028	1403	1060	1103	1027	662	397	133	62	15	4	82	10572

15th Percentile : 29 MPH
50th Percentile : 35 MPH
85th Percentile : 45 MPH
95th Percentile : 49 MPH

Stats Mean Speed(Average) : 37 MPH
 10 MPH Pace Speed : 29-38 MPH
 Number in Pace : 5641
 Percent in Pace : 53.4%
 Number of Vehicles > 55 MPH : 163
 Percent of Vehicles > 55 MPH : 1.5%

City: DANA POINT

Location: NIGUEL ROAD

Segment: MARINER TO STONEHILL

Date Start: 21-Oct-19

S1910122N

NORTHBOUND, NORTHBOUND1

Start Time	25 28	29 31	32 34	35 37	38 40	41 43	44 46	47 49	50 52	53 55	56 58	59 61	62 64	65 9999	Total
10/21/1															
9	0	0	0	0	1	3	2	3	4	1	0	0	0	0	14
00:15	0	0	1	2	4	1	1	0	1	2	0	0	0	0	12
00:30	0	1	0	4	3	4	2	2	1	0	0	0	0	0	17
00:45	0	0	1	0	0	2	5	1	1	0	1	0	0	0	11
	0	1	2	6	8	10	10	6	7	3	1	0	0	0	54
01:00	0	0	0	3	2	2	0	1	2	0	0	0	1	0	11
01:15	0	0	0	0	0	2	1	1	2	0	0	0	0	0	6
01:30	0	0	1	1	0	3	4	1	0	0	0	0	0	0	10
01:45	0	0	0	2	0	2	2	1	0	0	0	0	0	0	7
	0	0	1	6	2	9	7	4	4	0	0	0	1	0	34
02:00	0	0	2	1	2	1	0	0	0	0	0	0	0	0	6
02:15	0	0	0	0	1	3	0	0	0	0	1	0	0	0	5
02:30	0	0	2	0	1	0	0	1	1	0	0	1	0	0	6
02:45	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3
	0	1	4	2	5	4	0	1	1	0	1	1	0	0	20
03:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
03:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
	1	0	0	2	3	0	0	0	0	0	0	0	0	1	7
04:00	1	2	1	2	0	2	1	0	0	0	1	1	0	0	11
04:15	0	0	0	1	0	0	2	0	0	0	0	0	0	0	3
04:30	0	0	0	0	3	0	1	0	0	0	0	0	0	0	4
04:45	0	0	0	2	2	0	2	3	2	0	0	0	0	0	11
	1	2	1	5	5	2	6	3	2	0	1	1	0	0	29
05:00	0	0	0	2	2	0	4	2	0	1	0	0	0	0	11
05:15	0	1	3	2	5	6	3	2	0	0	0	0	0	0	22
05:30	0	1	5	5	2	3	3	4	0	0	0	0	0	0	23
05:45	0	1	1	6	6	6	12	4	1	0	0	0	0	0	37
	0	3	9	15	15	15	22	12	1	1	0	0	0	0	93
06:00	1	3	1	5	5	5	8	4	6	2	0	0	0	0	40
06:15	0	1	0	9	9	7	4	2	0	0	0	0	0	0	32
06:30	3	1	7	7	12	8	2	0	1	1	0	0	0	0	42
06:45	1	4	9	13	14	9	6	7	4	2	1	0	0	0	70
	5	9	17	34	40	29	20	13	11	5	1	0	0	0	184
07:00	1	1	9	12	16	13	3	9	2	0	0	0	0	0	66
07:15	1	3	19	23	18	18	16	11	6	2	0	0	0	0	117
07:30	5	6	17	24	34	34	12	7	1	0	1	0	0	0	141
07:45	2	3	15	18	32	26	13	5	3	2	0	0	0	2	121
	9	13	60	77	100	91	44	32	12	4	1	0	0	2	445
08:00	1	11	21	24	29	19	10	10	3	1	0	0	0	0	129
08:15	1	4	21	36	35	20	22	11	5	1	0	0	1	2	159
08:30	3	12	23	35	28	30	18	5	1	0	0	0	0	0	155
08:45	2	6	17	38	41	38	26	7	2	1	0	0	0	0	178
	7	33	82	133	133	107	76	33	11	3	0	0	1	2	621
09:00	2	13	29	22	31	35	14	8	3	2	1	0	0	0	160
09:15	0	6	14	24	35	17	13	10	7	3	0	0	0	0	129
09:30	1	7	20	33	22	20	10	9	3	0	0	0	0	0	125
09:45	2	7	21	24	26	22	19	9	3	1	0	1	1	2	138
	5	33	84	103	114	94	56	36	16	6	1	1	1	2	552
10:00	2	8	19	25	32	22	24	9	1	2	1	0	0	1	146
10:15	2	2	20	19	25	23	20	8	4	1	0	0	0	0	124
10:30	5	12	26	37	33	18	16	10	8	2	0	0	0	0	167
10:45	0	6	15	37	33	16	18	10	5	1	0	0	0	1	142
	9	28	80	118	123	79	78	37	18	6	1	0	0	2	579
11:00	5	12	13	31	31	25	16	7	3	0	0	1	0	0	144
11:15	4	11	15	31	31	30	17	11	6	1	0	0	0	1	158
11:30	0	14	29	31	38	33	20	6	2	0	1	0	0	0	174
11:45	0	5	21	34	39	34	16	9	8	2	0	0	0	0	168
	9	42	78	127	139	122	69	33	19	3	1	1	0	1	644
Total	46	165	418	628	687	562	388	210	102	31	8	4	3	10	3262

City: DANA POINT

Location: NIGUEL ROAD

Segment: MARINER TO STONEHILL

Date Start: 21-Oct-19

S1910122N

NORTHBOUND, NORTHBOUND1

Start Time	25 28	29 31	32 34	35 37	38 40	41 43	44 46	47 49	50 52	53 55	56 58	59 61	62 64	65 9999	Total
12 PM	2	7	21	33	41	25	27	11	7	0	0	0	0	1	175
12:15	3	8	25	46	34	18	13	6	2	1	0	0	0	1	157
12:30	3	7	24	37	29	27	20	7	0	0	0	0	0	2	156
12:45	2	3	21	25	26	20	19	12	4	2	0	1	0	0	135
	10	25	91	141	130	90	79	36	13	3	0	1	0	4	623
13:00	3	8	30	30	38	28	20	15	3	0	0	0	0	0	175
13:15	3	3	14	33	35	29	14	8	3	1	0	0	0	1	144
13:30	2	6	17	27	52	39	16	16	9	3	0	0	0	0	187
13:45	2	10	24	30	33	25	19	6	6	4	0	0	0	0	159
	10	27	85	120	158	121	69	45	21	8	0	0	0	1	665
14:00	1	9	26	26	31	31	20	12	6	0	0	0	0	0	162
14:15	1	16	23	30	39	22	22	10	2	1	0	0	0	2	168
14:30	1	11	34	33	45	38	33	18	2	0	0	0	0	1	216
14:45	6	7	21	47	51	28	20	11	1	1	0	0	0	1	194
	9	43	104	136	166	119	95	51	11	2	0	0	0	4	740
15:00	3	14	34	48	40	35	18	6	1	1	0	0	0	0	200
15:15	3	15	16	33	37	23	21	10	9	4	0	0	0	1	172
15:30	3	11	35	56	46	31	18	10	3	2	0	0	0	3	218
15:45	0	6	24	54	45	38	7	12	4	1	1	0	0	0	192
	9	46	109	191	168	127	64	38	17	8	1	0	0	4	782
16:00	0	5	23	42	46	36	27	14	3	2	1	0	0	0	199
16:15	3	18	32	26	28	43	33	14	4	2	2	0	0	0	205
16:30	2	7	23	52	41	29	25	10	3	0	1	1	0	0	194
16:45	1	11	41	43	48	28	10	5	1	1	1	0	0	1	191
	6	41	119	163	163	136	95	43	11	5	5	1	0	1	789
17:00	8	20	50	53	67	30	28	15	2	0	0	1	0	1	275
17:15	5	11	21	20	35	40	28	12	5	3	1	0	1	0	182
17:30	6	9	37	47	58	35	20	5	2	1	0	0	1	1	222
17:45	2	11	26	38	46	19	22	14	3	0	0	0	0	0	181
	21	51	134	158	206	124	98	46	12	4	1	1	2	2	860
18:00	3	14	43	32	39	25	14	6	3	1	0	0	0	0	180
18:15	5	14	29	51	36	34	25	9	4	1	0	0	0	1	209
18:30	7	9	26	28	44	39	28	10	4	2	1	0	0	0	198
18:45	0	3	13	28	49	51	32	11	2	1	0	0	0	0	190
	15	40	111	139	168	149	99	36	13	5	1	0	0	1	777
19:00	1	7	12	21	27	28	22	13	4	4	0	0	0	0	139
19:15	1	3	6	3	32	36	40	14	5	0	0	0	0	1	141
19:30	0	2	11	20	28	22	16	15	5	2	1	0	0	0	122
19:45	0	3	7	26	17	19	17	3	3	5	2	1	0	0	103
	2	15	36	70	104	105	95	45	17	11	3	1	0	1	505
20:00	0	3	7	14	19	24	20	7	2	0	0	0	0	0	96
20:15	0	2	3	9	11	12	14	10	3	0	0	0	0	0	64
20:30	0	2	1	10	7	13	13	4	3	0	0	0	0	0	53
20:45	2	0	1	4	20	11	9	3	1	1	0	1	0	0	53
	2	7	12	37	57	60	56	24	9	1	0	1	0	0	266
21:00	0	0	7	5	8	14	11	2	2	1	0	0	0	0	50
21:15	1	2	9	9	7	11	12	2	1	3	1	0	0	0	58
21:30	0	2	1	4	10	18	11	5	2	1	0	0	0	0	54
21:45	0	2	2	5	9	12	9	3	2	0	0	0	0	1	45
	1	6	19	23	34	55	43	12	7	5	1	0	0	1	207
22:00	0	2	8	4	11	14	8	5	4	2	0	0	1	0	59
22:15	0	0	1	2	3	6	4	2	5	1	0	0	0	0	24
22:30	0	0	1	1	10	7	4	2	1	1	0	1	0	1	29
22:45	0	2	1	4	5	6	7	3	3	1	0	0	0	2	34
	0	4	11	11	29	33	23	12	13	5	0	1	1	3	146
23:00	0	0	2	6	6	5	4	3	2	1	1	0	0	0	30
23:15	0	0	1	2	2	1	7	7	2	0	1	0	0	0	23
23:30	0	1	1	1	2	4	5	4	1	0	0	0	0	0	19
23:45	0	0	0	1	1	3	4	2	2	1	1	1	0	0	16
	0	1	4	10	11	13	20	16	7	2	3	1	0	0	88
Total	85	306	835	1199	1394	1132	836	404	151	59	15	7	3	22	6448
Grand Total	131	471	1253	1827	2081	1694	1224	614	253	90	23	11	6	32	9710

15th Percentile : 33 MPH
50th Percentile : 38 MPH
85th Percentile : 44 MPH
95th Percentile : 48 MPH

Stats Mean Speed(Average) : 39 MPH
10 MPH Pace Speed : 34-43 MPH
Number in Pace : 6020
Percent in Pace : 62.0%
Number of Vehicles > 55 MPH : 72
Percent of Vehicles > 55 MPH : 0.7%

Counts Unlimited, Inc.

City of Dana Point
Niguel Road
B/ Camino Del Avion - Monarch Beach Drive
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

DNPNICAMB
Site Code: 057-22278

Start Time	31-Mar-22 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		10	133			0	119				
12:15		9	120			3	110				
12:30		7	135			1	123				
12:45		5	148	31	536	0	137	4	489	35	1025
01:00		4	151			3	158				
01:15		4	121			1	143				
01:30		4	131			1	125				
01:45		1	111	13	514	2	128	7	554	20	1068
02:00		1	115			2	105				
02:15		0	117			1	125				
02:30		3	119			4	126				
02:45		1	217	5	568	4	143	11	499	16	1067
03:00		1	162			5	148				
03:15		0	164			2	132				
03:30		2	178			3	126				
03:45		1	172	4	676	9	132	19	538	23	1214
04:00		4	161			2	142				
04:15		5	143			4	113				
04:30		6	160			2	134				
04:45		10	130	25	594	13	130	21	519	46	1113
05:00		7	146			12	112				
05:15		7	134			17	141				
05:30		13	152			20	118				
05:45		13	131	40	563	36	126	85	497	125	1060
06:00		22	118			27	124				
06:15		23	108			42	115				
06:30		35	87			37	110				
06:45		40	99	120	412	68	85	174	434	294	846
07:00		61	98			83	75				
07:15		94	90			109	67				
07:30		138	87			251	65				
07:45		207	78	500	353	170	51	613	258	1113	611
08:00		115	61			122	59				
08:15		113	63			129	44				
08:30		108	49			123	55				
08:45		105	52	441	225	135	45	509	203	950	428
09:00		96	53			102	32				
09:15		93	46			103	32				
09:30		95	40			106	23				
09:45		113	37	397	176	106	18	417	105	814	281
10:00		111	39			106	19				
10:15		99	23			101	15				
10:30		109	20			123	15				
10:45		116	24	435	106	113	18	443	67	878	173
11:00		128	24			103	10				
11:15		112	21			121	5				
11:30		148	14			108	4				
11:45		112	14	500	73	151	5	483	24	983	97
Total		2511	4796	2511	4796	2786	4187	2786	4187	5297	8983
Combined Total		7307		7307		6973		6973		14280	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	573	-	-	-	672	-	-	-	-	-
P.H.F.		0.692				0.669					
PM Peak	-	-	02:45	-	-	-	00:45	-	-	-	-
Vol.	-	-	721	-	-	-	563	-	-	-	-
P.H.F.			0.831				0.891				
Percentage		34.4%	65.6%			40.0%	60.0%				
ADT/AADT		ADT 14,280	AADT 14,280								

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : STONEHILL DRIVE
Segment : DEL OBISPO TO CAMINO CAPISTRAN
Client : LL&G

Site: DANA POINT
Date: 10/10/23

Interval	EB				WB				Combined				Day:	Tuesday
Begin	AM		PM		AM		PM		AM		PM			
12:00	34	105	334	1,251	36	120	243	1,071	70	225	577	2,322		
12:15	36		353		25		270		61		623			
12:30	20		294		32		274		52		568			
12:45	15		270		27		284		42		554			
01:00	18	71	284	1,097	23	74	251	930	41	145	535	2,027		
01:15	11		287		20		213		31		500			
01:30	19		246		14		208		33		454			
01:45	23		280		17		258		40		538			
02:00	16	47	252	1,131	11	27	236	951	27	74	488	2,082		
02:15	12		302		5		228		17		530			
02:30	8		267		7		250		15		517			
02:45	11		310		4		237		15		547			
03:00	12	35	258	1,086	11	26	232	946	23	61	490	2,032		
03:15	8		288		4		246		12		534			
03:30	6		278		5		230		11		508			
03:45	9		262		6		238		15		500			
04:00	12	58	268	1,102	4	21	242	952	16	79	510	2,054		
04:15	13		314		6		242		19		556			
04:30	14		252		4		244		18		496			
04:45	19		268		7		224		26		492			
05:00	16	120	287	1,051	7	42	242	904	23	162	529	1,955		
05:15	34		292		8		247		42		539			
05:30	36		254		10		217		46		471			
05:45	34		218		17		198		51		416			
06:00	52	242	224	885	17	104	209	707	69	346	433	1,592		
06:15	50		232		20		200		70		432			
06:30	70		219		30		145		100		364			
06:45	70		210		37		153		107		363			
07:00	106	487	204	625	26	201	136	492	132	688	340	1,117		
07:15	115		145		44		124		159		269			
07:30	130		150		46		118		176		268			
07:45	136		126		85		114		221		240			
08:00	144	711	106	462	84	372	119	309	228	1,083	225	771		
08:15	172		127		71		60		243		187			
08:30	198		100		104		74		302		174			
08:45	197		129		113		56		310		185			
09:00	209	1,009	134	463	129	550	64	219	338	1,559	198	682		
09:15	245		116		120		59		365		175			
09:30	268		98		112		50		380		148			
09:45	287		115		189		46		476		161			
10:00	278	1,240	76	255	218	897	70	286	496	2,137	146	541		
10:15	310		70		237		79		547		149			
10:30	322		57		217		58		539		115			
10:45	330		52		225		79		555		131			
11:00	307	1,271	49	220	251	1,046	66	204	558	2,317	115	424		
11:15	336		45		250		56		586		101			
11:30	308		49		261		50		569		99			
11:45	320		77		284		32		604		109			
Totals	5,396		9,628		3,480		7,971		8,876		17,599			
Split%	60.8		54.7		39.2		45.3							
Day Totals		15,024				11,451				26,475				
Day Splits		56.7				43.3								
Peak Hour	10:30		12:00		11:00		12:15		11:00		12:00			
Volume	1,295		1,251		1,046		1,079		2,317		2,322			
Factor	0.96		0.89		0.92		0.95		0.96		0.93			

City: DANA POINT

Location: COAST HIGHWAY

Date Start: 28-Mar-23

Segment: COAST HIGHWAY CONNECTOR TO PALISADES DR

A2303105W

WESTBOUND, WESTBOUND

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/28/23	0	1	0	0	1	0	0	0	0	0	0	0	0	2
00:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	2	2	0	1	0	0	0	0	0	0	0	0	5
	0	9	3	0	2	0	0	0	0	0	0	0	0	14
01:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	3	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	2	0	0	0	0	0	0	0	0	0	0	4
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15	0	1	1	0	1	0	0	0	0	0	0	0	0	3
03:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
03:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	0	7	6	0	1	0	0	0	0	0	0	0	0	14
04:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:45	0	1	2	0	4	0	0	0	0	0	0	0	0	7
	0	6	6	0	4	0	0	0	0	0	0	0	0	16
05:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
05:15	0	7	1	0	1	0	0	0	0	0	0	0	0	9
05:30	0	11	4	4	3	0	0	0	0	0	0	0	0	22
05:45	0	11	4	0	4	0	0	0	0	0	0	0	0	19
	0	31	11	4	9	0	0	0	0	0	0	0	0	55
06:00	0	15	9	0	2	0	0	0	0	0	0	0	0	26
06:15	0	11	14	2	3	0	0	1	0	0	0	0	0	31
06:30	0	17	19	0	11	0	0	0	0	0	0	0	0	47
06:45	0	14	8	0	10	2	0	0	0	0	0	0	0	34
	0	57	50	2	26	2	0	1	0	0	0	0	0	138
07:00	1	36	21	2	10	0	0	0	0	0	0	0	0	70
07:15	0	48	19	0	16	0	0	1	0	0	0	0	0	84
07:30	0	33	38	0	9	0	0	1	0	0	0	0	0	81
07:45	0	41	30	3	15	2	0	1	0	0	0	0	0	92
	1	158	108	5	50	2	0	3	0	0	0	0	0	327
08:00	0	41	20	0	17	0	1	0	0	0	0	0	0	79
08:15	0	48	29	0	9	0	0	0	2	0	0	0	0	88
08:30	1	52	29	8	13	0	0	1	0	0	0	0	0	104
08:45	1	41	36	0	8	0	0	1	0	0	0	0	0	87
	2	182	114	8	47	0	1	2	2	0	0	0	0	358
09:00	1	36	19	0	22	1	0	3	0	0	0	0	0	82
09:15	0	42	36	1	15	0	0	0	0	0	0	0	0	94
09:30	0	35	28	2	17	2	0	2	0	0	0	0	0	86
09:45	0	35	34	2	13	0	0	3	0	0	0	0	0	87
	1	148	117	5	67	3	0	8	0	0	0	0	0	349
10:00	0	37	23	0	17	1	0	0	0	0	0	0	0	78
10:15	0	39	23	0	13	0	0	2	0	0	0	0	0	77
10:30	0	52	31	2	11	0	0	2	0	0	0	0	0	98
10:45	1	57	29	0	13	0	0	2	0	0	0	0	0	102
	1	185	106	2	54	1	0	6	0	0	0	0	0	355
11:00	0	38	22	2	13	1	0	0	0	0	0	0	0	76
11:15	0	39	37	0	21	0	0	1	0	0	0	0	0	98
11:30	0	60	30	2	14	0	0	1	0	0	0	0	0	107
11:45	0	60	31	0	12	1	0	1	0	0	0	0	0	105
	0	197	120	4	60	2	0	3	0	0	0	0	0	386
Total	5	983	646	30	320	10	1	23	2	0	0	0	0	2020
Percent	0.2%	48.7%	32.0%	1.5%	15.8%	0.5%	0.0%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

City: DANA POINT

Location: COAST HIGHWAY

Date Start: 28-Mar-23

Segment: COAST HIGHWAY CONNECTOR TO PALISADES DR

A2303105W

WESTBOUND, WESTBOUND

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	55	29	2	12	0	0	2	0	0	0	0	0	100
12:15	0	62	27	2	12	0	0	4	0	0	0	0	0	107
12:30	0	70	18	0	18	3	0	0	0	0	0	0	0	109
12:45	1	73	36	2	9	0	0	0	0	0	0	0	0	121
	1	260	110	6	51	3	0	6	0	0	0	0	0	437
13:00	0	61	25	0	14	0	0	0	0	0	0	0	0	100
13:15	0	51	19	0	17	2	0	3	0	0	0	0	0	92
13:30	1	77	51	2	11	0	0	4	1	0	0	0	0	147
13:45	0	55	22	0	10	0	0	2	0	0	0	0	0	89
	1	244	117	2	52	2	0	9	1	0	0	0	0	428
14:00	0	61	32	1	12	0	0	1	0	0	0	0	0	107
14:15	0	73	32	2	16	0	0	1	0	0	0	0	0	124
14:30	0	79	41	1	9	1	0	4	0	0	0	0	0	135
14:45	1	78	37	2	16	0	0	5	0	0	0	0	0	139
	1	291	142	6	53	1	0	11	0	0	0	0	0	505
15:00	1	70	39	0	25	0	1	3	0	0	0	0	0	139
15:15	0	77	26	2	14	0	0	2	0	0	0	0	0	121
15:30	1	128	37	2	18	0	1	2	0	0	0	0	0	189
15:45	1	93	30	0	13	2	0	0	0	0	0	0	0	139
	3	368	132	4	70	2	2	7	0	0	0	0	0	588
16:00	0	70	35	4	17	0	0	5	0	0	0	0	0	131
16:15	0	67	39	0	6	1	0	1	1	0	0	0	0	115
16:30	1	100	29	1	12	0	0	3	0	1	0	0	0	147
16:45	0	62	31	0	16	0	0	0	0	0	0	0	0	109
	1	299	134	5	51	1	0	9	1	1	0	0	0	502
17:00	1	72	58	2	18	2	0	3	0	0	0	0	0	156
17:15	1	80	51	0	18	0	1	3	0	0	0	0	0	154
17:30	0	78	37	2	8	1	0	2	0	0	0	0	0	128
17:45	0	67	33	0	12	0	0	1	0	0	0	0	0	113
	2	297	179	4	56	3	1	9	0	0	0	0	0	551
18:00	0	94	38	2	10	0	0	3	0	0	0	0	0	147
18:15	0	58	34	0	12	0	0	1	0	0	0	0	0	105
18:30	3	55	21	1	5	0	0	2	0	0	0	0	0	87
18:45	0	62	23	0	3	0	0	0	0	0	0	0	0	88
	3	269	116	3	30	0	0	6	0	0	0	0	0	427
19:00	0	63	29	2	4	0	0	1	0	0	0	0	0	99
19:15	1	40	16	0	10	0	0	0	0	0	0	0	0	67
19:30	0	36	22	0	6	0	0	0	0	0	0	0	0	64
19:45	0	42	10	0	12	0	0	0	0	0	0	0	0	64
	1	181	77	2	32	0	0	1	0	0	0	0	0	294
20:00	0	34	22	2	10	0	0	0	0	0	0	0	0	68
20:15	0	31	14	0	5	0	0	1	0	0	0	0	0	51
20:30	0	21	9	0	5	0	0	0	0	0	0	0	0	35
20:45	0	23	10	0	1	0	0	0	0	0	0	0	0	34
	0	109	55	2	21	0	0	1	0	0	0	0	0	188
21:00	0	21	11	2	3	0	0	0	0	0	0	0	0	37
21:15	0	17	3	0	0	0	0	0	0	0	0	0	0	20
21:30	0	8	7	0	1	0	0	0	0	0	0	0	0	16
21:45	0	6	11	0	0	0	0	0	0	0	0	0	0	17
	0	52	32	2	4	0	0	0	0	0	0	0	0	90
22:00	0	21	11	0	7	0	0	0	0	0	0	0	0	39
22:15	0	9	7	0	1	0	0	0	0	0	0	0	0	17
22:30	0	6	1	0	2	0	0	0	0	0	0	0	0	9
22:45	0	7	2	0	1	0	0	0	0	0	0	0	0	10
	0	43	21	0	11	0	0	0	0	0	0	0	0	75
23:00	0	10	8	0	0	0	0	0	0	0	0	0	0	18
23:15	0	11	2	0	0	0	0	0	0	0	0	0	0	13
23:30	0	4	2	0	1	0	0	0	0	0	0	0	0	7
23:45	0	3	1	0	2	0	0	0	0	0	0	0	0	6
	0	28	13	0	3	0	0	0	0	0	0	0	0	44
Total	13	2441	1128	36	434	12	3	59	2	1	0	0	0	4129
Percent	0.3%	59.1%	27.3%	0.9%	10.5%	0.3%	0.1%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	18	3424	1774	66	754	22	4	82	4	1	0	0	0	6149
Percent	0.3%	55.7%	28.9%	1.1%	12.3%	0.4%	0.1%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

City: DANA POINT

Location: COAST HIGHWAY

Date Start: 28-Mar-23

Segment: COAST HIGHWAY CONNECTOR TO PALISADES DR

A2303105E

EASTBOUND, EASTBOUND

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
03/28/23	0	1	7	0	1	0	0	0	0	0	0	0	0	9
00:15	0	1	1	0	1	0	0	0	0	0	0	0	0	3
00:30	0	0	3	0	0	0	0	0	0	0	0	0	0	3
00:45	0	0	3	0	0	0	0	0	0	0	0	0	0	3
	0	2	14	0	2	0	0	0	0	0	0	0	0	18
01:00	2	0	3	0	0	0	0	0	0	0	0	0	0	5
01:15	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	2	2	5	0	0	0	0	0	0	0	0	0	0	9
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	3	3	0	0	0	0	0	0	0	0	0	0	6
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	0	1	0	0	0	0	0	0	0	0	2
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:15	0	0	3	0	0	0	0	0	0	0	0	0	0	3
04:30	0	0	2	0	1	0	0	0	0	0	0	0	0	3
04:45	0	2	0	0	0	0	0	1	0	0	0	0	0	3
	0	5	6	0	1	0	0	1	0	0	0	0	0	13
05:00	0	2	1	0	4	0	0	0	0	0	0	0	0	7
05:15	0	3	4	0	0	0	0	0	0	0	0	0	0	7
05:30	0	1	8	0	2	0	0	0	0	0	0	0	0	11
05:45	0	1	5	0	1	0	0	0	0	0	0	0	0	7
	0	7	18	0	7	0	0	0	0	0	0	0	0	32
06:00	0	5	5	0	6	0	0	0	0	0	0	0	0	16
06:15	0	7	10	1	3	0	0	1	0	0	0	0	0	22
06:30	0	6	7	0	8	0	0	0	0	0	0	0	0	21
06:45	1	13	17	0	9	2	0	0	0	0	0	0	0	42
	1	31	39	1	26	2	0	1	0	0	0	0	0	101
07:00	0	4	18	0	5	0	0	2	0	0	0	0	0	29
07:15	0	11	26	1	13	0	0	1	0	0	0	0	0	52
07:30	0	18	41	0	16	0	0	2	0	0	0	0	0	77
07:45	1	11	38	0	17	1	0	2	0	0	0	0	0	70
	1	44	123	1	51	1	0	7	0	0	0	0	0	228
08:00	2	33	42	2	19	1	1	3	0	0	0	0	0	103
08:15	0	23	38	0	15	0	0	0	0	0	0	0	0	76
08:30	0	17	44	0	13	0	0	1	0	0	0	0	0	75
08:45	0	22	45	2	16	0	0	0	0	0	0	0	0	85
	2	95	169	4	63	1	1	4	0	0	0	0	0	339
09:00	0	19	42	1	15	0	0	0	0	0	0	0	0	77
09:15	0	21	31	1	15	1	0	1	0	0	0	0	0	70
09:30	0	25	33	1	21	1	0	1	0	0	0	0	0	82
09:45	0	27	35	1	16	2	1	0	0	0	0	0	0	82
	0	92	141	4	67	4	1	2	0	0	0	0	0	311
10:00	1	27	36	0	21	0	0	2	0	0	0	0	0	87
10:15	0	33	41	2	15	0	0	3	0	0	0	0	0	94
10:30	0	32	40	0	14	1	0	1	0	0	0	0	0	88
10:45	0	33	34	1	18	1	0	0	0	0	0	0	0	87
	1	125	151	3	68	2	0	6	0	0	0	0	0	356
11:00	2	29	40	0	15	0	0	0	0	0	0	0	0	86
11:15	0	24	47	0	17	1	0	2	0	0	0	0	0	91
11:30	1	42	31	1	18	1	0	0	0	0	0	0	0	94
11:45	1	25	37	0	14	1	0	1	0	0	0	0	0	79
	4	120	155	1	64	3	0	3	0	0	0	0	0	350
Total	11	526	825	14	350	13	2	24	0	0	0	0	0	1765
Percent	0.6%	29.8%	46.7%	0.8%	19.8%	0.7%	0.1%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

City: DANA POINT

Location: COAST HIGHWAY

Date Start: 28-Mar-23

Segment: COAST HIGHWAY CONNECTOR TO PALISADES DR

A2303105E

EASTBOUND, EASTBOUND

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	28	47	1	9	1	0	1	0	0	0	0	0	88
12:15	0	48	41	1	6	0	0	0	0	0	0	0	0	96
12:30	2	25	49	1	20	1	0	0	0	0	0	0	0	98
12:45	0	31	48	0	24	2	0	0	0	1	0	0	0	106
	3	132	185	3	59	4	0	1	0	1	0	0	0	388
13:00	0	40	49	1	17	1	0	0	0	0	0	0	0	108
13:15	0	36	73	0	19	0	0	2	0	0	0	0	0	130
13:30	0	42	40	1	17	1	0	3	0	0	0	0	0	104
13:45	0	30	58	0	10	2	0	1	0	0	0	0	0	101
	0	148	220	2	63	4	0	6	0	0	0	0	0	443
14:00	0	36	46	1	10	0	1	2	0	0	0	0	0	96
14:15	0	41	69	0	10	0	0	1	0	0	0	0	0	121
14:30	0	36	39	1	23	2	0	1	0	0	0	0	0	102
14:45	0	47	66	0	11	0	0	1	0	0	0	0	0	125
	0	160	220	2	54	2	1	5	0	0	0	0	0	444
15:00	0	34	79	0	17	0	0	1	0	0	0	0	0	131
15:15	0	31	63	1	16	1	0	2	0	0	0	0	0	114
15:30	0	45	66	1	18	0	0	3	0	0	0	0	0	133
15:45	1	46	41	0	12	1	0	0	0	0	0	0	0	101
	1	156	249	2	63	2	0	6	0	0	0	0	0	479
16:00	0	55	75	1	16	0	0	0	0	0	0	0	0	147
16:15	0	43	77	0	16	0	0	1	0	0	0	0	0	137
16:30	1	45	65	1	15	0	0	1	0	0	0	0	0	128
16:45	2	46	73	1	20	0	0	2	0	0	0	0	0	144
	3	189	290	3	67	0	0	4	0	0	0	0	0	556
17:00	2	34	64	1	16	0	0	0	0	0	0	0	0	117
17:15	1	32	84	1	14	0	0	3	0	0	0	0	0	135
17:30	0	48	45	0	10	0	0	0	0	0	0	0	0	103
17:45	1	35	74	0	15	0	0	0	0	0	0	0	0	125
	4	149	267	2	55	0	0	3	0	0	0	0	0	480
18:00	1	32	68	1	10	0	0	3	0	0	0	0	0	115
18:15	1	28	63	0	16	0	0	0	0	0	0	0	0	108
18:30	0	30	47	1	23	0	0	1	0	0	0	0	0	102
18:45	0	34	48	1	7	1	0	0	0	0	0	0	0	91
	2	124	226	3	56	1	0	4	0	0	0	0	0	416
19:00	0	22	47	0	4	0	0	0	0	0	0	0	0	73
19:15	1	24	39	2	17	0	0	0	0	0	0	0	0	83
19:30	0	13	47	0	10	0	0	0	0	0	0	0	0	70
19:45	1	17	41	0	4	0	0	0	0	0	0	0	0	63
	2	76	174	2	35	0	0	0	0	0	0	0	0	289
20:00	0	13	37	1	7	0	0	0	0	0	0	0	0	58
20:15	1	12	36	0	10	0	0	1	0	0	0	0	0	60
20:30	0	20	26	0	5	0	0	0	0	0	0	0	0	51
20:45	0	11	24	0	4	0	0	0	0	0	0	0	0	39
	1	56	123	1	26	0	0	1	0	0	0	0	0	208
21:00	0	11	27	1	5	0	0	0	0	0	0	0	0	44
21:15	0	12	19	0	0	0	0	0	0	0	0	0	0	31
21:30	0	9	15	0	7	0	0	0	0	0	0	0	0	31
21:45	0	3	24	1	2	0	0	1	0	0	0	0	0	31
	0	35	85	2	14	0	0	1	0	0	0	0	0	137
22:00	0	7	14	0	2	0	0	0	0	0	0	0	0	23
22:15	0	7	10	0	2	0	0	0	0	0	0	0	0	19
22:30	0	9	12	0	3	0	0	0	0	0	0	0	0	24
22:45	0	4	8	0	2	0	0	0	0	0	0	0	0	14
	0	27	44	0	9	0	0	0	0	0	0	0	0	80
23:00	0	8	8	0	2	0	0	0	0	0	0	0	0	18
23:15	0	5	8	0	0	0	0	0	0	0	0	0	0	13
23:30	0	0	4	0	0	0	0	0	0	0	0	0	0	4
23:45	0	2	3	0	0	0	0	0	0	0	0	0	0	5
	0	15	23	0	2	0	0	0	0	0	0	0	0	40
Total	16	1267	2106	22	503	13	1	31	0	1	0	0	0	3960
Percent	0.4%	32.0%	53.2%	0.6%	12.7%	0.3%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	27	1793	2931	36	853	26	3	55	0	1	0	0	0	5725
Percent	0.5%	31.3%	51.2%	0.6%	14.9%	0.5%	0.1%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Thu, Jun 22, 23

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Pacific Coast
Crown Valley

PROJECT #:
LOCATION #:
CONTROL:

SC4096
1
SIGNAL

NOTES:										AM		▲	
										PM		N	
										MD	◄ W		E ►
										OTHER		S	
										OTHER		▼	

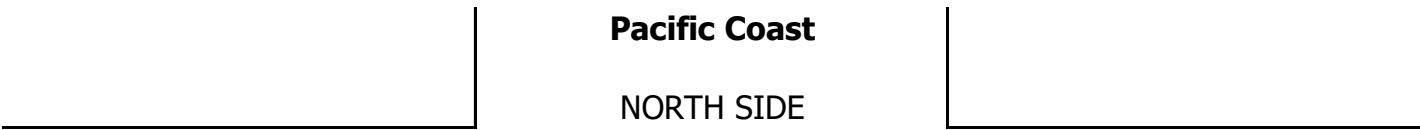
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Pacific Coast			Pacific Coast			Crown Valley			Crown Valley			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	1	2	2	0	0.5	0.5	1	1.5	0.5	2	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

AM	7:00 AM	19	138	12	31	48	9	0	6	1	30	27	94	415
	7:15 AM	4	153	31	43	73	2	0	5	2	32	17	131	493
	7:30 AM	11	139	33	58	66	5	2	2	3	54	17	157	547
	7:45 AM	5	163	37	44	114	1	3	6	8	61	14	139	595
	8:00 AM	11	152	37	58	102	1	2	12	7	46	13	154	595
	8:15 AM	7	172	44	87	112	5	3	11	5	62	14	136	658
	8:30 AM	4	169	59	84	119	3	1	11	10	83	10	169	722
	8:45 AM	6	188	76	108	131	1	2	11	6	100	12	162	803
	VOLUMES	67	1,274	329	513	765	27	13	64	42	468	124	1,142	4,828
	APPROACH %	4%	76%	20%	39%	59%	2%	11%	54%	35%	27%	7%	66%	
APP/DEPART		1,670	/	2,429	1,305	/	1,278	119	/	906	1,734	/	215	0
BEGIN PEAK HR		8:00 AM												
PM	VOLUMES	28	681	216	337	464	10	8	45	28	291	49	621	2,778
	APPROACH %	3%	74%	23%	42%	57%	1%	10%	56%	35%	30%	5%	65%	
	PEAK HR FACTOR	0.856			0.845			0.920			0.877			0.865
	APP/DEPART	925	/	1,310	811	/	785	81	/	598	961	/	85	0
	4:00 PM	8	167	68	181	196	0	7	17	15	75	16	157	907
	4:15 PM	12	138	74	187	209	2	2	22	12	57	5	141	861
	4:30 PM	15	157	63	214	230	0	2	15	8	42	8	116	870
	4:45 PM	10	138	61	220	224	2	5	13	6	81	4	139	903
	5:00 PM	8	159	58	209	208	1	3	5	8	62	8	142	871
	5:15 PM	10	150	64	217	215	6	3	6	10	53	5	107	846
	5:30 PM	9	137	53	196	222	3	2	8	11	47	11	138	837
	5:45 PM	2	161	64	157	196	1	1	6	6	70	11	128	803
VOLUMES		74	1,207	505	1,581	1,700	15	25	92	76	487	68	1,068	6,898
APPROACH %		4%	68%	28%	48%	52%	0%	13%	48%	39%	30%	4%	66%	
APP/DEPART		1,786	/	2,300	3,296	/	2,266	193	/	2,178	1,623	/	154	0
BEGIN PEAK HR		4:00 PM												
	VOLUMES	45	600	266	802	859	4	16	67	41	255	33	553	3,541
	APPROACH %	5%	66%	29%	48%	52%	0%	13%	54%	33%	30%	4%	66%	
	PEAK HR FACTOR	0.937			0.933			0.795			0.848			0.976
	APP/DEPART	911	/	1,169	1,665	/	1,157	124	/	1,135	841	/	80	0

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

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



Crown Valley WEST SIDE EAST SIDE Crown Valley



AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
TOTAL	
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
TOTAL	

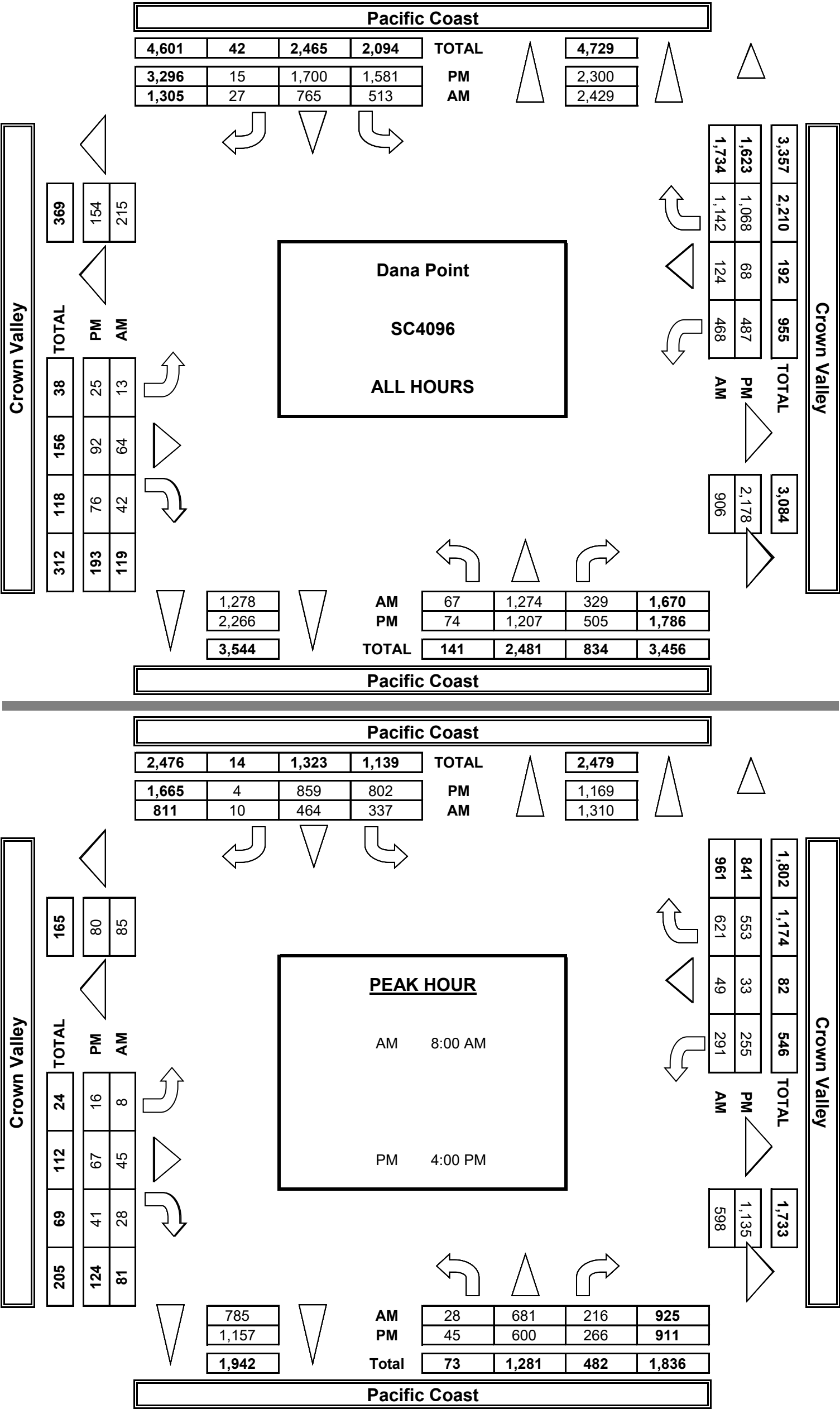
ALL PED AND BIKE				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1	0	0	0	1
0	4	0	1	5
0	4	3	0	7
0	0	3	1	4
0	2	4	1	7
0	4	2	1	7
0	0	0	0	0
3	0	4	2	9
4	14	16	6	40
0	3	2	2	7
0	0	0	1	1
1	1	0	2	4
1	0	6	2	9
4	0	4	1	9
0	0	2	0	2
0	5	5	2	12
2	1	2	0	5
8	10	21	10	49

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1	0	0	0	1
0	4	0	1	5
0	4	3	0	7
0	0	1	0	1
0	1	2	0	3
0	3	0	0	3
0	0	0	0	0
2	0	3	2	7
3	12	9	3	27
0	3	0	0	3
0	0	0	0	0
0	1	0	1	2
0	0	1	0	1
2	0	0	0	2
0	0	2	0	2
0	3	4	0	7
2	0	0	0	2
4	7	7	1	19

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	2	1	3
0	1	2	1	4
0	1	2	1	4
0	0	0	0	0
1	0	1	0	2
1	2	7	3	13
0	0	2	2	4
0	0	0	1	1
1	0	0	1	2
1	0	5	2	8
2	0	4	1	7
0	0	0	0	0
0	2	1	2	5
0	1	2	0	3
4	3	14	9	30

8:00AM	2	4	5	2	1	2	5	2
4:00 PM	0	4	1	1	2	0	7	6

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TUR

PREPARED BY: AimTD LL

DATE: 6/22/23 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Pacific Coast Crown Valley

	NOTES:				
PCE Adjusted	Class	1	2	3	4
	Factor	1	1.5	2	3

	NORTHBOUND			SOUTHBOUND	
	Pacific Coast			Pacific Coast	
LANES:	NL 1	NT 2	NR 1	SL 2	ST 2

AM	7:00 AM	24	148	12	34	51
	7:15 AM	5	166	34	44	80
	7:30 AM	11	150	35	64	72
	7:45 AM	5	175	38	45	132
	8:00 AM	15	157	42	60	109
	8:15 AM	10	186	48	93	117
	8:30 AM	4	180	60	88	131
	8:45 AM	6	196	78	115	141
	VOLUMES	79	1,355	345	540	832
	APPROACH %	4%	76%	19%	39%	59%
	APP/DEPART	1,779	/	2,565	1,401	/
	BEGIN PEAK HR	8:00 AM				
	VOLUMES	35	718	227	355	497
PM	APPROACH %	4%	73%	23%	41%	58%
	PEAK HR FACTOR	0.877			0.840	
	APP/DEPART	979	/	1,375	862	/
	4:00 PM	9	173	70	186	208
	4:15 PM	12	143	78	195	219
	4:30 PM	16	159	64	220	238
	4:45 PM	11	142	62	228	233
	5:00 PM	8	161	58	212	211
	5:15 PM	10	152	67	220	218
	5:30 PM	10	139	54	200	224
	5:45 PM	2	163	65	158	200
	VOLUMES	76	1,230	517	1,618	1,750
	APPROACH %	4%	67%	28%	48%	52%

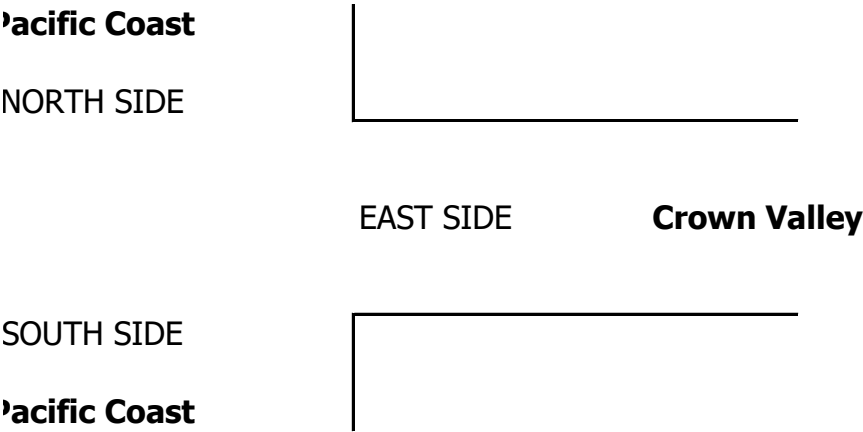
APP/DEPART	1,823	/	2,335	3,384	/
BEGIN PEAK HR	4:00 PM				
VOLUMES	47	616	274	829	898
APPROACH %	5%	66%	29%	48%	52%
PEAK HR FACTOR	0.930			0.935	
APP/DEPART	936	/	1,193	1,731	/

F

Crown Valley WEST SIDE

F

2,325	212	/	2,241	1,644	/	161	0
4	17	78	44	260	35	560	3,659
0%	12%	56%	32%	30%	4%	66%	
		0.802			0.846		0.972
1,201	138	/	1,181	855	/	85	0



U-TURNS				
NB	SB	EB	WB	TTL

				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 6/22/23 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Pacific Coast Crown Valley	PROJECT #: LOCATION #: CONTROL:	SC4096 1 SIGNAL

CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER		▲ N S ▼	
			◀ W		E ▶

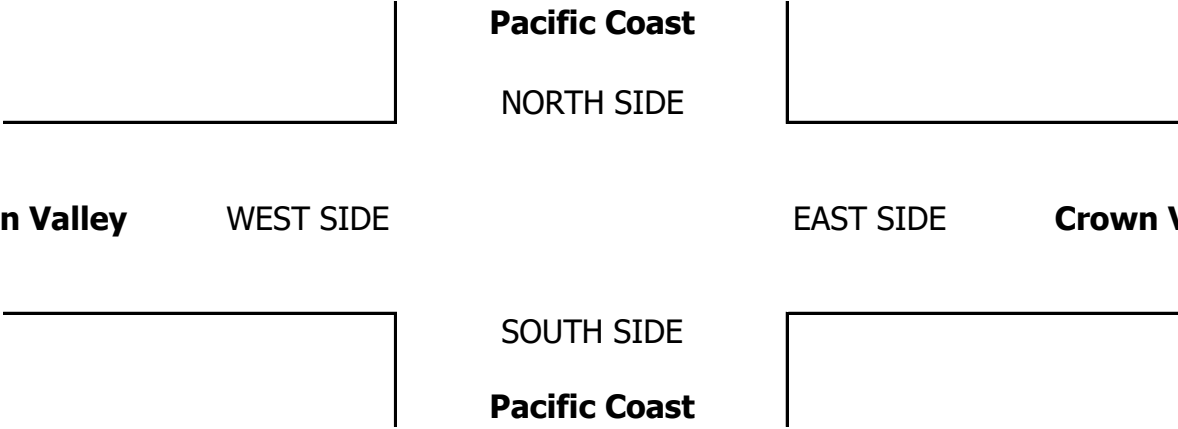
	NORTHBOUND Pacific Coast			SOUTHBOUND Pacific Coast			EASTBOUND Crown Valley			WESTBOUND Crown Valley			
LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 0	EL 0.5	ET 0.5	ER 1	WL 1.5	WT 0.5	WR 2	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	13	127	12	29	43	7	0	5	1	28	23	89	377
	7:15 AM	3	136	28	42	63	2	0	5	1	32	13	120	445
	7:30 AM	11	123	31	51	61	3	1	2	2	48	14	147	494
	7:45 AM	5	147	35	43	96	1	2	6	6	60	7	126	534
	8:00 AM	6	145	31	55	92	1	2	11	6	42	10	143	544
	8:15 AM	5	152	40	79	103	4	3	9	4	61	12	127	599
	8:30 AM	4	152	58	78	103	3	1	7	10	82	6	160	664
	8:45 AM	6	176	73	96	116	1	1	10	6	97	6	143	731
	VOLUMES	53	1,158	308	473	677	22	10	55	36	450	91	1,055	4,388
	APPROACH %	3%	76%	20%	40%	58%	2%	10%	54%	36%	28%	6%	66%	
	APP/DEPART	1,519	/	2,223	1,172	/	1,166	101	/	836	1,596	/	163	0
	BEGIN PEAK HR	8:00 AM												
PM	VOLUMES	19	625	202	308	414	9	7	37	26	282	34	573	2,538
	APPROACH %	2%	74%	24%	42%	57%	1%	10%	53%	37%	32%	4%	64%	
	PEAK HR FACTOR	0.831			0.858			0.921			0.896			0.868
	APP/DEPART	848	/	1,205	731	/	724	70	/	547	889	/	62	0
	4:00 PM	7	158	65	172	178	0	6	12	14	73	14	154	853
	4:15 PM	12	131	67	171	192	2	2	17	11	55	5	136	801
	4:30 PM	14	154	61	202	218	0	1	12	6	41	7	114	830
	4:45 PM	9	133	60	208	211	2	5	12	6	79	4	136	865
	5:00 PM	8	156	58	203	203	1	2	4	6	61	8	141	851
	5:15 PM	10	147	60	211	211	5	3	5	10	53	5	106	826
	5:30 PM	8	135	52	189	219	3	2	6	11	46	11	136	818
	5:45 PM	2	159	63	156	192	1	1	6	6	69	11	124	790
	VOLUMES	70	1,173	486	1,512	1,624	14	22	74	70	477	65	1,047	6,634
	APPROACH %	4%	68%	28%	48%	52%	0%	13%	45%	42%	30%	4%	66%	
	APP/DEPART	1,729	/	2,242	3,150	/	2,173	166	/	2,072	1,589	/	147	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	40	576	253	753	799	4	14	53	37	248	30	540	3,349
	APPROACH %	5%	66%	29%	48%	51%	0%	13%	51%	36%	30%	4%	66%	
	PEAK HR FACTOR	0.947			0.924			0.813			0.849			0.968
	APP/DEPART	871	/	1,130	1,556	/	1,086	104	/	1,059	818	/	74	0

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

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



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
6/22/23
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Pacific Coast
Crown Valley

PROJECT #:
LOCATION #:
CONTROL:

SC4096
1
SIGNAL

CLASS 2:
2-AXLE
WORK
VEHICLES/
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Pacific Coast			Pacific Coast			Crown Valley			Crown Valley			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	1	2	2	0	0.5	0.5	1	1.5	0.5	2	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AM	7:00 AM	4	7	0	1	4	1	0	1	0	1	3	4	26
	7:15 AM	1	12	0	1	8	0	0	0	1	0	4	10	37
	7:30 AM	0	13	1	5	3	2	1	0	1	6	3	7	42
	7:45 AM	0	13	2	1	10	0	0	0	0	1	5	12	44
	8:00 AM	4	5	4	3	9	0	0	1	1	4	2	11	44
	8:15 AM	1	17	3	7	8	1	0	1	1	1	1	8	49
	8:30 AM	0	14	1	5	12	0	0	2	0	1	2	7	44
	8:45 AM	0	11	3	10	13	0	1	0	0	3	3	18	62
	VOLUMES	10	92	14	33	67	4	2	5	4	17	23	77	348
	APPROACH %	9%	79%	12%	32%	64%	4%	18%	45%	36%	15%	20%	66%	
PM	APP/DEPART	116	/	171	104	/	88	11	/	52	117	/	37	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	5	47	11	25	42	1	1	4	2	9	8	44	199
	APPROACH %	8%	75%	17%	37%	62%	1%	14%	57%	29%	15%	13%	72%	
	PEAK HR FACTOR	0.750			0.739			0.875			0.635			0.802
	APP/DEPART	63	/	92	68	/	53	7	/	40	61	/	14	0
	4:00 PM	1	6	2	8	14	0	1	5	0	1	2	2	42
	4:15 PM	0	5	6	16	16	0	0	3	1	2	0	5	54
	4:30 PM	1	3	2	12	10	0	1	2	2	0	1	2	36
	4:45 PM	1	3	0	10	11	0	0	1	0	1	0	3	30
	5:00 PM	0	3	0	6	4	0	1	1	2	0	0	1	18
	5:15 PM	0	2	3	6	3	1	0	1	0	0	0	1	17
	5:30 PM	1	1	0	7	2	0	0	1	0	0	0	2	14
	5:45 PM	0	0	1	1	2	0	0	0	0	0	0	4	8
	VOLUMES	4	23	14	66	62	1	3	14	5	4	3	20	219
	APPROACH %	10%	56%	34%	51%	48%	1%	14%	64%	23%	15%	11%	74%	
	APP/DEPART	41	/	46	129	/	72	22	/	94	27	/	7	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	3	17	10	46	51	0	2	11	3	4	3	12	162
	APPROACH %	10%	57%	33%	47%	53%	0%	13%	69%	19%	21%	16%	63%	
	PEAK HR FACTOR	0.682			0.758			0.667			0.679			0.750
	APP/DEPART	30	/	31	97	/	58	16	/	67	19	/	6	0

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

Pacific Coast

NORTH SIDE

Crown Valley

WEST SIDE

EAST SIDE

SOUTH SIDE

Pacific Coast

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
6/22/23
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Pacific Coast
Crown Valley

PROJECT #:
LOCATION #:
CONTROL:

SC4096
1
SIGNAL

CLASS 3:
3-AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Pacific Coast			Pacific Coast			Crown Valley			Crown Valley			
LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 0	EL 0.5	ET 0.5	ER 1	WL 1.5	WT 0.5	WR 2	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	1	1	0	0	1	1	0	0	0	0	0	0	4
	7:15 AM	0	3	3	0	0	0	0	0	0	0	0	0	6
	7:30 AM	0	1	1	0	0	0	0	0	0	0	1	1	3
	7:45 AM	0	1	0	0	1	0	1	0	1	1	1	1	6
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	1	0	0	1	0	0	3
	8:30 AM	0	1	0	0	1	0	2	0	0	0	1	1	5
	8:45 AM	0	0	0	2	0	0	1	0	0	0	0	0	3
	VOLUMES	1	8	4	2	3	1	1	4	1	0	2	3	30
	APPROACH %	8%	62%	31%	33%	50%	17%	17%	67%	17%	0%	40%	60%	
	APP/DEPART	13	/	12	6	/	4	6	/	10	5	/	4	0
	BEGIN PEAK HR	8:00 AM												
PM	VOLUMES	0	2	0	2	1	0	0	4	0	0	1	1	11
	APPROACH %	0%	100%	0%	67%	33%	0%	0%	100%	0%	0%	50%	50%	
	PEAK HR FACTOR	0.500			0.375			0.500			0.500			0.550
	APP/DEPART	2	/	3	3	/	1	4	/	6	2	/	1	0
	4:00 PM	0	1	0	1	1	0	0	0	1	0	0	1	5
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	VOLUMES	0	3	0	1	3	0	0	1	1	0	0	1	10
	APPROACH %	0%	100%	0%	25%	75%	0%	0%	50%	50%	0%	0%	100%	
	APP/DEPART	3	/	4	4	/	4	2	/	2	1	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	1	0	1	2	0	0	1	1	0	0	1	7
	APPROACH %	0%	100%	0%	33%	67%	0%	0%	50%	50%	0%	0%	100%	
	PEAK HR FACTOR	0.250			0.375			0.500			0.250			0.350
	APP/DEPART	1	/	2	3	/	3	2	/	2	1	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

Pacific Coast

NORTH SIDE

Crown Valley

WEST SIDE

SOUTH SIDE

Pacific Coast

EAST SIDE

Crown Valley

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
6/22/23
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Pacific Coast
Crown Valley

PROJECT #:
LOCATION #:
CONTROL:

SC4096
1
SIGNAL

CLASS 4:
4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Pacific Coast			Pacific Coast			Crown Valley			Crown Valley			
LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 0	EL 0.5	ET 0.5	ER 1	WL 1.5	WT 0.5	WR 2	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	1	2	0	1	0	0	0	0	1	1	1	7	
	7:15 AM	0	2	0	0	1	0	0	0	0	0	1	4	
	7:30 AM	0	1	0	1	2	0	0	0	0	0	0	4	
	7:45 AM	0	2	0	0	5	0	0	1	0	1	0	9	
	8:00 AM	1	0	1	0	1	0	0	0	0	1	0	4	
	8:15 AM	1	2	1	1	0	0	0	0	0	0	0	5	
	8:30 AM	0	1	0	0	2	0	0	0	0	2	1	6	
	8:45 AM	0	1	0	0	1	0	0	0	0	3	1	6	
	VOLUMES	3	11	2	3	12	0	0	0	1	1	8	4	45
	APPROACH %	19%	69%	13%	20%	80%	0%	0%	0%	100%	8%	62%	31%	
PM	APP/DEPART	16	/	15	15	/	14	1	/	5	13	/	11	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	2	4	2	1	4	0	0	0	0	6	2	21	
	APPROACH %	25%	50%	25%	20%	80%	0%	0%	0%	0%	75%	25%		
	PEAK HR FACTOR	0.500			0.625			0.000			0.500			0.875
	APP/DEPART	8	/	6	5	/	4	0	/	3	8	/	8	0
	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	1	
	4:15 PM	0	0	0	0	1	0	0	2	0	0	0	3	
	4:30 PM	0	0	0	0	1	0	0	0	0	0	0	1	
	4:45 PM	0	0	0	1	1	0	0	0	0	0	0	2	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	1	
	VOLUMES	0	0	0	1	5	0	0	3	0	0	0	9	
	APPROACH %	0%	0%	0%	17%	83%	0%	0%	100%	0%	0%	0%		
	APP/DEPART	0	/	0	6	/	5	3	/	4	0	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	1	4	0	0	2	0	0	0	7	
	APPROACH %	0%	0%	0%	20%	80%	0%	0%	100%	0%	0%	0%		
	PEAK HR FACTOR	0.000			0.625			0.250			0.000			0.583
	APP/DEPART	0	/	0	5	/	4	2	/	3	0	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

Pacific Coast

NORTH SIDE

Crown Valley

WEST SIDE

SOUTH SIDE

Pacific Coast

EAST SIDE

Crown Valley

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
6/22/23
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Pacific Coast
Crown Valley

PROJECT #:
LOCATION #:
CONTROL:

SC4096
1
SIGNAL

CLASS 5:
RV

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Pacific Coast			Pacific Coast			Crown Valley			Crown Valley			
LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 0	EL 0.5	ET 0.5	ER 1	WL 1.5	WT 0.5	WR 2	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	8:00 AM											
PM	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0

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0	0	0	0	0
0	0	0	0	0

Pacific Coast

NORTH SIDE

Crown Valley

WEST SIDE

SOUTH SIDE

Pacific Coast

EAST SIDE

Crown Valley

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 6/22/23 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Pacific Coast Crown Valley	PROJECT #: LOCATION #: CONTROL:	SC4096 1 SIGNAL

CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Pacific Coast			Pacific Coast			Crown Valley			Crown Valley			
LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 0	EL 0.5	ET 0.5	ER 1	WL 1.5	WT 0.5	WR 2	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AM	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	1
	7:30 AM	0	1	0	1	0	0	0	0	0	0	2	4
	7:45 AM	0	0	0	0	2	0	0	0	0	0	0	2
	8:00 AM	0	2	1	0	0	0	0	0	0	0	0	3
	8:15 AM	0	0	0	0	1	0	0	0	0	0	1	2
	8:30 AM	0	1	0	1	1	0	0	0	0	0	0	3
	8:45 AM	0	0	0	0	1	0	0	0	0	0	0	1
	VOLUMES	0	5	1	2	6	0	0	0	0	0	3	17
	APPROACH %	0%	83%	17%	25%	75%	0%	0%	0%	0%	0%	100%	
PM	APP/DEPART	6	/	8	8	/	6	0	/	3	3	/	0
	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	3	1	1	3	0	0	0	0	0	1	9
	APPROACH %	0%	75%	25%	25%	75%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.333			0.500			0.000			0.250		
	APP/DEPART	4	/	4	4	/	3	0	/	2	1	/	0
	4:00 PM	0	2	1	0	2	0	0	0	1	0	0	6
	4:15 PM	0	2	1	0	0	0	0	0	0	0	0	3
	4:30 PM	0	0	0	0	1	0	0	0	1	0	0	2
	4:45 PM	0	2	1	1	0	0	0	0	1	0	0	5
	5:00 PM	0	0	0	0	1	0	0	0	1	0	0	2
	5:15 PM	0	1	1	0	1	0	0	0	0	0	0	3
	5:30 PM	0	0	1	0	1	0	0	0	1	0	0	3
	5:45 PM	0	1	0	0	0	0	0	0	1	0	0	2
	VOLUMES	0	8	5	1	6	0	0	0	6	0	0	26
	APPROACH %	0%	62%	38%	14%	86%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	13	/	8	7	/	12	0	/	6	6	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	6	3	1	3	0	0	0	3	0	0	16
	APPROACH %	0%	67%	33%	25%	75%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	0.750			0.500			0.000			0.750		
	APP/DEPART	9	/	6	4	/	6	0	/	4	3	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



>=2-axle

AM	Heavy Vehicle%	NL	NT	NR	SL	ST	SR	
			7	56	14	29	50	1
			28	681	216	337	464	10
			25%	8%	6%	9%	11%	10%

PM	Heavy Vehicle%		3	24	13	49	60	0
			45	600	266	802	859	4
			7%	4%	5%	6%	7%	0%

LA Check

AM	Heavy Vehicle%	NL	NT	NR	SL	ST	SR	
			7	56	14	29	50	1
			28	681	216	337	464	10
			25%	8%	6%	9%	11%	10%

PM	Heavy Vehicle%	NL	NT	NR	SL	ST	SR	
			3	24	13	49	60	0
			45	600	266	802	859	4
			7%	4%	5%	6%	7%	0%

EL	ET	ER	WL	WT	WR	TOTAL	
	1	8	2	9	15	48	240
	8	45	28	291	49	621	2778
	13%	18%	7%	3%	31%	8%	9%
	2	14	4	7	3	13	192
	16	67	41	255	33	553	3541
	13%	21%	10%	3%	9%	2%	5%

EL	ET	ER	WL	WT	WR	TOTAL	
	1	8	2	9	15	48	240
	8	45	28	291	49	621	2778
	13%	18%	7%	3%	31%	8%	9%

EL	ET	ER	WL	WT	WR	TOTAL	
	2	14	4	7	3	13	192
	16	67	41	255	33	553	3541
	13%	21%	10%	3%	9%	2%	5%

AM	Heavy Vehicle%	NL	NT	NR	SL	ST	SR	
			2	9	3	4	8	0
			28	681	216	337	464	10
			7%	1%	1%	1%	2%	0%

PM	Heavy Vehicle%	NL	NT	NR	SL	ST	SR	
			0	7	3	3	9	0
			45	600	266	802	859	4
			0%	1%	1%	0%	1%	0%

EL	ET	ER	WL	WT	WR	TOTAL
	0	4	0	0	7	4
	8	45	28	291	49	621
	0%	9%	0%	0%	14%	1%
						41
						2778

EL	ET	ER	WL	WT	WR	TOTAL
	0	3	1	3	0	1
	16	67	41	255	33	553
	0%	4%	2%	1%	0%	0%
						30
						3541

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4797
LOCATION #: 6
CONTROL: SIGNAL

DATE:
Thu, Jul 18, 24

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Golden Lantern
Dana Point Harbor Dr

AM		▲	
PM		N	
MD	◀ W		E ▶
OTHER		S	
OTHER		▼	

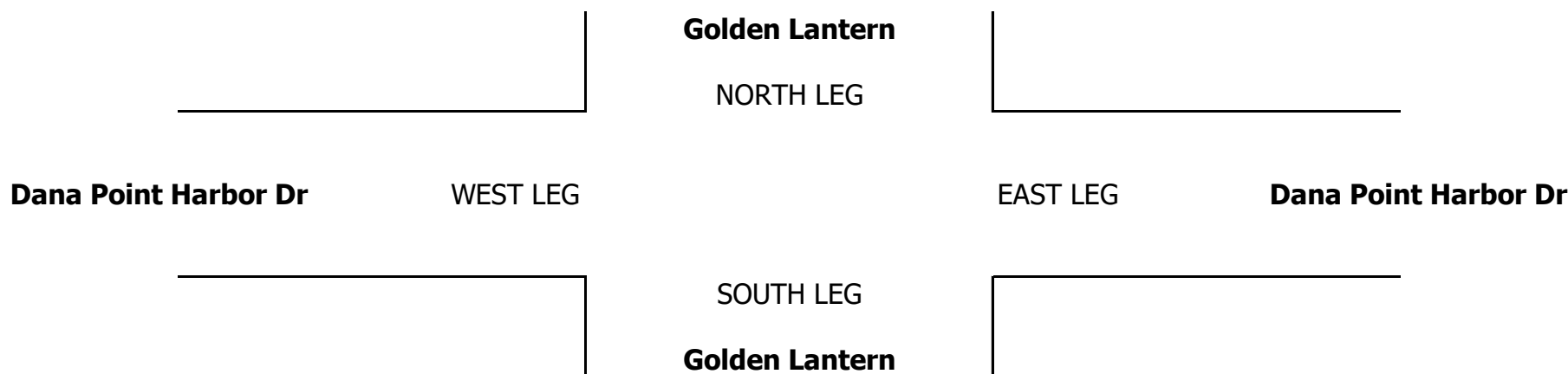
U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

0	2	1	0	3
0	2	0	0	2
0	2	0	0	2
0	2	1	0	3
0	0	0	0	0
0	1	0	0	1
0	0	1	0	1
0	2	2	0	4
0	11	5	0	16

0	3	3	0

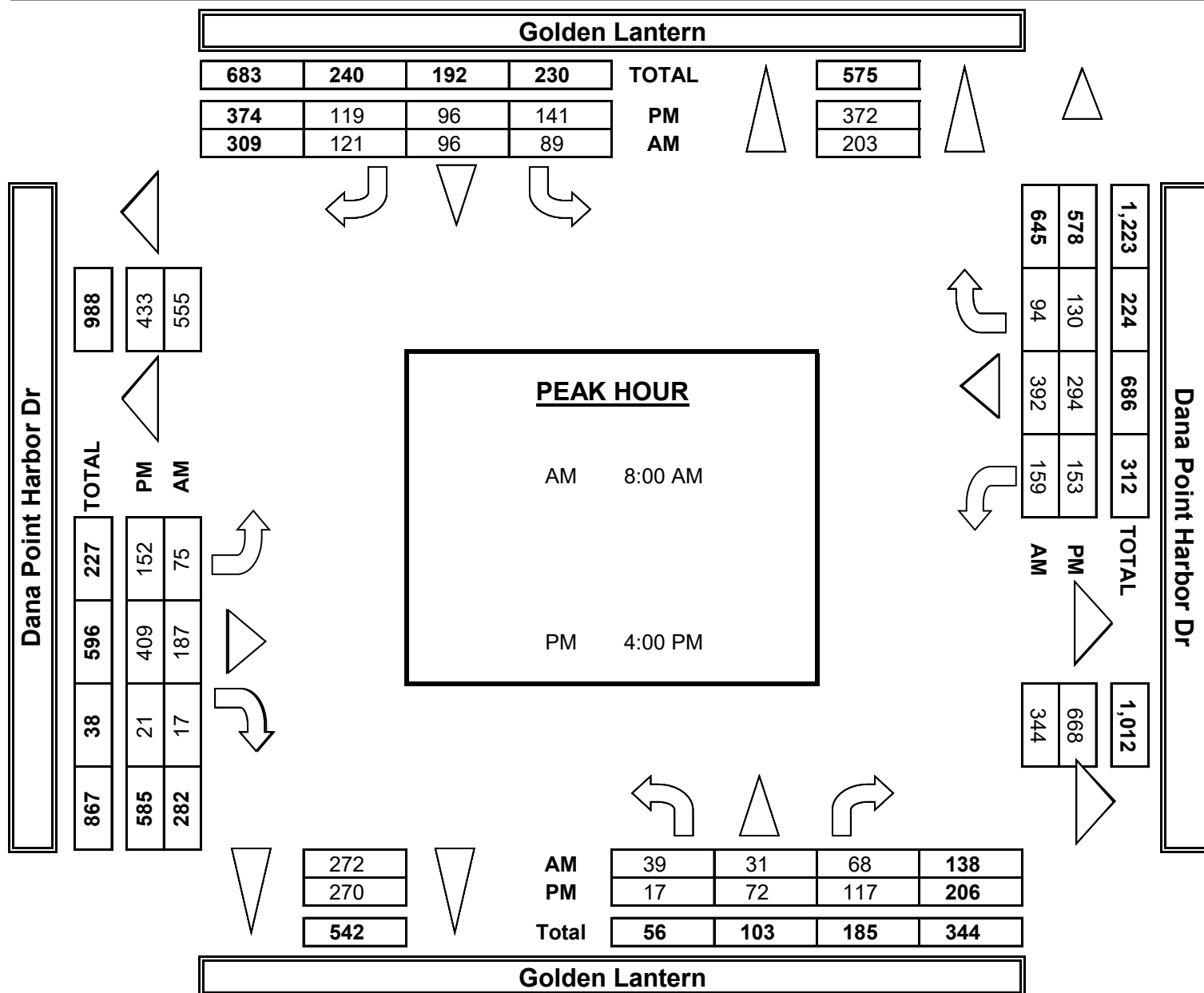
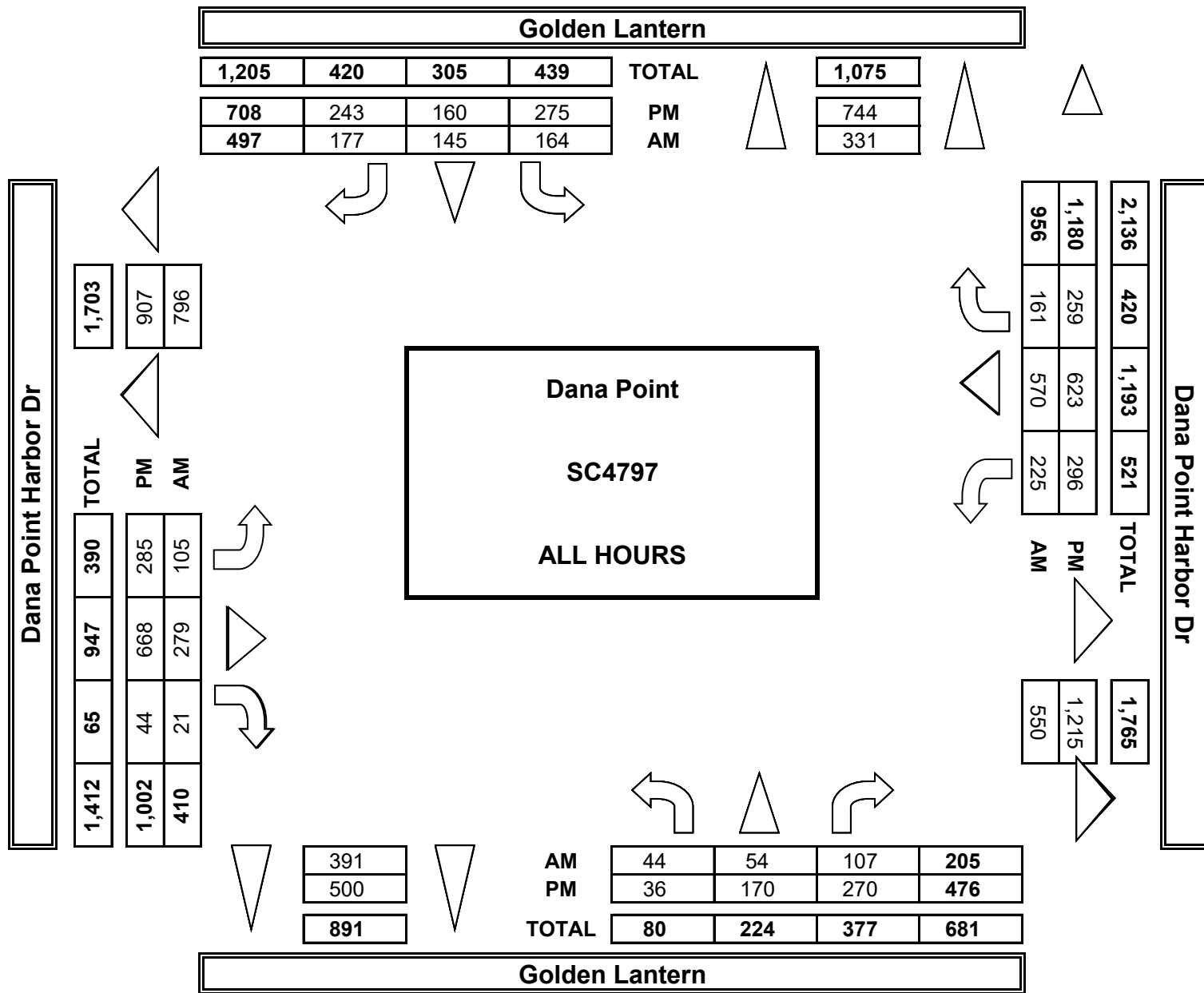
0	5	2	0	7
0	4	0	0	4
0	5	0	0	5
0	4	1	1	6
0	4	0	0	4
0	2	0	0	2
0	2	1	0	3
0	4	1	1	6
0	30	5	2	37

0	18	3	1



BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
5	4	2	0	11
1	6	1	2	10
0	5	0	2	7
0	3	0	0	3
0	8	1	3	12
0	5	1	1	7
0	5	0	1	6
10	7	0	2	19
16	43	5	11	75
3	11	4	2	20
16	6	3	4	29
2	14	5	1	22
3	7	0	2	12
4	9	5	4	22
4	5	0	1	10
2	6	0	2	10
5	4	0	6	15
39	62	17	22	140

TURNING MOVEMENT COUNTS



INTERSECTION TUR

PREPARED BY: AimTD LL

DATE: 7/18/24 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Golden Lantern Dana Point Harbor Dr

	NOTES:			
PCE Adjusted	Class	1	2	3
	Factor	1	1.5	2

	NORTHBOUND			SOUTHBOUND	
	Golden Lantern			Golden Lantern	
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1

AM	7:00 AM	1	6	17	16	13
	7:15 AM	0	5	4	17	8
	7:30 AM	3	6	14	19	8
	7:45 AM	1	6	16	26	21
	8:00 AM	6	8	16	18	24
	8:15 AM	4	6	18	23	29
	8:30 AM	20	5	20	23	24
	8:45 AM	10	12	25	29	22
	VOLUMES	45	54	129	170	148
	APPROACH %	20%	24%	57%	34%	30%
	APP/DEPART	227	/	330	497	/
	BEGIN PEAK HR	8:00 AM				
PM	VOLUMES	40	31	78	93	98
	APPROACH %	27%	21%	52%	29%	31%
	PEAK HR FACTOR	0.796			0.882	
	APP/DEPART	148	/	206	314	/
	4:00 PM	4	19	36	46	30
	4:15 PM	5	12	22	30	24
	4:30 PM	6	19	33	34	25
	4:45 PM	4	23	26	37	17
	5:00 PM	8	22	35	36	14
	5:15 PM	6	22	38	43	22
	5:30 PM	5	24	40	34	13
	5:45 PM	2	31	44	28	15
	VOLUMES	38	171	273	287	160
	APPROACH %	8%	36%	57%	41%	23%

APP/DEPART	482	/	737	691	/
BEGIN PEAK HR	4:00 PM				
VOLUMES	18	73	117	146	96
APPROACH %	9%	35%	56%	40%	27%
PEAK HR FACTOR	0.887			0.879	
APP/DEPART	208	/	367	362	/

Gc

Dana Point Harbor Dr WEST SIDE

Gc

503	1,009	/	1,236	1,206	/	912	0
120 33%	154 26%	414 70%	21 4%	155 26%	299 50%	141 24%	1,753 0.850
272	589	/	677	595	/	437	0

Golden Lantern

NORTH SIDE

EAST SIDE

Dana Point Harbor Dr

SOUTH SIDE

Golden Lantern

U-TURNS				
NB	SB	EB	WB	TTL

				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Golden Lantern
Dana Point Harbor Dr

PROJECT #:
LOCATION #:
CONTROL:

SC4797
6
SIGNAL

CLASS 1:
PASSENGER
VEHICLES

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Golden Lantern			Golden Lantern			Dana Point Harbor Dr			Dana Point Harbor Dr			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	1	1	1	1	1	2	0	1	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	2	1	0	3
0	2	0	0	2
0	2	0	0	2
0	2	1	0	3
0	0	0	0	0
0	1	0	0	1
0	0	1	0	1
0	2	2	0	4
0	11	5	0	16

AM	7:00 AM	1	6	11	14	11	11	6	21	2	9	31	13	136
	7:15 AM	0	5	4	17	8	13	8	26	0	20	38	16	155
	7:30 AM	3	6	6	17	8	10	8	23	1	14	48	15	159
	7:45 AM	1	6	6	23	21	21	6	15	0	22	53	17	191
	8:00 AM	6	8	12	18	24	18	10	32	5	35	56	27	251
	8:15 AM	4	6	12	23	29	35	14	27	3	39	95	20	307
	8:30 AM	18	5	16	21	20	32	21	56	3	31	111	15	349
	8:45 AM	10	12	16	23	20	32	27	68	6	49	115	26	404
	VOLUMES	43	54	83	156	141	172	100	268	20	219	547	149	1,968
	APPROACH %	24%	30%	46%	33%	29%	36%	25%	68%	5%	24%	60%	16%	
	APP/DEPART	180	/	314	480	/	380	393	/	507	915	/	767	0
	BEGIN PEAK HR	8:00 AM												
PM	VOLUMES	38	31	56	85	93	117	72	183	17	154	377	88	1,317
	APPROACH %	30%	25%	45%	29%	31%	39%	26%	67%	6%	25%	61%	14%	
	PEAK HR FACTOR	0.801			0.847			0.667			0.814			0.807
	APP/DEPART	125	/	194	298	/	264	275	/	324	619	/	535	0
	4:00 PM	4	17	36	43	30	27	45	148	4	39	71	30	494
	4:15 PM	3	12	22	28	24	29	43	101	5	35	67	32	401
	4:30 PM	6	19	33	30	25	36	36	86	6	38	68	32	415
	4:45 PM	2	23	26	33	17	25	26	64	6	38	79	25	364
	5:00 PM	6	20	33	33	14	40	36	69	7	42	90	23	413
	5:15 PM	6	22	34	38	22	26	30	65	3	36	75	34	391
	5:30 PM	3	24	40	27	13	30	41	63	6	40	79	32	398
	5:45 PM	2	31	42	28	15	27	24	55	6	24	82	31	367
	VOLUMES	32	168	266	260	160	240	281	651	43	292	611	239	3,280
	APPROACH %	7%	36%	57%	38%	23%	35%	29%	66%	4%	26%	53%	21%	
	APP/DEPART	466	/	718	690	/	495	980	/	1,179	1,144	/	888	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	15	71	117	134	96	117	150	399	21	150	285	119	1,696
	APPROACH %	7%	35%	58%	37%	26%	32%	26%	70%	4%	27%	51%	21%	
	PEAK HR FACTOR	0.875			0.869			0.720			0.970			0.846
	APP/DEPART	203	/	358	365	/	267	573	/	651	555	/	420	0

Golden Lantern

NORTH SIDE

Dana Point Harbor Dr

WEST SIDE

EAST SIDE

Dana Point Harbor Dr

SOUTH SIDE

Golden Lantern

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Golden Lantern
Dana Point Harbor Dr

PROJECT #:
LOCATION #:
CONTROL:

SC4797
6
SIGNAL

CLASS 2:
2-AXLE
WORK
VEHICLES/
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Golden Lantern			Golden Lantern			Dana Point Harbor Dr			Dana Point Harbor Dr			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	0	1	1	0	0	0	0	3	0	5	
	7:15 AM	0	0	0	0	0	1	4	0	0	2	0	8	
	7:30 AM	0	0	2	1	0	0	1	0	0	2	1	7	
	7:45 AM	0	0	2	2	0	0	2	1	0	1	4	13	
	8:00 AM	0	0	0	0	0	0	2	0	1	3	2	8	
	8:15 AM	0	0	1	0	0	0	0	0	3	3	0	7	
	8:30 AM	1	0	1	1	1	1	1	0	1	4	0	12	
	8:45 AM	0	0	3	2	1	2	1	0	0	4	2	17	
	VOLUMES	1	0	9	7	3	4	5	11	1	5	22	9	77
	APPROACH %	10%	0%	90%	50%	21%	29%	29%	65%	6%	14%	61%	25%	
PM	APP/DEPART	10	/	14	14	/	9	17	/	27	36	/	27	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	1	0	5	3	2	3	3	4	0	5	14	4	44
	APPROACH %	17%	0%	83%	38%	25%	38%	43%	57%	0%	22%	61%	17%	
	PEAK HR FACTOR	0.500			0.400			0.583			0.958			0.647
	APP/DEPART	6	/	7	8	/	7	7	/	12	23	/	18	0
	4:00 PM	0	1	0	2	0	0	1	3	0	2	2	2	13
	4:15 PM	1	0	0	0	0	1	0	2	0	0	3	1	8
	4:30 PM	0	0	0	1	0	0	0	4	0	0	2	0	7
	4:45 PM	1	0	0	1	0	1	0	1	0	1	1	1	7
	5:00 PM	1	1	1	0	0	0	0	4	0	1	0	2	10
	5:15 PM	0	0	1	2	0	0	0	0	0	0	3	0	6
	5:30 PM	1	0	0	3	0	0	2	2	0	0	0	0	8
	5:45 PM	0	0	1	0	0	1	0	0	1	0	0	0	3
	VOLUMES	4	2	3	9	0	3	3	16	1	4	11	6	62
	APPROACH %	44%	22%	33%	75%	0%	25%	15%	80%	5%	19%	52%	29%	
	APP/DEPART	9	/	11	12	/	5	20	/	28	21	/	18	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	2	1	0	4	0	2	1	10	0	3	8	4	35
	APPROACH %	67%	33%	0%	67%	0%	33%	9%	91%	0%	20%	53%	27%	
	PEAK HR FACTOR	0.750			0.750			0.688			0.625			0.673
	APP/DEPART	3	/	6	6	/	3	11	/	14	15	/	12	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

Golden Lantern

NORTH SIDE

Dana Point Harbor Dr

WEST SIDE

EAST SIDE

Dana Point Harbor Dr

SOUTH SIDE

Golden Lantern

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Golden Lantern
Dana Point Harbor Dr

PROJECT #:
LOCATION #:
CONTROL:

SC4797
6
SIGNAL

CLASS 3:
3-AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Golden Lantern			Golden Lantern			Dana Point Harbor Dr			Dana Point Harbor Dr			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	3	0	0	0	0	0	0	0	0	3	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	1	0	0	0	0	0	0	0	0	1	
	7:45 AM	0	0	2	0	0	0	0	0	0	0	0	2	
	8:00 AM	0	0	2	0	0	0	0	0	0	0	0	2	
	8:15 AM	0	0	2	0	0	1	0	0	0	0	0	3	
	8:30 AM	0	0	1	0	1	0	0	0	0	0	0	2	
	8:45 AM	0	0	2	0	0	0	0	0	0	0	0	2	
	VOLUMES	0	0	13	0	1	1	0	0	0	0	0	15	
	APPROACH %	0%	0%	100%	0%	50%	50%	0%	0%	0%	0%	0%		
PM	APP/DEPART	13	/	0	2	/	1	0	/	13	0	/	1	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	0	0	7	0	1	1	0	0	0	0	0	9	
	APPROACH %	0%	0%	100%	0%	50%	50%	0%	0%	0%	0%	0%		
	PEAK HR FACTOR	0.875			0.500			0.000			0.000			0.750
	APP/DEPART	7	/	0	2	/	1	0	/	7	0	/	1	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	1	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%		
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	1	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%		
	PEAK HR FACTOR	0.000			0.000			0.000			0.250			0.250
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0

0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

Golden Lantern

NORTH SIDE

Dana Point Harbor Dr

WEST SIDE

EAST SIDE

Dana Point Harbor Dr

SOUTH SIDE

Golden Lantern

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Golden Lantern
Dana Point Harbor Dr

PROJECT #:
LOCATION #:
CONTROL:

SC4797
6
SIGNAL

CLASS 4:
4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Golden Lantern			Golden Lantern			Dana Point Harbor Dr			Dana Point Harbor Dr			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	1	1	1	1	1	2	0	1	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	1	0	0	1
	7:30 AM	0	0	1	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	1	0	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	1	0	0	0	0	0	0	0	1
	VOLUMES	0	0	2	1	0	0	0	0	1	0	0	4
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	0%	100%	0%	0%	
PM	APP/DEPART	2	/	0	1	/	1	0	/	3	1	/	0
	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	0	0	1	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.250			0.000			0.000		
	APP/DEPART	0	/	0	1	/	0	0	/	1	0	/	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	1
	5:00 PM	0	0	0	1	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	0	0	0	2	3
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	0	/	2	1	/	0	0	/	1	2	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	2	2
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.500		
	APP/DEPART	0	/	2	0	/	0	0	/	0	2	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

Golden Lantern

NORTH SIDE

Dana Point Harbor Dr

WEST SIDE

EAST SIDE

Dana Point Harbor Dr

SOUTH SIDE

Golden Lantern

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Golden Lantern
Dana Point Harbor Dr

PROJECT #: SC4797
LOCATION #: 6
CONTROL: SIGNAL

CLASS 5:	NOTES:	AM		▲	
RV		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND Golden Lantern			SOUTHBOUND Golden Lantern			EASTBOUND Dana Point Harbor Dr			WESTBOUND Dana Point Harbor Dr			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

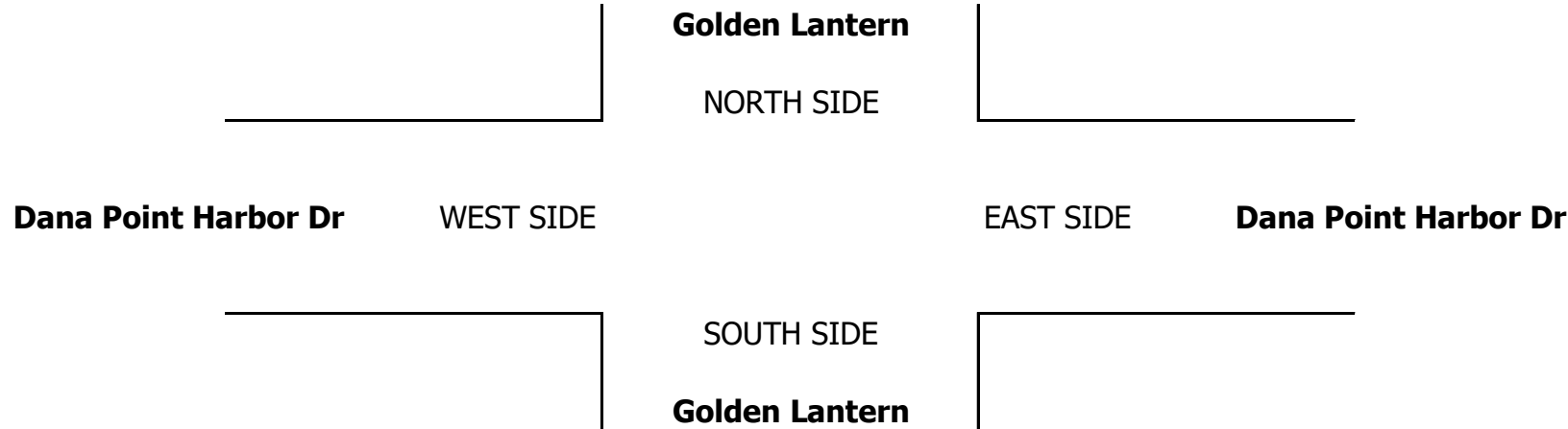
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0
BEGIN PEAK HR	8:00 AM												
VOLUMES	0	0	0	0	0	0	0	0	0	1	0	1	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.250			0.250
APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	1	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	1	1	0	0	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	50%	50%	0%	0%	0%	
APP/DEPART	0	/	1	0	/	0	2	/	1	0	/	0	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	0	0	0	1	0	0	0	0	1	
APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.250			0.000			0.250
APP/DEPART	0	/	1	0	/	0	1	/	0	0	/	0	0

[illegible]

0	0	0	0

[illegible]

0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 7/18/24 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Golden Lantern Dana Point Harbor Dr	PROJECT #: LOCATION #: CONTROL:	SC4797 6 SIGNAL

CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Golden Lantern			Golden Lantern			Dana Point Harbor Dr			Dana Point Harbor Dr			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

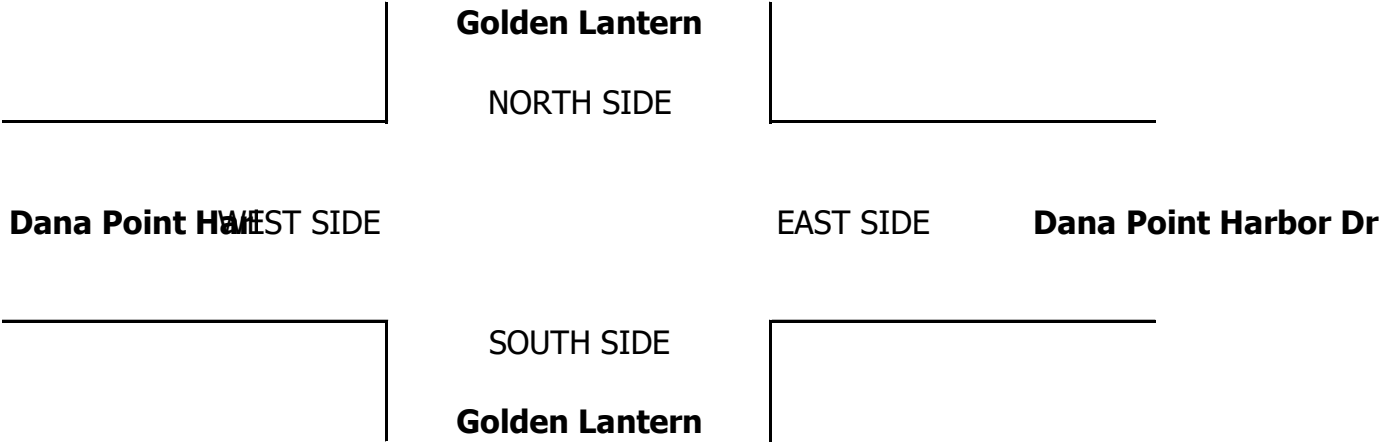
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	3	3
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	
PM	APP/DEPART	0	/	3	0	/	0	0	/	0	3	/	0
	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	2	2
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.500		
	APP/DEPART	0	/	2	0	/	0	0	/	0	2	/	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	1
	4:15 PM	0	0	0	1	0	0	0	0	0	0	2	3
	4:30 PM	0	0	0	1	0	0	0	0	0	0	1	2
	4:45 PM	0	0	0	1	0	0	0	0	0	0	1	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	2	2
	5:15 PM	0	0	1	1	0	0	0	0	0	0	2	4
	5:30 PM	0	0	0	1	0	0	0	0	0	0	1	2
	5:45 PM	0	0	0	0	0	0	0	0	0	0	2	2
	VOLUMES	0	0	1	5	0	0	0	0	0	0	12	18
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	0%	0%	0%	100%	
	APP/DEPART	1	/	12	5	/	0	0	/	6	12	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	3	0	0	0	0	0	0	5	8
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	
	PEAK HR FACTOR	0.000			0.750			0.000			0.625		
	APP/DEPART	0	/	5	3	/	0	0	/	3	5	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T42321

DATE:
Thu, Jun 22, 23

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Pacific Coast
Selva

PROJECT #:
LOCATION #:
CONTROL:

SC4096
8
SIGNAL

NOTES:										AM		▲	
										PM		N	
										MD	◀ W		E ▶
										OTHER		S	
										OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Pacific Coast			Pacific Coast			Selva			Selva			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	1	1	2	1	1.5	1	0.5	1	0.5	0.5	

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0		

AM	7:00 AM	23	138	8	7	64	13	4	2	10	3	1	18	291
	7:15 AM	36	171	9	8	91	13	16	7	8	8	7	15	389
	7:30 AM	23	135	8	13	77	15	15	5	14	9	11	17	342
	7:45 AM	20	179	12	19	156	17	16	6	14	10	8	21	478
	8:00 AM	12	168	11	14	114	21	16	9	9	12	11	40	437
	8:15 AM	23	192	12	4	155	16	17	7	13	15	9	19	482
	8:30 AM	16	217	14	13	152	33	15	11	18	7	9	32	537
	8:45 AM	37	239	15	8	149	36	25	9	29	10	13	24	594
	VOLUMES	190	1,439	89	86	958	164	124	56	115	74	69	186	3,550
	APPROACH %	11%	84%	5%	7%	79%	14%	42%	19%	39%	22%	21%	57%	
APP/DEPART		1,718	/	1,752	1,208	/	1,152	295	/	228	329	/	418	0
BEGIN PEAK HR		8:00 AM												
PM	VOLUMES	88	816	52	39	570	106	73	36	69	44	42	115	2,050
	APPROACH %	9%	85%	5%	5%	80%	15%	41%	20%	39%	22%	21%	57%	
	PEAK HR FACTOR	0.821			0.903			0.706			0.798			0.863
	APP/DEPART	956	/	1,005	715	/	685	178	/	126	201	/	234	0
	VOLUMES	23	209	22	19	211	23	32	18	16	11	14	23	621
	APPROACH %	10%	83%	7%	7%	83%	9%	43%	28%	29%	28%	31%	42%	4,973
APP/DEPART		1,921	/	1,961	2,185	/	2,071	584	/	448	283	/	493	0
BEGIN PEAK HR		4:00 PM												
PM	VOLUMES	109	800	70	81	955	104	132	84	96	42	44	68	2,585
	APPROACH %	11%	82%	7%	7%	84%	9%	42%	27%	31%	27%	29%	44%	
	PEAK HR FACTOR	0.941			0.846			0.830			0.802			0.933
	APP/DEPART	979	/	1,003	1,140	/	1,094	312	/	232	154	/	256	0

1	1	0	0	2
2	0	0	0	2
0	0	0	0	0
0	1	0	0	1
1	0	0	0	1
0	0	0	0	0
0	1	0	0	1
1	0	0	0	1
5	3	0	0	8

1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	3	0	0	3
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	4	0	0	5



		7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	TOTAL	
AM		7:00 AM									
		7:15 AM									
		7:30 AM									
		7:45 AM									
		8:00 AM									
		8:15 AM									
PM		8:30 AM									
		8:45 AM									
		TOTAL									
		4:00 PM									
		4:15 PM									
		4:30 PM									
PM		4:45 PM									
		5:00 PM									
		5:15 PM									
		5:30 PM									
		5:45 PM									
TOTAL											

ALL PED AND BIKE					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
2	0	1	1	4	
0	0	2	1	3	
9	1	1	9	20	
3	0	3	3	9	
1	1	0	3	5	
7	0	2	0	9	
6	0	2	3	11	
1	0	5	2	8	
29	2	16	22	69	
5	2	5	3	15	
4	0	1	6	11	
5	0	1	5	11	
3	0	3	3	9	
2	0	1	7	10	
5	0	2	0	7	
4	2	3	3	12	
5	2	0	7	14	
33	6	16	34	89	

PEDESTRIAN CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
2	0	0	1	3	
0	0	0	0	0	
7	0	0	1	8	
2	0	0	2	4	
1	0	0	1	2	
6	0	0	0	6	
6	0	2	3	11	
1	0	0	0	1	
25	0	2	8	35	
4	0	2	0	6	
4	0	0	2	6	
3	0	1	1	5	
3	0	1	1	5	
2	0	1	3	6	
2	0	2	0	4	
4	1	1	1	7	
3	0	0	3	6	
25	1	8	11	45	

BICYCLE CROSSINGS					
NS	SS	ES	WS	TOTAL	
0	0	1	0	1	
0	0	2	1	3	
2	1	1	8	12	
1	0	3	1	5	
0	1	0	2	3	
1	0	2	0	3	
0	0	0	0	0	
0	0	5	2	7	
4	2	14	14	34	
1	2	3	3	9	
0	0	1	4	5	
2	0	0	4	6	
0	0	2	2	4	
0	0	0	4	4	
3	0	0	0	3	
0	1	2	2	5	
2	2	0	4	8	
8	5	8	23	44	

8:00AM

14

0

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4

4:00 PM

14

0

4

4

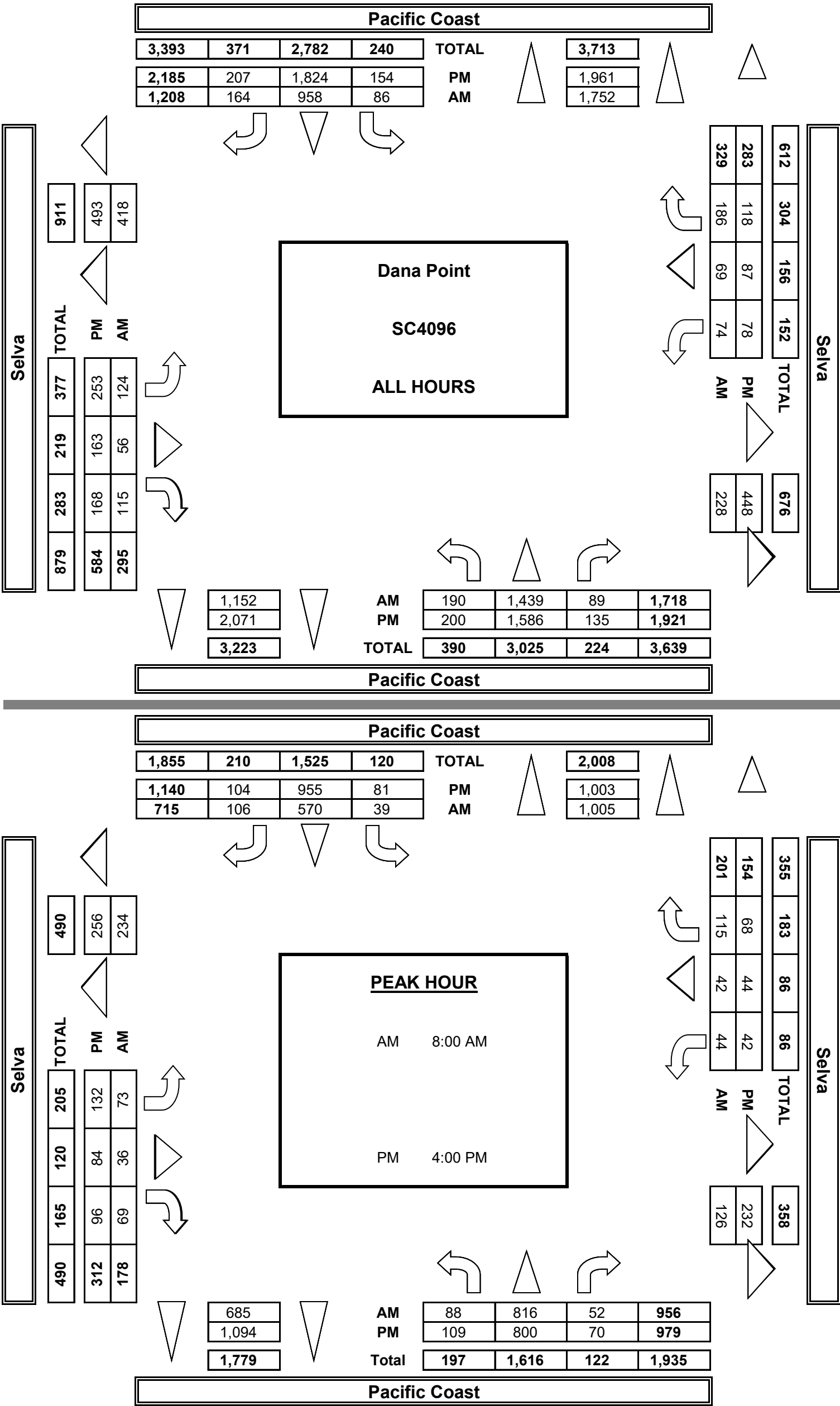
3

2

6

13

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TUR

PREPARED BY: AimTD LL

DATE: 6/22/23 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Pacific Coast Selva

	NOTES:				
PCE Adjusted	Class	1	2	3	4
	Factor	1	1.5	2	3

	NORTHBOUND			SOUTHBOUND	
	Pacific Coast			Pacific Coast	
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2

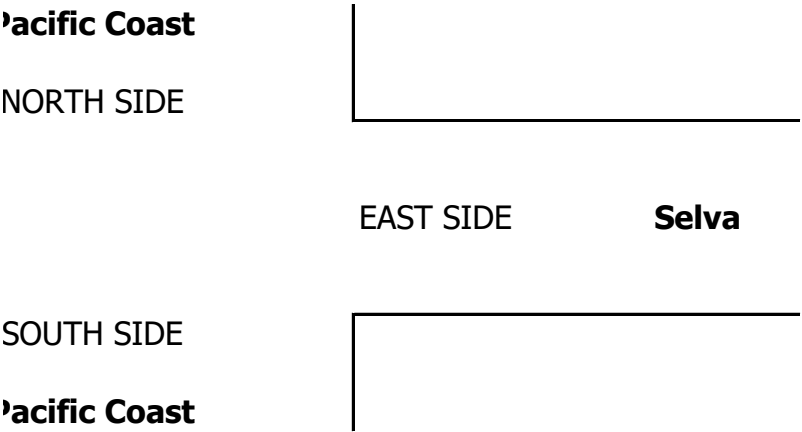
AM	7:00 AM	25	157	11	7	66
	7:15 AM	40	190	11	8	97
	7:30 AM	24	148	11	14	81
	7:45 AM	21	192	12	21	173
	8:00 AM	14	183	13	15	125
	8:15 AM	27	206	13	4	160
	8:30 AM	17	231	15	15	161
	8:45 AM	40	249	15	8	155
	VOLUMES	206	1,554	98	91	1,017
	APPROACH %	11%	84%	5%	7%	80%
	APP/DEPART	1,858	/	1,872	1,277	/
	BEGIN PEAK HR	8:00 AM				
	VOLUMES	96	869	55	41	601
	APPROACH %	9%	85%	5%	5%	80%
PM	PEAK HR FACTOR	0.839			0.897	
	APP/DEPART	1,019	/	1,063	749	/
	4:00 PM	24	214	23	20	224
	4:15 PM	35	207	23	14	246
	4:30 PM	26	188	9	25	231
	4:45 PM	26	205	16	25	292
	5:00 PM	10	197	15	18	224
	5:15 PM	30	202	24	16	251
	5:30 PM	24	199	13	22	199
	5:45 PM	28	199	13	17	209
	VOLUMES	202	1,608	136	156	1,875
	APPROACH %	10%	83%	7%	7%	84%

APP/DEPART	1,945	/	1,986	2,239	/
BEGIN PEAK HR	4:00 PM				
VOLUMES	111	812	71	83	993
APPROACH %	11%	82%	7%	7%	84%
PEAK HR FACTOR	0.939			0.853	
APP/DEPART	993	/	1,017	1,180	/

	F
Selva	WEST SIDE
	F

######

2,125	596	/	460	288	/	497	0
105 9%	134 42%	89 28%	99 31%	43 27%	44 28%	71 45%	2,652
		0.819			0.812		0.938
1,134	321	/	242	158	/	259	0



U-TURNS				
NB	SB	EB	WB	TTL

				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
6/22/23
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Pacific Coast
Selva

PROJECT #:
LOCATION #:
CONTROL:

SC4096
8
SIGNAL

CLASS 1:
PASSENGER
VEHICLES

NOTES:

AM
PM
MD
OTHER
OTHER

◀ W

▲
N

S
▼

E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Pacific Coast			Pacific Coast			Selva			Selva			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1.5	ET 1	ER 0.5	WL 1	WT 0.5	WR 0.5	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	19	113	4	7	61	12	4	2	9	3	1	18	253
	7:15 AM	28	149	6	8	81	13	16	7	6	7	5	14	340
	7:30 AM	22	115	4	12	72	14	14	4	13	8	8	17	303
	7:45 AM	18	155	12	17	141	11	16	5	12	10	7	21	425
	8:00 AM	9	149	8	13	99	21	13	9	9	11	7	36	384
	8:15 AM	18	167	11	4	147	14	16	7	12	14	9	18	437
	8:30 AM	15	194	13	10	137	33	14	11	17	7	9	31	491
	8:45 AM	33	223	15	8	137	36	25	9	28	10	13	24	561
	VOLUMES	162	1,265	73	79	875	154	118	54	106	70	59	179	3,194
	APPROACH %	11%	84%	5%	7%	79%	14%	42%	19%	38%	23%	19%	58%	
	APP/DEPART	1,500	/	1,565	1,108	/	1,055	278	/	203	308	/	371	0
	BEGIN PEAK HR	8:00 AM												
PM	VOLUMES	74	733	47	34	520	104	68	36	66	42	38	109	1,873
	APPROACH %	9%	86%	5%	5%	79%	16%	40%	21%	39%	22%	20%	58%	
	PEAK HR FACTOR	0.789			0.910			0.685			0.875			0.835
	APP/DEPART	855	/	911	659	/	629	170	/	117	189	/	216	0
	4:00 PM	22	201	21	18	192	23	31	16	15	11	14	22	586
	4:15 PM	32	196	23	14	221	23	36	13	26	16	5	9	614
	4:30 PM	26	184	9	22	212	29	31	28	28	4	10	20	603
	4:45 PM	26	199	16	23	269	28	30	19	22	10	15	11	668
	5:00 PM	8	191	15	18	216	24	34	26	23	11	6	12	584
	5:15 PM	30	195	24	16	239	27	26	21	16	9	12	9	624
	5:30 PM	24	194	13	22	194	19	26	17	14	8	7	15	553
	5:45 PM	28	190	13	17	200	32	32	14	18	8	18	13	583
	VOLUMES	196	1,550	134	150	1,743	205	246	154	162	77	87	111	4,815
	APPROACH %	10%	82%	7%	7%	83%	10%	44%	27%	29%	28%	32%	40%	
	APP/DEPART	1,880	/	1,911	2,098	/	1,983	562	/	434	275	/	487	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	105	780	69	74	894	103	128	76	91	41	44	62	2,471
	APPROACH %	11%	82%	7%	7%	83%	10%	43%	26%	31%	28%	30%	42%	
	PEAK HR FACTOR	0.951			0.839			0.848			0.782			0.925
	APP/DEPART	955	/	973	1,074	/	1,027	295	/	219	147	/	252	0

1	1	0	0	2
2	0	0	0	2
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
1	0	0	0	1
4	3	0	0	7

1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	3	0	0	3
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	4	0	0	5

Pacific Coast

NORTH SIDE

Selva

WEST SIDE

EAST SIDE

Selva

SOUTH SIDE

Pacific Coast

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 6/22/23 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Pacific Coast Selva	PROJECT #: LOCATION #: CONTROL:	SC4096 8 SIGNAL
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:		AM PM MD OTHER OTHER	▲ N ◀ W S ▼ E ▶

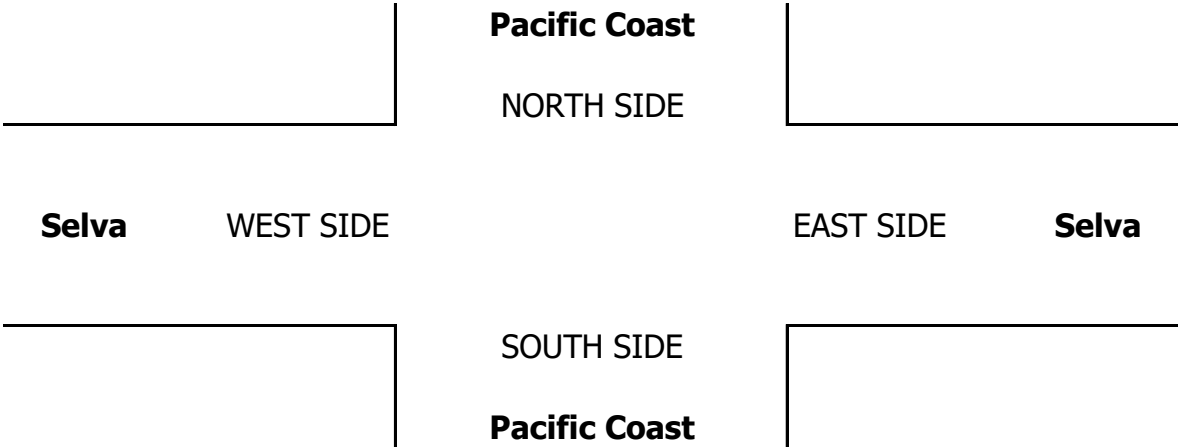
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Pacific Coast			Pacific Coast			Selva			Selva			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1.5	ET 1	ER 0.5	WL 1	WT 0.5	WR 0.5	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	4	17	3	0	2	1	0	0	1	0	0	0	28
	7:15 AM	8	13	3	0	9	0	0	0	2	1	1	1	38
	7:30 AM	0	17	3	0	4	1	0	1	1	1	2	0	30
	7:45 AM	2	23	0	1	8	6	0	0	2	0	1	0	43
	8:00 AM	3	15	3	1	12	0	3	0	0	1	4	2	44
	8:15 AM	3	24	1	0	7	2	1	0	0	1	0	1	40
	8:30 AM	1	20	1	3	12	0	1	0	1	0	0	1	40
	8:45 AM	3	14	0	0	12	0	0	0	1	0	0	0	30
	VOLUMES	24	143	14	5	66	10	5	1	8	4	8	5	293
	APPROACH %	13%	79%	8%	6%	81%	12%	36%	7%	57%	24%	47%	29%	
PM	APP/DEPART	181	/	153	81	/	79	14	/	20	17	/	41	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	9	73	5	4	43	2	5	0	2	2	4	4	154
	APPROACH %	10%	83%	6%	8%	88%	4%	71%	0%	29%	20%	40%	40%	
	PEAK HR FACTOR	0.786			0.817			0.583			0.357			0.875
	APP/DEPART	88	/	82	49	/	48	7	/	9	10	/	15	0
	4:00 PM	1	7	1	1	14	0	1	2	1	0	0	1	29
	4:15 PM	2	7	0	0	14	0	1	2	2	0	0	1	29
	4:30 PM	0	1	0	2	9	0	2	3	1	0	0	1	19
	4:45 PM	0	1	0	1	14	1	0	0	1	1	0	3	22
	5:00 PM	1	4	0	0	4	0	2	0	0	0	0	0	11
	5:15 PM	0	3	0	0	5	0	0	1	0	0	0	0	9
	5:30 PM	0	3	0	0	2	1	1	0	1	0	0	0	8
	5:45 PM	0	3	0	0	2	0	0	0	0	0	0	0	5
	VOLUMES	4	29	1	4	64	2	7	8	6	1	0	6	132
	APPROACH %	12%	85%	3%	6%	91%	3%	33%	38%	29%	14%	0%	86%	
	APP/DEPART	34	/	42	70	/	71	21	/	13	7	/	6	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	3	16	1	4	51	1	4	7	5	1	0	6	99
	APPROACH %	15%	80%	5%	7%	91%	2%	25%	44%	31%	14%	0%	86%	
	PEAK HR FACTOR	0.556			0.875			0.667			0.438			0.853
	APP/DEPART	20	/	26	56	/	57	16	/	12	7	/	4	0

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

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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
6/22/23
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Pacific Coast
Selva

PROJECT #:
LOCATION #:
CONTROL:

SC4096
8
SIGNAL

CLASS 3:
3-AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Pacific Coast			Pacific Coast			Selva			Selva			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1.5	ET 1	ER 0.5	WL 1	WT 0.5	WR 0.5	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	4	1	0	1	0	0	0	0	0	0	6	
	7:15 AM	0	6	0	0	0	0	0	0	0	1	0	7	
	7:30 AM	1	2	1	1	0	1	0	0	0	1	0	7	
	7:45 AM	0	1	0	0	1	0	1	0	0	0	0	3	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	
	8:15 AM	2	0	0	0	0	0	0	1	0	0	0	3	
	8:30 AM	0	2	0	0	3	0	0	0	0	0	0	5	
	8:45 AM	1	1	0	0	0	0	0	0	0	0	0	2	
	VOLUMES	4	16	2	1	5	0	1	1	1	0	2	1	34
	APPROACH %	18%	73%	9%	17%	83%	0%	33%	33%	33%	0%	67%	33%	
	APP/DEPART	22	/	18	6	/	6	3	/	4	3	/	6	0
	BEGIN PEAK HR	8:00 AM												
PM	VOLUMES	3	3	0	0	3	0	0	0	1	0	0	1	11
	APPROACH %	50%	50%	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%	
	PEAK HR FACTOR	0.750			0.250			0.250			0.250			0.550
	APP/DEPART	6	/	4	3	/	4	1	/	0	1	/	3	0
	4:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	1	2
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
	VOLUMES	0	5	0	0	4	0	0	1	0	0	0	1	11
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	0%	100%	
	APP/DEPART	5	/	6	4	/	4	1	/	1	1	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	3	0	0	2	0	0	1	0	0	0	0	6
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.750			0.250			0.250			0.000			0.500
	APP/DEPART	3	/	3	2	/	2	1	/	1	0	/	0	0

0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0

Pacific Coast

NORTH SIDE

Selva

WEST SIDE

SOUTH SIDE

Pacific Coast

EAST SIDE

Selva

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
6/22/23
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Pacific Coast
Selva

PROJECT #:
LOCATION #:
CONTROL:

SC4096
8
SIGNAL

CLASS 4:
4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Pacific Coast			Pacific Coast			Selva			Selva			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1.5	ET 1	ER 0.5	WL 1	WT 0.5	WR 0.5	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	2	0	0	0	0	0	0	0	0	0	2
	7:15 AM	0	3	0	0	0	0	0	0	0	0	0	3
	7:30 AM	0	1	0	0	1	0	0	0	0	0	0	2
	7:45 AM	0	0	0	0	6	0	0	0	0	0	0	6
	8:00 AM	0	3	0	0	2	0	0	0	0	0	0	5
	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	1
	8:30 AM	0	1	0	0	0	0	0	0	0	0	0	1
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	1
	VOLUMES	0	12	0	0	9	0	0	0	0	0	0	21
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
PM	APP/DEPART	12	/	12	9	/	9	0	/	0	0	/	0
	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	6	0	0	2	0	0	0	0	0	0	8
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.500			0.250			0.000			0.000		
	APP/DEPART	6	/	6	2	/	2	0	/	0	0	/	0
	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	1	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	2	0	0	0	0	0	0	2
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	2	/	2	0	/	0	0	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	2	0	0	0	0	0	0	2
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.500			0.000			0.000		
	APP/DEPART	0	/	0	2	/	2	0	/	0	0	/	0

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Pacific Coast

NORTH SIDE

Selva

WEST SIDE

SOUTH SIDE

Pacific Coast

EAST SIDE

Selva

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
6/22/23
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Pacific Coast
Selva

PROJECT #:
LOCATION #:
CONTROL:

SC4096
8
SIGNAL

CLASS 5:
RV

NOTES:

AM
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MD
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OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Pacific Coast			Pacific Coast			Selva			Selva			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1.5	ET 1	ER 0.5	WL 1	WT 0.5	WR 0.5	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	8:00 AM											
PM	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0

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Pacific Coast

NORTH SIDE

Selva

WEST SIDE

SOUTH SIDE

Pacific Coast

EAST SIDE

Selva

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 6/22/23 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Pacific Coast Selva	PROJECT #: LOCATION #: CONTROL:	SC4096 8 SIGNAL

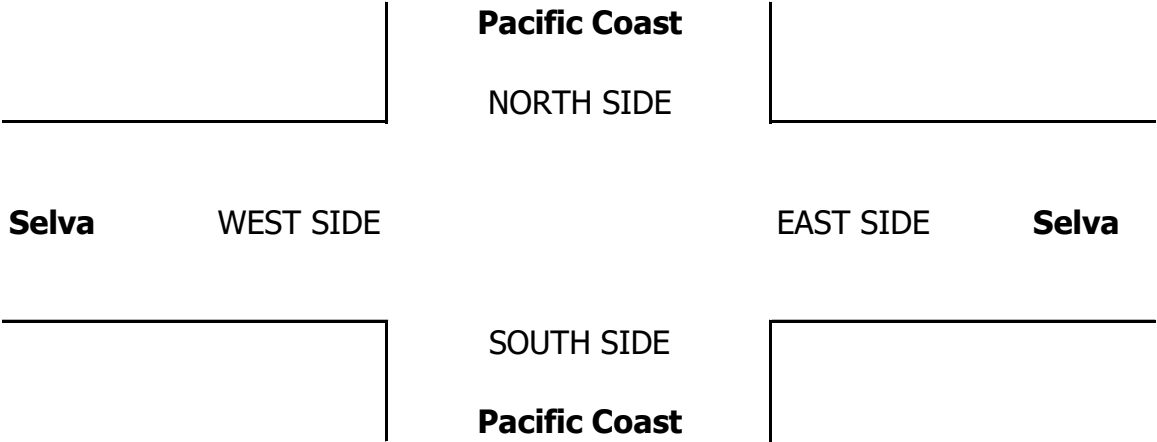
CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Pacific Coast			Pacific Coast			Selva			Selva				NB	SB	EB	WB	TTL
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1.5	ET 1	ER 0.5	WL 1	WT 0.5	WR 0.5	TOTAL					

AM	7:00 AM	0	2	0	0	0	0	0	0	0	0	0	2	
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	1	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	1	0	0	0	0	0	0	0	1	
	8:00 AM	0	1	0	0	1	0	0	0	0	0	1	3	
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	1	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	3	0	1	3	0	0	0	0	0	1	8	
	APPROACH %	0%	100%	0%	25%	75%	0%	0%	0%	0%	0%	100%		
APP/DEPART	3	/	4	4	/	3	0	/	1	1	/	0	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	0	1	0	0	2	0	0	0	0	0	1	4		
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	100%			
PEAK HR FACTOR	0.250			0.500			0.000			0.250			0.333	
APP/DEPART	1	/	2	2	/	2	0	/	0	1	/	0	0	
PM	4:00 PM	0	0	0	0	2	0	0	0	0	0	0	2	
	4:15 PM	0	0	0	0	2	0	0	0	0	0	0	2	
	4:30 PM	0	0	0	0	1	0	0	0	0	0	0	1	
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	1	
	5:15 PM	0	0	0	0	2	0	0	0	0	0	0	2	
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	1	
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	
	VOLUMES	0	2	0	0	11	0	0	0	0	0	0	13	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%		
	APP/DEPART	2	/	2	11	/	11	0	/	0	0	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	1	0	0	6	0	0	0	0	0	0	7	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.250			0.750			0.000			0.000			0.875	
APP/DEPART	1	/	1	6	/	6	0	/	0	0	/	0	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



>=2-axle

AM	Heavy Vehicle%	NL	NT	NR	SL	ST	SR	EL	
			12	83	5	4	50	2	5
			88	816	52	39	570	106	73
			14%	10%	10%	10%	9%	2%	7%

PM	Heavy Vehicle%	NL	NT	NR	SL	ST	SR	EL	
			3	20	1	4	61	1	4
			161	294	194	38	341	162	152
			2%	7%	1%	11%	18%	1%	3%

ET	ER	WL	WT	WR	TOTAL	
	0	3	2	4	6	177
	36	69	44	42	115	2050
	0%	4%	5%	10%	5%	9%

ET	ER	WL	WT	WR	TOTAL	
	8	5	1	0	6	114
	372	149	194	284	28	2369
	2%	3%	1%	0%	21%	5%

>=3-axle

AM	Heavy Vehicle%	NL	NT	NR	SL	ST	SR	EL	
			3	10	0	0	7	0	0
			88	816	52	39	570	106	73
			3%	1%	0%	0%	1%	0%	0%

PM	Heavy Vehicle%	NL	NT	NR	SL	ST	SR	EL	
			0	4	0	0	10	0	0
			161	294	194	38	341	162	152
			0%	1%	0%	0%	3%	0%	0%

ET	ER	WL	WT	WR	TOTAL	
	0	1	0	0	2	23
	36	69	44	42	115	2050
	0%	1%	0%	0%	2%	1%

ET	ER	WL	WT	WR	TOTAL	
	1	0	0	0	0	15
	372	149	194	284	28	2369
	0%	0%	0%	0%	0%	1%

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Thu, Jun 22, 23

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Pacific Coast
Niguel

PROJECT #:
LOCATION #:
CONTROL:

SC4096
2
SIGNAL

NOTES:								AM		▲	
								PM		N	
								MD	◀ W		E ▶
								OTHER		S	
								OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Ritz Carlton			Pacific Coast			Niguel			Niguel			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	1	2	2	1	1	2	1	1	2	0	

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	
0	0	0	2	2	
0	0	0	2	2	
0	1	0	0	1	
1	2	1	0	4	
1	1	0	0	2	
0	2	0	1	3	
2	6	1	6	15	

AM	7:00 AM	4	129	32	8	49	1	6	10	5	30	11	22	307
	7:15 AM	14	145	42	21	79	5	4	14	6	29	14	41	414
	7:30 AM	10	131	25	21	72	2	7	13	4	31	16	44	376
	7:45 AM	18	163	40	21	149	4	9	12	8	36	23	41	524
	8:00 AM	17	166	36	30	93	2	14	20	12	44	17	43	494
	8:15 AM	19	164	42	28	139	3	8	17	4	35	26	45	530
	8:30 AM	23	182	55	36	134	4	20	37	14	49	20	60	634
	8:45 AM	27	192	59	48	138	5	20	31	14	42	34	49	659
	VOLUMES	132	1,272	331	213	853	26	88	154	67	296	161	345	3,938
	APPROACH %	8%	73%	19%	20%	78%	2%	28%	50%	22%	37%	20%	43%	
PM	APP/DEPART	1,735	/	1,710	1,092	/	1,212	309	/	698	802	/	318	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	86	704	192	142	504	14	62	105	44	170	97	197	2,317
	APPROACH %	9%	72%	20%	22%	76%	2%	29%	50%	21%	37%	21%	42%	
	PEAK HR FACTOR		0.883			0.864			0.743			0.899		0.879
	APP/DEPART	982	/	968	660	/	719	211	/	434	464	/	196	0
	4:00 PM	16	184	69	84	165	12	23	32	23	65	18	45	736
	4:15 PM	12	163	61	69	220	9	23	38	20	33	15	42	705
	4:30 PM	14	178	55	67	180	3	20	37	34	61	27	47	723
	4:45 PM	14	168	68	77	241	5	12	58	33	67	26	38	807
PM	5:00 PM	16	187	60	61	184	3	23	31	23	56	21	53	718
	5:15 PM	10	131	61	80	217	6	18	56	27	45	22	41	714
	5:30 PM	21	184	57	58	184	3	25	33	12	43	18	33	671
	5:45 PM	14	154	63	68	193	8	16	30	18	43	24	43	674
	VOLUMES	117	1,349	494	564	1,584	49	160	315	190	413	171	342	5,748
	APPROACH %	6%	69%	25%	26%	72%	2%	24%	47%	29%	45%	18%	37%	
	APP/DEPART	1,960	/	1,868	2,197	/	2,190	665	/	1,358	926	/	332	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	56	693	253	297	806	29	78	165	110	226	86	172	2,971
	APPROACH %	6%	69%	25%	26%	71%	3%	22%	47%	31%	47%	18%	36%	
	PEAK HR FACTOR		0.931			0.876			0.857			0.896		0.920
	APP/DEPART	1,002	/	952	1,132	/	1,145	353	/	707	484	/	167	0

1	2	0	1	4
1	2	0	0	3
1	2	0	0	3
1	3	0	0	4
0	2	0	0	2
0	2	0	0	2
1	2	1	1	5
1	3	0	1	5
6	18	1	3	28



AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL

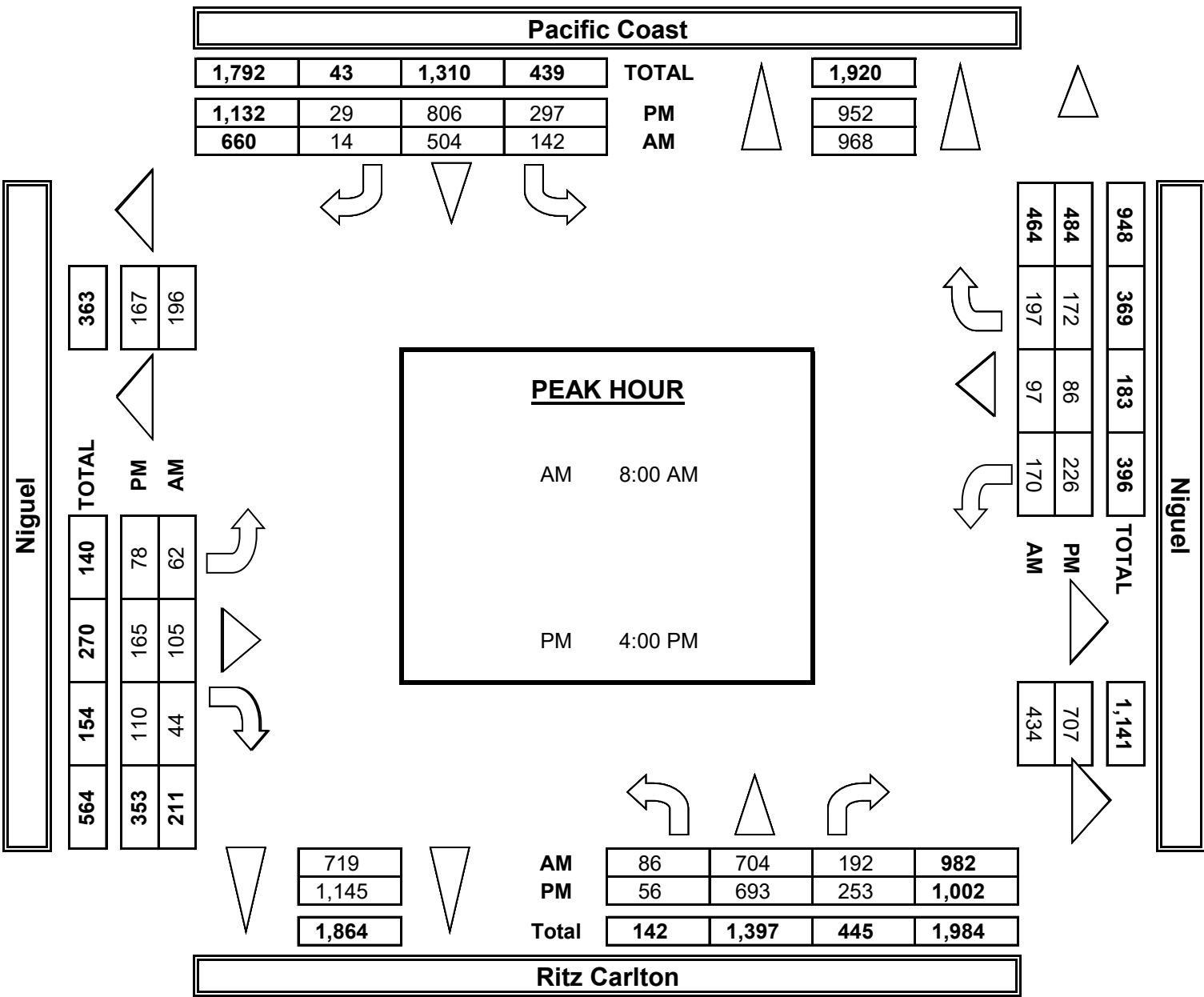
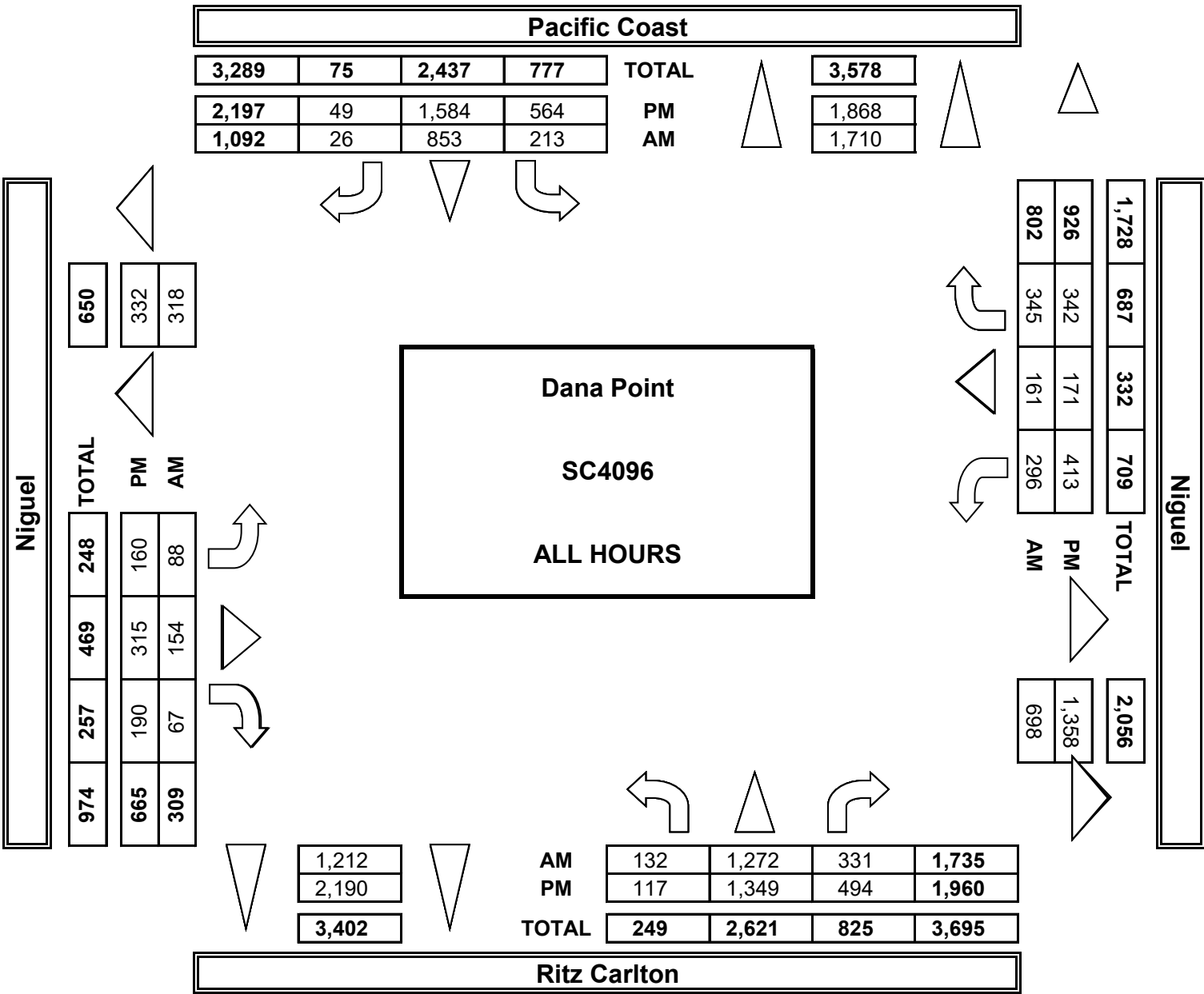
ALL PED AND BIKE				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
3	1	0	1	5
2	0	1	1	4
6	0	1	5	12
2	1	2	3	8
0	3	2	2	7
4	0	2	2	8
1	0	0	9	10
8	0	2	1	11
26	5	10	24	65
8	3	4	6	21
7	0	0	2	9
3	7	7	3	20
12	5	6	9	32
7	3	1	6	17
8	5	1	2	16
1	4	6	2	13
1	3	0	4	8
47	30	25	34	136

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
3	0	0	0	3
0	0	0	0	0
1	0	0	0	1
2	1	0	2	5
0	2	1	0	3
4	0	1	1	6
0	0	0	7	7
7	0	0	0	7
17	3	2	10	32
3	3	1	5	12
0	0	0	0	0
0	1	0	1	2
8	3	1	8	20
7	1	0	3	11
2	3	1	0	6
1	4	2	0	7
0	3	0	1	4
21	18	5	18	62

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	1	0	1	2
2	0	1	1	4
5	0	1	5	11
0	0	2	1	3
0	1	1	2	4
0	0	1	1	2
1	0	0	2	3
1	0	2	1	4
9	2	8	14	33
5	0	3	1	9
7	0	0	2	9
3	6	7	2	18
4	2	5	1	12
0	2	1	3	6
6	2	0	2	10
0	0	4	2	6
1	0	0	3	4
26	12	20	16	74

8:00AM	11	2	2	8	2	1	4	6
4:00 PM	11	7	2	14	19	8	15	6

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TUR

PREPARED BY: AimTD LL

DATE: 6/22/23 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Pacific Coast Niguel

	NOTES:			
PCE Adjusted	Class	1	2	3
	Factor	1	1.5	2

	NORTHBOUND			SOUTHBOUND	
	Ritz Carlton			Pacific Coast	
LANES:	NL 1	NT 2	NR 1	SL 2	ST 2

AM	7:00 AM	4	143	37	9	51
	7:15 AM	14	157	50	24	84
	7:30 AM	11	142	27	22	76
	7:45 AM	19	171	43	22	168
	8:00 AM	19	179	40	32	103
	8:15 AM	21	176	44	29	144
	8:30 AM	24	193	59	38	143
	8:45 AM	27	199	62	51	142
	VOLUMES	137	1,357	361	226	910
	APPROACH %	7%	73%	19%	19%	78%
	APP/DEPART	1,855	/	1,821	1,162	/
	BEGIN PEAK HR	8:00 AM				
	VOLUMES	90	746	204	150	531
	APPROACH %	9%	72%	20%	22%	76%
	PEAK HR FACTOR	0.903			0.876	
	APP/DEPART	1,039	/	1,020	694	/
PM	4:00 PM	17	188	70	88	175
	4:15 PM	12	166	63	72	226
	4:30 PM	14	180	57	69	187
	4:45 PM	14	172	68	82	248
	5:00 PM	16	189	61	65	186
	5:15 PM	10	134	62	81	220
	5:30 PM	21	185	58	59	186
	5:45 PM	14	158	63	70	195
	VOLUMES	118	1,370	501	584	1,620
	APPROACH %	6%	69%	25%	26%	72%

APP/DEPART	1,989	/	1,895	2,253	/
BEGIN PEAK HR		4:00 PM			
VOLUMES	57	705	257	311	835
APPROACH %	6%	69%	25%	26%	71%
PEAK HR FACTOR		0.928			0.877
APP/DEPART	1,019	/	967	1,174	/

	F
Niguel	WEST SIDE
	F

######

2,241	695	/	1,406	943	/	338	0
29	85	170	118	229	86	178	3,057
2%	23%	46%	32%	46%	17%	36%	
		0.873			0.899		0.923
1,182	372	/	737	493	/	172	0

Pacific Coast

NORTH SIDE

EAST SIDE

Niguel

SOUTH SIDE

Pacific Coast

U-TURNS				
NB	SB	EB	WB	TTL

				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
6/22/23
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Pacific Coast
Niguel

PROJECT #:
LOCATION #:
CONTROL:

SC4096
2
SIGNAL

CLASS 1:
PASSENGER
VEHICLES

NOTES:

AM
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MD
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OTHER

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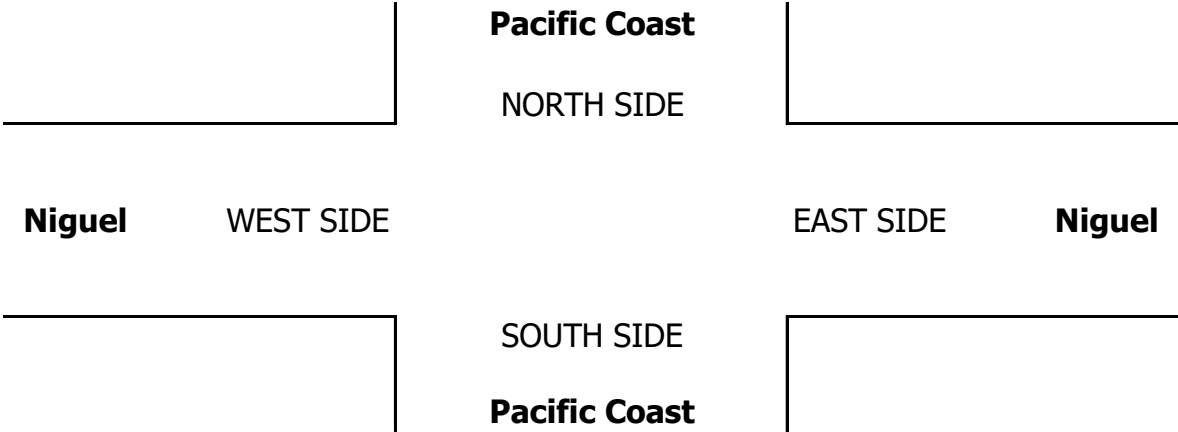
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Ritz Carlton			Pacific Coast			Niguel			Niguel			
LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	4	111	25	6	46	1	5	8	4	30	10	19	269
	7:15 AM	14	131	33	18	70	5	4	12	6	28	13	37	371
	7:30 AM	9	114	22	20	67	2	5	10	4	29	16	40	338
	7:45 AM	16	148	34	20	130	4	9	11	8	32	20	33	465
	8:00 AM	14	152	30	26	81	2	12	19	9	43	16	38	442
	8:15 AM	16	143	39	27	131	3	7	16	3	34	25	41	485
	8:30 AM	22	163	50	33	120	4	18	34	11	48	20	53	576
	8:45 AM	27	183	53	45	130	5	19	30	13	39	33	45	622
	VOLUMES	122	1,145	286	195	775	26	79	140	58	283	153	306	3,568
	APPROACH %	8%	74%	18%	20%	78%	3%	29%	51%	21%	38%	21%	41%	
	APP/DEPART	1,553	/	1,535	996	/	1,112	277	/	621	742	/	300	0
	BEGIN PEAK HR	8:00 AM												
PM	VOLUMES	77	641	172	125	462	14	55	99	36	163	94	177	2,125
	APPROACH %	9%	72%	19%	21%	76%	2%	29%	52%	19%	37%	22%	41%	
	PEAK HR FACTOR	0.848			0.843			0.758			0.899			0.854
	APP/DEPART	892	/	879	607	/	663	191	/	397	435	/	186	0
	4:00 PM	15	177	67	77	151	12	21	32	20	63	18	44	697
	4:15 PM	12	157	58	66	209	9	21	35	15	33	15	40	670
	4:30 PM	14	175	53	64	170	3	18	35	32	60	27	45	696
	4:45 PM	14	163	68	70	228	5	11	55	32	64	26	37	773
	5:00 PM	16	183	58	54	180	3	20	30	22	56	21	48	691
	5:15 PM	10	127	60	79	213	6	17	55	25	44	22	40	698
	5:30 PM	21	182	55	57	181	3	24	33	11	43	18	32	660
	5:45 PM	14	149	63	67	191	8	16	30	17	41	24	42	662
	VOLUMES	116	1,313	482	534	1,523	49	148	305	174	404	171	328	5,547
	APPROACH %	6%	69%	25%	25%	72%	2%	24%	49%	28%	45%	19%	36%	
	APP/DEPART	1,911	/	1,806	2,106	/	2,103	627	/	1,306	903	/	332	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	52	672	246	268	758	29	71	157	99	219	86	166	2,836
	APPROACH %	5%	69%	25%	25%	71%	3%	22%	48%	30%	46%	18%	35%	
	PEAK HR FACTOR	0.939			0.878			0.834			0.894			0.917
	APP/DEPART	973	/	918	1,064	/	1,079	327	/	672	472	/	167	0

0	0	0	0	0
0	0	0	2	2
0	0	0	2	2
0	0	0	1	1
0	1	0	0	1
1	2	1	0	4
1	1	0	0	2
0	2	0	1	3
2	6	1	6	15

0	2	0	1	3
1	2	0	0	3
1	2	0	0	3
1	3	0	0	4
0	2	0	0	2
0	2	0	0	2
1	2	1	1	5
1	3	0	1	5
5	18	1	3	27



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
6/22/23
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Pacific Coast
Niguel

PROJECT #:
LOCATION #:
CONTROL:

SC4096
2
SIGNAL

CLASS 2:
2-AXLE
WORK
VEHICLES/
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Ritz Carlton			Pacific Coast			Niguel			Niguel			
LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	13	4	2	2	0	1	2	1	0	1	2	28
	7:15 AM	0	9	5	2	8	0	0	2	0	1	1	3	31
	7:30 AM	1	14	2	1	4	0	1	3	0	1	0	4	31
	7:45 AM	2	15	6	0	12	0	0	1	0	3	3	5	47
	8:00 AM	3	9	5	4	9	0	1	1	3	1	1	5	42
	8:15 AM	3	20	3	0	7	0	1	1	1	1	1	2	40
	8:30 AM	1	17	4	3	11	0	1	3	3	1	0	7	51
	8:45 AM	0	7	6	2	8	0	1	1	1	3	1	4	34
	VOLUMES	10	104	35	14	61	0	6	14	9	11	8	32	304
	APPROACH %	7%	70%	23%	19%	81%	0%	21%	48%	31%	22%	16%	63%	
PM	APP/DEPART	149	/	142	75	/	81	29	/	63	51	/	18	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	7	53	18	9	35	0	4	6	8	6	3	18	167
	APPROACH %	9%	68%	23%	20%	80%	0%	22%	33%	44%	22%	11%	67%	
	PEAK HR FACTOR	0.750			0.786			0.643			0.844			0.819
	APP/DEPART	78	/	75	44	/	49	18	/	33	27	/	10	0
	4:00 PM	1	6	2	6	10	0	0	0	2	2	0	0	29
	4:15 PM	0	6	3	2	11	0	0	3	3	0	0	0	28
	4:30 PM	0	3	1	3	9	0	0	2	1	1	0	1	21
	4:45 PM	0	3	0	6	13	0	1	2	0	3	0	0	28
	5:00 PM	0	4	2	7	4	0	1	1	0	0	0	4	23
	5:15 PM	0	3	0	1	3	0	0	0	1	1	0	0	9
	5:30 PM	0	2	2	1	3	0	0	0	0	0	0	0	8
	5:45 PM	0	3	0	0	1	0	0	0	0	1	0	0	5
	VOLUMES	1	30	10	26	54	0	2	8	7	8	0	5	151
	APPROACH %	2%	73%	24%	33%	68%	0%	12%	47%	41%	62%	0%	38%	
	APP/DEPART	41	/	37	80	/	70	17	/	44	13	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	18	6	17	43	0	1	7	6	6	0	1	106
	APPROACH %	0%	72%	24%	28%	72%	0%	7%	50%	43%	86%	0%	14%	
	PEAK HR FACTOR	0.694			0.789			0.583			0.583			0.914
	APP/DEPART	25	/	20	60	/	56	14	/	30	7	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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

Pacific Coast

NORTH SIDE

Niguel

WEST SIDE

EAST SIDE

Niguel

SOUTH SIDE

Pacific Coast

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
6/22/23
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Pacific Coast
Niguel

PROJECT #:
LOCATION #:
CONTROL:

SC4096
2
SIGNAL

CLASS 3:
3-AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Ritz Carlton			Pacific Coast			Niguel			Niguel			
LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	2	2	0	1	0	0	0	0	0	1	6	
	7:15 AM	0	3	3	0	0	0	0	0	0	0	1	7	
	7:30 AM	0	2	1	0	0	0	0	0	1	0	0	4	
	7:45 AM	0	0	0	1	1	0	0	0	0	0	1	3	
	8:00 AM	0	0	1	0	0	0	0	0	0	0	0	1	
	8:15 AM	0	0	0	1	0	0	0	0	0	0	2	3	
	8:30 AM	0	2	0	0	3	0	0	0	0	0	0	5	
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	1	
	VOLUMES	0	10	7	2	5	0	0	0	0	1	0	5	30
	APPROACH %	0%	59%	41%	29%	71%	0%	0%	0%	17%	0%	83%		
	APP/DEPART	17	/	15	7	/	6	0	/	9	6	/	0	0
	BEGIN PEAK HR	8:00 AM												
PM	VOLUMES	0	3	1	1	3	0	0	0	0	0	2	10	
	APPROACH %	0%	75%	25%	25%	75%	0%	0%	0%	0%	0%	100%		
	PEAK HR FACTOR	0.500			0.333			0.000			0.250			0.500
	APP/DEPART	4	/	5	4	/	3	0	/	2	2	/	0	0
	4:00 PM	0	1	0	1	2	0	0	0	0	0	0	4	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	1	0	0	0	0	0	0	0	0	1	
	4:45 PM	0	1	0	0	0	0	1	0	0	0	0	2	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	1	1	0	0	0	1	0	0	0	0	3	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	1	0	0	1	0	0	0	1	0	0	3	
	VOLUMES	0	4	2	1	3	0	0	2	0	1	0	0	13
	APPROACH %	0%	67%	33%	25%	75%	0%	0%	100%	0%	100%	0%	0%	
	APP/DEPART	6	/	4	4	/	4	2	/	5	1	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	2	1	1	2	0	0	1	0	0	0	0	7
	APPROACH %	0%	67%	33%	33%	67%	0%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.750			0.250			0.250			0.000			0.438
	APP/DEPART	3	/	2	3	/	2	1	/	3	0	/	0	0

0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

Pacific Coast

NORTH SIDE

Niguel

WEST SIDE

SOUTH SIDE

Pacific Coast

EAST SIDE

Niguel

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
6/22/23
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Pacific Coast
Niguel

PROJECT #:
LOCATION #:
CONTROL:

SC4096
2
SIGNAL

CLASS 4:
4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Ritz Carlton			Pacific Coast			Niguel			Niguel			
LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	2	0	0	0	0	0	0	0	0	0	2
	7:15 AM	0	2	1	1	0	0	0	0	0	0	0	4
	7:30 AM	0	1	0	0	1	0	0	0	0	0	0	2
	7:45 AM	0	0	0	0	6	0	0	0	0	0	2	8
	8:00 AM	0	3	0	0	2	0	0	0	0	0	0	5
	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	1
	8:30 AM	0	0	1	0	0	0	0	0	0	0	0	1
	8:45 AM	0	1	0	1	0	0	0	0	0	0	0	2
	VOLUMES	0	10	2	2	9	0	0	0	0	0	2	25
	APPROACH %	0%	83%	17%	18%	82%	0%	0%	0%	0%	0%	100%	
PM	APP/DEPART	12	/	12	11	/	9	0	/	4	2	/	0
	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	5	1	1	2	0	0	0	0	0	0	9
	APPROACH %	0%	83%	17%	33%	67%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.500			0.375			0.000			0.000		
	APP/DEPART	6	/	5	3	/	2	0	/	2	0	/	0
	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	1
	4:15 PM	0	0	0	1	0	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	1	0	0	0	0	0	0	1
	4:45 PM	0	0	0	1	0	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	1	0	0	0	0	0	0	0	1
	VOLUMES	0	0	0	3	2	0	0	0	0	0	0	5
	APPROACH %	0%	0%	0%	60%	40%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	5	/	2	0	/	3	0	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	2	2	0	0	0	0	0	0	4
	APPROACH %	0%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			1.000			0.000			0.000		
	APP/DEPART	0	/	0	4	/	2	0	/	2	0	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

Pacific Coast

NORTH SIDE

Niguel

WEST SIDE

EAST SIDE

Niguel

SOUTH SIDE

Pacific Coast

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
6/22/23
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Pacific Coast
Niguel

PROJECT #:
LOCATION #:
CONTROL:

SC4096
2
SIGNAL

CLASS 5:

RV

NOTES:

AM
PM
MD
OTHER
OTHER

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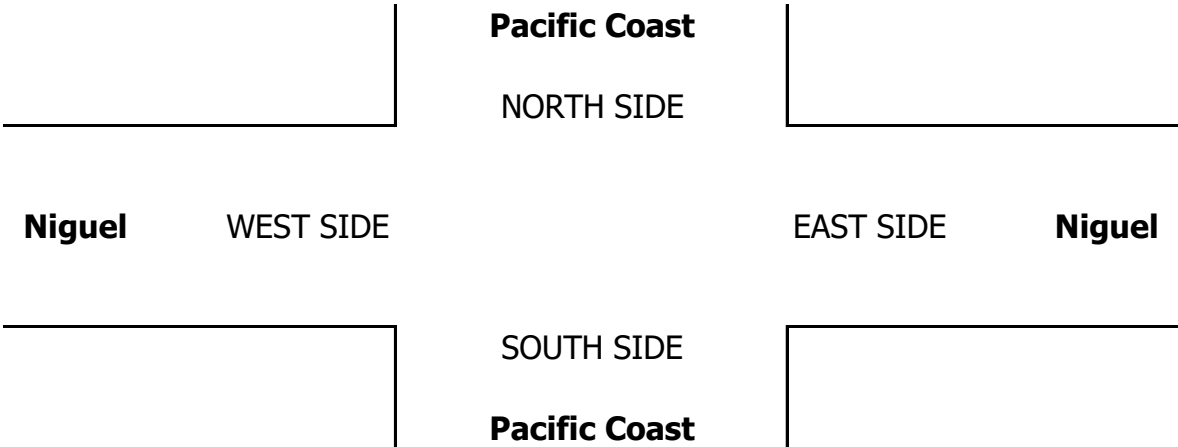
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Ritz Carlton			Pacific Coast			Niguel			Niguel			
LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	8:00 AM											
PM	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0

0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
6/22/23
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Pacific Coast
Niguel

PROJECT #:
LOCATION #:
CONTROL:

SC4096
2
SIGNAL

CLASS 6:

NOTES:

BUSES

AM
PM
MD
OTHER
OTHER

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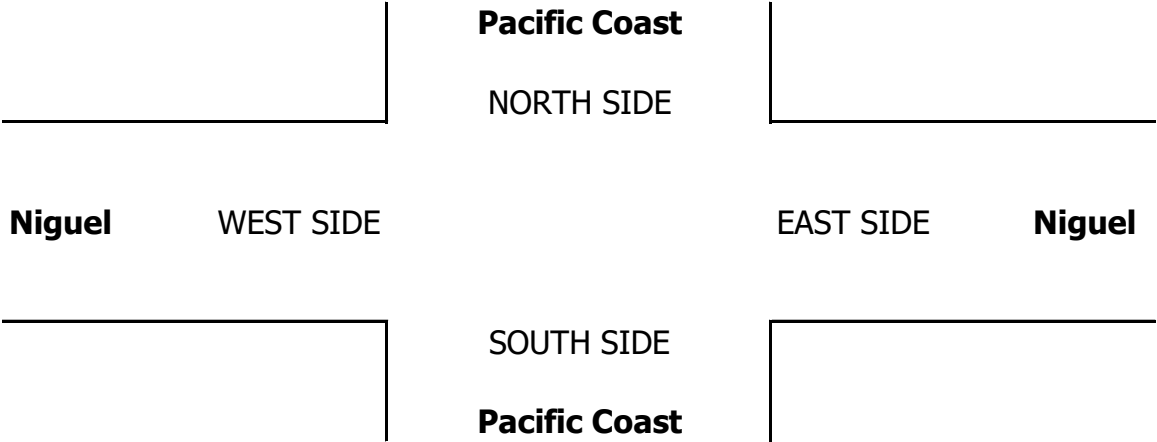
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Ritz Carlton			Pacific Coast			Niguel			Niguel				NB	SB	EB	WB	TTL
LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL					

AM	7:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	2
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
	8:00 AM	0	2	0	0	1	0	1	0	0	0	0	0	4
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	3	1	0	3	0	3	0	0	1	0	0	11
	APPROACH %	0%	75%	25%	0%	100%	0%	100%	0%	0%	100%	0%	0%	
PM	APP/DEPART	4	/	6	3	/	4	3	/	1	1	/	0	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	0	2	0	0	2	0	2	0	0	0	0	0	6
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.500			0.500			0.000			0.375
	APP/DEPART	2	/	4	2	/	2	2	/	0	0	/	0	0
	4:00 PM	0	0	0	0	1	0	2	0	1	0	0	1	5
	4:15 PM	0	0	0	0	0	0	2	0	2	0	0	2	6
	4:30 PM	0	0	0	0	0	0	2	0	1	0	0	1	4
	4:45 PM	0	1	0	0	0	0	0	0	1	0	0	1	3
	5:00 PM	0	0	0	0	0	0	2	0	1	0	0	1	4
	5:15 PM	0	0	0	0	1	0	1	0	1	0	0	1	4
	5:30 PM	0	0	0	0	0	0	1	0	1	0	0	1	3
	5:45 PM	0	1	0	0	0	0	0	0	1	0	0	1	3
	VOLUMES	0	2	0	0	2	0	10	0	9	0	0	9	32
	APPROACH %	0%	100%	0%	0%	100%	0%	53%	0%	47%	0%	0%	100%	
	APP/DEPART	2	/	21	2	/	11	19	/	0	9	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	1	0	0	1	0	6	0	5	0	0	5	18
	APPROACH %	0%	100%	0%	0%	100%	0%	55%	0%	45%	0%	0%	100%	
	PEAK HR FACTOR	0.250			0.250			0.688			0.625			0.750
	APP/DEPART	1	/	12	1	/	6	11	/	0	5	/	0	0

0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



>=2-axle

AM	Heavy Vehicle%	NL	NT	NR	SL	ST	SR	EL	
			7	63	20	11	42	0	6
			86	704	192	142	504	14	62
			8%	9%	10%	8%	8%	0%	10%
PM	Heavy Vehicle%	NL	NT	NR	SL	ST	SR	EL	
			0	21	7	20	48	0	7
			86	704	192	142	504	14	62
			0%	3%	4%	14%	10%	0%	11%
			0	21	7	20	48	0	7
			56	693	253	297	806	29	78
			0%	3%	3%	7%	6%	0%	9%

ET	ER	WL	WT	WR	TOTAL
	6	8	6	3	20
	105	44	170	97	197
	6%	18%	4%	3%	10%
					8%

ET	ER	WL	WT	WR	TOTAL
	8	11	6	0	6
	105	44	170	97	197
	8%	25%	4%	0%	3%
					6%
	8	11	6	0	6
	165	110	226	86	172
	5%	10%	3%	0%	3%
					5%

>=2-axle

AM	Heavy Vehicle%	NL	NT	NR	SL	ST	SR	EL	
		0	10	2	2	7	0	2	
		86	704	192	142	504	14	62	
		0%	1%	1%	1%	1%	0%	3%	
PM	Heavy Vehicle%	NL	NT	NR	SL	ST	SR	EL	
		0	3	1	3	5	0	6	
		86	704	192	142	504	14	62	
		0%	0%	1%	2%	1%	0%	10%	
		0	3	1	3	5	0	6	
		56	693	253	297	806	29	78	
		0%	0%	0%	1%	1%	0%	8%	

ET	ER	WL	WT	WR	TOTAL	
	0	0	0	0	2	25
	105	44	170	97	197	2317
	0%	0%	0%	0%	1%	1%

ET	ER	WL	WT	WR	TOTAL	
	1	5	0	0	5	29
	105	44	170	97	197	2317
	1%	11%	0%	0%	3%	1%
	1	5	0	0	5	29
	165	110	226	86	172	2971
	1%	5%	0%	0%	3%	1%

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:
Thu, Jul 18, 24

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Del Obispo St
Pacific Coast Hwy

PROJECT #:
LOCATION #:
CONTROL:

SC4797
3
SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

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NORTHBOUND
Del Obispo St

SOUTHBOUND
Del Obispo St

EASTBOUND
Pacific Coast Hwy

WESTBOUND
Pacific Coast Hwy

TOTAL

LANES:

NL
1

NT
1

NR
2

SL
2

ST
1

SR
1

EL
1

ET
2.5

ER
0.5

WL
2

WT
2.5

WR
0.5

U-TURNS

NB
0

SB
0

EB
0

WB
0

TTL

AM

7:00 AM
7:15 AM
7:30 AM
7:45 AM
8:00 AM
8:15 AM
8:30 AM
8:45 AM

VOLUMES
APPROACH %
APP/DEPART
BEGIN PEAK HR
VOLUMES
APPROACH %
PEAK HR FACTOR
APP/DEPART

15
6
12
13
6
7
9
8

9
13
11
15
20
21
32
18

37
48
31
37
45
58
67
82

50
39
34
80
60
59
49
92

16
35
17
19
26
35
24
52

15
21
22
28
31
22
25
43

9
16
7
17
16
13
20
24

145
144
168
183
225
204
214
219

9
20
19
17
15
28
29
34

62
66
89
99
116
175
159
207

186
236
209
254
305
318
291
319

25
33
29
33
52
43
62
57

578
677
648
795
917
983
981
1,155

PM

4:00 PM
4:15 PM
4:30 PM
4:45 PM
5:00 PM
5:15 PM
5:30 PM
5:45 PM

VOLUMES
APPROACH %
APP/DEPART
BEGIN PEAK HR
VOLUMES
APPROACH %
PEAK HR FACTOR
APP/DEPART

31
16
17
18
23
21
18
36

53
40
32
44
33
29
36
34

203
146
159
117
141
143
133
122

521
47
82
67
66
64
74
51

294
31
41
33
24
47
32
36

258
32
24
27
31
36
33
40

225
26
26
31
33
27
40
27

2,309
320
257
301
279
329
264
260

220
40
17
22
34
23
33
21

1,220
164
142
138
171
149
159
132

2,665
340
340
339
340
353
343
304

601
83
83
70
72
75
78
70

9,980
1,285
1,220
1,207
1,247
1,296
1,243
1,133

8:00 AM
8:00 AM
8:00 AM
8:00 AM
8:00 AM
8:00 AM
8:00 AM
8:00 AM

VOLUMES
APPROACH %
APP/DEPART
BEGIN PEAK HR
VOLUMES
APPROACH %
PEAK HR FACTOR
APP/DEPART

139
12%
623
8:00 AM
30
8%
0.855
/

405
22%
598
8:00 AM
91
24%
0.855
/

405
65%
598
8:00 AM
252
67%
0.855
/

207
23%
1,371
8:00 AM
121
23%
0.694
/

207
9%
2,370
8:00 AM
106
10%
0.947
/

171
9%
2,370
8:00 AM
106
10%
0.947
/

334
10%
2,417
8:00 AM
214
10%
0.902
/

334
10%
2,417
8:00 AM
214
10%
0.902
/

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22
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4
3

Del Obispo St

NORTH LEG

Pacific Coast Hwy

WEST LEG

EAST LEG

Pacific Coast Hwy

SOUTH LEG

Del Obispo St

AM

7:00 AM
7:15 AM
7:30 AM
7:45 AM
8:00 AM
8:15 AM
8:30 AM
8:45 AM
TOTAL

PM

4:00 PM
4:15 PM
4:30 PM
4:45 PM
5:00 PM
5:15 PM
5:30 PM
5:45 PM
TOTAL

ALL PED + BIKE & SCOOTER

N LEG
3
2
3
2
1
2
2
0
15

S LEG
4
1
0
0
2
0
3
2
12

E LEG
0
0
0
0
0
0
0
0
0

W LEG
0
4
1
6
0
2
3
1
17

TOTAL
7
7
4
8
3
4
8
3
44

PEDESTRIAN CROSSINGS

N LEG
3
2
3
1
0
2
2
0
13

S LEG
4
1
0
0
1
0
3
2
11

E LEG
0
0
0
0
0
0
0
0
0

W LEG
0
4
1
5
0
2
3
0
15

TOTAL
7
7
4
6
1
4
8
2
39

BICYCLE & SCOOTER CROSSINGS

NL
0
0
0
1
1
0
0
0
2

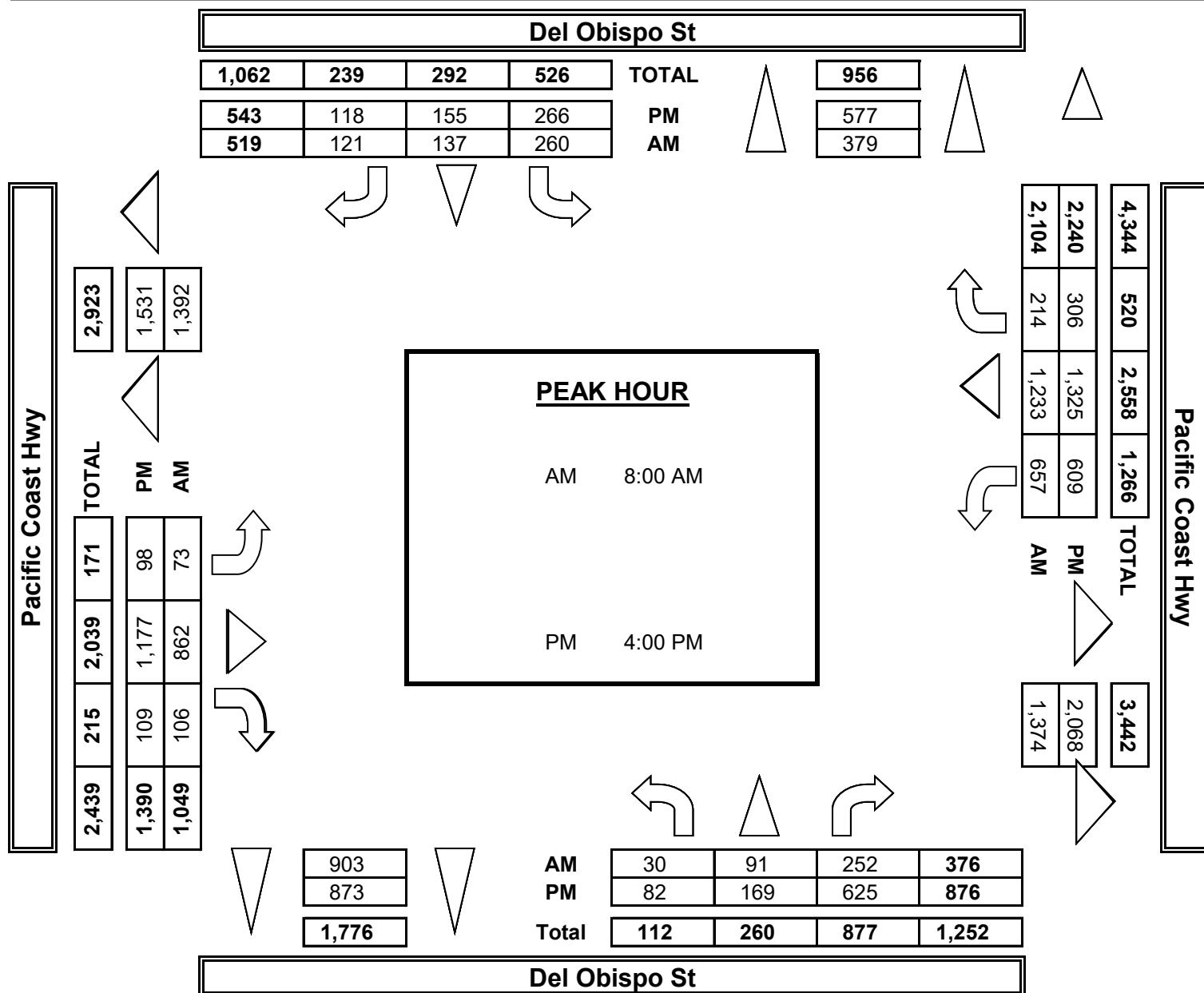
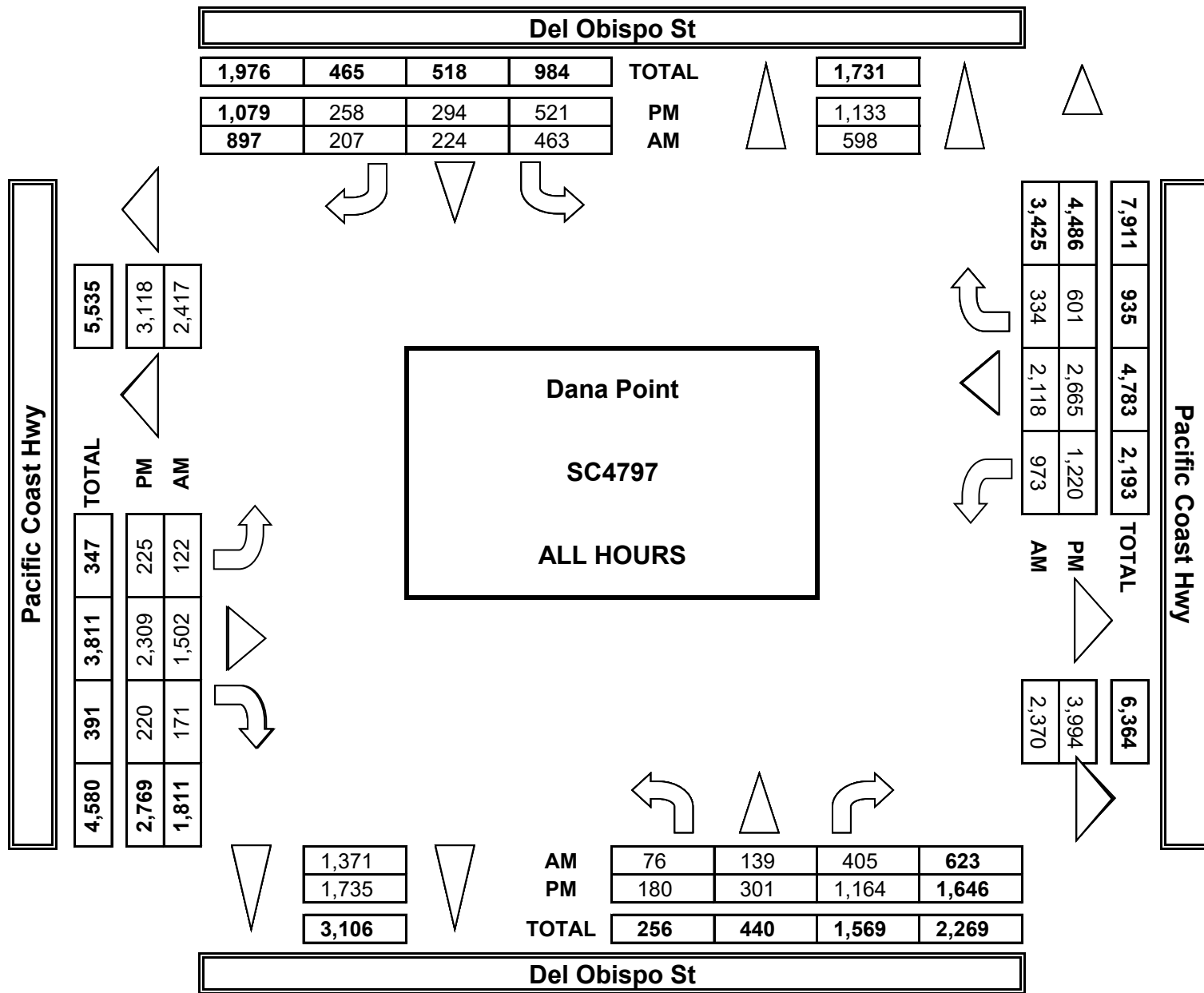
SL
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EL
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WL
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1
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2

TOTAL
0
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2
2
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7
10
5

TURNING MOVEMENT COUNTS



INTERSECTION TUR

PREPARED BY: AimTD LL

DATE: 7/18/24 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Del Obispo St Pacific Coast Hwy

	NOTES:			
PCE Adjusted	Class	1	2	3
	Factor	1	1.5	2

	NORTHBOUND			SOUTHBOUND	
	Del Obispo St			Del Obispo St	
LANES:	NL 1	NT 1	NR 2	SL 2	ST 1

AM	7:00 AM	17	10	41	52	17
	7:15 AM	7	14	51	41	37
	7:30 AM	13	11	35	34	18
	7:45 AM	13	17	43	84	19
	8:00 AM	6	20	49	62	28
	8:15 AM	7	22	62	61	38
	8:30 AM	9	33	68	53	25
	8:45 AM	9	19	86	96	54
	VOLUMES	80	144	434	482	235
	APPROACH %	12%	22%	66%	51%	25%
	APP/DEPART	657	/	626	939	/
	BEGIN PEAK HR	8:00 AM				
	VOLUMES	31	93	264	272	145
	APPROACH %	8%	24%	68%	50%	27%
	PEAK HR FACTOR	0.854			0.707	
	APP/DEPART	388	/	393	546	/
PM	4:00 PM	32	54	206	73	54
	4:15 PM	17	40	149	50	33
	4:30 PM	18	33	162	86	43
	4:45 PM	18	46	121	69	34
	5:00 PM	23	34	145	69	24
	5:15 PM	21	29	148	68	48
	5:30 PM	18	37	138	76	32
	5:45 PM	36	34	123	52	37
	VOLUMES	182	307	1,191	542	303
	APPROACH %	11%	18%	71%	49%	27%

APP/DEPART	1,679	/	1,150	1,110	/
BEGIN PEAK HR	4:00 PM				
VOLUMES	84	173	637	277	162
APPROACH %	9%	19%	71%	49%	29%
PEAK HR FACTOR	0.766			0.867	
APP/DEPART	894	/	586	562	/

Pacific Coast Hwy
WEST SIDE

1,774	2,851	/	4,119	4,557	/	3,154	0
123	100	1,234	118	620	1,345	313	5,184
22%	7%	85%	8%	27%	59%	14%	
		0.888			0.944		0.948
899	1,451	/	2,147	2,277	/	1,552	0

del Obispo St

NORTH SIDE

EAST SIDE

Pacific Coast Hwy

SOUTH SIDE

del Obispo St

U-TURNS				
NB	SB	EB	WB	TTL

				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 7/18/24 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Del Obispo St Pacific Coast Hwy	PROJECT #: LOCATION #: CONTROL:	SC4797 3 SIGNAL

CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER		▲ N S ▼	
			◀ W		E ▶

	NORTHBOUND Del Obispo St			SOUTHBOUND Del Obispo St			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy			
LANES:	NL 1	NT 1	NR 2	SL 2	ST 1	SR 1	EL 1	ET 2.5	ER 0.5	WL 2	WT 2.5	WR 0.5	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

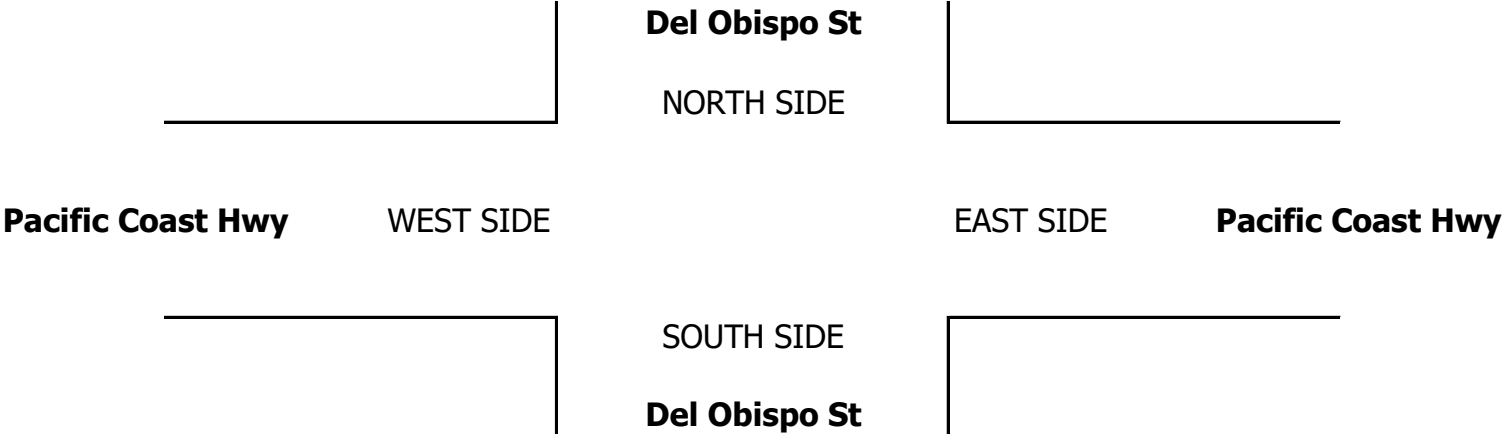
AM	7:00 AM	12	8	33	48	14	14	8	141	9	52	158	18	515
	7:15 AM	5	11	42	36	32	18	16	131	16	59	204	29	599
	7:30 AM	11	11	26	34	16	17	7	154	18	83	180	28	585
	7:45 AM	13	12	31	72	19	24	15	173	15	88	223	30	715
	8:00 AM	6	20	40	57	22	27	13	208	13	108	273	50	837
	8:15 AM	7	20	53	55	31	19	11	186	26	163	278	40	889
	8:30 AM	9	31	65	44	22	19	18	197	27	151	271	60	914
	8:45 AM	6	17	76	87	48	42	22	203	33	197	297	54	1,082
	VOLUMES	69	130	366	433	204	180	110	1,393	157	901	1,884	309	6,158
	APPROACH %	12%	23%	64%	53%	25%	22%	7%	83%	9%	29%	61%	10%	
	APP/DEPART	568	/	552	820	/	1,265	1,676	/	2,192	3,094	/	2,149	0
	BEGIN PEAK HR	8:00 AM												
PM	4:00 PM	30	51	198	64	46	34	14	275	29	162	299	68	1,270
	4:15 PM	15	40	142	42	28	30	26	293	31	156	330	80	1,213
	4:30 PM	16	30	154	78	38	23	24	239	16	139	334	80	1,171
	4:45 PM	18	41	112	64	32	24	30	287	21	137	333	70	1,169
	5:00 PM	23	32	137	64	24	30	32	270	32	168	333	68	1,213
	5:15 PM	21	29	135	57	45	36	26	312	20	146	344	73	1,244
	5:30 PM	18	35	127	71	32	33	40	259	32	158	334	75	1,214
	5:45 PM	36	34	120	50	35	39	26	252	19	131	299	70	1,111
	VOLUMES	177	292	1,125	490	280	249	218	2,187	200	1,197	2,606	584	9,627
	APPROACH %	11%	18%	71%	48%	27%	24%	8%	83%	8%	27%	59%	13%	
	APP/DEPART	1,595	/	1,100	1,025	/	1,678	2,620	/	3,802	4,387	/	3,047	0
	BEGIN PEAK HR	4:00 PM												
	4:00 PM	79	162	606	248	144	111	94	1,094	97	594	1,296	298	4,833
	APPROACH %	9%	19%	72%	49%	28%	22%	7%	85%	8%	27%	59%	14%	
	PEAK HR FACTOR	0.759			0.874			0.920			0.966			0.950
	APP/DEPART	847	/	558	507	/	835	1,291	/	1,948	2,188	/	1,492	0

0	0	3	0	3
0	0	2	0	2
0	2	2	0	4
0	0	1	0	1
1	0	2	0	3
0	1	2	0	3
0	0	4	0	4
2	0	0	0	2
3	3	16	0	22

3	1	8	0

0	1	1	0	2
0	1	1	0	2
0	0	3	0	3
0	2	1	0	3
0	2	1	0	3
0	0	2	0	2
0	0	2	0	2
1	0	3	0	4
0	0	3	0	3
1	6	15	0	22

0	4	6	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Del Obispo St
Pacific Coast Hwy

PROJECT #:
LOCATION #:
CONTROL:

SC4797
3
SIGNAL

CLASS 2:
2-AXLE
WORK
VEHICLES/
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Del Obispo St			Del Obispo St			Pacific Coast Hwy			Pacific Coast Hwy			
LANES:	NL 1	NT 1	NR 2	SL 2	ST 1	SR 1	EL 1	ET 2.5	ER 0.5	WL 2	WT 2.5	WR 0.5	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	2	1	1	1	2	1	1	4	0	9	20	5	47
	7:15 AM	1	2	6	2	3	3	0	8	2	4	28	1	60
	7:30 AM	1	0	4	0	1	5	0	12	1	4	25	1	54
	7:45 AM	0	3	2	8	0	3	2	10	2	8	29	1	68
	8:00 AM	0	0	3	2	4	2	3	13	1	7	27	0	62
	8:15 AM	0	1	3	4	2	3	2	13	2	7	32	3	72
	8:30 AM	0	1	2	4	2	6	2	14	1	6	19	1	58
	8:45 AM	2	1	4	3	4	1	2	11	1	6	18	3	56
	VOLUMES	6	9	25	24	18	24	12	85	10	51	198	15	477
	APPROACH %	15%	23%	63%	36%	27%	36%	11%	79%	9%	19%	75%	6%	
PM	APP/DEPART	40	/	36	66	/	79	107	/	134	264	/	228	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	2	3	12	13	12	12	9	51	5	26	96	7	248
	APPROACH %	12%	18%	71%	35%	32%	32%	14%	78%	8%	20%	74%	5%	
	PEAK HR FACTOR	0.607			0.771			0.956			0.768			0.861
	APP/DEPART	17	/	19	37	/	43	65	/	76	129	/	110	0
	4:00 PM	1	2	4	6	3	1	1	21	0	3	5	0	47
	4:15 PM	0	0	3	4	3	2	0	22	7	6	8	2	57
	4:30 PM	1	2	5	3	3	1	2	12	0	3	6	1	39
	4:45 PM	0	2	3	3	1	2	1	12	0	1	5	0	30
PM	5:00 PM	0	0	2	0	0	0	1	8	0	3	4	2	20
	5:15 PM	0	0	6	7	2	0	1	17	1	1	8	1	44
	5:30 PM	0	1	4	2	0	0	0	4	0	1	7	1	20
	5:45 PM	0	0	2	0	1	1	1	7	0	1	4	0	17
	VOLUMES	2	7	29	25	13	7	7	103	8	19	47	7	274
	APPROACH %	5%	18%	76%	56%	29%	16%	6%	87%	7%	26%	64%	10%	
	APP/DEPART	38	/	21	45	/	40	118	/	157	73	/	56	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	2	6	15	16	10	6	4	67	7	13	24	3	173
	APPROACH %	9%	26%	65%	50%	31%	19%	5%	86%	9%	33%	60%	8%	
	PEAK HR FACTOR	0.719			0.800			0.672			0.625			0.759
	APP/DEPART	23	/	13	32	/	30	78	/	98	40	/	32	0

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Del Obispo St

NORTH SIDE

Pacific Coast Hwy

WEST SIDE

EAST SIDE

Pacific Coast Hwy

SOUTH SIDE

Del Obispo St

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Del Obispo St
Pacific Coast Hwy

PROJECT #:
LOCATION #:
CONTROL:

SC4797
3
SIGNAL

CLASS 3:
3-AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Del Obispo St			Del Obispo St			Pacific Coast Hwy			Pacific Coast Hwy			
LANES:	NL 1	NT 1	NR 2	SL 2	ST 1	SR 1	EL 1	ET 2.5	ER 0.5	WL 2	WT 2.5	WR 0.5	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	1	0	3	0	0	0	0	0	0	8	0	12	
	7:15 AM	0	0	0	1	0	0	4	1	0	2	3	11	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	3	0	0	1	0	0	0	2	1	7	
	8:00 AM	0	0	2	0	0	2	2	0	1	4	0	11	
	8:15 AM	0	0	2	0	1	0	2	0	0	2	0	7	
	8:30 AM	0	0	0	0	0	0	2	0	1	1	0	4	
	8:45 AM	0	0	2	1	0	0	1	0	0	0	0	4	
	VOLUMES	1	0	12	2	1	3	0	11	1	2	19	4	56
	APPROACH %	8%	0%	92%	33%	17%	50%	0%	92%	8%	8%	76%	16%	
	APP/DEPART	13	/	4	6	/	4	12	/	25	25	/	23	0
	BEGIN PEAK HR	8:00 AM												
PM	VOLUMES	0	0	6	1	1	2	0	7	0	2	7	0	26
	APPROACH %	0%	0%	100%	25%	25%	50%	0%	100%	0%	22%	78%	0%	
	PEAK HR FACTOR	0.750			0.500			0.875			0.450			0.591
	APP/DEPART	6	/	0	4	/	3	7	/	14	9	/	9	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	1	0	0	0	0	0	3	0	0	0	0	0	4
	4:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	3
	4:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	2
	5:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	2
	5:15 PM	0	0	0	0	0	0	0	1	1	1	0	0	3
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
	VOLUMES	1	1	1	0	0	0	0	8	1	1	2	0	15
	APPROACH %	33%	33%	33%	0%	0%	0%	0%	89%	11%	33%	67%	0%	
	APP/DEPART	3	/	1	0	/	2	9	/	9	3	/	3	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	1	0	1	0	0	0	0	7	0	0	0	0	9
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.500			0.000			0.583			0.000			0.563
	APP/DEPART	2	/	0	0	/	0	7	/	8	0	/	1	0

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0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0

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Del Obispo St

NORTH SIDE

Pacific Coast Hwy

WEST SIDE

EAST SIDE

Pacific Coast Hwy

SOUTH SIDE

Del Obispo St

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Del Obispo St
Pacific Coast Hwy

PROJECT #:
LOCATION #:
CONTROL:

SC4797
3
SIGNAL

CLASS 4:
4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Del Obispo St			Del Obispo St			Pacific Coast Hwy			Pacific Coast Hwy			
LANES:	NL 1	NT 1	NR 2	SL 2	ST 1	SR 1	EL 1	ET 2.5	ER 0.5	WL 2	WT 2.5	WR 0.5	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	0	0	1	0	1	2	
	7:15 AM	0	0	0	0	0	0	1	0	3	2	0	6	
	7:30 AM	0	0	1	0	0	0	0	0	2	4	0	7	
	7:45 AM	0	0	1	0	0	0	0	0	3	0	0	4	
	8:00 AM	0	0	0	0	0	0	2	0	0	1	2	5	
	8:15 AM	0	0	0	0	0	0	2	0	5	3	0	10	
	8:30 AM	0	0	0	1	0	0	0	0	1	0	0	2	
	8:45 AM	0	0	0	0	0	0	4	0	4	4	0	12	
	VOLUMES	0	0	2	1	0	0	9	0	19	14	3	48	
	APPROACH %	0%	0%	100%	100%	0%	0%	100%	0%	53%	39%	8%		
PM	APP/DEPART	2	/	3	1	/	19	9	/	12	36	/	14	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	0	0	0	1	0	0	8	0	10	8	2	29	
	APPROACH %	0%	0%	0%	100%	0%	0%	100%	0%	50%	40%	10%		
	PEAK HR FACTOR	0.000			0.250			0.500			0.625			0.604
	APP/DEPART	0	/	2	1	/	10	8	/	9	20	/	8	0
	4:00 PM	0	0	0	0	1	0	3	0	0	2	0	6	
	4:15 PM	0	0	0	0	0	0	1	0	2	1	0	4	
	4:30 PM	0	0	0	1	0	0	3	0	0	0	0	4	
	4:45 PM	0	0	0	0	0	1	0	0	0	0	0	1	
	5:00 PM	0	0	1	1	0	1	0	0	0	1	0	4	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	1	0	0	0	0	0	0	1	0	2	
	5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	
	VOLUMES	0	0	2	2	1	2	7	0	2	6	0	22	
	APPROACH %	0%	0%	100%	40%	20%	40%	100%	0%	25%	75%	0%		
	APP/DEPART	2	/	0	5	/	3	7	/	11	8	/	8	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	1	1	1	7	0	2	3	0	15	
	APPROACH %	0%	0%	0%	33%	33%	33%	100%	0%	40%	60%	0%		
	PEAK HR FACTOR	0.000			0.750			0.583			0.417			0.625
	APP/DEPART	0	/	0	3	/	3	7	/	8	5	/	4	0

0	0	0	0	0
0	0	0	0	0
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Del Obispo St

NORTH SIDE

Pacific Coast Hwy

WEST SIDE

EAST SIDE

Pacific Coast Hwy

SOUTH SIDE

Del Obispo St

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Del Obispo St
Pacific Coast Hwy

PROJECT #:
LOCATION #:
CONTROL:

SC4797
3
SIGNAL

CLASS 5:
RV

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Del Obispo St			Del Obispo St			Pacific Coast Hwy			Pacific Coast Hwy			
LANES:	NL 1	NT 1	NR 2	SL 2	ST 1	SR 1	EL 1	ET 2.5	ER 0.5	WL 2	WT 2.5	WR 0.5	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	1	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	1	0	0	0	2
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	
	APP/DEPART	0	/	0	1	/	1	1	/	1	0	/	0
	BEGIN PEAK HR	8:00 AM											
PM	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.250			0.000			0.000		
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.000			0.000			0.000		
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0

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Del Obispo St

NORTH SIDE

Pacific Coast Hwy

WEST SIDE

EAST SIDE

Pacific Coast Hwy

SOUTH SIDE

Del Obispo St

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 7/18/24 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Del Obispo St Pacific Coast Hwy	PROJECT #: LOCATION #: CONTROL:	SC4797 3 SIGNAL

CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Del Obispo St			Del Obispo St			Pacific Coast Hwy			Pacific Coast Hwy			
LANES:	NL 1	NT 1	NR 2	SL 2	ST 1	SR 1	EL 1	ET 2.5	ER 0.5	WL 2	WT 2.5	WR 0.5	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

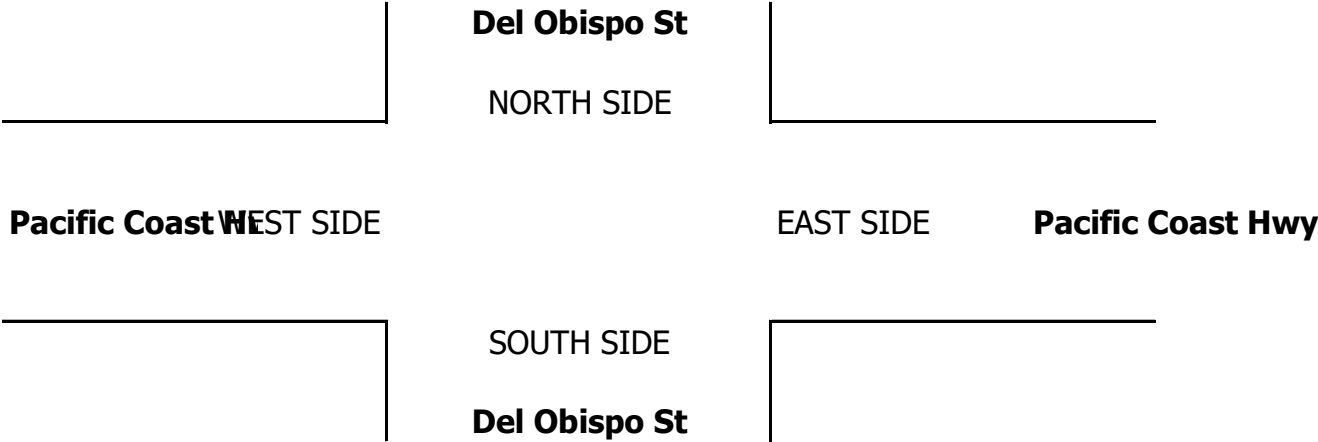
AM	7:00 AM	0	0	0	1	0	0	0	0	0	0	1	2
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	1
	7:30 AM	0	0	0	0	0	0	1	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	1	1
	8:00 AM	0	0	0	1	0	0	0	1	0	0	0	2
	8:15 AM	0	0	0	0	0	0	1	0	0	3	0	4
	8:30 AM	0	0	0	0	0	0	1	1	0	0	1	3
	8:45 AM	0	0	0	1	0	0	0	0	0	0	0	1
	VOLUMES	0	0	0	3	0	0	0	3	3	0	3	3
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	50%	50%	0%	50%	50%
PM	APP/DEPART	0	/	3	3	/	3	6	/	6	6	/	3
	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	0	0	2	0	0	0	2	2	0	3	1
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	50%	50%	0%	75%	25%
	PEAK HR FACTOR	0.000			0.500			0.500			0.333		
	APP/DEPART	0	/	1	2	/	2	4	/	4	4	/	3
	4:00 PM	0	0	1	0	0	0	0	0	1	0	0	2
	4:15 PM	0	0	1	1	0	0	0	1	2	0	1	1
	4:30 PM	0	0	0	0	0	0	0	0	1	0	0	2
	4:45 PM	0	0	1	0	0	0	0	1	1	0	1	0
	5:00 PM	0	0	1	1	0	0	0	1	2	0	1	2
	5:15 PM	0	0	2	0	0	0	0	0	1	1	0	1
	5:30 PM	0	0	1	1	0	0	0	1	1	0	1	2
	5:45 PM	0	0	0	1	0	0	0	0	2	0	0	0
	VOLUMES	0	0	7	4	0	0	0	4	11	1	4	10
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	27%	73%	7%	27%	67%
	APP/DEPART	7	/	10	4	/	12	15	/	15	15	/	4
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	3	1	0	0	0	2	5	0	2	5
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	29%	71%	0%	29%	71%
	PEAK HR FACTOR	0.750			0.250			0.583			0.875		
	APP/DEPART	3	/	5	1	/	5	7	/	6	7	/	2

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0	0	0	0	0
0	0	0	0	0

0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

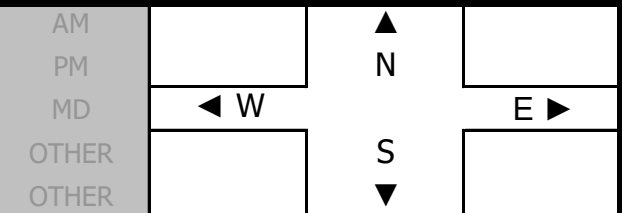
DATE:
Thu, Jun 22, 23

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Golden Lantern
Stonehill

PROJECT #: SC4096
LOCATION #: 9
CONTROL: SIGNAL

NOTES:



	NORTHBOUND Golden Lantern			SOUTHBOUND Golden Lantern			EASTBOUND Stonehill			WESTBOUND Stonehill			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL

U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

AM	7:00 AM	4	37	21	36	64	5	5	45	7	14	48	9	295
	7:15 AM	10	54	26	50	78	15	8	44	10	17	55	28	395
	7:30 AM	10	54	22	59	79	12	6	80	18	24	65	19	448
	7:45 AM	16	62	27	56	94	13	7	78	14	24	77	24	492
	8:00 AM	9	53	24	41	89	20	5	69	19	27	75	32	463
	8:15 AM	12	81	23	51	101	14	10	80	14	19	49	38	492
	8:30 AM	14	57	36	38	116	21	8	108	12	17	81	39	547
	8:45 AM	8	72	31	55	151	33	14	82	22	18	65	40	591
	VOLUMES	83	470	210	386	772	133	63	586	116	160	515	229	3,723
	APPROACH %	11%	62%	28%	30%	60%	10%	8%	77%	15%	18%	57%	25%	
APP/DEPART	763	/	762	1,291	/	1,051	765	/	1,183	904	/	727	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	43	263	114	185	457	88	37	339	67	81	270	149	2,093	
APPROACH %	10%	63%	27%	25%	63%	12%	8%	77%	15%	16%	54%	30%		
PEAK HR FACTOR	0.905													
APP/DEPART	420	/	449	730	/	607	443	/	639	500	/	398	0	
PM	4:00 PM	15	140	28	45	135	16	10	137	29	35	91	54	735
	4:15 PM	16	153	27	64	142	20	16	76	19	32	74	69	708
	4:30 PM	15	113	34	51	113	28	15	109	19	30	82	57	666
	4:45 PM	14	137	24	50	147	22	22	94	23	31	63	65	692
	5:00 PM	20	131	31	42	127	20	16	103	13	35	101	73	712
	5:15 PM	17	130	27	48	134	22	22	106	27	26	58	80	697
	5:30 PM	22	119	34	44	141	31	19	103	29	45	85	75	747
	5:45 PM	10	125	24	62	106	15	23	89	16	23	73	43	609
	VOLUMES	129	1,048	229	406	1,045	174	143	817	175	257	627	516	5,566
	APPROACH %	9%	75%	16%	25%	64%	11%	13%	72%	15%	18%	45%	37%	
APP/DEPART	1,406	/	1,707	1,625	/	1,483	1,135	/	1,453	1,400	/	923	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	73	517	116	184	549	95	79	406	92	137	307	293	2,848	
APPROACH %	10%	73%	16%	22%	66%	11%	14%	70%	16%	19%	42%	40%		
PEAK HR FACTOR	0.970													
APP/DEPART	706	/	889	828	/	782	577	/	707	737	/	470	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
2	0	0	0	2
1	0	0	0	1
0	0	0	0	0
0	0	0	1	1
4	0	0	1	5

0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
1	0	0	0	1
1	0	0	0	1
1	0	0	0	1
2	0	0	1	3
1	0	0	0	1
7	0	0	1	8



AM		7:00 AM
		7:15 AM
		7:30 AM
		7:45 AM
		8:00 AM
		8:15 AM
		8:30 AM
		8:45 AM
		TOTAL
PM		4:00 PM
		4:15 PM
		4:30 PM
		4:45 PM
		5:00 PM
		5:15 PM
		5:30 PM
		5:45 PM
		TOTAL

ALL PED AND BIKE				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
2	0	0	2	4
1	0	1	0	2
1	1	1	2	5
0	2	1	2	5
1	0	0	0	1
2	2	0	2	6
0	0	1	3	4
7	5	4	11	27
1	2	7	1	11
0	0	0	1	1
1	1	1	0	3
0	0	4	3	7
2	0	1	3	6
1	0	1	1	3
1	1	1	1	4
2	0	2	6	10
8	4	17	16	45

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
1	0	0	2	3
1	0	1	0	2
0	0	1	1	2
0	1	1	1	3
0	0	0	0	0
0	1	0	0	1
0	0	1	3	4
2	2	4	7	15
0	0	2	0	2
0	0	0	0	0
1	0	1	0	2
0	0	1	1	2
0	0	0	0	0
1	0	1	1	3
1	1	0	0	2
0	0	2	5	7
3	1	7	7	18

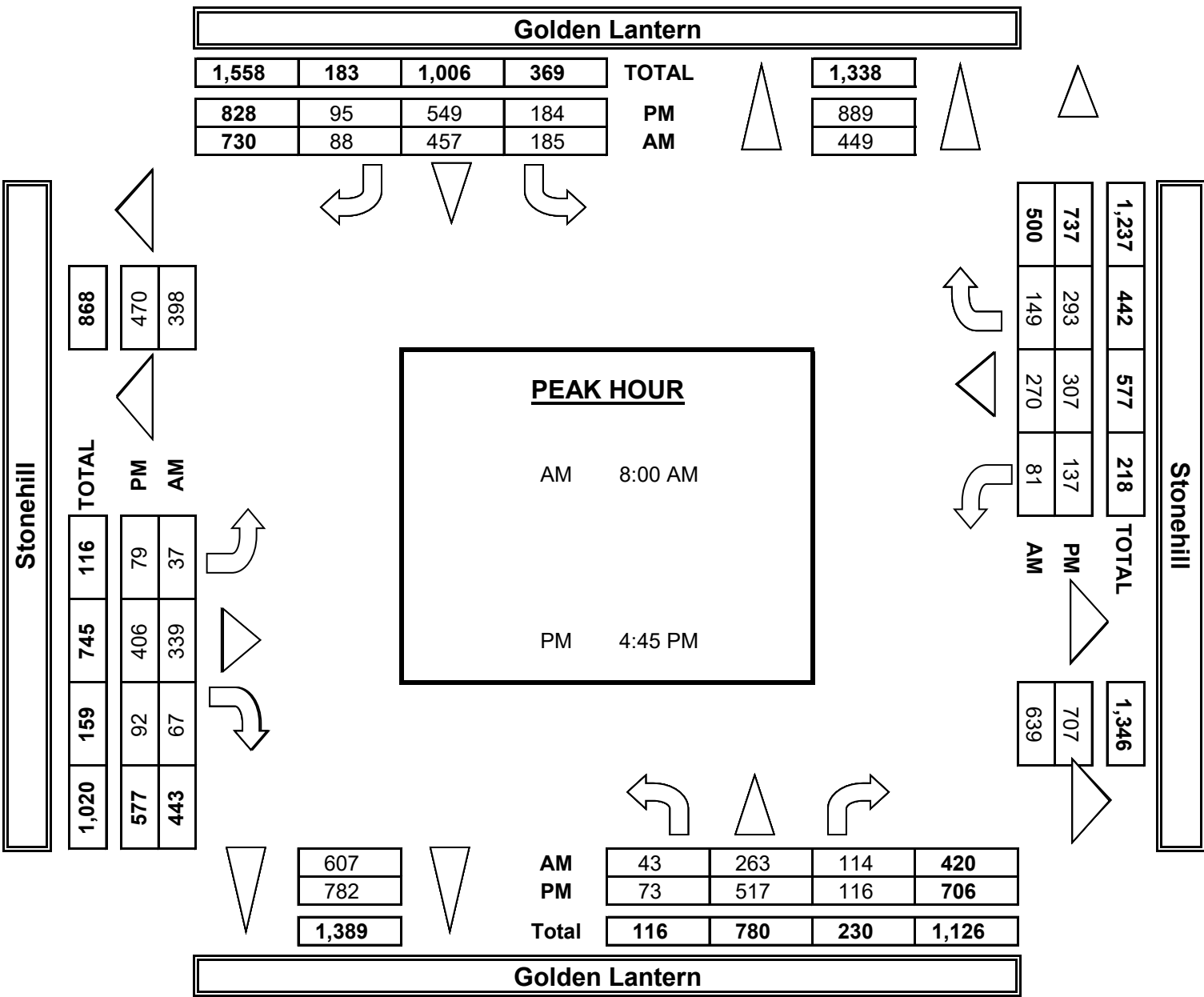
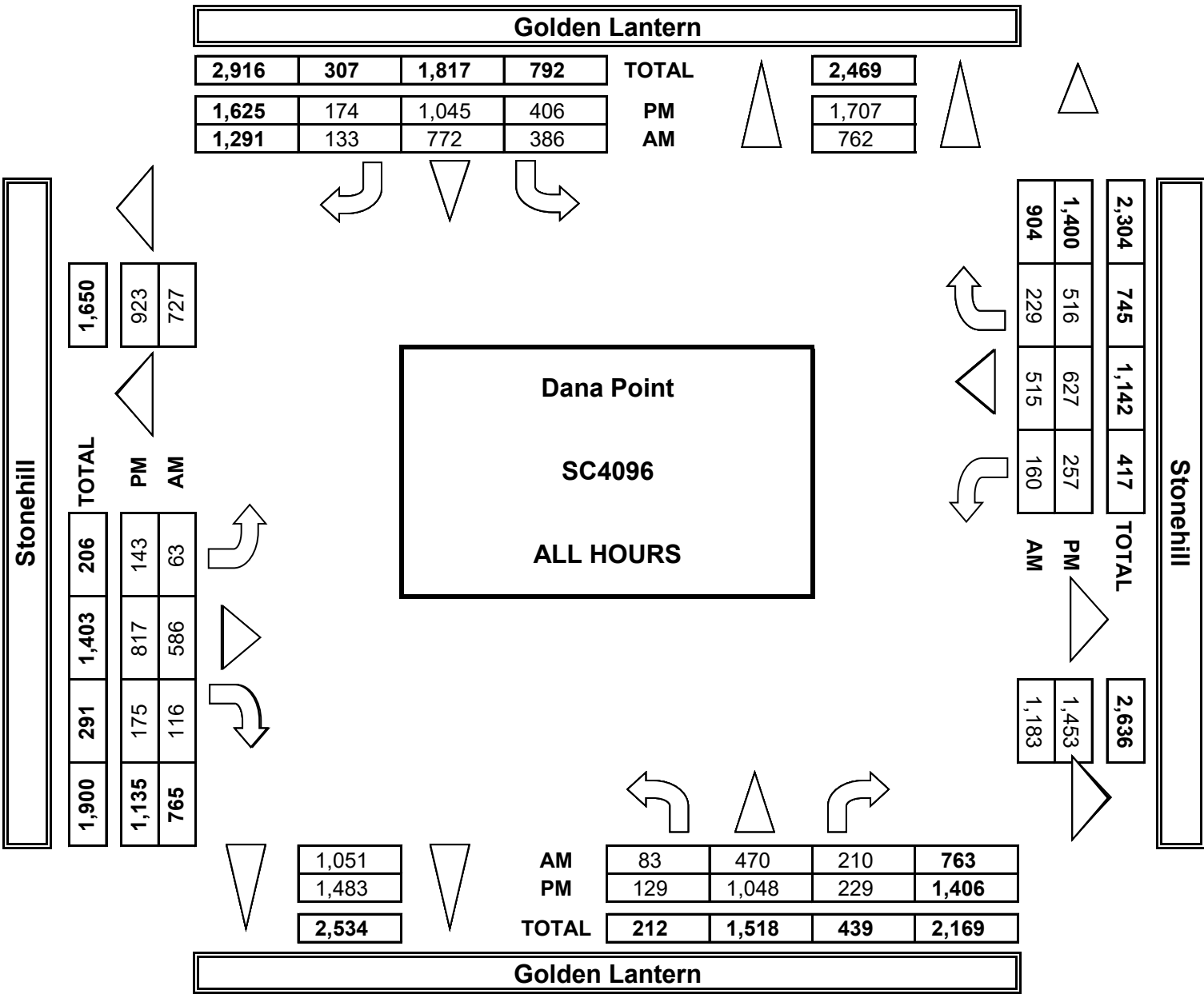
BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
1	1	0	1	3
0	1	0	1	2
1	0	0	0	1
2	1	0	2	5
0	0	0	0	0
5	3	0	4	12
1	2	5	1	9
0	0	0	1	1
0	1	0	0	1
0	0	3	2	5
2	0	1	3	6
0	0	0	0	0
2	0	1	1	2
0	0	0	1	3
5	3	10	9	27

8:00AM

4:45 PM

0	2	2	4
2	1	2	2

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TUR

PREPARED BY: AimTD LL

DATE: 6/22/23 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Golden Lantern Stonehill

	NOTES:				
PCE Adjusted	Class	1	2	3	4
	Factor	1	1.5	2	3

	NORTHBOUND			SOUTHBOUND	
	Golden Lantern			Golden Lantern	
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2

AM	7:00 AM	5	40	22	38	66
	7:15 AM	10	59	26	50	82
	7:30 AM	10	58	23	60	85
	7:45 AM	17	66	29	57	99
	8:00 AM	10	54	27	42	92
	8:15 AM	13	84	25	56	102
	8:30 AM	15	58	39	38	120
	8:45 AM	8	73	31	56	156
	VOLUMES	87	491	221	395	799
	APPROACH %	11%	61%	28%	30%	60%
	APP/DEPART	798	/	803	1,331	/
	BEGIN PEAK HR	8:00 AM				
PM	VOLUMES	46	269	122	192	469
	APPROACH %	10%	62%	28%	26%	62%
	PEAK HR FACTOR	0.896			0.766	
	APP/DEPART	436	/	465	751	/
	4:00 PM	16	147	29	46	139
	4:15 PM	16	155	28	70	147
	4:30 PM	15	117	36	52	114
	4:45 PM	15	139	25	52	150
	5:00 PM	20	133	32	45	129
	5:15 PM	17	134	28	48	136
	5:30 PM	23	121	35	45	144
	5:45 PM	10	128	26	62	111
	VOLUMES	131	1,072	237	418	1,067
	APPROACH %	9%	74%	16%	25%	64%

APP/DEPART	1,440	/	1,738	1,660	/
BEGIN PEAK HR	4:45 PM				
VOLUMES	75	526	119	189	558
APPROACH %	10%	73%	16%	22%	66%
PEAK HR FACTOR	0.977			0.942	
APP/DEPART	719	/	901	842	/

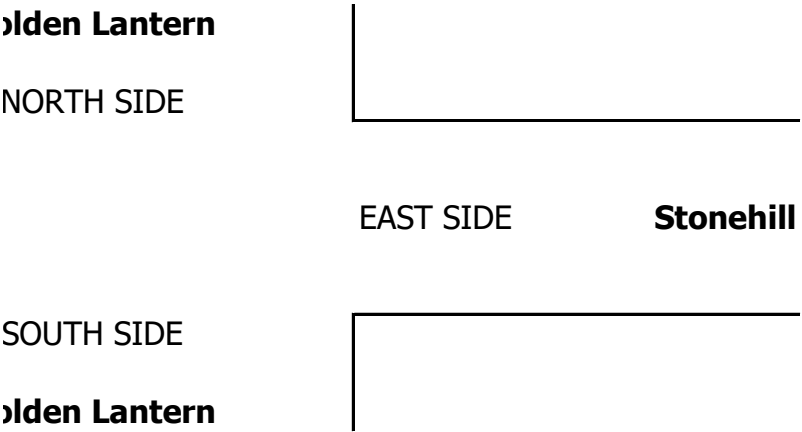
Gc

Stonehill

WEST SIDE

Gc

1,502	1,184	/	1,519	1,419	/	943	0
96 11%	79 13%	428 71%	92 15%	138 19%	310 42%	296 40%	2,903
		0.922			0.882		0.957
788	599	/	735	743	/	480	0



U-TURNS				
NB	SB	EB	WB	TTL

				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Dana Point	PROJECT #:	SC4096
6/22/23	NORTH & SOUTH:	Golden Lantern	LOCATION #:	9
THURSDAY	EAST & WEST:	Stonehill	CONTROL:	SIGNAL

CLASS 1:	NOTES:	AM		▲	
PASSENGER VEHICLES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Golden Lantern			Golden Lantern			Stonehill			Stonehill			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL

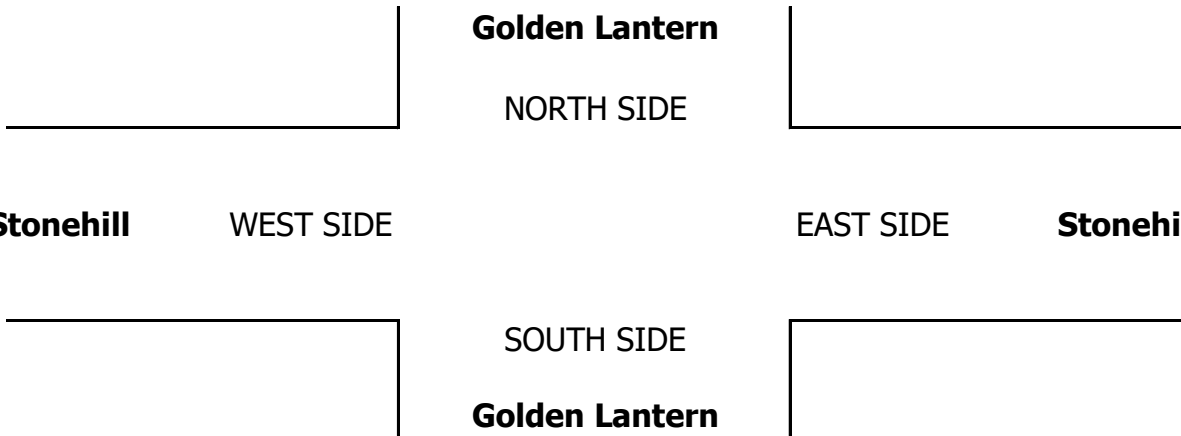
U-TURNS				
NB	SB	EB	WB	TTL

7:00 AM	3	33	19	33	62	5	5	45	7	12	37	5	266
7:15 AM	10	49	26	50	72	13	6	37	9	14	46	25	357
7:30 AM	10	48	21	58	72	11	6	75	17	16	48	15	397
7:45 AM	14	54	24	55	87	13	7	73	14	20	60	21	442
8:00 AM	7	52	21	39	83	18	5	63	19	19	65	31	422
8:15 AM	11	76	20	45	99	13	10	74	14	19	46	36	463
8:30 AM	12	55	33	38	110	21	8	102	11	17	72	31	510
8:45 AM	8	71	31	53	144	32	12	78	22	17	54	35	557
VOLUMES	75	438	195	371	729	126	59	547	113	134	428	199	3,414
APPROACH %	11%	62%	28%	30%	59%	10%	8%	76%	16%	18%	56%	26%	
APP/DEPART	708	/	696	1,226	/	977	719	/	1,114	761	/	627	0
BEGIN PEAK HR	8:00 AM												
VOLUMES	36	254	105	175	436	84	35	317	66	71	237	133	1,952
APPROACH %	9%	64%	26%	25%	63%	12%	8%	76%	16%	16%	54%	30%	
PEAK HR FACTOR	0.902			0.759			0.864			0.921			0.876
APP/DEPART	397	/	422	695	/	575	418	/	598	442	/	357	0

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

4:00 PM	14	128	26	44	130	16	9	127	29	34	88	49	694
4:15 PM	16	151	25	57	134	20	15	64	19	30	72	68	671
4:30 PM	15	107	31	49	112	27	15	100	19	30	79	55	639
4:45 PM	12	135	23	47	143	22	22	83	23	30	62	62	664
5:00 PM	20	129	30	37	125	18	16	95	13	35	99	72	689
5:15 PM	17	125	26	48	131	22	22	97	27	26	57	79	677
5:30 PM	21	116	32	43	138	31	19	97	29	44	84	75	729
5:45 PM	10	121	23	62	99	15	23	85	16	23	71	43	591
VOLUMES	125	1,012	216	387	1,012	171	141	748	175	252	612	503	5,354
APPROACH %	9%	75%	16%	25%	64%	11%	13%	70%	16%	18%	45%	37%	
APP/DEPART	1,353	/	1,656	1,570	/	1,444	1,064	/	1,352	1,367	/	902	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	66	505	111	175	537	93	79	372	92	134	302	288	2,759
APPROACH %	10%	74%	16%	22%	67%	12%	15%	69%	17%	18%	42%	40%	
PEAK HR FACTOR	0.958			0.949			0.930			0.880			0.946
APP/DEPART	686	/	872	805	/	767	543	/	659	725	/	461	0

0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
1	0	0	0	1
1	0	0	0	1
2	0	0	1	3
1	0	0	0	1
6	0	0	1	7



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
6/22/23
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Golden Lantern
Stonehill

PROJECT #:
LOCATION #:
CONTROL:

SC4096
9
SIGNAL

CLASS 2:
2-AXLE
WORK
VEHICLES/
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Golden Lantern			Golden Lantern			Stonehill			Stonehill			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	1	3	2	3	1	0	0	0	0	1	9	4	24
	7:15 AM	0	2	0	0	5	2	2	5	0	2	6	2	26
	7:30 AM	0	5	1	1	5	0	0	4	1	7	14	4	42
	7:45 AM	2	8	3	1	5	0	0	3	0	4	12	1	39
	8:00 AM	2	0	1	2	6	2	0	6	0	6	6	1	32
	8:15 AM	1	4	2	5	2	1	0	5	0	0	3	1	24
	8:30 AM	2	2	2	0	5	0	0	6	0	0	7	7	31
	8:45 AM	0	1	0	2	5	1	2	3	0	1	9	5	29
	VOLUMES	8	25	11	14	34	6	4	32	1	21	66	25	247
	APPROACH %	18%	57%	25%	26%	63%	11%	11%	86%	3%	19%	59%	22%	
PM	APP/DEPART	44	/	54	54	/	58	37	/	57	112	/	78	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	4	7	5	9	18	4	2	20	0	7	25	14	116
	APPROACH %	24%	41%	29%	29%	58%	13%	9%	91%	0%	15%	54%	30%	
	PEAK HR FACTOR	0.607			0.775			0.917			0.767			0.906
	APP/DEPART	17	/	23	31	/	26	22	/	34	46	/	33	0
	4:00 PM	1	11	2	1	3	0	1	8	0	1	2	5	35
	4:15 PM	0	0	2	5	7	0	1	9	0	2	2	1	29
	4:30 PM	0	5	3	2	0	1	0	9	0	0	3	2	25
	4:45 PM	2	1	1	3	2	0	0	11	0	1	1	3	25
	5:00 PM	0	1	1	5	1	2	0	7	0	0	2	1	20
	5:15 PM	0	2	1	0	3	0	0	7	0	0	1	1	15
	5:30 PM	1	2	2	1	1	0	0	5	0	1	1	0	14
	5:45 PM	0	3	0	0	5	0	0	1	0	0	1	0	10
	VOLUMES	4	25	12	17	22	3	2	57	0	5	13	13	173
	APPROACH %	10%	61%	29%	40%	52%	7%	3%	97%	0%	16%	42%	42%	
	APP/DEPART	41	/	40	42	/	28	59	/	86	31	/	19	0
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	2	6	5	9	7	2	0	30	0	2	5	5	74
	APPROACH %	14%	43%	36%	50%	39%	11%	0%	100%	0%	17%	42%	42%	
	PEAK HR FACTOR	0.700			0.563			0.682			0.600			0.740
	APP/DEPART	14	/	11	18	/	10	30	/	44	12	/	9	0

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

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

Golden Lantern

NORTH SIDE

Stonehill

WEST SIDE

EAST SIDE

Stonehill

SOUTH SIDE

Golden Lantern

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
6/22/23
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Golden Lantern
Stonehill

PROJECT #:
LOCATION #:
CONTROL:

SC4096
9
SIGNAL

CLASS 3:
3-AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Golden Lantern			Golden Lantern			Stonehill			Stonehill			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	1	0	0	0	0	0	0	1	2	0	4	
	7:15 AM	0	1	0	0	1	0	0	0	0	3	0	5	
	7:30 AM	0	0	0	0	0	1	0	0	0	0	0	1	
	7:45 AM	0	0	0	0	0	0	1	0	0	3	1	5	
	8:00 AM	0	0	1	0	0	0	0	0	2	3	0	6	
	8:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	
	8:30 AM	0	0	0	0	0	0	0	1	0	2	1	4	
	8:45 AM	0	0	0	0	2	0	0	0	0	1	0	3	
	VOLUMES	0	2	1	0	3	1	0	2	1	3	14	2	29
	APPROACH %	0%	67%	33%	0%	75%	25%	0%	67%	33%	16%	74%	11%	
	APP/DEPART	3	/	4	4	/	7	3	/	3	19	/	15	0
	BEGIN PEAK HR	8:00 AM												
PM	VOLUMES	0	0	1	0	2	0	0	1	1	2	6	1	14
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	50%	50%	22%	67%	11%	
	PEAK HR FACTOR	0.250			0.250			0.500			0.450			0.583
	APP/DEPART	1	/	1	2	/	5	2	/	2	9	/	6	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	1	1	0	0	2	0	0	0	0	4
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
	VOLUMES	0	0	0	1	1	0	0	5	0	0	0	0	7
	APPROACH %	0%	0%	0%	50%	50%	0%	0%	100%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	2	/	1	5	/	6	0	/	0	0
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.250			0.000			0.250
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0

0	0	0	0	0
0	0	0	0	0
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Golden Lantern

NORTH SIDE

Stonehill

WEST SIDE

SOUTH SIDE

Golden Lantern

EAST SIDE

Stonehill

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
6/22/23
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Golden Lantern
Stonehill

PROJECT #:
LOCATION #:
CONTROL:

SC4096
9
SIGNAL

CLASS 4:
4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Golden Lantern			Golden Lantern			Stonehill			Stonehill			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	1	0	0	0	0	1	1	0	0	0	3
	7:30 AM	0	0	0	0	1	0	0	0	0	1	0	2
	7:45 AM	0	0	0	0	0	0	0	0	0	1	1	2
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	0	0	0	0	1
	8:30 AM	0	0	1	0	0	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	1	0	0	1	0	2
	VOLUMES	0	1	1	1	1	0	0	2	1	0	3	1
	APPROACH %	0%	50%	50%	50%	50%	0%	0%	67%	33%	0%	75%	25%
PM	APP/DEPART	2	/	2	2	/	2	3	/	4	4	/	3
	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	0	1	1	0	0	0	1	0	0	1	0
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	100%	0%	0%	100%	0%
	PEAK HR FACTOR	0.250			0.250			0.250			0.250		
	APP/DEPART	1	/	0	1	/	0	1	/	3	1	/	1
	4:00 PM	0	0	0	0	0	0	0	2	0	0	0	0
	4:15 PM	0	0	0	1	0	0	0	1	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	1	0	0	0	0	1	0	0	1	0
	VOLUMES	0	0	1	1	0	0	0	7	0	0	1	0
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	100%	0%	0%	100%	0%
	APP/DEPART	1	/	0	1	/	0	7	/	9	1	/	1
	BEGIN PEAK HR	4:45 PM											
	VOLUMES	0	0	0	0	0	0	0	3	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%
	PEAK HR FACTOR	0.000			0.000			0.375			0.000		
	APP/DEPART	0	/	0	0	/	0	3	/	3	0	/	0

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0	0	0	0	0

Golden Lantern

NORTH SIDE

Stonehill

WEST SIDE

EAST SIDE

Stonehill

SOUTH SIDE

Golden Lantern

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
6/22/23
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Golden Lantern
Stonehill

PROJECT #:
LOCATION #:
CONTROL:

SC4096
9
SIGNAL

CLASS 5:

RV

NOTES:

AM
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OTHER

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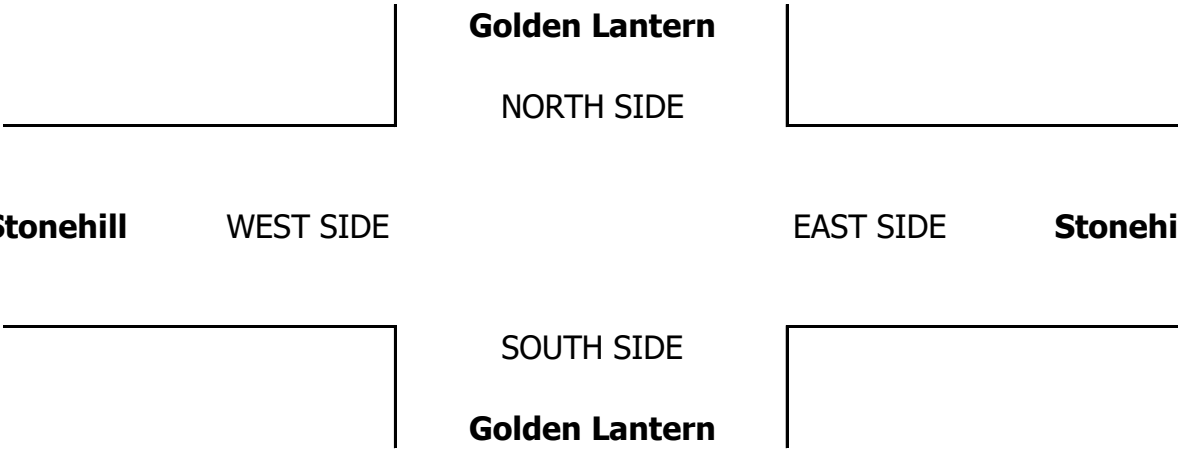
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Golden Lantern			Golden Lantern			Stonehill			Stonehill			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	8:00 AM											
PM	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	4:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0

0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 6/22/23 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Golden Lantern Stonehill	PROJECT #: LOCATION #: CONTROL:	SC4096 9 SIGNAL

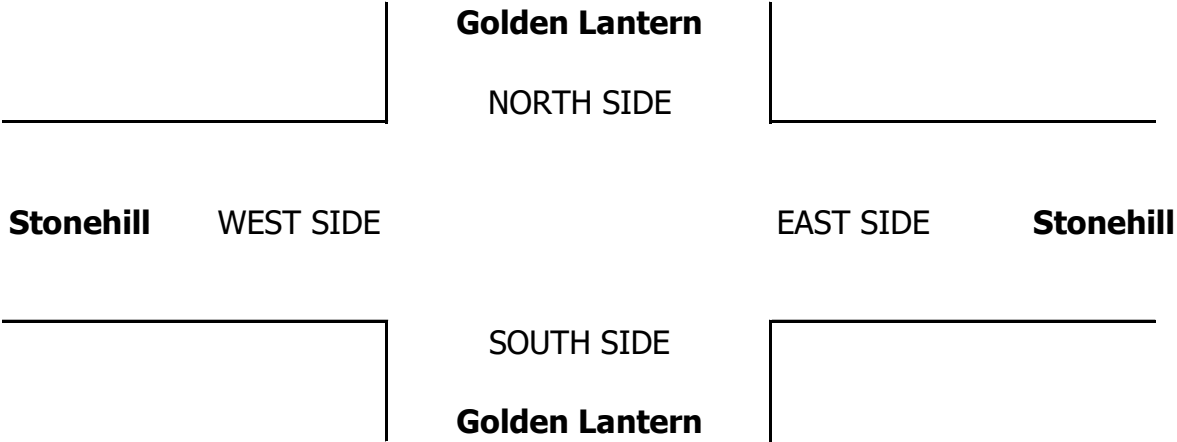
CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				U-TURNS				
	Golden Lantern			Golden Lantern			Stonehill			Stonehill				NB	SB	EB	WB	TTL
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL					

AM	7:00 AM	0	0	0	0	1	0	0	0	0	0	0	1	
	7:15 AM	0	1	0	0	0	0	0	1	0	1	0	4	
	7:30 AM	0	1	0	0	1	0	0	1	0	1	2	6	
	7:45 AM	0	0	0	0	2	0	0	1	0	0	1	4	
	8:00 AM	0	1	1	0	0	0	0	0	0	0	1	3	
	8:15 AM	0	1	1	0	0	0	0	0	0	0	0	3	
	8:30 AM	0	0	0	0	1	0	0	0	0	0	0	1	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	4	2	0	5	0	0	3	0	2	4	2	22
	APPROACH %	0%	67%	33%	0%	100%	0%	0%	100%	0%	25%	50%	25%	
APP/DEPART	6	/	6	5	/	7	3	/	5	8	/	4	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	0	2	2	0	1	0	0	0	0	0	1	1	7	
APPROACH %	0%	50%	50%	0%	100%	0%	0%	0%	0%	0%	50%	50%		
PEAK HR FACTOR	0.500			0.250			0.000			0.500			0.583	
APP/DEPART	4	/	3	1	/	1	0	/	2	2	/	1	0	
PM	4:00 PM	0	1	0	0	2	0	0	0	0	1	0	4	
	4:15 PM	0	2	0	0	0	0	0	0	0	0	0	2	
	4:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	
	4:45 PM	0	1	0	0	2	0	0	0	0	0	0	3	
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	
	5:15 PM	0	3	0	0	0	0	0	0	0	0	0	3	
	5:30 PM	0	1	0	0	2	0	0	0	0	0	0	3	
	5:45 PM	0	1	0	0	2	0	0	0	0	0	0	3	
	VOLUMES	0	11	0	0	10	0	0	0	0	0	1	0	22
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%	
	APP/DEPART	11	/	11	10	/	10	0	/	0	1	/	1	0
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	0	6	0	0	5	0	0	0	0	0	0	0	11
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.500			0.625			0.000			0.000			0.917	
APP/DEPART	6	/	6	5	/	5	0	/	0	0	/	0	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



>=2-axle

AM	Heavy Vehicle%	NL	NT	NR	SL	ST	SR	EL	
			4	9	9	10	21	4	2
			43	263	114	185	457	88	37
			9%	3%	8%	5%	5%	5%	5%

PM	Heavy Vehicle%	NL	NT	NR	SL	ST	SR	EL	
			2	12	5	9	12	2	0
			73	517	116	184	549	95	79
			3%	2%	4%	5%	2%	2%	0%

ET	ER	WL	WT	WR	TOTAL
22	1	9	33	16	141
339	67	81	270	149	2093
6%	1%	11%	12%	11%	7%

ET	ER	WL	WT	WR	TOTAL
34	0	2	5	5	89
406	92	137	307	293	2848
8%	0%	1%	2%	2%	3%

>=2-axle

		NL	NT	NR	SL	ST	SR	EL	
AM	Heavy Vehicle%		0	2	4	1	3	0	0
			43	263	114	185	457	88	37
			0%	1%	4%	1%	1%	0%	0%
		NL	NT	NR	SL	ST	SR	EL	
PM	Heavy Vehicle%		0	6	0	0	5	0	0
			73	517	116	184	549	95	79
			0%	1%	0%	0%	1%	0%	0%

ET	ER	WL	WT	WR	TOTAL	
	2	1	2	8	2	25
	339	67	81	270	149	2093
	1%	1%	2%	3%	1%	1%

ET	ER	WL	WT	WR	TOTAL	
	4	0	0	0	0	15
	406	92	137	307	293	2848
	1%	0%	0%	0%	0%	1%

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Thu, Jun 22, 23

LOCATION:
NORTH & SOUTH: Dana Point
Stonehill
EAST & WEST: Niguel

PROJECT #:
LOCATION #: SC4096
CONTROL: 4
SIGNAL

NOTES:										AM		▲	
										PM		N	
										MD	◄ W		E ►
										OTHER		S	
										OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Stonehill			Stonehill			Niguel			Niguel			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	1	1	0.5	0.5	1	2	0	1	2	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

AM	7:00 AM	23	3	14	0	1	1	1	35	16	22	53	1	170
	7:15 AM	45	1	24	1	2	3	2	49	23	26	43	0	219
	7:30 AM	44	1	23	4	4	3	0	32	30	38	63	3	245
	7:45 AM	54	1	33	0	0	1	1	41	20	40	57	1	249
	8:00 AM	52	0	35	3	4	0	0	66	38	27	63	0	288
	8:15 AM	33	0	39	1	2	2	1	61	42	29	66	1	277
	8:30 AM	64	1	40	0	4	0	2	94	56	32	84	1	378
	8:45 AM	60	1	47	2	3	3	2	83	43	41	87	1	373
	VOLUMES	375	8	255	11	20	13	9	461	268	255	516	8	2,199
	APPROACH %	59%	1%	40%	25%	45%	30%	1%	62%	36%	33%	66%	1%	
PM	APP/DEPART	638	/	25	44	/	539	738	/	735	779	/	900	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	209	2	161	6	13	5	5	304	179	129	300	3	1,316
	APPROACH %	56%	1%	43%	25%	54%	21%	1%	62%	37%	30%	69%	1%	
	PEAK HR FACTOR	0.861			0.750			0.803			0.837			0.870
	APP/DEPART	372	/	10	24	/	320	488	/	474	432	/	512	0
	4:00 PM	39	1	48	1	4	2	0	111	80	74	86	3	449
	4:15 PM	41	4	47	2	3	1	1	119	59	33	69	4	383
	4:30 PM	49	3	42	4	1	1	3	99	78	54	116	0	450
	4:45 PM	41	5	35	0	6	1	2	114	77	66	99	5	451
	5:00 PM	48	2	57	2	1	3	3	114	67	49	103	1	450
	5:15 PM	23	2	35	1	2	3	2	115	70	50	87	5	395
	5:30 PM	40	3	40	2	3	2	1	98	62	62	68	4	385
	5:45 PM	33	5	47	3	0	1	4	104	72	54	83	5	411
	VOLUMES	314	25	351	15	20	14	16	874	565	442	711	27	3,374
	APPROACH %	46%	4%	51%	31%	41%	29%	1%	60%	39%	37%	60%	2%	
	APP/DEPART	690	/	68	49	/	992	1,455	/	1,278	1,180	/	1,036	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	161	12	169	7	10	8	10	442	292	219	405	11	1,746
	APPROACH %	47%	4%	49%	28%	40%	32%	1%	59%	39%	34%	64%	2%	
	PEAK HR FACTOR	0.799			0.893			0.964			0.934			0.968
	APP/DEPART	342	/	33	25	/	501	744	/	641	635	/	571	0

1	0	0	1	2
0	0	0	1	1
1	0	0	2	3
0	0	0	1	1
0	0	0	0	0
1	0	0	1	2
0	0	0	2	2
1	0	0	0	1
4	0	0	8	12

0	0	0	4	4
0	0	0	5	5
0	0	0	9	9
1	0	0	5	6
2	0	0	4	6
0	0	0	5	5
0	0	0	5	5
0	0	0	1	1
3	0	0	38	41



AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
TOTAL	

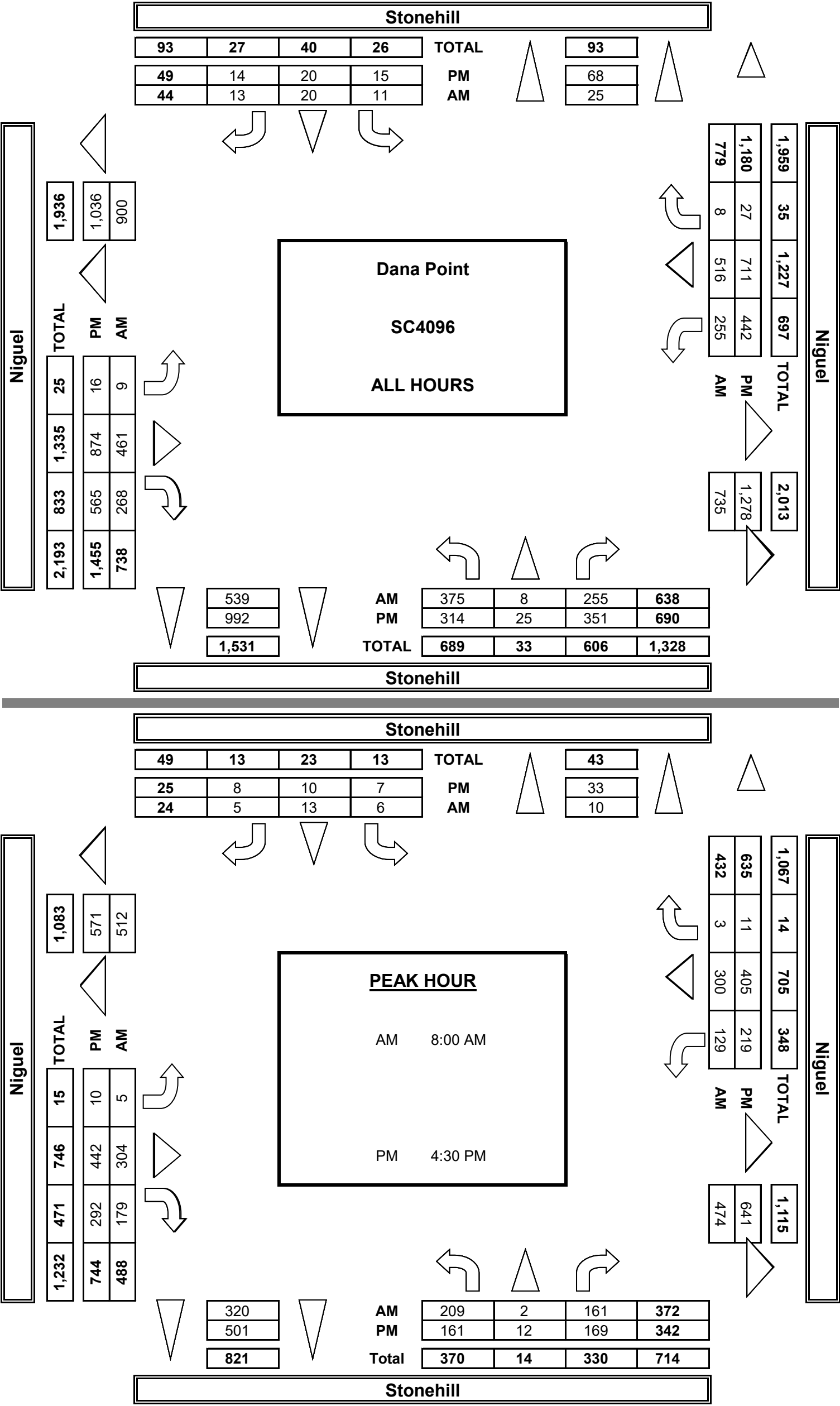
ALL PED AND BIKE				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1	0	0	1	2
5	2	0	1	8
8	1	0	6	15
1	0	0	3	4
1	1	0	2	4
4	3	0	3	10
0	1	0	0	1
6	4	0	1	11
26	12	0	17	55
4	0	0	1	5
6	1	0	3	10
4	7	1	8	20
12	4	0	7	23
0	1	2	2	5
11	10	0	3	24
1	4	0	6	11
2	5	0	5	12
40	32	3	35	110

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
3	1	0	1	5
3	1	0	6	10
1	0	0	2	3
0	0	0	1	1
3	1	0	3	7
0	1	0	0	1
1	3	0	1	5
11	7	0	14	32
2	0	0	0	2
1	1	0	2	4
1	3	0	3	7
4	1	0	2	7
0	1	1	1	3
6	7	0	3	16
0	2	0	4	6
2	1	0	4	7
16	16	1	19	52

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	0	0	1	2
2	1	0	0	3
5	0	0	0	5
0	0	0	1	1
1	1	0	1	3
1	2	0	0	3
0	0	0	0	0
5	1	0	0	6
15	5	0	3	23
2	0	0	1	3
5	0	0	1	6
3	4	1	5	13
8	3	0	5	16
0	0	1	1	2
5	3	0	0	8
1	2	0	2	5
0	4	0	1	5
24	16	2	16	58

8:00AM	4	5	0	5	7	4	0	1
4:30 PM	11	12	1	9	16	10	2	11

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TUR

PREPARED BY: AimTD LL

DATE: 6/22/23 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Stonehill Niguel

	NOTES:				
PCE Adjusted	Class	1	2	3	4
	Factor	1	1.5	2	3

	NORTHBOUND			SOUTHBOUND	
	Stonehill			Stonehill	
	NL	NT	NR	SL	ST
LANES:	1	1	1	1	0.5

AM	7:00 AM	27	3	15	0	1
	7:15 AM	48	1	25	3	2
	7:30 AM	49	1	25	4	4
	7:45 AM	62	2	34	0	0
	8:00 AM	54	0	37	3	5
	8:15 AM	36	0	39	1	2
	8:30 AM	66	1	42	0	4
	8:45 AM	65	1	47	2	3
	VOLUMES	406	9	263	13	21
	APPROACH %	60%	1%	39%	28%	44%
	APP/DEPART	678	/	29	47	/
	BEGIN PEAK HR	8:00 AM				
	VOLUMES	221	2	165	6	14
	APPROACH %	57%	1%	43%	24%	55%
PM	PEAK HR FACTOR	0.856			0.766	
	APP/DEPART	387	/	11	25	/
	4:00 PM	40	1	49	1	4
	4:15 PM	42	4	47	3	3
	4:30 PM	50	3	43	4	1
	4:45 PM	42	5	36	0	6
	5:00 PM	50	2	58	2	1
	5:15 PM	23	2	35	1	2
	5:30 PM	41	3	40	2	3
	5:45 PM	33	5	49	3	0
	VOLUMES	319	25	356	16	20
	APPROACH %	46%	4%	51%	31%	40%

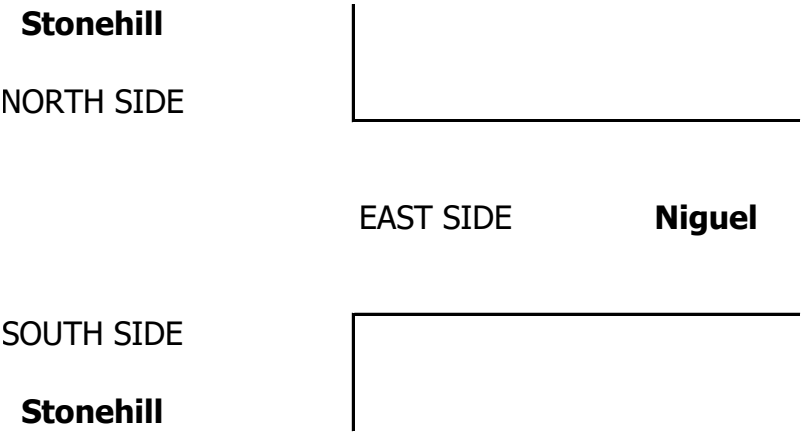
APP/DEPART	700	/	69	50	/
BEGIN PEAK HR	4:30 PM				
VOLUMES	164	12	172	7	10
APPROACH %	47%	3%	49%	27%	39%
PEAK HR FACTOR	0.792			0.911	
APP/DEPART	347	/	34	26	/

Niguel

WEST SIDE

######

1,062	1,491	/	1,254	1,198	/	1,054	0
9 33%	11 1%	446 58%	307 40%	223 35%	410 64%	11 2%	1,780
		0.976			0.920		0.964
540	763	/	625	644	/	582	0



U-TURNS				
NB	SB	EB	WB	TTL

				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 6/22/23 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Stonehill Niguel	PROJECT #: LOCATION #: CONTROL:	SC4096 4 SIGNAL
CLASS 1: PASSENGER VEHICLES	NOTES:		AM PM MD OTHER OTHER	▲ N S ▼ ◀ W E ▶

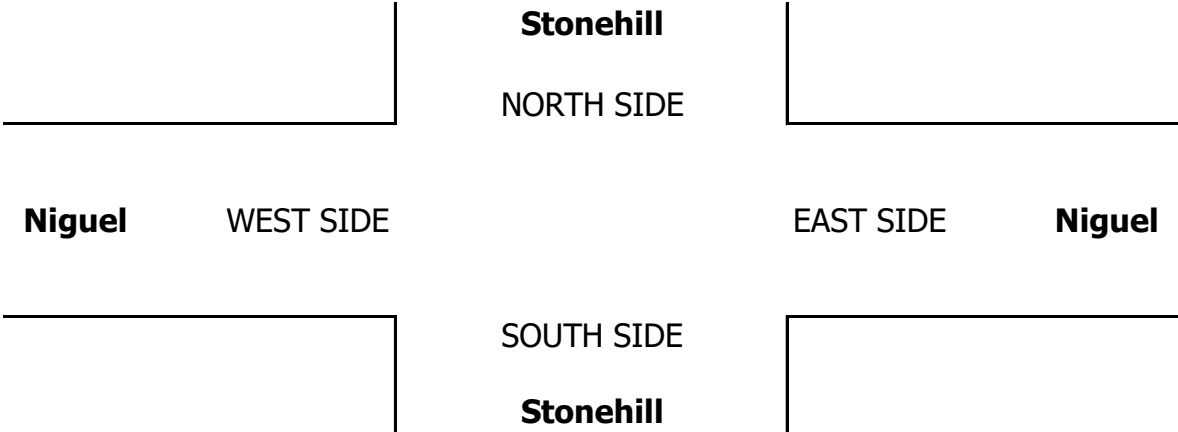
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Stonehill			Stonehill			Niguel			Niguel			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 0.5	SR 0.5	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	17	3	13	0	1	1	0	31	15	22	52	1	156
	7:15 AM	41	1	23	0	2	2	1	45	19	23	41	0	198
	7:30 AM	37	1	21	4	4	3	0	30	29	37	55	3	224
	7:45 AM	44	0	31	0	0	1	1	39	18	38	54	1	227
	8:00 AM	49	0	31	3	3	0	0	60	34	27	59	0	266
	8:15 AM	29	0	39	1	2	2	1	58	38	28	61	1	260
	8:30 AM	60	1	37	0	4	0	0	86	54	29	82	1	354
	8:45 AM	53	1	47	2	3	3	2	79	40	39	84	1	354
	VOLUMES	330	7	242	10	19	12	5	428	247	243	488	8	2,039
	APPROACH %	57%	1%	42%	24%	46%	29%	1%	63%	36%	33%	66%	1%	
	APP/DEPART	579	/	20	41	/	504	680	/	688	739	/	827	0
	BEGIN PEAK HR	8:00 AM												
PM	VOLUMES	189	2	154	6	12	5	3	283	166	120	286	3	1,234
	APPROACH %	54%	1%	44%	26%	52%	22%	1%	63%	37%	29%	69%	1%	
	PEAK HR FACTOR	0.859			0.719			0.807			0.831			0.871
	APP/DEPART	347	/	8	23	/	300	452	/	446	412	/	480	0
	4:00 PM	38	1	47	1	4	2	0	109	73	71	85	3	434
	4:15 PM	40	4	47	1	3	1	1	115	56	33	68	4	373
	4:30 PM	48	3	40	4	1	1	3	98	72	53	115	0	438
	4:45 PM	40	5	34	0	6	1	2	114	72	61	96	5	436
	5:00 PM	45	2	55	2	1	2	3	110	60	48	102	1	431
	5:15 PM	23	2	35	1	2	3	1	113	67	49	86	5	387
	5:30 PM	39	3	40	2	3	2	1	95	59	62	66	4	376
	5:45 PM	33	5	46	3	0	1	4	104	70	52	81	5	404
	VOLUMES	306	25	344	14	20	13	15	858	529	429	699	27	3,279
	APPROACH %	45%	4%	51%	30%	43%	28%	1%	61%	38%	37%	61%	2%	
	APP/DEPART	675	/	67	47	/	944	1,402	/	1,252	1,155	/	1,016	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	154	12	164	7	10	7	9	435	271	190	399	11	1,692
	APPROACH %	46%	4%	49%	29%	42%	29%	1%	61%	38%	31%	64%	2%	
	PEAK HR FACTOR	0.814			0.857			0.951			0.924			0.966
	APP/DEPART	332	/	32	24	/	473	715	/	627	621	/	560	0

0	0	0	1	1
0	0	0	1	1
1	0	0	2	3
0	0	0	1	1
0	0	0	0	0
1	0	0	1	2
0	0	0	2	2
1	0	0	0	1
3	0	0	8	11

0	0	0	4	4
0	0	0	5	5
0	0	0	8	8
1	0	0	4	5
1	0	0	4	5
0	0	0	5	5
0	0	0	5	5
0	0	0	1	1
2	0	0	36	38



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
6/22/23
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Stonehill
Niguel

PROJECT #:
LOCATION #:
CONTROL:

SC4096
4
SIGNAL

CLASS 2:
2-AXLE
WORK
VEHICLES/
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

◀ W

▲
N

S
▼

E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Stonehill			Stonehill			Niguel			Niguel			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 0.5	SR 0.5	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	4	0	1	0	0	0	1	3	1	0	1	0	11
	7:15 AM	2	0	0	0	0	1	0	2	2	1	1	0	9
	7:30 AM	6	0	0	0	0	0	0	2	1	1	6	0	16
	7:45 AM	7	1	2	0	0	0	0	1	1	2	3	0	17
	8:00 AM	2	0	4	0	1	0	0	5	4	0	4	0	20
	8:15 AM	3	0	0	0	0	0	0	3	3	1	4	0	14
	8:30 AM	4	0	3	0	0	0	2	7	2	2	2	0	22
	8:45 AM	6	0	0	0	0	0	0	4	2	2	3	0	17
	VOLUMES	34	1	10	0	1	1	3	27	16	9	24	0	126
	APPROACH %	76%	2%	22%	0%	50%	50%	7%	59%	35%	27%	73%	0%	
PM	APP/DEPART	45	/	4	2	/	26	46	/	37	33	/	59	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	15	0	7	0	1	0	2	19	11	5	13	0	73
	APPROACH %	68%	0%	32%	0%	100%	0%	6%	59%	34%	28%	72%	0%	
	PEAK HR FACTOR	0.786			0.250			0.727			0.900			0.830
	APP/DEPART	22	/	2	1	/	17	32	/	26	18	/	28	0
	4:00 PM	0	0	1	0	0	0	0	2	6	2	0	0	11
	4:15 PM	1	0	0	1	0	0	0	4	2	0	0	0	8
	4:30 PM	1	0	2	0	0	0	0	0	6	1	0	0	10
	4:45 PM	1	0	1	0	0	0	0	0	5	5	1	0	13
	5:00 PM	3	0	2	0	0	1	0	4	5	1	1	0	17
	5:15 PM	0	0	0	0	0	0	1	2	1	1	0	0	5
	5:30 PM	1	0	0	0	0	0	0	3	1	0	1	0	6
	5:45 PM	0	0	0	0	0	0	0	0	1	2	1	0	4
	VOLUMES	7	0	6	1	0	1	1	15	27	12	4	0	74
	APPROACH %	54%	0%	46%	50%	0%	50%	2%	35%	63%	75%	25%	0%	
	APP/DEPART	13	/	1	2	/	38	43	/	24	16	/	11	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	4	0	5	0	0	1	1	6	17	6	2	0	45
	APPROACH %	40%	0%	50%	0%	0%	100%	4%	25%	71%	60%	20%	0%	
	PEAK HR FACTOR	0.500			0.250			0.667			0.417			0.662
	APP/DEPART	10	/	1	1	/	24	24	/	13	10	/	7	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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

Stonehill

NORTH SIDE

Niguel

WEST SIDE

EAST SIDE

Niguel

SOUTH SIDE

Stonehill

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
6/22/23
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Stonehill
Niguel

PROJECT #:
LOCATION #:
CONTROL:

SC4096
4
SIGNAL

CLASS 3:
3-AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Stonehill			Stonehill			Niguel			Niguel			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 0.5	SR 0.5	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	2	0	0	0	0	0	1	0	0	0	0	3	
	7:15 AM	2	0	1	0	0	0	2	0	0	0	0	5	
	7:30 AM	0	0	1	0	0	0	0	0	0	1	0	2	
	7:45 AM	2	0	0	0	0	0	1	1	0	0	0	4	
	8:00 AM	1	0	0	0	0	0	1	0	0	0	0	2	
	8:15 AM	1	0	0	0	0	0	0	0	0	1	0	2	
	8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	8	0	2	0	0	0	5	1	1	2	0	19	
	APPROACH %	80%	0%	20%	0%	0%	0%	83%	17%	33%	67%	0%		
	APP/DEPART	10	/	0	0	/	3	6	/	7	3	/	9	0
	BEGIN PEAK HR	8:00 AM												
PM	VOLUMES	2	0	0	0	0	0	1	0	1	1	0	5	
	APPROACH %	100%	0%	0%	0%	0%	0%	100%	0%	50%	50%	0%		
	PEAK HR FACTOR	0.500			0.000			0.250			0.500			0.625
	APP/DEPART	2	/	0	0	/	1	1	/	1	2	/	3	0
	4:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	
	5:30 PM	0	0	0	0	0	0	0	2	0	0	0	2	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	0	0	0	0	1	5	0	0	0	6	
	APPROACH %	0%	0%	0%	0%	0%	0%	17%	83%	0%	0%	0%		
	APP/DEPART	0	/	0	0	/	5	6	/	1	0	/	0	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	0	0	0	0	0	0	1	2	0	0	0	3	
	APPROACH %	0%	0%	0%	0%	0%	0%	33%	67%	0%	0%	0%		
	PEAK HR FACTOR	0.000			0.000			0.750			0.000			0.750
	APP/DEPART	0	/	0	0	/	2	3	/	1	0	/	0	0

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

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

Stonehill

NORTH SIDE

Niguel

WEST SIDE

EAST SIDE

Niguel

Stonehill

SOUTH SIDE

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
6/22/23
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Stonehill
Niguel

PROJECT #:
LOCATION #:
CONTROL:

SC4096
4
SIGNAL

CLASS 4:
4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Stonehill			Stonehill			Niguel			Niguel			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 0.5	SR 0.5	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	1	0	0	1	1	1	1	0	5	
	7:30 AM	1	0	0	0	0	0	0	0	0	0	0	1	
	7:45 AM	1	0	0	0	0	0	0	0	0	0	0	1	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	
	8:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	
	8:45 AM	1	0	0	0	0	0	0	1	0	0	0	2	
	VOLUMES	3	0	0	1	0	0	1	1	3	1	1	0	11
	APPROACH %	100%	0%	0%	100%	0%	0%	20%	20%	60%	50%	50%	0%	
PM	APP/DEPART	3	/	1	1	/	4	5	/	2	2	/	4	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	1	0	0	0	0	0	0	1	2	0	0	0	4
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	33%	67%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.000			0.750			0.000			0.500
	APP/DEPART	1	/	0	0	/	2	3	/	1	0	/	1	0
	4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	1	0	0	0	0	0	1	0	0	0	2
	VOLUMES	0	0	1	0	0	0	0	0	4	1	0	0	6
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	100%	100%	0%	0%	
	APP/DEPART	1	/	0	0	/	5	4	/	1	1	/	0	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	0	0	0	0	0	0	0	0	2	0	0	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.500			0.000			0.500
	APP/DEPART	0	/	0	0	/	2	2	/	0	0	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

Stonehill

NORTH SIDE

Niguel

WEST SIDE

EAST SIDE

Niguel

SOUTH SIDE

Stonehill

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
6/22/23
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Stonehill
Niguel

PROJECT #:
LOCATION #:
CONTROL:

SC4096
4
SIGNAL

CLASS 5:

RV

NOTES:

AM
PM
MD
OTHER
OTHER

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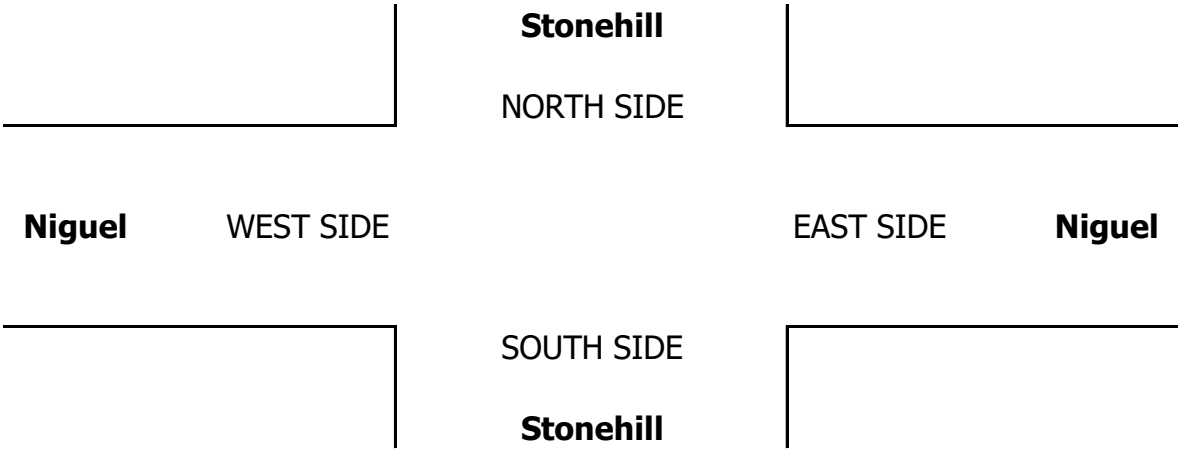
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Stonehill			Stonehill			Niguel			Niguel			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	1	1	0.5	0.5	1	2	0	1	2	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	8:00 AM											
PM	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 6/22/23 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Stonehill Niguel	PROJECT #: LOCATION #: CONTROL:	SC4096 4 SIGNAL

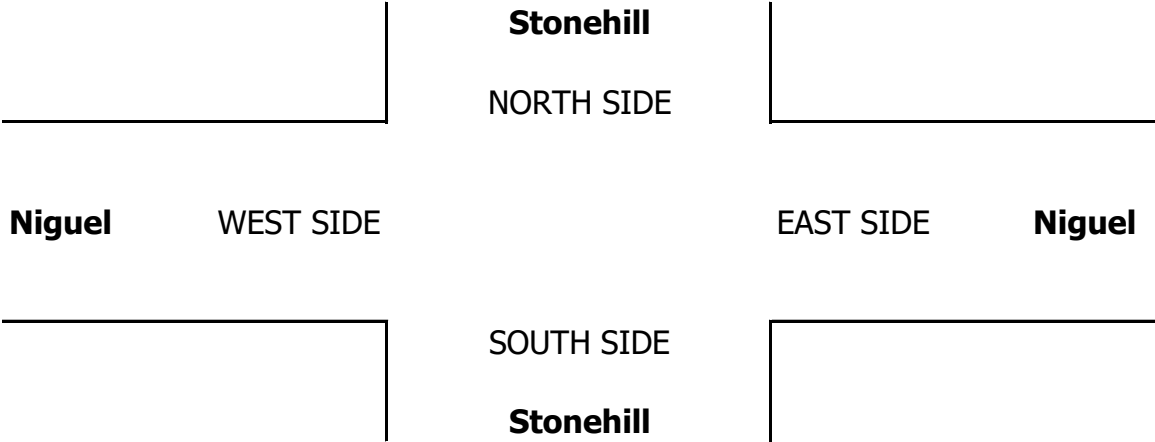
CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Stonehill			Stonehill			Niguel			Niguel			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 0.5	SR 0.5	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	1	1	0	0	2	
	7:30 AM	0	0	1	0	0	0	0	0	0	1	0	2	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	1	0	0	0	0	0	1	1	1	0	4
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	100%	50%	50%	0%	
APP/DEPART	1	/	0	0	/	2	1	/	1	2	/	1	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
PM	4:00 PM	1	0	0	0	0	0	0	0	0	1	0	2	
	4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	
	4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	
	4:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	
	5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	
	5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	
	VOLUMES	1	0	0	0	0	0	0	0	0	8	0	9	
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%		
	APP/DEPART	1	/	0	0	/	0	0	/	0	8	/	9	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	0	0	0	0	0	0	0	0	0	4	0	4	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%			
PEAK HR FACTOR	0.000			0.000			0.000			0.500			0.500	
APP/DEPART	0	/	0	0	/	0	0	/	0	4	/	4	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



>=2-axle

AM	Heavy Vehicle%	NL	NT	NR	SL	ST	SR	EL	
		18	0	7	0	1	0	2	
		209	2	161	6	13	5	5	
		9%	0%	4%	0%	8%	0%	40%	

PM	Heavy Vehicle%	NL	NT	NR	SL	ST	SR	EL	
		4	0	5	0	0	1	1	
		161	12	169	7	10	8	10	
		2%	0%	3%	0%	0%	13%	10%	

ET	ER	WL	WT	WR	TOTAL	
	21	13	6	14	0	82
	304	179	129	300	3	1316
	7%	7%	5%	5%	0%	6%

ET	ER	WL	WT	WR	TOTAL	
	7	21	6	6	0	54
	442	292	219	405	11	1746
	2%	7%	3%	1%	0%	3%

>=3-axle

		NL	NT	NR	SL	ST	SR	EL	
AM	Heavy Vehicle%		3	0	0	0	0	0	0
			209	2	161	6	13	5	5
			1%	0%	0%	0%	0%	0%	0%
		NL	NT	NR	SL	ST	SR	EL	
PM	Heavy Vehicle%		0	0	0	0	0	0	0
			161	12	169	7	10	8	10
			0%	0%	0%	0%	0%	0%	0%

ET	ER	WL	WT	WR	TOTAL	
	2	2	1	1	0	9
	304	179	129	300	3	1316
	1%	1%	1%	0%	0%	1%

ET	ER	WL	WT	WR	TOTAL	
	1	4	0	4	0	9
	442	292	219	405	11	1746
	0%	1%	0%	1%	0%	1%

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE: Thu, Jul 18, 24		LOCATION: NORTH & SOUTH: EAST & WEST:		Dana Point Copper Lantern St Del Prado Ave		PROJECT #: LOCATION #: CONTROL:		SC4797 8 SIGNAL							
NOTES:						AM PM MD OTHER OTHER		▲ N ◀ W S ▼		E ▶					
		NORTHBOUND Copper Lantern St			SOUTHBOUND Copper Lantern St			EASTBOUND Del Prado Ave			WESTBOUND Del Prado Ave				
LANES:		NL X	NT X	NR X	SL 0	ST X	SR 0	EL 1	ET 2	ER X	WL X	WT 1	WR X	TOTAL	
AM	7:00 AM	0	0	0	0	0	1	3	15	0	0	14	0	33	
	7:15 AM	0	0	0	0	0	1	3	14	0	0	20	0	38	
	7:30 AM	0	0	0	0	0	2	0	19	0	0	16	0	37	
	7:45 AM	0	0	0	0	0	0	0	17	0	0	28	0	45	
	8:00 AM	0	0	0	0	0	0	2	23	0	0	34	0	59	
	8:15 AM	0	0	0	0	0	2	0	24	0	0	41	0	67	
	8:30 AM	0	0	0	0	0	0	1	31	0	0	24	0	56	
	8:45 AM	0	0	0	0	0	0	5	21	0	0	44	0	70	
	VOLUMES	0	0	0	0	0	6	14	164	0	0	221	0	420	
	APPROACH %	0%	0%	0%	0%	0%	100%	7%	85%	0%	0%	100%	0%		
APP/DEPART		0	/	14	6	/	0	193	/	164	221	/	242	0	
BEGIN PEAK HR		8:00 AM													
VOLUMES		0	0	0	0	0	2	8	99	0	0	143	0	261	
APPROACH %		0%	0%	0%	0%	0%	100%	7%	85%	0%	0%	100%	0%		
PEAK HR FACTOR		0.000			0.250			0.806			0.813			0.919	
APP/DEPART		0	/	8	2	/	0	116	/	99	143	/	154	0	
PM	4:00 PM	0	0	0	0	0	2	9	53	0	0	42	0	106	
	4:15 PM	0	0	0	0	0	1	2	51	0	0	53	0	107	
	4:30 PM	0	0	0	0	0	1	6	51	0	0	44	0	102	
	4:45 PM	0	0	0	0	0	1	4	46	0	0	61	0	112	
	5:00 PM	0	0	0	0	0	2	5	58	0	0	57	0	122	
	5:15 PM	0	0	0	0	0	2	4	55	0	0	64	0	125	
	5:30 PM	0	0	0	0	0	2	4	53	0	0	42	0	101	
	5:45 PM	0	0	0	0	0	1	6	32	0	0	52	0	91	
	VOLUMES	0	0	0	0	0	12	40	399	0	0	415	0	888	
	APPROACH %	0%	0%	0%	0%	0%	100%	9%	87%	0%	0%	100%	0%		
APP/DEPART		0	/	40	12	/	0	461	/	399	415	/	449	0	
BEGIN PEAK HR		4:30 PM													
VOLUMES		0	0	0	0	0	6	19	210	0	0	226	0	472	
APPROACH %		0%	0%	0%	0%	0%	100%	8%	88%	0%	0%	100%	0%		
PEAK HR FACTOR		0.000			0.750			0.896			0.883			0.915	
APP/DEPART		0	/	19	6	/	0	240	/	210	226	/	243	0	

U-TURNS

NB 0	SB 0	EB 0	WB 0	TTL
0	0	2	0	2
0	0	2	0	2
0	0	2	0	2
0	0	0	0	0
0	0	1	0	1
0	0	4	0	4
0	0	4	0	4
0	0	0	0	0
0	0	15	0	15

0090

0	0	3	0	3
0	0	1	0	1
0	0	2	0	2
0	0	1	0	1
0	0	4	0	4
0	0	4	0	4
0	0	1	0	1
0	0	6	0	6
0	0	22	0	22

00110

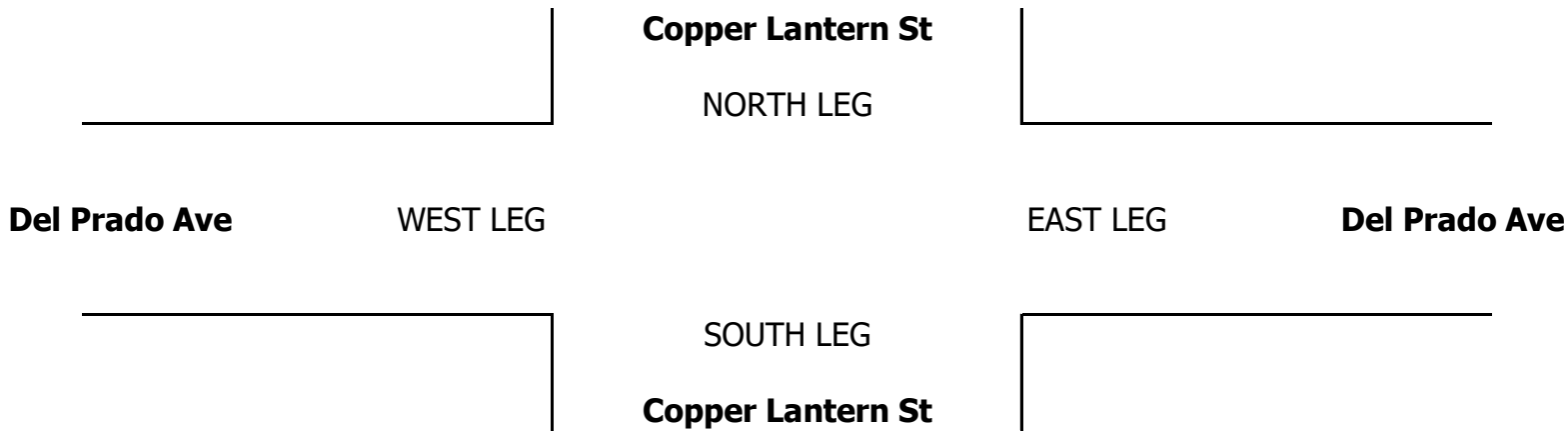
U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

0	0	2	0	2
0	0	2	0	2
0	0	2	0	2
0	0	0	0	0
0	0	1	0	1
0	0	4	0	4
0	0	4	0	4
0	0	4	0	4
0	0	0	0	0
0	0	15	0	15

0	0	9	0

0	0	3	0	3
0	0	1	0	1
0	0	2	0	2
0	0	1	0	1
0	0	4	0	4
0	0	4	0	4
0	0	1	0	1
0	0	6	0	6
0	0	22	0	22

0	0	11	0



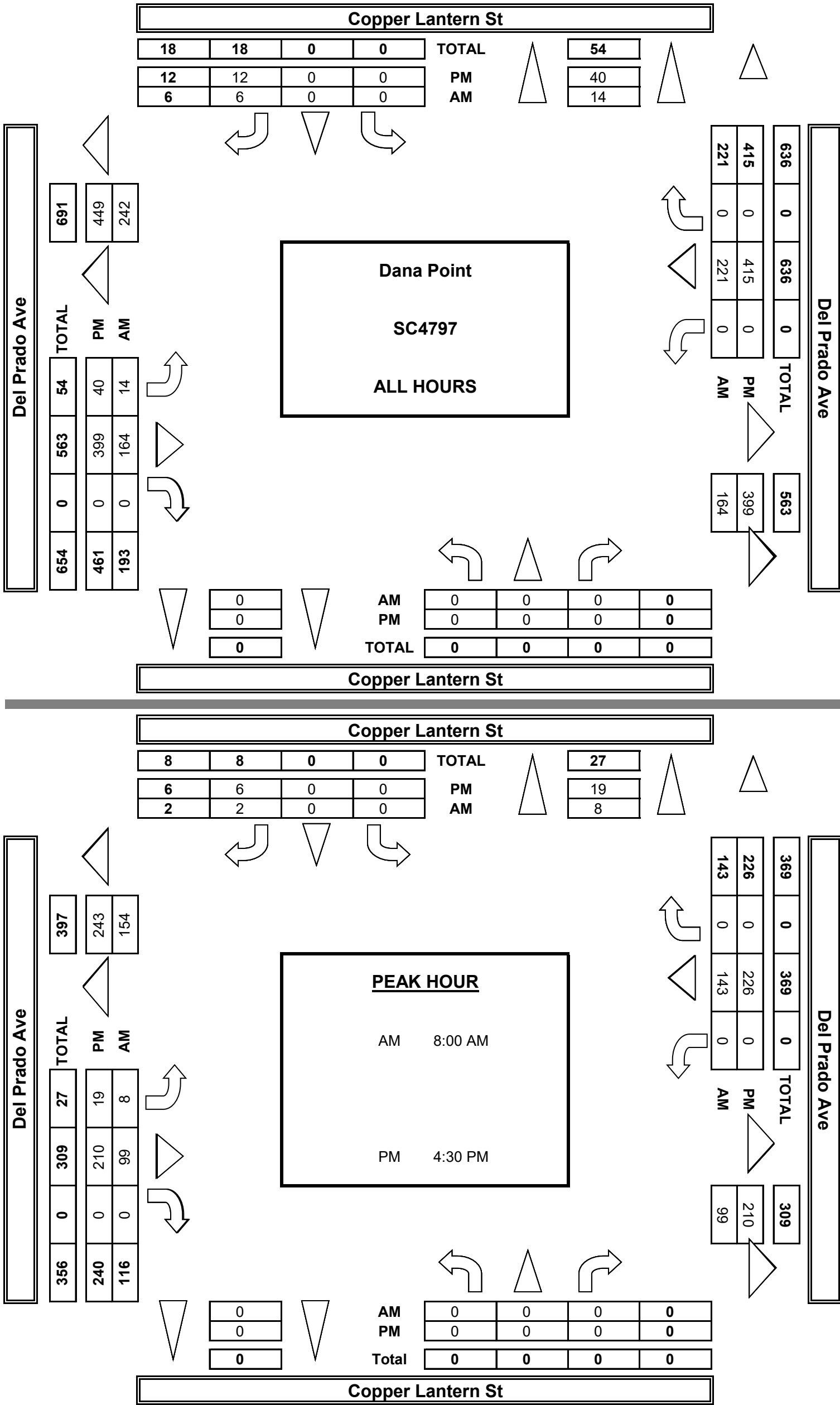
AM	7:00 AM	
	7:15 AM	
	7:30 AM	
	7:45 AM	
	8:00 AM	
	8:15 AM	
	8:30 AM	
	8:45 AM	
TOTAL		
PM	4:00 PM	
	4:15 PM	
	4:30 PM	
	4:45 PM	
	5:00 PM	
	5:15 PM	
	5:30 PM	
	5:45 PM	
TOTAL		

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	0	1	1
0	0	0	2	2
0	0	0	1	1
0	0	0	0	0
0	0	0	1	1
0	0	0	4	4
0	0	0	0	0
0	0	0	5	5
0	0	0	14	14
0	0	0	3	3
0	0	0	0	0
0	0	0	0	0
0	0	0	7	7
0	1	0	5	6
0	1	0	1	2
0	0	0	1	1
0	4	0	6	10
0	6	0	23	29

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	0	1	1
0	0	0	2	2
0	0	0	1	1
0	0	0	0	0
0	0	0	1	1
0	0	0	4	4
0	0	0	0	0
0	0	0	5	5
0	0	0	14	14
0	0	0	3	3
0	0	0	0	0
0	0	0	0	0
0	0	0	5	5
0	0	0	4	4
0	0	0	1	1
0	0	0	1	1
0	0	0	6	6
0	0	0	20	20

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	2	2
0	1	0	1	2
0	1	0	0	1
0	0	0	0	0
0	4	0	0	4
0	6	0	3	9

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TUR

PREPARED BY: AimTD LL

DATE: 7/18/24 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Copper Lantern St Del Prado Ave

	NOTES:			
PCE Adjusted	Class	1	2	3
	Factor	1	1.5	2

	NORTHBOUND			SOUTHBOUND	
	Copper Lantern St			Copper Lantern St	
LANES:	NL X	NT X	NR X	SL 0	ST X

AM	7:00 AM	0	0	0	0	0
	7:15 AM	0	0	0	0	0
	7:30 AM	0	0	0	0	0
	7:45 AM	0	0	0	0	0
	8:00 AM	0	0	0	0	0
	8:15 AM	0	0	0	0	0
	8:30 AM	0	0	0	0	0
	8:45 AM	0	0	0	0	0
	VOLUMES	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%
	APP/DEPART	0	/	15	7	/
	BEGIN PEAK HR	8:00 AM				
	VOLUMES	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%
PM	PEAK HR FACTOR	0.000			0.250	
	APP/DEPART	0	/	9	3	/
	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	0	0	0
	5:00 PM	0	0	0	0	0
	5:15 PM	0	0	0	0	0
	5:30 PM	0	0	0	0	0
	5:45 PM	0	0	0	0	0
	VOLUMES	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%

APP/DEPART	0	/	42	12	/
BEGIN PEAK HR	4:30 PM				
VOLUMES	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%
PEAK HR FACTOR	0.000			0.750	
APP/DEPART	0	/	19	6	/

Cop

Del Prado Ave WEST SIDE

Cop

0	463	/	421	427	/	439	0
6	19	220	0	0	233	0	478
100%	8%	92%	0%	0%	100%	0%	
		0.912			0.903		0.926
0	239	/	220	233	/	239	0

uper Lantern St

NORTH SIDE

EAST SIDE

Del Prado Ave

SOUTH SIDE

uper Lantern St

U-TURNS				
NB	SB	EB	WB	TTL

				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Copper Lantern St
Del Prado Ave

PROJECT #:
LOCATION #:
CONTROL:

SC4797
8
SIGNAL

CLASS 1:
PASSENGER
VEHICLES

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Copper Lantern St			Copper Lantern St			Del Prado Ave			Del Prado Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	X	X	0	X	0	1	2	X	X	1	X	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	2	0	2
0	0	2	0	2
0	0	2	0	2
0	0	0	0	0
0	0	1	0	1
0	0	4	0	4
0	0	3	0	3
0	0	0	0	0
0	0	14	0	14

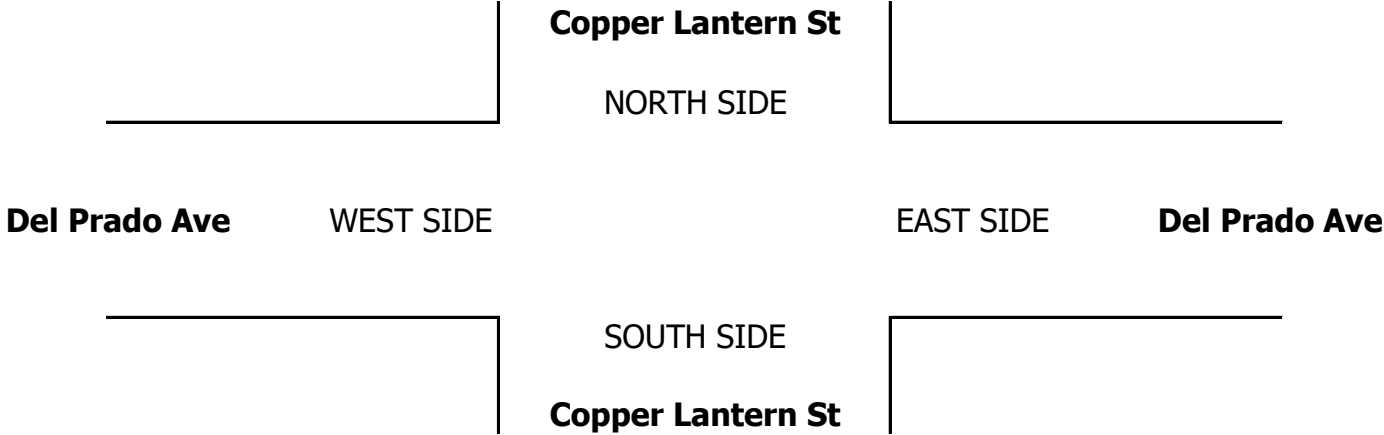
AM	7:00 AM	0	0	0	0	0	1	3	15	0	0	13	0	32
	7:15 AM	0	0	0	0	0	1	3	13	0	0	19	0	36
	7:30 AM	0	0	0	0	0	2	0	17	0	0	14	0	33
	7:45 AM	0	0	0	0	0	0	0	14	0	0	24	0	38
	8:00 AM	0	0	0	0	0	0	2	20	0	0	34	0	56
	8:15 AM	0	0	0	0	0	1	0	23	0	0	37	0	61
	8:30 AM	0	0	0	0	0	0	0	28	0	0	24	0	52
	8:45 AM	0	0	0	0	0	0	5	19	0	0	43	0	67
	VOLUMES	0	0	0	0	0	5	13	149	0	0	208	0	389
	APPROACH %	0%	0%	0%	0%	0%	100%	7%	85%	0%	0%	100%	0%	
PM	APP/DEPART	0	/	13	5	/	0	176	/	149	208	/	227	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	0	0	0	0	0	1	7	90	0	0	138	0	244
	APPROACH %	0%	0%	0%	0%	0%	100%	7%	86%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.250			0.847			0.802			0.910
	APP/DEPART	0	/	7	1	/	0	105	/	90	138	/	147	0
	4:00 PM	0	0	0	0	0	2	7	46	0	0	39	0	94
	4:15 PM	0	0	0	0	0	1	2	47	0	0	51	0	101
	4:30 PM	0	0	0	0	0	1	6	47	0	0	41	0	95
	4:45 PM	0	0	0	0	0	1	4	41	0	0	60	0	106
	5:00 PM	0	0	0	0	0	2	5	55	0	0	54	0	116
	5:15 PM	0	0	0	0	0	2	4	53	0	0	63	0	122
	5:30 PM	0	0	0	0	0	2	4	51	0	0	41	0	98
	5:45 PM	0	0	0	0	0	1	5	29	0	0	52	0	87
	VOLUMES	0	0	0	0	0	12	37	369	0	0	401	0	841
	APPROACH %	0%	0%	0%	0%	0%	100%	9%	86%	0%	0%	100%	0%	
	APP/DEPART	0	/	37	12	/	0	428	/	369	401	/	435	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	0	0	0	0	0	6	19	196	0	0	218	0	450
	APPROACH %	0%	0%	0%	0%	0%	100%	8%	87%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.750			0.883			0.865			0.893
	APP/DEPART	0	/	19	6	/	0	226	/	196	218	/	235	0

0	0	2	0	2
0	0	2	0	2
0	0	2	0	2
0	0	0	0	0
0	0	1	0	1
0	0	4	0	4
0	0	3	0	3
0	0	0	0	0
0	0	14	0	14

0	0	8	0

0	0	3	0	3
0	0	1	0	1
0	0	2	0	2
0	0	1	0	1
0	0	4	0	4
0	0	4	0	4
0	0	1	0	1
0	0	6	0	6
0	0	22	0	22

0	0	11	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Copper Lantern St
Del Prado Ave

PROJECT #:
LOCATION #:
CONTROL:

SC4797
8
SIGNAL

CLASS 2:
2-AXLE
WORK
VEHICLES/
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Copper Lantern St			Copper Lantern St			Del Prado Ave			Del Prado Ave			
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 1	ET 2	ER X	WL X	WT 1	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1

AM	7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1
	7:30 AM	0	0	0	0	0	0	1	0	0	2	0	3
	7:45 AM	0	0	0	0	0	0	1	0	0	4	0	5
	8:00 AM	0	0	0	0	0	0	2	0	0	0	0	2
	8:15 AM	0	0	0	0	0	0	1	0	0	4	0	5
	8:30 AM	0	0	0	0	0	1	1	0	0	0	0	2
	8:45 AM	0	0	0	0	0	0	2	0	0	1	0	3
	VOLUMES	0	0	0	0	0	1	8	0	0	13	0	23
	APPROACH %	0%	0%	0%	0%	0%	10%	80%	0%	0%	100%	0%	
PM	APP/DEPART	0	/	1	0	/	10	/	8	13	/	14	0
	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	0	0	0	0	1	6	0	0	5	0	13
	APPROACH %	0%	0%	0%	0%	0%	13%	75%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.000			0.667			0.313		
	APP/DEPART	0	/	1	0	/	8	/	6	5	/	6	0
	4:00 PM	0	0	0	0	0	2	5	0	0	2	0	9
	4:15 PM	0	0	0	0	0	0	2	0	0	2	0	4
PM	4:30 PM	0	0	0	0	0	0	3	0	0	3	0	6
	4:45 PM	0	0	0	0	0	0	3	0	0	1	0	4
	5:00 PM	0	0	0	0	0	0	1	0	0	1	0	2
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	2
	5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1
	5:45 PM	0	0	0	0	0	1	1	0	0	0	0	2
	VOLUMES	0	0	0	0	0	3	16	0	0	11	0	30
	APPROACH %	0%	0%	0%	0%	0%	16%	84%	0%	0%	100%	0%	
	APP/DEPART	0	/	3	0	/	19	/	16	11	/	11	0
	BEGIN PEAK HR	4:30 PM											
PM	VOLUMES	0	0	0	0	0	0	8	0	0	6	0	14
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.000			0.667			0.500		
	APP/DEPART	0	/	0	0	/	8	/	8	6	/	6	0

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

0	0	1	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

Copper Lantern St

NORTH SIDE

Del Prado Ave

WEST SIDE

EAST SIDE

Del Prado Ave

SOUTH SIDE

Copper Lantern St

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Copper Lantern St
Del Prado Ave

PROJECT #:
LOCATION #:
CONTROL:

SC4797
8
SIGNAL

CLASS 3:
3-AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Copper Lantern St			Copper Lantern St			Del Prado Ave			Del Prado Ave			
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 1	ET 2	ER X	WL X	WT 1	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	1	0	0	0	0	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	1	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	1	/	0	0	/	0	/	1	0
	BEGIN PEAK HR	8:00 AM											
PM	VOLUMES	0	0	0	0	0	1	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.250			0.000			0.000		
	APP/DEPART	0	/	0	1	/	0	0	/	0	/	1	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	/	0	0
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

Copper Lantern St

NORTH SIDE

Del Prado Ave

WEST SIDE

EAST SIDE

Del Prado Ave

SOUTH SIDE

Copper Lantern St

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Copper Lantern St
Del Prado Ave

PROJECT #:
LOCATION #:
CONTROL:

SC4797
8
SIGNAL

CLASS 4:
4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Copper Lantern St			Copper Lantern St			Del Prado Ave			Del Prado Ave			
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 1	ET 2	ER X	WL X	WT 1	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	1	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	1	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
PM	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0
	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	2	0	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	3	0	3
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	3	/	3
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	2	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.250		
	APP/DEPART	0	/	0	0	/	0	0	/	0	2	/	2

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

Copper Lantern St

NORTH SIDE

Del Prado Ave

WEST SIDE

EAST SIDE

Del Prado Ave

SOUTH SIDE

Copper Lantern St

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Copper Lantern St
Del Prado Ave

PROJECT #:
LOCATION #:
CONTROL:

SC4797
8
SIGNAL

CLASS 5:

RV

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Copper Lantern St			Copper Lantern St			Del Prado Ave			Del Prado Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	X	X	0	X	0	1	2	X	X	1	X	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

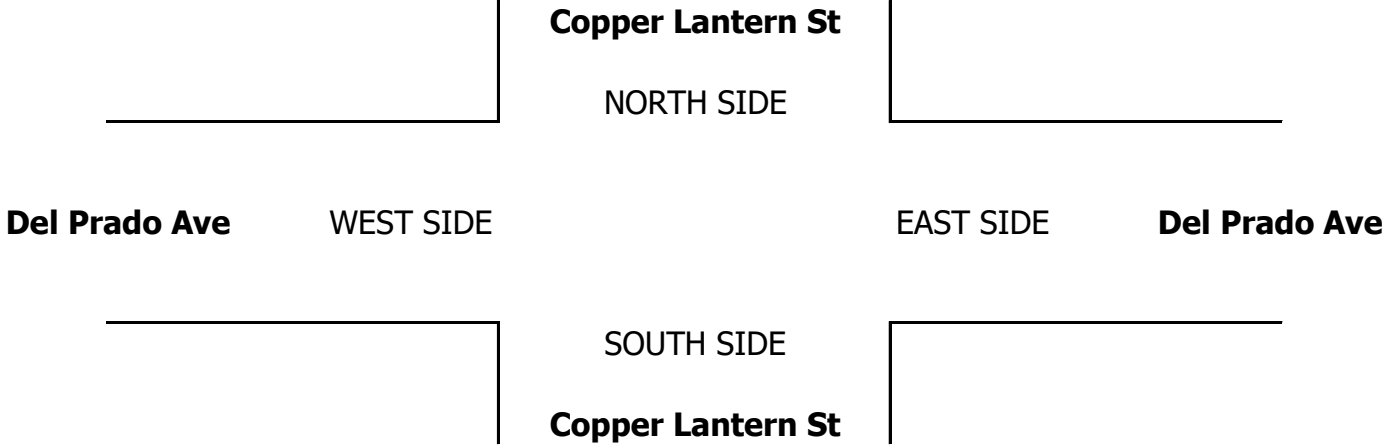
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	8:00 AM											
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	4:30 PM											
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	4:30 PM											
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	4:30 PM											
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	4:30 PM											

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 7/18/24 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Copper Lantern St Del Prado Ave	PROJECT #: LOCATION #: CONTROL:	SC4797 8 SIGNAL

CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND Copper Lantern St			SOUTHBOUND Copper Lantern St			EASTBOUND Del Prado Ave			WESTBOUND Del Prado Ave			
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 1	ET 2	ER X	WL X	WT 1	WR X	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

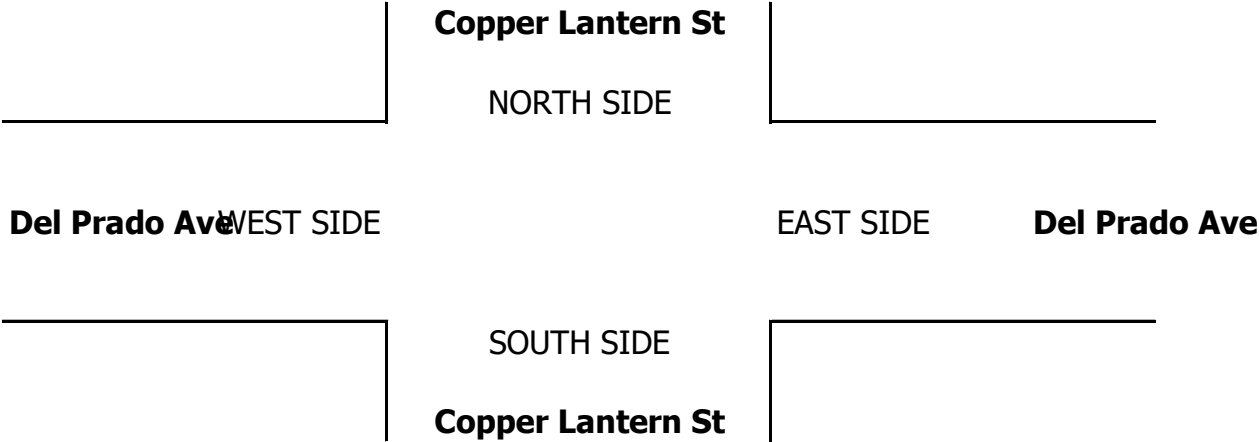
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	1	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	1	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	1	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	1	0	0	0	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	2	0	0	0	0	2
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	6	0	0	0	0	6
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
PM	APP/DEPART	0	/	0	0	/	0	6	/	6	0	/	0
	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	0	0	0	0	0	3	0	0	0	0	3
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.375			0.000		
	APP/DEPART	0	/	0	0	/	0	3	/	3	0	/	0
	4:00 PM	0	0	0	0	0	0	2	0	0	0	0	2
	4:15 PM	0	0	0	0	0	0	2	0	0	0	0	2
	4:30 PM	0	0	0	0	0	0	1	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	2	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	2	0	0	0	0	2
	5:15 PM	0	0	0	0	0	0	1	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	2	0	0	0	0	2
	5:45 PM	0	0	0	0	0	0	2	0	0	0	0	2
	VOLUMES	0	0	0	0	0	0	14	0	0	0	0	14
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	14	/	14	0	/	0
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	0	0	0	0	0	6	0	0	0	0	6
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.750			0.000		
	APP/DEPART	0	/	0	0	/	0	6	/	6	0	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0

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0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0



PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4797
LOCATION #: 8
CONTROL: SIGNAL

SC4797
8
SIGNAL

DATE:
Thu, Jul 18, 24

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Copper Lantern St
Pacific Coast Hwy

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND Copper Lantern St			SOUTHBOUND Copper Lantern St			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy			
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL

U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

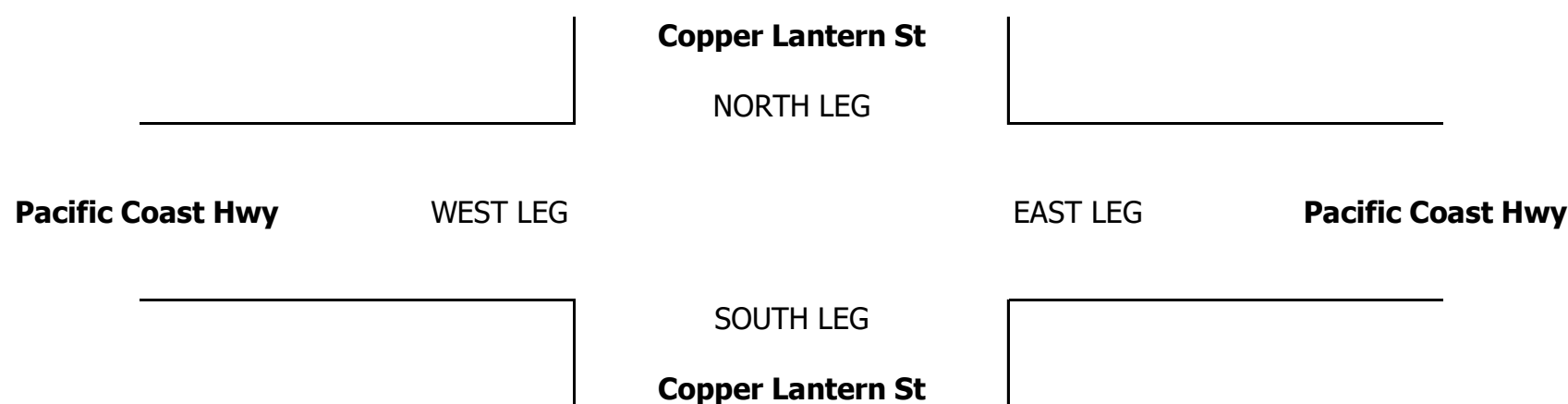
AM	7:00 AM	0	0	0	7	0	0	0	110	0	0	172	4	293
	7:15 AM	0	0	0	5	0	0	2	121	0	0	210	4	342
	7:30 AM	0	0	0	3	0	0	0	153	0	0	208	2	366
	7:45 AM	0	0	0	11	0	0	1	161	0	0	248	5	426
	8:00 AM	0	0	0	9	0	0	2	204	0	0	223	6	444
	8:15 AM	0	0	0	11	0	1	1	185	0	0	274	8	480
	8:30 AM	0	0	0	12	0	0	2	200	0	0	249	7	470
	8:45 AM	0	0	0	8	0	0	2	184	0	0	260	5	459
	VOLUMES	0	0	0	66	0	1	10	1,318	0	0	1,844	41	3,282
	APPROACH %	0%	0%	0%	99%	0%	1%	1%	99%	0%	0%	98%	2%	
APP/DEPART	0	/	51	67	/	0	1,328	/	1,386	1,887	/	1,845	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	0	0	0	40	0	1	7	773	0	0	1,006	26	1,853	
APPROACH %	0%	0%	0%	98%	0%	2%	1%	99%	0%	0%	97%	3%		
PEAK HR FACTOR	0.000				0.854			0.947			0.915			
APP/DEPART	0	/	33	41	/	0	780	/	813	1,032	/	1,007	0	
PM	4:00 PM	0	0	0	11	0	2	1	260	0	0	214	8	496
	4:15 PM	0	0	0	6	0	0	0	263	0	0	244	4	517
	4:30 PM	0	0	0	6	0	0	5	233	0	0	319	11	574
	4:45 PM	0	0	0	5	0	0	4	269	0	0	254	15	547
	5:00 PM	0	0	0	9	0	0	5	270	0	0	302	13	599
	5:15 PM	0	0	0	12	0	2	5	239	0	0	273	12	543
	5:30 PM	0	0	0	7	0	0	0	262	0	0	300	9	578
	5:45 PM	0	0	0	10	0	1	9	230	0	0	286	11	547
	VOLUMES	0	0	0	66	0	5	29	2,026	0	0	2,192	83	4,403
	APPROACH %	0%	0%	0%	93%	0%	7%	1%	99%	0%	0%	96%	4%	
	APP/DEPART	0	/	112	71	/	0	2,056	/	2,093	2,276	/	2,198	0
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	0	0	0	33	0	2	14	1,040	0	0	1,129	49	2,269
APPROACH %	0%	0%	0%	94%	0%	6%	1%	99%	0%	0%	96%	4%		
PEAK HR FACTOR	0.000				0.625			0.959			0.936			
APP/DEPART	0	/	63	35	/	0	1,055	/	1,074	1,179	/	1,132	0	

[illegible]

0	0	0	0

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

0	0	1	1



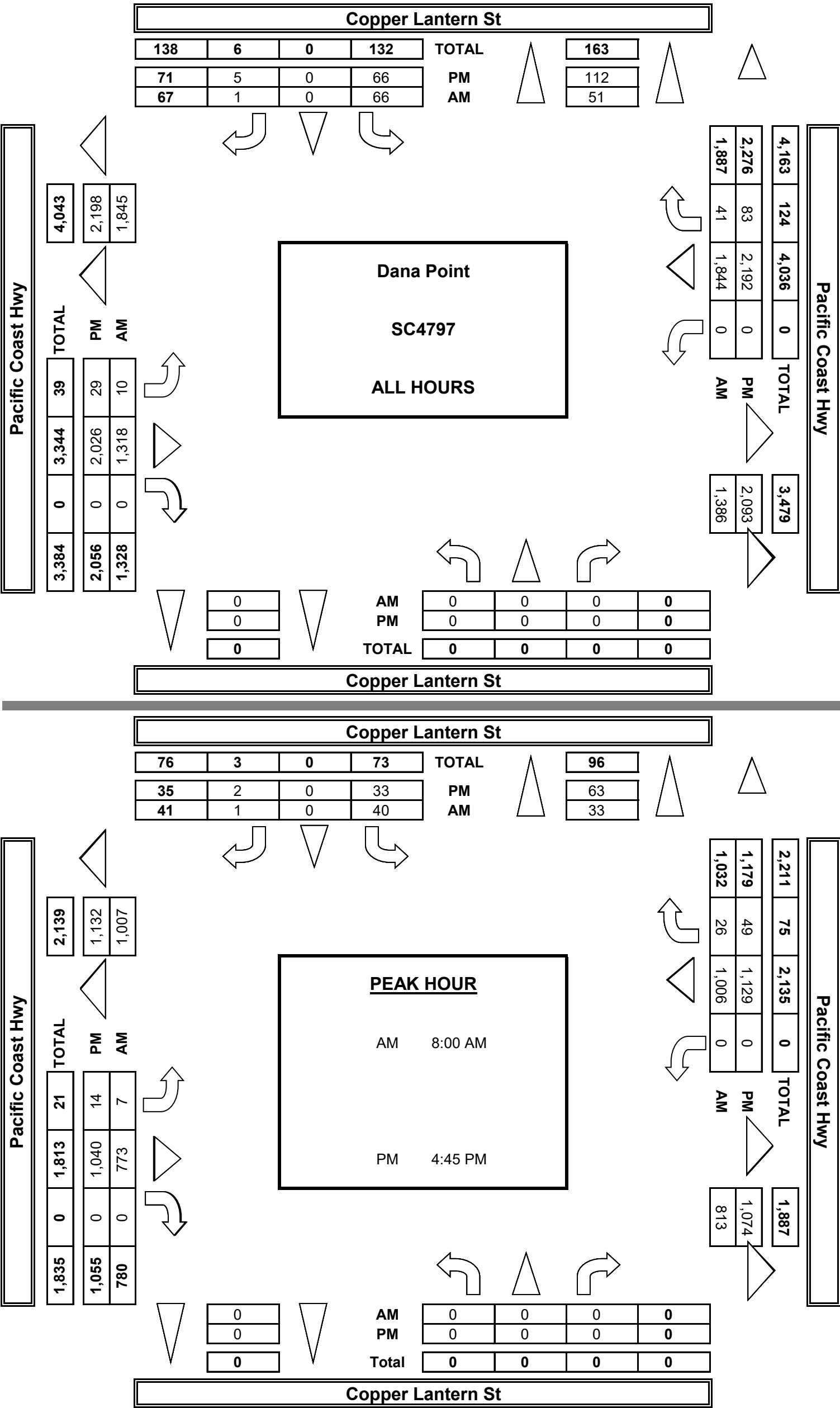
AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
TOTAL	
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
5:45 PM	
TOTAL	

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	0	0	0
2	0	0	1	3
1	0	0	2	3
1	0	0	0	1
0	0	0	0	0
2	0	0	5	7
1	0	0	4	5
1	0	0	3	4
8	0	0	15	23
0	0	0	5	5
1	0	0	4	5
2	0	0	1	3
1	0	0	6	7
0	0	0	5	5
1	0	0	2	3
1	0	0	5	6
2	0	0	8	10
8	0	0	36	44

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	0	0	0
2	0	0	1	3
0	0	0	2	2
1	0	0	0	1
0	0	0	0	0
2	0	0	5	7
0	0	0	4	4
1	0	0	3	4
6	0	0	15	21
0	0	0	5	5
1	0	0	4	5
0	0	0	0	0
0	0	0	4	4
0	0	0	4	4
1	0	0	2	3
1	0	0	5	6
0	0	0	7	7
3	0	0	31	34

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
2	0	0	0	2
0	0	0	0	0
0	0	0	0	0
2	0	0	1	3
1	0	0	2	3
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
2	0	0	1	3
5	0	0	5	10

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TUR

PREPARED BY: AimTD LL

DATE: 7/18/24 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Copper Lantern St Pacific Coast Hwy

	NOTES:			
PCE Adjusted	Class	1	2	3
	Factor	1	1.5	2

	NORTHBOUND			SOUTHBOUND	
	Copper Lantern St			Copper Lantern St	
LANES:	NL X	NT X	NR X	SL 0	ST X

AM	7:00 AM	0	0	0	7	0
	7:15 AM	0	0	0	5	0
	7:30 AM	0	0	0	3	0
	7:45 AM	0	0	0	11	0
	8:00 AM	0	0	0	9	0
	8:15 AM	0	0	0	11	0
	8:30 AM	0	0	0	13	0
	8:45 AM	0	0	0	8	0
	VOLUMES	0	0	0	67	0
	APPROACH %	0%	0%	0%	99%	0%
	APP/DEPART	0	/	54	68	/
	BEGIN PEAK HR	8:00 AM				
	VOLUMES	0	0	0	41	0
	APPROACH %	0%	0%	0%	98%	0%
PM	PEAK HR FACTOR	0.000			0.830	
	APP/DEPART	0	/	35	42	/
	4:00 PM	0	0	0	11	0
	4:15 PM	0	0	0	7	0
	4:30 PM	0	0	0	6	0
	4:45 PM	0	0	0	5	0
	5:00 PM	0	0	0	9	0
	5:15 PM	0	0	0	12	0
	5:30 PM	0	0	0	7	0
	5:45 PM	0	0	0	10	0
	VOLUMES	0	0	0	67	0
	APPROACH %	0%	0%	0%	93%	0%

APP/DEPART	0	/	113	72	/
BEGIN PEAK HR	4:45 PM				
VOLUMES	0	0	0	33	0
APPROACH %	0%	0%	0%	94%	0%
PEAK HR FACTOR	0.000			0.625	
APP/DEPART	0	/	64	35	/

Cop

Pacific Coast Hwy WEST SIDE

Cop

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0	2,098	/	2,135	2,306	/	2,227	0
2	14	1,055	0	0	1,148	50	2,301
6%	1%	99%	0%	0%	96%	4%	
		0.957			0.938		0.948
0	1,069	/	1,088	1,198	/	1,150	0

uper Lantern St

NORTH SIDE

EAST SIDE

Pacific Coast Hwy

SOUTH SIDE

uper Lantern St

U-TURNS				
NB	SB	EB	WB	TTL

				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 7/18/24 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Copper Lantern St Pacific Coast Hwy	PROJECT #: LOCATION #: CONTROL:	SC4797 8 SIGNAL

CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER		▲ N S ▼	
			◀ W		E ▶

	NORTHBOUND Copper Lantern St			SOUTHBOUND Copper Lantern St			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy			
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

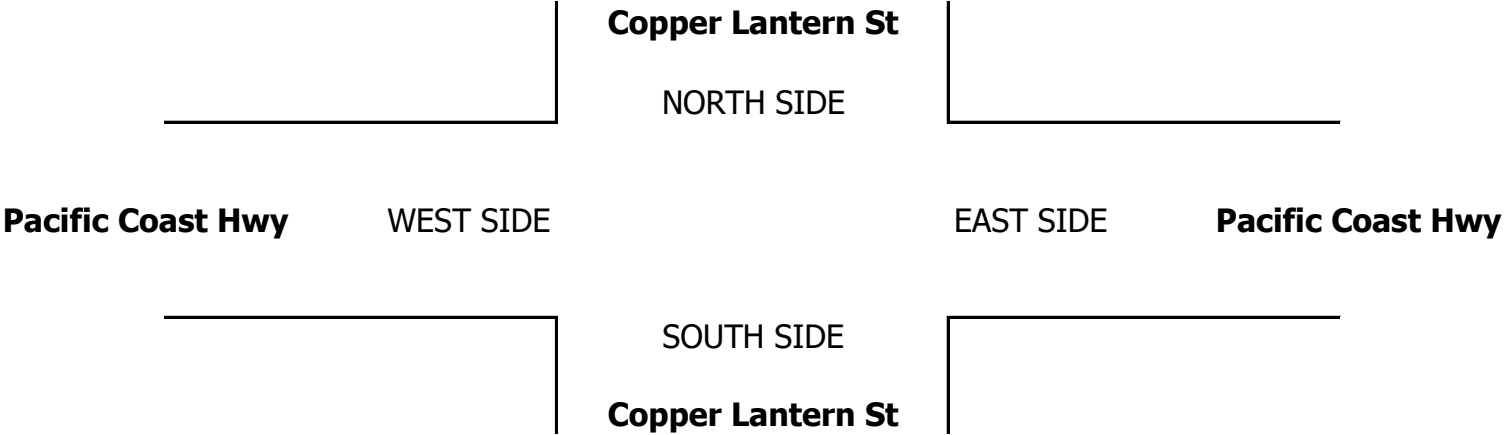
AM	7:00 AM	0	0	0	7	0	0	0	105	0	0	146	4	262
	7:15 AM	0	0	0	5	0	0	2	113	0	0	189	4	313
	7:30 AM	0	0	0	3	0	0	0	143	0	0	181	2	329
	7:45 AM	0	0	0	11	0	0	1	149	0	0	221	3	385
	8:00 AM	0	0	0	9	0	0	2	193	0	0	196	6	406
	8:15 AM	0	0	0	11	0	1	1	168	0	0	238	7	426
	8:30 AM	0	0	0	11	0	0	2	186	0	0	235	7	441
	8:45 AM	0	0	0	8	0	0	2	173	0	0	243	3	429
	VOLUMES	0	0	0	65	0	1	10	1,230	0	0	1,649	36	2,993
	APPROACH %	0%	0%	0%	98%	0%	2%	1%	99%	0%	0%	98%	2%	
	APP/DEPART	0	/	46	66	/	0	1,240	/	1,297	1,687	/	1,650	0
	BEGIN PEAK HR	8:00 AM												
PM	4:00 PM	0	0	0	11	0	2	1	245	0	0	213	7	479
	4:15 PM	0	0	0	5	0	0	0	253	0	0	237	4	499
	4:30 PM	0	0	0	6	0	0	5	224	0	0	313	11	559
	4:45 PM	0	0	0	5	0	0	4	261	0	0	247	14	531
	5:00 PM	0	0	0	9	0	0	5	262	0	0	298	13	587
	5:15 PM	0	0	0	12	0	2	5	231	0	0	264	12	526
	5:30 PM	0	0	0	7	0	0	0	259	0	0	292	9	567
	5:45 PM	0	0	0	10	0	1	9	226	0	0	281	11	538
	VOLUMES	0	0	0	65	0	5	29	1,961	0	0	2,145	81	4,288
	APPROACH %	0%	0%	0%	93%	0%	7%	1%	98%	0%	0%	96%	4%	
	APP/DEPART	0	/	110	70	/	0	1,991	/	2,027	2,227	/	2,151	0
	BEGIN PEAK HR	4:45 PM												
	4:45 PM	0	0	0	33	0	2	14	1,013	0	0	1,101	48	2,213
	VOLUMES	0	0	0	33	0	2	14	1,013	0	0	1,101	48	2,213
	APPROACH %	0%	0%	0%	94%	0%	6%	1%	99%	0%	0%	96%	4%	
	PEAK HR FACTOR	0.000			0.625			0.963			0.924			0.943
	APP/DEPART	0	/	62	35	/	0	1,028	/	1,047	1,150	/	1,104	0

0	0	0	0	0
0	0	0	2	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	2	2

0	0	0	0

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

0	0	1	1



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Copper Lantern St
Pacific Coast Hwy

PROJECT #:
LOCATION #:
CONTROL:

SC4797
8
SIGNAL

CLASS 2:
2-AXLE
WORK
VEHICLES/
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Copper Lantern St			Copper Lantern St			Pacific Coast Hwy			Pacific Coast Hwy			
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	4	0	0	15	0	19	
	7:15 AM	0	0	0	0	0	0	5	0	0	17	0	22	
	7:30 AM	0	0	0	0	0	0	9	0	0	23	0	32	
	7:45 AM	0	0	0	0	0	0	12	0	0	24	2	38	
	8:00 AM	0	0	0	0	0	0	9	0	0	20	0	29	
	8:15 AM	0	0	0	0	0	0	13	0	0	28	1	42	
	8:30 AM	0	0	0	1	0	0	12	0	0	14	0	27	
	8:45 AM	0	0	0	0	0	0	7	0	0	13	2	22	
	VOLUMES	0	0	0	1	0	0	0	71	0	0	154	5	231
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	97%	3%	
PM	APP/DEPART	0	/	5	1	/	0	71	/	72	159	/	154	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	0	0	0	1	0	0	0	41	0	0	75	3	120
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	96%	4%	
	PEAK HR FACTOR	0.000			0.250			0.788			0.672			0.714
	APP/DEPART	0	/	3	1	/	0	41	/	42	78	/	75	0
	4:00 PM	0	0	0	0	0	0	12	0	0	1	1	14	
	4:15 PM	0	0	0	1	0	0	7	0	0	7	0	15	
	4:30 PM	0	0	0	0	0	0	6	0	0	6	0	12	
	4:45 PM	0	0	0	0	0	0	6	0	0	6	1	13	
	5:00 PM	0	0	0	0	0	0	8	0	0	2	0	10	
	5:15 PM	0	0	0	0	0	0	8	0	0	8	0	16	
	5:30 PM	0	0	0	0	0	0	3	0	0	6	0	9	
	5:45 PM	0	0	0	0	0	0	3	0	0	4	0	7	
	VOLUMES	0	0	0	1	0	0	0	53	0	0	40	2	96
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	95%	5%	
	APP/DEPART	0	/	2	1	/	0	53	/	54	42	/	40	0
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	0	0	0	0	0	0	0	25	0	0	22	1	48
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	96%	4%	
	PEAK HR FACTOR	0.000			0.000			0.781			0.719			0.750
	APP/DEPART	0	/	1	0	/	0	25	/	25	23	/	22	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

Copper Lantern St

NORTH SIDE

Pacific Coast Hwy

WEST SIDE

EAST SIDE

Pacific Coast Hwy

SOUTH SIDE

Copper Lantern St

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Copper Lantern St
Pacific Coast Hwy

PROJECT #:
LOCATION #:
CONTROL:

SC4797
8
SIGNAL

CLASS 3:
3-AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Copper Lantern St			Copper Lantern St			Pacific Coast Hwy			Pacific Coast Hwy			
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	1	0	0	8	0	9
	7:15 AM	0	0	0	0	0	0	2	0	0	1	0	3
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	2	0	2
	8:00 AM	0	0	0	0	0	0	1	0	0	6	0	7
	8:15 AM	0	0	0	0	0	0	1	0	0	2	0	3
	8:30 AM	0	0	0	0	0	0	2	0	0	0	0	2
	8:45 AM	0	0	0	0	0	0	0	0	0	1	0	1
	VOLUMES	0	0	0	0	0	0	7	0	0	20	0	27
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	0	/	0	7	/	7	20	/	20
	BEGIN PEAK HR	8:00 AM											
PM	VOLUMES	0	0	0	0	0	0	4	0	0	9	0	13
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.000			0.500			0.375		
	APP/DEPART	0	/	0	0	/	0	4	/	4	9	/	9
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	3	0	0	0	0	3
	4:30 PM	0	0	0	0	0	0	2	0	0	0	0	2
	4:45 PM	0	0	0	0	0	0	1	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	0	0	0	0	0	0	7	0	0	1	0	8
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	0	/	0	7	/	7	1	/	1
	BEGIN PEAK HR	4:45 PM											
	VOLUMES	0	0	0	0	0	0	1	0	0	1	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.000			0.250			0.250		
	APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

Copper Lantern St

NORTH SIDE

Pacific Coast Hwy

WEST SIDE

EAST SIDE

Pacific Coast Hwy

SOUTH SIDE

Copper Lantern St

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Copper Lantern St
Pacific Coast Hwy

PROJECT #:
LOCATION #:
CONTROL:

SC4797
8
SIGNAL

CLASS 4:
4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Copper Lantern St			Copper Lantern St			Pacific Coast Hwy			Pacific Coast Hwy			
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	2	0	2
	7:15 AM	0	0	0	0	0	0	1	0	0	3	0	4
	7:30 AM	0	0	0	0	0	0	0	0	0	4	0	4
	7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1
	8:00 AM	0	0	0	0	0	0	1	0	0	1	0	2
	8:15 AM	0	0	0	0	0	0	3	0	0	3	0	6
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	4	0	0	3	0	7
	VOLUMES	0	0	0	0	0	0	9	0	0	17	0	26
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PM	APP/DEPART	0	/	0	0	/	0	9	/	9	17	/	17
	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	0	0	0	0	0	8	0	0	7	0	15
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.000			0.500			0.583		
	APP/DEPART	0	/	0	0	/	0	8	/	8	7	/	7
	4:00 PM	0	0	0	0	0	0	3	0	0	0	0	3
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	1	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1
	VOLUMES	0	0	0	0	0	0	4	0	0	3	0	7
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	0	/	0	4	/	4	3	/	3
PM	BEGIN PEAK HR	4:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	2	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.500		
	APP/DEPART	0	/	0	0	/	0	0	/	0	2	/	2

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

Copper Lantern St

NORTH SIDE

Pacific Coast Hwy

WEST SIDE

EAST SIDE

Pacific Coast Hwy

SOUTH SIDE

Copper Lantern St

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Copper Lantern St
Pacific Coast Hwy

PROJECT #:
LOCATION #:
CONTROL:

SC4797
8
SIGNAL

CLASS 5:

RV

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Copper Lantern St			Copper Lantern St			Pacific Coast Hwy			Pacific Coast Hwy			
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

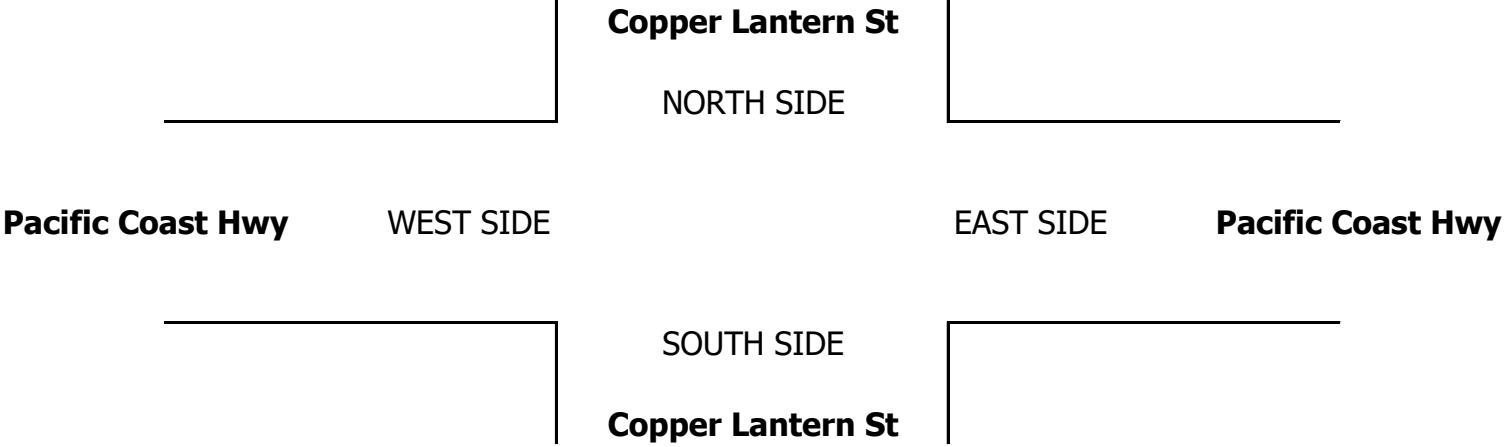
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	1	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	1	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0
	BEGIN PEAK HR	8:00 AM											
PM	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0
	BEGIN PEAK HR	4:45 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 7/18/24 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Copper Lantern St Pacific Coast Hwy	PROJECT #: LOCATION #: CONTROL:	SC4797 8 SIGNAL

CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND Copper Lantern St			SOUTHBOUND Copper Lantern St			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy			
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

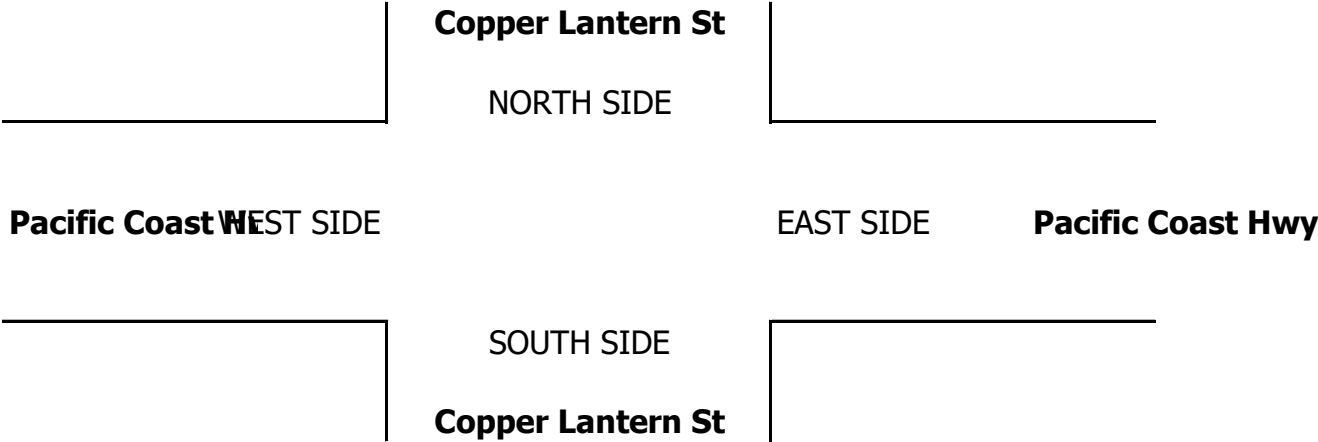
AM	7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	3	0	3
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	4	0	4
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
PM	APP/DEPART	0	/	0	0	/	0	0	/	0	4	/	4
	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	3	0	3
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.250		
	APP/DEPART	0	/	0	0	/	0	0	/	0	3	/	3
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	1	0	0	3	0	4
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	0	/	0	1	/	1	3	/	3
	BEGIN PEAK HR	4:45 PM											
	VOLUMES	0	0	0	0	0	0	1	0	0	3	0	4
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.000			0.250			0.750		
	APP/DEPART	0	/	0	0	/	0	1	/	1	3	/	3

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0



PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

020624

	NORTHBOUND Golden Lantern			SOUTHBOUND Golden Lantern			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy			
LANES:	NL 1	NT 2	NR 0	SL 2	ST 1	SR 1	EL 1	ET 1.5	ER 0.5	WL 1	WT 2	WR 0	TOTAL

0	1	0	1	2
1	1	0	1	3
0	0	0	0	0
0	3	0	0	3
0	1	0	0	1
0	0	0	1	1
0	1	0	0	1
0	1	0	0	1
1	8	0	3	12

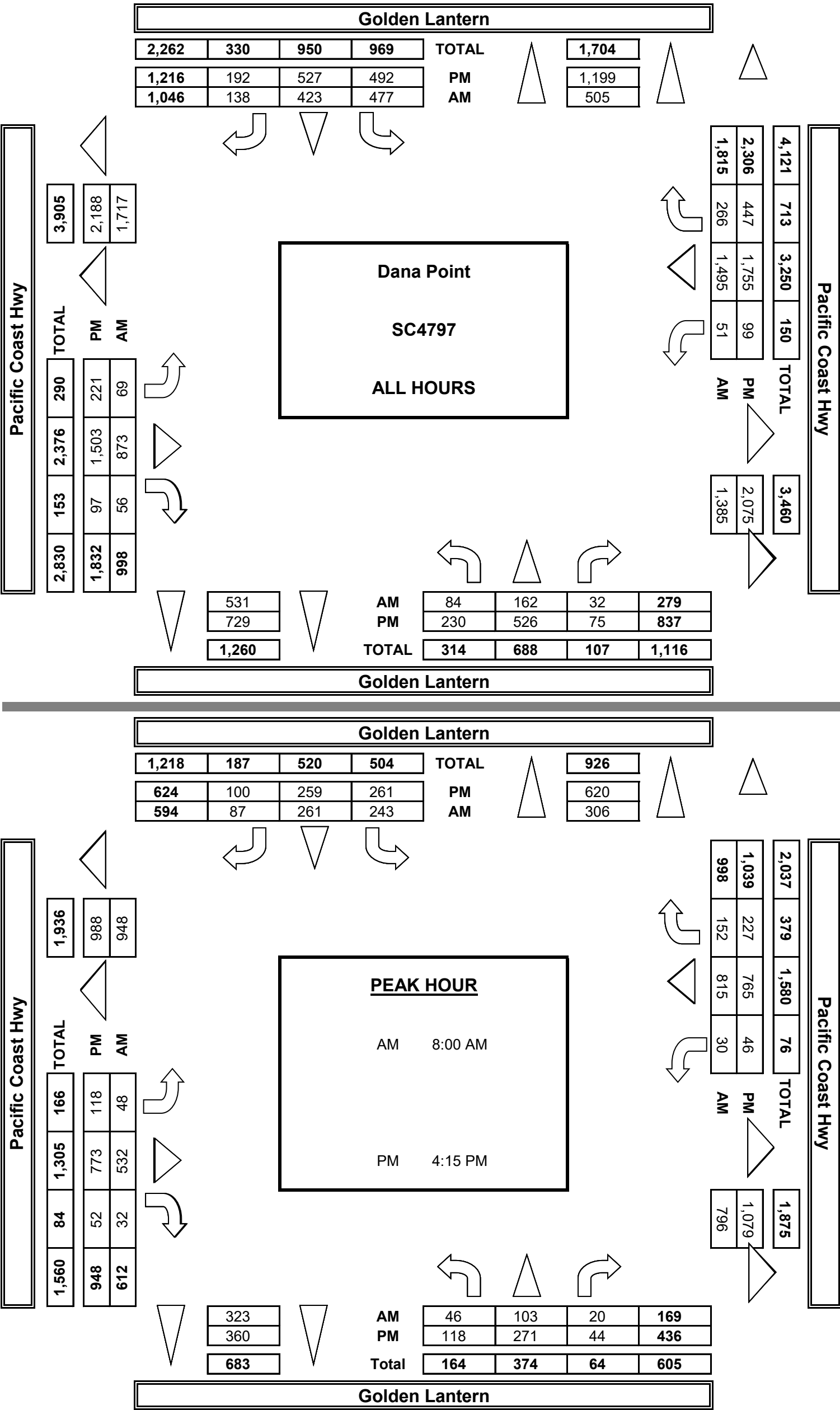
0	0	2	2	4
1	2	1	0	4
0	0	0	0	0
0	1	1	0	2
2	1	3	1	7
0	0	1	1	2
1	0	2	0	3
2	1	1	1	5
6	5	11	5	27

3	4	5	1



BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	1	0	1
1	0	1	0	2
1	0	2	0	3
1	0	0	1	2
0	0	0	1	1
0	1	1	0	2
1	1	1	2	5
0	0	0	0	0
4	2	6	4	16
0	0	0	0	0
0	2	5	3	10
2	0	2	1	5
1	0	2	1	4
0	0	5	0	5
0	0	1	1	2
0	0	2	0	2
1	0	4	2	7
5	2	21	8	36

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TUR

PREPARED BY: AimTD LL

DATE: 7/18/24 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Golden Lantern Pacific Coast Hwy

	NOTES:			
PCE Adjusted	Class	1	2	3
	Factor	1	1.5	2

	NORTHBOUND			SOUTHBOUND	
	Golden Lantern			Golden Lantern	
LANES:	NL 1	NT 2	NR 0	SL 2	ST 1

AM	7:00 AM	11	13	5	49	37
	7:15 AM	10	18	1	57	34
	7:30 AM	10	14	1	62	28
	7:45 AM	8	18	5	76	68
	8:00 AM	7	22	3	65	54
	8:15 AM	18	27	6	63	74
	8:30 AM	10	22	5	63	64
	8:45 AM	14	37	8	62	76
	VOLUMES	86	170	33	495	434
	APPROACH %	30%	59%	11%	46%	41%
	APP/DEPART	289	/	544	1,070	/
	BEGIN PEAK HR	8:00 AM				
	VOLUMES	48	108	21	252	267
	APPROACH %	27%	61%	12%	41%	44%
PM	PEAK HR FACTOR	0.761			0.935	
	APP/DEPART	177	/	325	608	/
	4:00 PM	34	66	11	58	60
	4:15 PM	36	69	18	71	70
	4:30 PM	29	74	8	57	60
	4:45 PM	32	68	11	80	64
	5:00 PM	24	73	7	62	70
	5:15 PM	21	66	4	60	65
	5:30 PM	29	60	8	54	73
	5:45 PM	32	70	9	62	75
	VOLUMES	235	546	76	502	535
	APPROACH %	27%	64%	9%	41%	43%

APP/DEPART	856	/	1,227	1,238	/
BEGIN PEAK HR	4:15 PM				
VOLUMES	120	284	44	269	263
APPROACH %	27%	63%	10%	42%	41%
PEAK HR FACTOR	0.913			0.948	
APP/DEPART	448	/	636	635	/

Gc

Pacific Coast Hwy WEST SIDE

Gc

736	1,879	/	2,131	2,346	/	2,225	0
104 16%	120 12%	801 82%	53 5%	47 4%	784 74%	232 22%	3,118
		0.962			0.827		0.956
362	974	/	1,114	1,062	/	1,007	0

Golden Lantern

NORTH SIDE

EAST SIDE

Pacific Coast Hwy

SOUTH SIDE

Golden Lantern

U-TURNS				
NB	SB	EB	WB	TTL

				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Golden Lantern
Pacific Coast Hwy

PROJECT #:
LOCATION #:
CONTROL:

SC4797
4
SIGNAL

CLASS 1:
PASSENGER
VEHICLES

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Golden Lantern			Golden Lantern			Pacific Coast Hwy			Pacific Coast Hwy			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	2	1	1	1	1.5	0.5	1	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	1	0	1	2
1	1	0	1	3
0	0	0	0	0
0	3	0	0	3
0	1	0	0	1
0	0	0	1	1
0	1	0	0	1
0	1	0	0	1
1	8	0	3	12

AM	7:00 AM	11	11	5	44	35	9	8	59	4	8	112	20	326
	7:15 AM	10	14	1	52	31	13	3	57	4	2	156	24	367
	7:30 AM	10	14	1	57	28	11	2	98	7	3	129	17	377
	7:45 AM	6	15	5	65	60	16	7	99	6	6	167	28	480
	8:00 AM	5	22	3	60	52	20	4	127	6	9	170	24	502
	8:15 AM	16	25	4	56	68	23	8	95	9	4	159	30	497
	8:30 AM	10	19	5	54	56	17	20	140	7	7	216	37	588
	8:45 AM	12	28	6	59	74	23	12	124	6	8	172	38	562
	VOLUMES	80	148	30	447	404	132	64	799	49	47	1,281	218	3,711
	APPROACH %	31%	57%	12%	45%	41%	13%	7%	88%	5%	3%	83%	14%	
	APP/DEPART	259	/	438	991	/	501	912	/	1,279	1,549	/	1,493	0
	BEGIN PEAK HR	8:00 AM												
PM	VOLUMES	43	94	18	229	250	83	44	486	28	28	717	129	2,153
	APPROACH %	28%	61%	12%	41%	44%	15%	8%	87%	5%	3%	82%	15%	
	PEAK HR FACTOR	0.842			0.900			0.835			0.841			0.914
	APP/DEPART	155	/	270	565	/	306	558	/	734	875	/	843	0
	4:00 PM	26	63	9	55	56	28	25	172	17	6	163	42	662
	4:15 PM	34	62	18	64	68	27	26	183	15	6	158	31	692
	4:30 PM	29	64	8	55	57	23	35	168	22	16	227	63	767
	4:45 PM	30	63	11	69	60	22	23	182	7	10	156	55	688
	5:00 PM	22	69	7	59	68	24	30	196	7	13	195	69	759
	5:15 PM	21	59	4	58	65	14	25	180	9	17	189	51	692
	5:30 PM	27	58	8	52	66	18	29	188	9	18	198	57	728
	5:45 PM	32	66	9	62	73	25	21	154	9	11	182	65	709
	VOLUMES	221	504	74	474	514	181	214	1,423	95	97	1,696	433	5,953
	APPROACH %	27%	63%	9%	40%	44%	15%	12%	82%	5%	4%	76%	19%	
	APP/DEPART	805	/	1,156	1,174	/	712	1,743	/	1,976	2,231	/	2,109	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	115	258	44	247	253	96	114	729	51	45	736	218	2,919
	APPROACH %	27%	61%	10%	41%	42%	16%	13%	81%	6%	5%	74%	22%	
	PEAK HR FACTOR	0.913			0.932			0.952			0.817			0.951
	APP/DEPART	420	/	594	600	/	352	899	/	1,021	1,000	/	952	0

0	1	0	1	2
1	1	0	1	3
0	0	0	0	0
0	3	0	0	3
0	1	0	0	1
0	0	0	1	1
0	1	0	0	1
0	1	0	0	1
1	8	0	3	12

0	3	0	1

0	0	2	2	4
1	2	1	0	4
0	0	0	0	0
0	1	1	0	2
2	1	3	1	7
0	0	1	1	2
1	0	2	0	3
2	1	1	1	5
6	5	11	5	27

3	4	5	1

Golden Lantern

NORTH SIDE

Pacific Coast Hwy

WEST SIDE

EAST SIDE

Pacific Coast Hwy

SOUTH SIDE

Golden Lantern

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Golden Lantern
Pacific Coast Hwy

PROJECT #:
LOCATION #:
CONTROL:

SC4797
4
SIGNAL

CLASS 2:
2-AXLE
WORK
VEHICLES/
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Golden Lantern			Golden Lantern			Pacific Coast Hwy			Pacific Coast Hwy			
LANES:	NL 1	NT 2	NR 0	SL 2	ST 1	SR 1	EL 1	ET 1.5	ER 0.5	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	1	0	2	0	0	0	2	0	0	19	3	27
	7:15 AM	0	1	0	3	2	0	0	6	0	0	24	7	43
	7:30 AM	0	0	0	2	0	1	0	8	0	0	31	1	43
	7:45 AM	1	2	0	7	4	1	1	9	2	2	31	4	64
	8:00 AM	1	0	0	3	1	1	0	7	0	0	26	1	40
	8:15 AM	1	0	1	3	4	2	1	13	0	0	26	7	58
	8:30 AM	0	2	0	4	4	1	3	8	0	1	19	4	46
	8:45 AM	1	6	1	2	1	0	0	8	1	1	15	4	40
	VOLUMES	4	12	2	26	16	6	5	61	3	4	191	31	361
	APPROACH %	22%	67%	11%	54%	33%	13%	7%	88%	4%	2%	85%	14%	
PM	APP/DEPART	18	/	48	48	/	23	69	/	89	226	/	201	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	3	8	2	12	10	4	4	36	1	2	86	16	184
	APPROACH %	23%	62%	15%	46%	38%	15%	10%	88%	2%	2%	83%	15%	
	PEAK HR FACTOR	0.406			0.722			0.732			0.788			0.793
	APP/DEPART	13	/	28	26	/	13	41	/	50	104	/	93	0
	4:00 PM	5	2	1	2	1	0	1	16	0	0	1	0	29
	4:15 PM	1	2	0	3	1	0	1	11	0	0	6	1	26
	4:30 PM	0	2	0	1	2	1	0	7	0	0	9	1	23
	4:45 PM	1	0	0	6	1	0	3	10	0	1	6	2	30
	5:00 PM	1	0	0	2	1	0	0	9	0	0	4	4	21
	5:15 PM	0	2	0	1	0	1	0	8	0	0	8	1	21
	5:30 PM	1	1	0	1	3	1	0	3	0	0	5	3	18
	5:45 PM	0	0	0	0	1	1	1	5	0	0	5	0	13
	VOLUMES	9	9	1	16	10	4	6	69	0	1	53	12	190
	APPROACH %	47%	47%	5%	53%	33%	13%	8%	92%	0%	2%	80%	18%	
	APP/DEPART	19	/	27	30	/	11	75	/	86	66	/	66	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	3	4	0	12	5	1	4	37	0	1	25	8	100
	APPROACH %	43%	57%	0%	67%	28%	6%	10%	90%	0%	3%	74%	24%	
	PEAK HR FACTOR	0.583			0.643			0.788			0.850			0.833
	APP/DEPART	7	/	16	18	/	6	41	/	49	34	/	29	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

Golden Lantern

NORTH SIDE

Pacific Coast Hwy

WEST SIDE

EAST SIDE

Pacific Coast Hwy

SOUTH SIDE

Golden Lantern

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

LOCATION: Dana Point
NORTH & SOUTH: Golden Lantern
EAST & WEST: Pacific Coast Hwy

PROJECT #: SC4797
LOCATION #: 4
CONTROL: SIGNAL

CLASS 3: 3-AXLE TRUCKS	NOTES:	AM		▲	
		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND Golden Lantern			SOUTHBOUND Golden Lantern			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy			
LANES:	NL 1	NT 2	NR 0	SL 2	ST 1	SR 1	EL 1	ET 1.5	ER 0.5	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

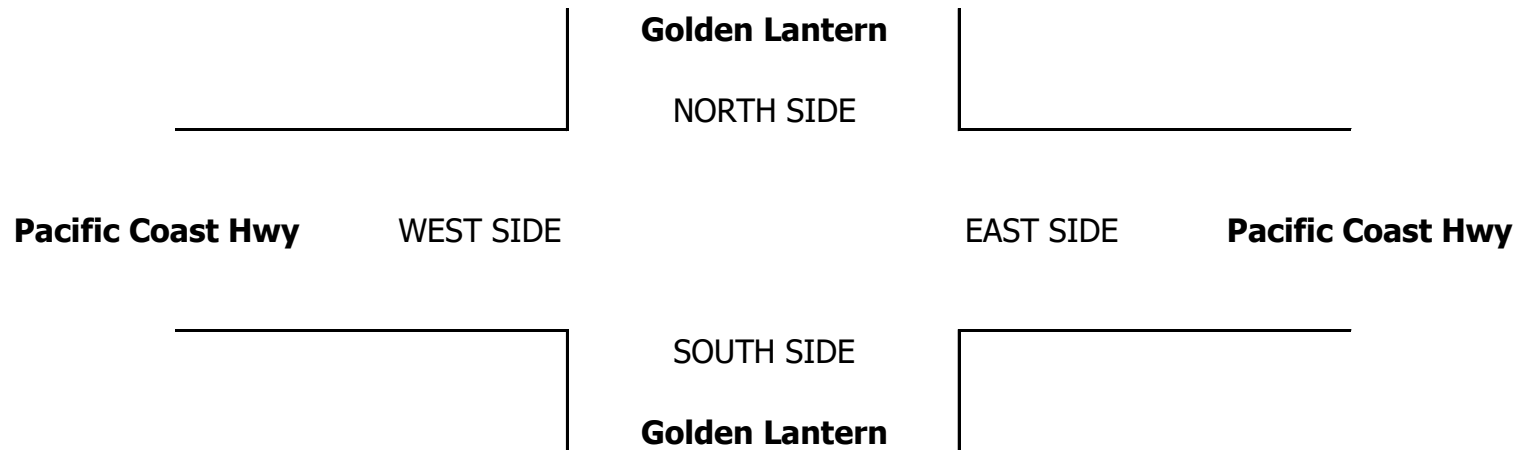
AM	7:00 AM	0	0	0	1	0	0	0	0	0	3	5	9	
	7:15 AM	0	0	0	0	0	0	0	2	0	0	1	3	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	
	8:00 AM	0	0	0	0	0	0	0	1	0	0	4	3	8
	8:15 AM	0	0	0	1	0	0	0	0	0	0	0	2	3
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	VOLUMES	0	0	0	2	0	0	0	3	0	0	10	11	26
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	48%	52%	
APP/DEPART	0	/	11	2	/	0	3	/	5	21	/	10	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	0	0	0	1	0	0	0	1	0	0	5	5	12	
APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	50%	50%		
PEAK HR FACTOR	0.000				0.250				0.357				0.375	
APP/DEPART	0	/	5	1	/	0	1	/	2	10	/	5	0	
PM	4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	4:15 PM	0	0	0	1	0	0	0	3	0	0	1	0	5
	4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	1	0	0	0	0	0	1	2
	VOLUMES	0	0	0	1	0	1	0	6	0	0	2	1	11
	APPROACH %	0%	0%	0%	50%	0%	50%	0%	100%	0%	0%	67%	33%	
APP/DEPART	0	/	1	2	/	0	6	/	7	3	/	3	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	0	0	0	1	0	0	0	5	0	0	1	0	7	
APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000				0.250				0.250				0.350	
APP/DEPART	0	/	0	1	/	0	5	/	6	1	/	1	0	

[illegible]

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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Golden Lantern
Pacific Coast Hwy

PROJECT #:
LOCATION #:
CONTROL:

SC4797
4
SIGNAL

CLASS 4:
4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Golden Lantern			Golden Lantern			Pacific Coast Hwy			Pacific Coast Hwy			
LANES:	NL 1	NT 2	NR 0	SL 2	ST 1	SR 1	EL 1	ET 1.5	ER 0.5	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	2	2
	7:15 AM	0	0	0	0	0	0	1	0	0	2	1	4
	7:30 AM	0	0	0	0	0	0	0	0	0	2	1	3
	7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1
	8:00 AM	0	0	0	0	0	0	1	0	0	1	0	2
	8:15 AM	0	0	0	0	0	0	3	0	0	2	0	5
	8:30 AM	0	0	0	1	0	0	1	0	0	0	0	2
	8:45 AM	0	0	0	0	0	0	4	1	0	3	0	8
	VOLUMES	0	0	0	1	0	0	0	10	1	0	11	4
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	91%	9%	0%	73%	27%
PM	APP/DEPART	0	/	4	1	/	1	11	/	11	15	/	11
	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	0	0	1	0	0	0	9	1	0	6	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	90%	10%	0%	100%	0%
	PEAK HR FACTOR	0.000			0.250			0.500			0.500		
	APP/DEPART	0	/	0	1	/	1	10	/	10	6	/	6
	4:00 PM	0	0	0	0	0	0	1	2	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0
	4:30 PM	0	1	0	0	0	0	0	1	0	0	0	0
	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	1	0	0
	VOLUMES	0	2	0	0	0	0	1	5	0	1	2	0
	APPROACH %	0%	100%	0%	0%	0%	0%	17%	83%	0%	33%	67%	0%
	APP/DEPART	2	/	3	0	/	1	6	/	5	3	/	2
	BEGIN PEAK HR	4:15 PM											
	VOLUMES	0	2	0	0	0	0	0	2	0	0	2	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%
	PEAK HR FACTOR	0.500			0.000			0.500			0.250		
	APP/DEPART	2	/	2	0	/	0	2	/	2	2	/	2

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Golden Lantern

NORTH SIDE

Pacific Coast Hwy

WEST SIDE

EAST SIDE

Pacific Coast Hwy

SOUTH SIDE

Golden Lantern

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Golden Lantern
Pacific Coast Hwy

PROJECT #:
LOCATION #:
CONTROL:

SC4797
4
SIGNAL

CLASS 5:
RV

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Golden Lantern			Golden Lantern			Pacific Coast Hwy			Pacific Coast Hwy			
LANES:	NL 1	NT 2	NR 0	SL 2	ST 1	SR 1	EL 1	ET 1.5	ER 0.5	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	8:00 AM											
PM	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	4:15 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0

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Golden Lantern

NORTH SIDE

Pacific Coast Hwy

WEST SIDE

EAST SIDE

Pacific Coast Hwy

SOUTH SIDE

Golden Lantern

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 7/18/24 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Golden Lantern Pacific Coast Hwy	PROJECT #: LOCATION #: CONTROL:	SC4797 4 SIGNAL

CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Golden Lantern			Golden Lantern			Pacific Coast Hwy			Pacific Coast Hwy			
LANES:	NL 1	NT 2	NR 0	SL 2	ST 1	SR 1	EL 1	ET 1.5	ER 0.5	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

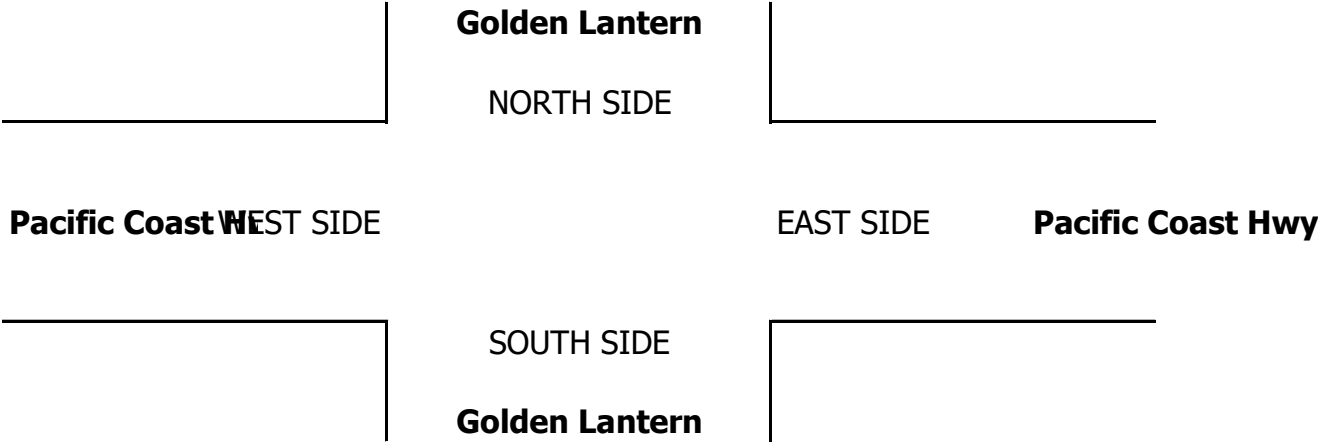
AM	7:00 AM	0	0	0	0	1	0	0	0	0	1	0	2	
	7:15 AM	0	1	0	0	0	0	0	1	0	0	0	2	
	7:30 AM	0	0	0	1	0	0	0	0	0	0	0	1	
	7:45 AM	0	0	0	0	1	0	0	0	0	0	0	1	
	8:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	
	8:15 AM	0	1	0	0	0	0	0	0	0	1	2	4	
	8:30 AM	0	0	0	0	1	0	0	1	0	0	0	2	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	2	0	1	3	0	0	0	3	0	2	2	13
	APPROACH %	0%	100%	0%	25%	75%	0%	0%	0%	100%	0%	50%	50%	
APP/DEPART	2	/	4	4	/	6	3	/	1	4	/	2	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	0	1	0	0	1	0	0	0	2	0	1	2	7	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	100%	0%	33%	67%		
PEAK HR FACTOR	0.250			0.250			0.500			0.250			0.438	
APP/DEPART	1	/	3	1	/	3	2	/	0	3	/	1	0	
PM	4:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
	4:15 PM	0	2	0	0	0	0	0	0	1	0	0	0	3
	4:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	3
	4:45 PM	0	1	0	1	1	1	0	0	0	0	1	0	5
	5:00 PM	0	2	0	0	0	1	0	0	0	0	0	1	4
	5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
	5:30 PM	0	0	0	0	1	1	0	0	1	0	1	0	4
	5:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	3
	VOLUMES	0	11	0	1	3	6	0	0	2	0	2	1	26
	APPROACH %	0%	100%	0%	10%	30%	60%	0%	0%	100%	0%	67%	33%	
	APP/DEPART	11	/	12	10	/	5	2	/	1	3	/	8	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	0	7	0	1	1	3	0	0	1	0	1	1	15
APPROACH %	0%	100%	0%	20%	20%	60%	0%	0%	100%	0%	50%	50%		
PEAK HR FACTOR	0.875			0.417			0.250			0.500			0.750	
APP/DEPART	7	/	8	5	/	2	1	/	1	2	/	4	0	

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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:
Thu, Jul 18, 24

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Del Obispo St
Stonehill Dr

PROJECT #:
LOCATION #:
CONTROL:

SC4797
7
SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

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NORTHBOUND
Del Obispo St

SOUTHBOUND
Del Obispo St

EASTBOUND
Stonehill Dr

WESTBOUND
Stonehill Dr

TOTAL

LANES:

NL
1

NT
2

NR
0

SL
1

ST
2

SR
0

EL
1

ET
2

ER
1

WL
1

WT
2

WR
1

U-TURNS

NB
0

SB
0

EB
0

WB
0

TTL

AM

7:00 AM
7:15 AM
7:30 AM
7:45 AM
8:00 AM
8:15 AM
8:30 AM
8:45 AM

VOLUMES
APPROACH %
APP/DEPART
BEGIN PEAK HR
VOLUMES
APPROACH %
PEAK HR FACTOR
APP/DEPART

10
13
12
15
19
18
21
22

16
27
22
32
41
29
48
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23
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145
175
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135

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420
481
514
647
679
713
720
808

PM

4:00 PM
4:15 PM
4:30 PM
4:45 PM
5:00 PM
5:15 PM
5:30 PM
5:45 PM

VOLUMES
APPROACH %
APP/DEPART
BEGIN PEAK HR
VOLUMES
APPROACH %
PEAK HR FACTOR
APP/DEPART

46
56
40
41
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30

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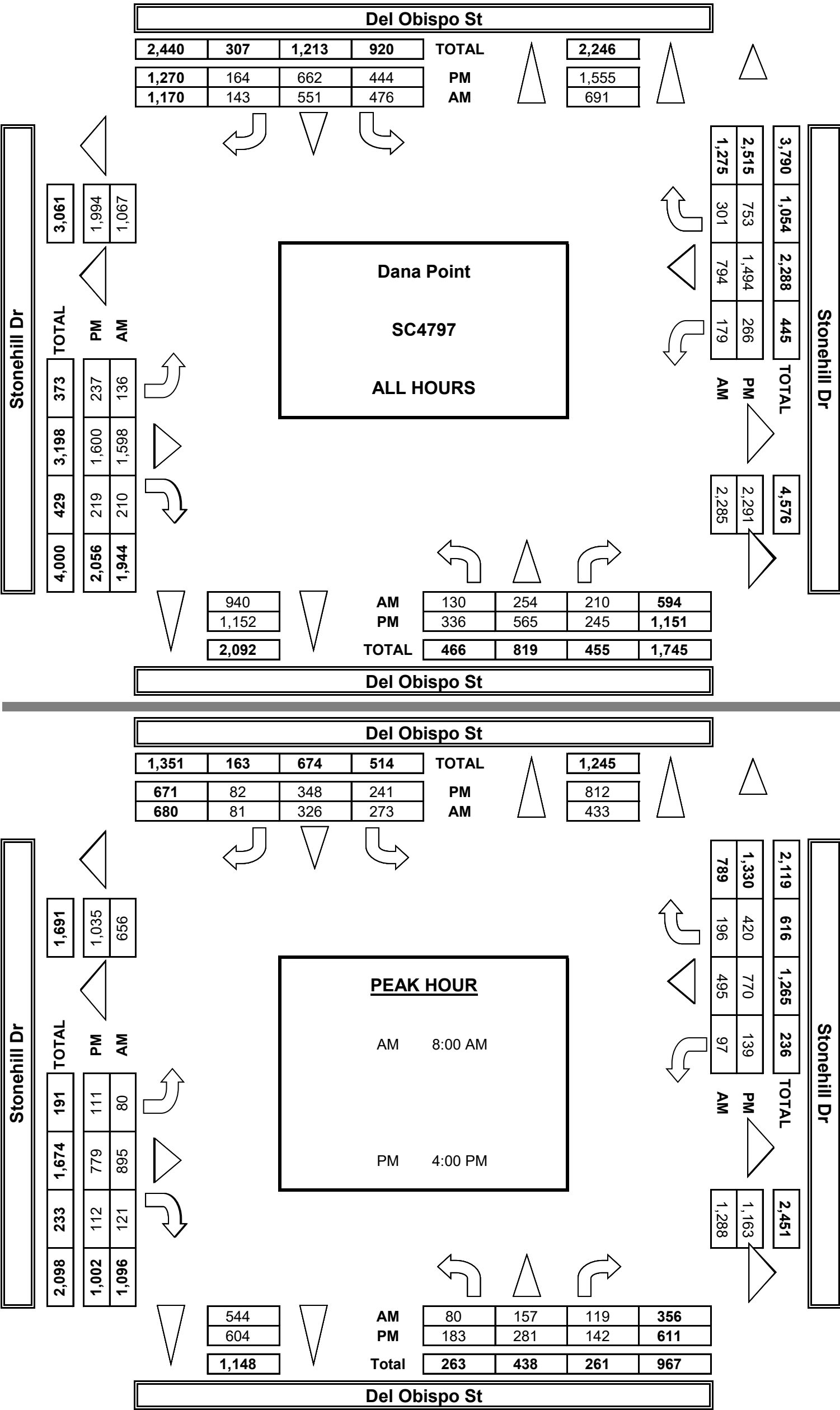
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AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TUR

PREPARED BY: AimTD LL

DATE: 7/18/24 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Del Obispo St Stonehill Dr

	NOTES:			
PCE Adjusted	Class	1	2	3
	Factor	1	1.5	2

	NORTHBOUND			SOUTHBOUND	
	Del Obispo St			Del Obispo St	
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2

AM	7:00 AM	12	19	23	59	47
	7:15 AM	14	32	23	39	45
	7:30 AM	13	23	20	52	63
	7:45 AM	16	33	34	64	78
	8:00 AM	22	43	25	62	76
	8:15 AM	18	30	25	75	66
	8:30 AM	21	49	37	70	79
	8:45 AM	22	40	34	76	114
	VOLUMES	137	268	220	494	567
	APPROACH %	22%	43%	35%	40%	46%
	APP/DEPART	624	/	740	1,222	/
	BEGIN PEAK HR	8:00 AM				
PM	VOLUMES	83	162	120	282	335
	APPROACH %	23%	44%	33%	40%	47%
	PEAK HR FACTOR	0.854			0.869	
	APP/DEPART	364	/	456	707	/
	4:00 PM	49	66	42	70	101
	4:15 PM	57	76	38	76	91
	4:30 PM	42	78	29	52	69
	4:45 PM	41	65	35	57	93
	5:00 PM	32	72	34	54	84
	5:15 PM	55	75	25	60	80
	5:30 PM	41	80	28	61	91
	5:45 PM	30	62	18	31	69
	VOLUMES	346	572	249	459	677
	APPROACH %	30%	49%	21%	35%	52%

APP/DEPART	1,166	/	1,583	1,304	/
BEGIN PEAK HR	4:00 PM				
VOLUMES	188	285	144	254	354
APPROACH %	31%	46%	23%	37%	51%
PEAK HR FACTOR	0.903			0.900	
APP/DEPART	616	/	829	691	/

Stonehill Dr

WEST SIDE

U-TURNS				
NB	SB	EB	WB	TTL

				0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4797
LOCATION #: 7
CONTROL: SIGNAL

CLASS 1:	NOTES:	AM		▲	
PASSENGER VEHICLES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Del Obispo St			Del Obispo St			Stonehill Dr			Stonehill Dr			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

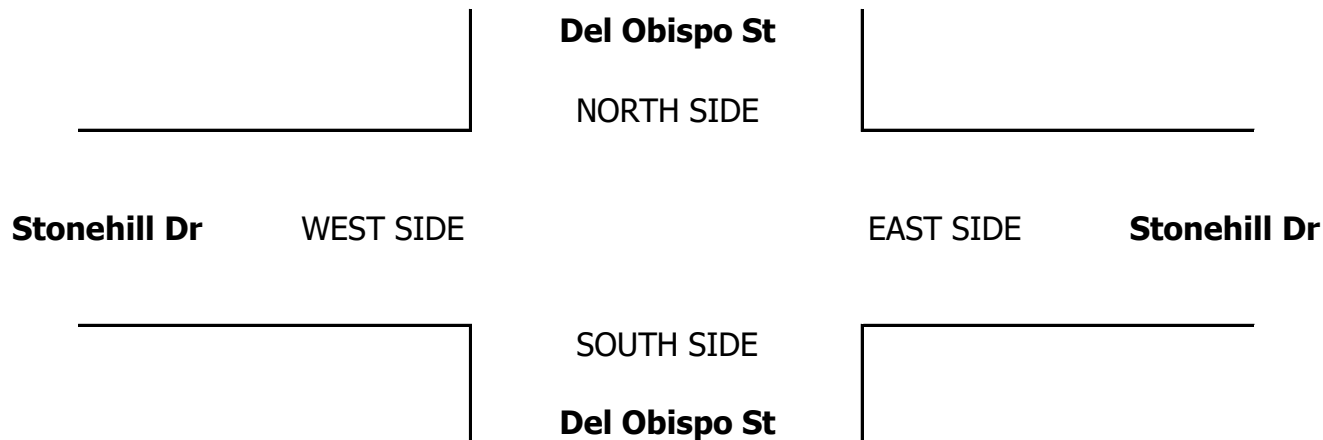
AM	7:00 AM	6	14	23	45	40	7	3	142	16	14	42	15	367
	7:15 AM	11	20	13	34	39	12	15	167	21	14	60	20	426
	7:30 AM	11	21	17	47	61	17	15	165	22	15	53	23	467
	7:45 AM	14	31	28	61	74	17	16	205	29	19	82	27	603
	8:00 AM	17	38	25	60	71	21	18	195	28	17	95	31	616
	8:15 AM	18	28	23	71	63	11	27	212	19	24	126	44	666
	8:30 AM	21	46	35	60	68	21	15	207	33	25	87	34	652
	8:45 AM	22	38	34	68	112	14	16	226	33	19	120	65	767
	VOLUMES	120	236	198	446	528	120	125	1,519	201	147	665	259	4,565
	APPROACH %	22%	43%	36%	41%	48%	11%	7%	82%	11%	14%	62%	24%	
APP/DEPART	554	/	620	1,094	/	876	1,845	/	2,164	1,072	/	905	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	78	150	117	259	314	67	76	840	113	85	428	174	2,702	
APPROACH %	23%	43%	34%	40%	49%	10%	7%	82%	11%	12%	62%	25%		
PEAK HR FACTOR	0.846			0.825			0.935			0.843			0.881	
APP/DEPART	345	/	400	640	/	512	1,029	/	1,217	688	/	573	0	
PM	4:00 PM	42	64	40	62	96	22	24	180	20	30	191	103	874
	4:15 PM	55	72	38	64	87	24	25	166	17	30	179	112	869
	4:30 PM	38	76	26	47	66	12	22	216	31	39	220	102	895
	4:45 PM	41	65	35	51	91	21	26	153	36	32	165	97	813
	5:00 PM	28	68	29	54	76	26	34	216	25	37	201	77	871
	5:15 PM	53	73	25	58	74	12	28	201	25	33	165	76	823
	5:30 PM	37	76	28	56	89	22	34	193	26	26	166	105	858
	5:45 PM	30	62	18	31	65	21	27	175	29	26	178	63	725
	VOLUMES	324	556	239	423	644	160	220	1,500	209	253	1,465	735	6,735
	APPROACH %	29%	49%	21%	34%	52%	13%	11%	78%	11%	10%	60%	30%	
	APP/DEPART	1,124	/	1,511	1,227	/	1,111	1,929	/	2,164	2,455	/	1,949	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	176	277	139	224	340	79	97	715	104	131	755	414	3,457
APPROACH %	29%	46%	23%	35%	53%	12%	11%	78%	11%	10%	58%	32%		
PEAK HR FACTOR	0.905			0.893			0.851			0.898			0.965	
APP/DEPART	597	/	788	643	/	580	916	/	1,079	1,301	/	1,010	0	

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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Del Obispo St
Stonehill Dr

PROJECT #:
LOCATION #:
CONTROL:

SC4797
7
SIGNAL

CLASS 2:
2-AXLE
WORK
VEHICLES/
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Del Obispo St			Del Obispo St			Stonehill Dr			Stonehill Dr			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	4	1	0	7	2	1	2	2	0	6	7	2	34
	7:15 AM	2	4	2	3	4	2	1	6	0	3	13	5	45
	7:30 AM	1	1	0	3	1	2	2	11	0	5	13	4	43
	7:45 AM	1	0	4	2	1	1	2	1	1	3	16	4	36
	8:00 AM	1	2	0	1	2	2	0	13	3	2	16	7	49
	8:15 AM	0	1	1	1	2	6	0	9	0	3	11	3	37
	8:30 AM	0	2	1	5	4	4	1	14	3	3	14	4	55
	8:45 AM	0	0	0	4	1	0	2	8	0	3	13	3	34
	VOLUMES	9	11	8	26	17	18	10	64	7	28	103	32	333
	APPROACH %	32%	39%	29%	43%	28%	30%	12%	79%	9%	17%	63%	20%	
PM	APP/DEPART	28	/	53	61	/	52	81	/	98	163	/	130	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	1	5	2	11	9	12	3	44	6	11	54	17	175
	APPROACH %	13%	63%	25%	34%	28%	38%	6%	83%	11%	13%	66%	21%	
	PEAK HR FACTOR	0.667			0.615			0.736			0.820			0.795
	APP/DEPART	8	/	25	32	/	26	53	/	57	82	/	67	0
	4:00 PM	3	0	1	3	3	0	5	15	2	2	5	0	39
	4:15 PM	0	1	0	4	0	0	3	10	1	2	4	4	29
	4:30 PM	1	0	2	3	2	1	0	19	0	0	1	1	30
	4:45 PM	0	0	0	4	0	2	3	9	2	3	1	1	25
	5:00 PM	0	1	2	0	0	0	0	8	0	0	1	6	18
	5:15 PM	0	1	0	1	4	0	3	8	2	0	3	1	23
	5:30 PM	1	1	0	3	0	0	0	9	0	3	3	2	22
	5:45 PM	0	0	0	0	1	0	0	7	0	1	3	3	15
	VOLUMES	5	4	5	18	10	3	14	85	7	11	21	18	201
	APPROACH %	36%	29%	36%	58%	32%	10%	13%	80%	7%	22%	42%	36%	
	APP/DEPART	14	/	36	31	/	28	106	/	108	50	/	29	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	4	1	3	14	5	3	11	53	5	7	11	6	123
	APPROACH %	50%	13%	38%	64%	23%	14%	16%	77%	7%	29%	46%	25%	
	PEAK HR FACTOR	0.500			0.917			0.784			0.600			0.788
	APP/DEPART	8	/	18	22	/	17	69	/	70	24	/	18	0

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Del Obispo St

NORTH SIDE

Stonehill Dr

WEST SIDE

EAST SIDE

Stonehill Dr

SOUTH SIDE

Del Obispo St

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Del Obispo St
Stonehill Dr

PROJECT #:
LOCATION #:
CONTROL:

SC4797
7
SIGNAL

CLASS 3:
3-AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Del Obispo St			Del Obispo St			Stonehill Dr			Stonehill Dr			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

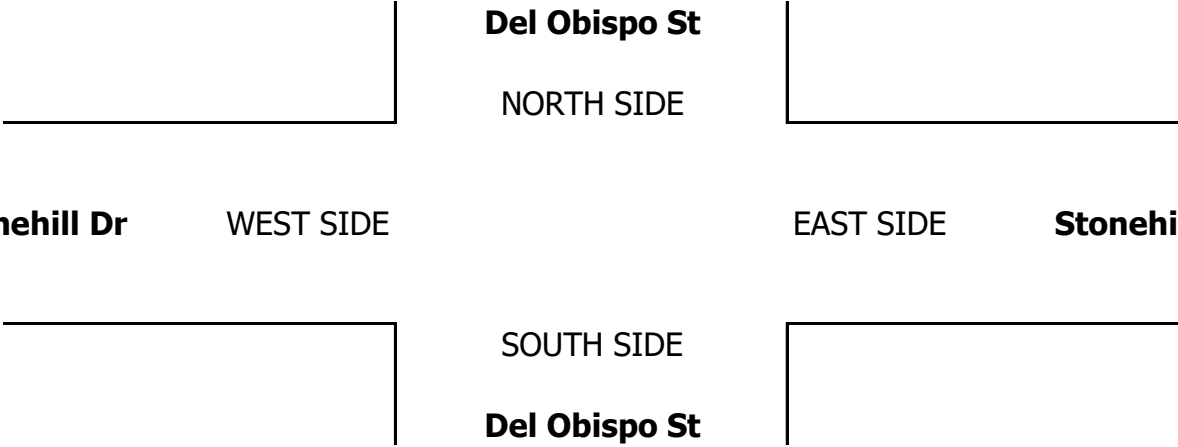
AM	7:00 AM	0	0	0	0	1	1	0	0	0	1	5	3	11
	7:15 AM	0	2	2	0	0	0	0	1	0	0	1	0	6
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	1	0	0	1	0	0	0	0	2	1	0	5
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
	8:15 AM	0	0	0	1	0	0	0	1	1	1	0	1	5
	8:30 AM	0	0	0	1	0	0	0	3	0	0	0	0	4
	8:45 AM	0	0	0	1	0	0	0	1	1	0	0	0	3
	VOLUMES	0	3	2	3	2	1	0	6	2	4	8	5	36
	APPROACH %	0%	60%	40%	50%	33%	17%	0%	75%	25%	24%	47%	29%	
PM	APP/DEPART	5	/	8	6	/	8	8	/	11	17	/	9	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	0	0	0	3	0	0	0	5	2	1	1	2	14
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	71%	29%	25%	25%	50%	
	PEAK HR FACTOR	0.000			0.750			0.583			0.500			0.700
	APP/DEPART	0	/	2	3	/	3	7	/	8	4	/	1	0
	4:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
	4:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	1	0	1	0	3
	5:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	2
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	1	0	0	0	2	0	0	6	1	0	3	0	13
	APPROACH %	100%	0%	0%	0%	100%	0%	0%	86%	14%	0%	100%	0%	
	APP/DEPART	1	/	0	2	/	3	7	/	6	3	/	4	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	0	1	0	0	4	1	0	1	0	7
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	80%	20%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.250			0.625			0.250			0.583
	APP/DEPART	0	/	0	1	/	2	5	/	4	1	/	1	0

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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Del Obispo St
Stonehill Dr

PROJECT #:
LOCATION #:
CONTROL:

SC4797
7
SIGNAL

CLASS 4:
4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Del Obispo St			Del Obispo St			Stonehill Dr			Stonehill Dr			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	1	0	1	0	0	0	0	0	2	1	5
	7:15 AM	0	0	1	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	1	0	0	0	0	0	0	2	0	3
	7:45 AM	0	0	0	0	0	2	0	0	0	0	0	2
	8:00 AM	1	0	0	0	0	2	0	0	0	4	0	9
	8:15 AM	0	0	0	0	0	0	0	0	0	2	2	4
	8:30 AM	0	0	0	0	1	0	0	0	0	3	0	6
	8:45 AM	0	0	0	0	0	0	1	0	0	2	0	3
	VOLUMES	1	1	2	1	1	4	0	5	0	0	15	3
	APPROACH %	25%	25%	50%	17%	17%	67%	0%	100%	0%	0%	83%	17%
PM	APP/DEPART	4	/	4	6	/	1	5	/	8	18	/	20
	BEGIN PEAK HR	8:00 AM											
	VOLUMES	1	0	0	0	1	2	0	5	0	0	11	2
	APPROACH %	100%	0%	0%	0%	33%	67%	0%	100%	0%	0%	85%	15%
	PEAK HR FACTOR	0.250			0.375			0.625			0.813		
	APP/DEPART	1	/	2	3	/	1	5	/	5	13	/	14
	4:00 PM	0	0	0	1	0	0	1	1	1	0	0	0
	4:15 PM	0	0	0	2	0	0	1	2	0	0	1	0
	4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	0	1	0	0
	5:00 PM	0	0	0	0	2	0	0	0	0	1	1	0
	5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	3	2	1	2	4	2	2	2	0
	APPROACH %	0%	0%	0%	50%	33%	17%	25%	50%	25%	50%	50%	0%
	APP/DEPART	0	/	2	6	/	6	8	/	7	4	/	3
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	3	0	0	2	4	2	1	1	0
	APPROACH %	0%	0%	0%	100%	0%	0%	25%	50%	25%	50%	50%	0%
	PEAK HR FACTOR	0.000			0.375			0.667			0.500		
	APP/DEPART	0	/	2	3	/	3	8	/	7	2	/	1

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Del Obispo St

NORTH SIDE

Stonehill Dr

WEST SIDE

SOUTH SIDE

Del Obispo St

EAST SIDE

Stonehill Dr

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Del Obispo St
Stonehill Dr

PROJECT #:
LOCATION #:
CONTROL:

SC4797
7
SIGNAL

CLASS 5:

RV

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Del Obispo St			Del Obispo St			Stonehill Dr			Stonehill Dr			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

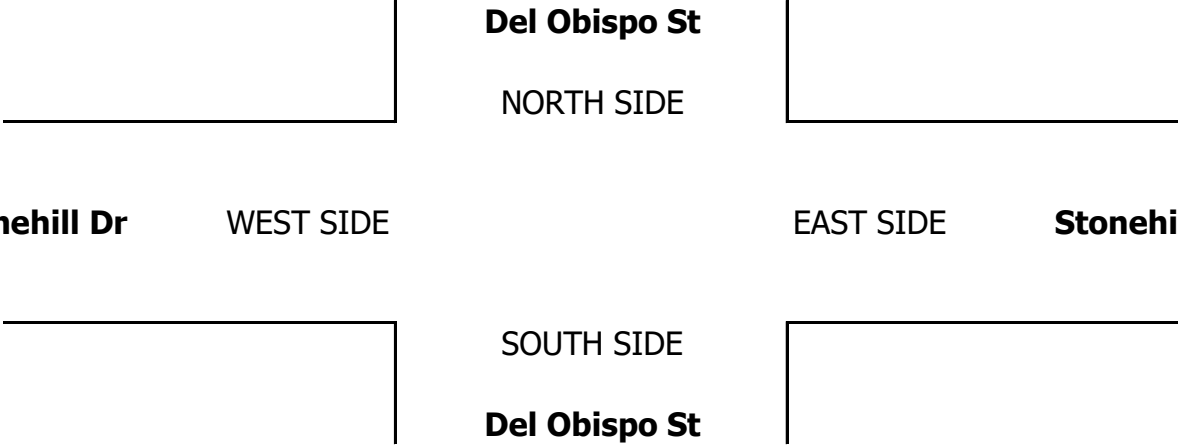
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	8:00 AM											
PM	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	1	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	0	0	/	0	/	1	0	/	0	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 7/18/24 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Del Obispo St Stonehill Dr	PROJECT #: LOCATION #: CONTROL:	SC4797 7 SIGNAL

CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Del Obispo St			Del Obispo St			Stonehill Dr			Stonehill Dr			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	0	0	1	0	0	1	0	0	1	0	3
	7:15 AM	0	1	0	0	0	0	0	1	0	0	1	0	3
	7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
	8:00 AM	0	1	0	0	1	0	0	0	0	0	1	0	3
	8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
	8:30 AM	0	0	0	0	1	0	0	1	0	0	0	1	3
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	VOLUMES	0	3	0	0	3	0	1	4	0	0	3	2	16
	APPROACH %	0%	100%	0%	0%	100%	0%	20%	80%	0%	0%	60%	40%	
PM	APP/DEPART	3	/	6	3	/	3	5	/	4	5	/	3	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	0	2	0	0	2	0	1	1	0	0	1	1	8
	APPROACH %	0%	100%	0%	0%	100%	0%	50%	50%	0%	0%	50%	50%	
	PEAK HR FACTOR	0.500			0.500			0.500			0.500			0.667
	APP/DEPART	2	/	4	2	/	2	2	/	1	2	/	1	0
	4:00 PM	1	1	0	0	0	0	1	2	0	0	0	0	5
	4:15 PM	1	1	0	0	1	0	0	0	0	0	0	0	3
	4:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	2
	4:45 PM	0	0	0	0	1	0	0	1	0	0	2	0	4
	5:00 PM	1	1	0	0	0	0	0	1	0	0	0	0	3
	5:15 PM	1	0	0	0	0	0	0	1	0	0	0	0	2
	5:30 PM	1	1	0	0	1	0	0	0	0	0	0	0	3
	5:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
	VOLUMES	6	5	0	0	4	0	1	5	0	0	3	0	24
	APPROACH %	55%	45%	0%	0%	100%	0%	17%	83%	0%	0%	100%	0%	
	APP/DEPART	11	/	6	4	/	4	6	/	5	3	/	9	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	3	3	0	0	2	0	1	3	0	0	2	0	14
	APPROACH %	50%	50%	0%	0%	100%	0%	25%	75%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.750			0.500			0.333			0.250			0.700
	APP/DEPART	6	/	4	2	/	2	4	/	3	2	/	5	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE: Thu, Jul 18, 24		LOCATION: NORTH & SOUTH: EAST & WEST:			Dana Point Street of the Blue Lantern Pacific Coast Hwy			PROJECT #: LOCATION #: CONTROL:			SC4797 5 SIGNAL				
NOTES:								AM PM MD OTHER OTHER	◀ W		▲ N S ▼	E ▶			
		NORTHBOUND Street of the Blue Lantern			SOUTHBOUND Street of the Blue Lantern			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy				
LANES:		NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 1.5	WR 0.5	TOTAL	
AM	7:00 AM	5	0	2	1	4	3	0	71	3	3	130	3	225	
	7:15 AM	9	1	1	0	1	6	0	94	3	3	204	2	324	
	7:30 AM	5	0	1	5	0	0	0	106	2	4	164	3	290	
	7:45 AM	5	0	6	3	1	4	0	130	7	1	195	4	356	
	8:00 AM	7	2	4	1	0	2	0	130	2	7	188	3	346	
	8:15 AM	11	3	6	2	2	2	1	158	2	7	206	4	404	
	8:30 AM	7	1	5	2	1	2	1	144	1	14	214	2	394	
	8:45 AM	15	0	6	2	1	2	1	172	4	10	237	3	453	
	VOLUMES	64	7	31	16	10	21	3	1,005	24	49	1,538	24	2,800	
	APPROACH %	63%	7%	30%	31%	20%	41%	0%	97%	2%	3%	95%	1%		
APP/DEPART		102	/	38	51	/	83	1,036	/	1,052	1,611	/	1,627	0	
BEGIN PEAK HR		8:00 AM													
VOLUMES		40	6	21	7	4	8	3	604	9	38	845	12	1,603	
APPROACH %		60%	9%	31%	30%	17%	35%	0%	98%	1%	4%	94%	1%		
PEAK HR FACTOR		0.798			0.958			0.868			0.895			0.883	
APP/DEPART		67	/	25	23	/	51	618	/	632	895	/	895	0	
PM	4:00 PM	31	6	16	6	7	4	4	250	12	17	195	5	553	
	4:15 PM	22	1	12	7	3	1	3	241	9	10	174	2	485	
	4:30 PM	29	7	13	2	4	1	2	219	11	19	218	12	537	
	4:45 PM	23	6	10	4	4	4	1	214	7	16	171	3	463	
	5:00 PM	26	5	20	3	1	1	1	238	8	19	206	8	536	
	5:15 PM	19	3	18	6	3	2	3	230	6	11	211	8	520	
	5:30 PM	23	4	7	5	3	1	3	233	6	12	195	11	503	
	5:45 PM	19	4	21	4	5	0	0	208	10	13	221	4	509	
	VOLUMES	192	36	117	37	30	14	17	1,833	69	117	1,591	53	4,115	
	APPROACH %	56%	10%	34%	44%	36%	17%	1%	95%	4%	7%	90%	3%		
APP/DEPART		345	/	109	84	/	216	1,925	/	1,987	1,761	/	1,803	0	
BEGIN PEAK HR		5:00 PM													
VOLUMES		87	16	66	18	12	4	7	909	30	55	833	31	2,070	
APPROACH %		51%	9%	39%	51%	34%	11%	1%	96%	3%	6%	91%	3%		
PEAK HR FACTOR		0.828			0.795			0.959			0.965			0.964	
APP/DEPART		169	/	55	35	/	97	947	/	993	919	/	925	0	

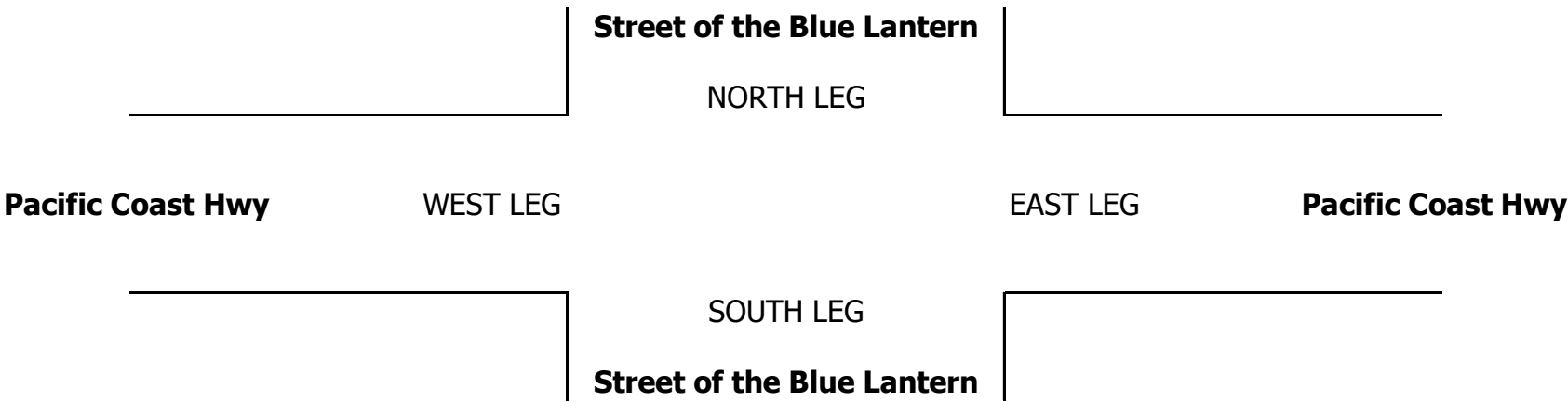
U-TURNS

NB 0	SB 0	EB 0	WB 0	TTL
0	0	0	0	0
0	0	1	0	1
0	0	1	0	1
0	0	0	0	0
0	3	1	0	4
0	0	0	0	0
0	1	0	0	1
0	0	1	0	1
0	0	1	0	1
0	4	4	0	8

0420

0	0	4	0	4
0	1	0	0	1
0	0	1	0	1
0	1	0	0	1
0	1	0	0	1
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	3	6	0	9

0110



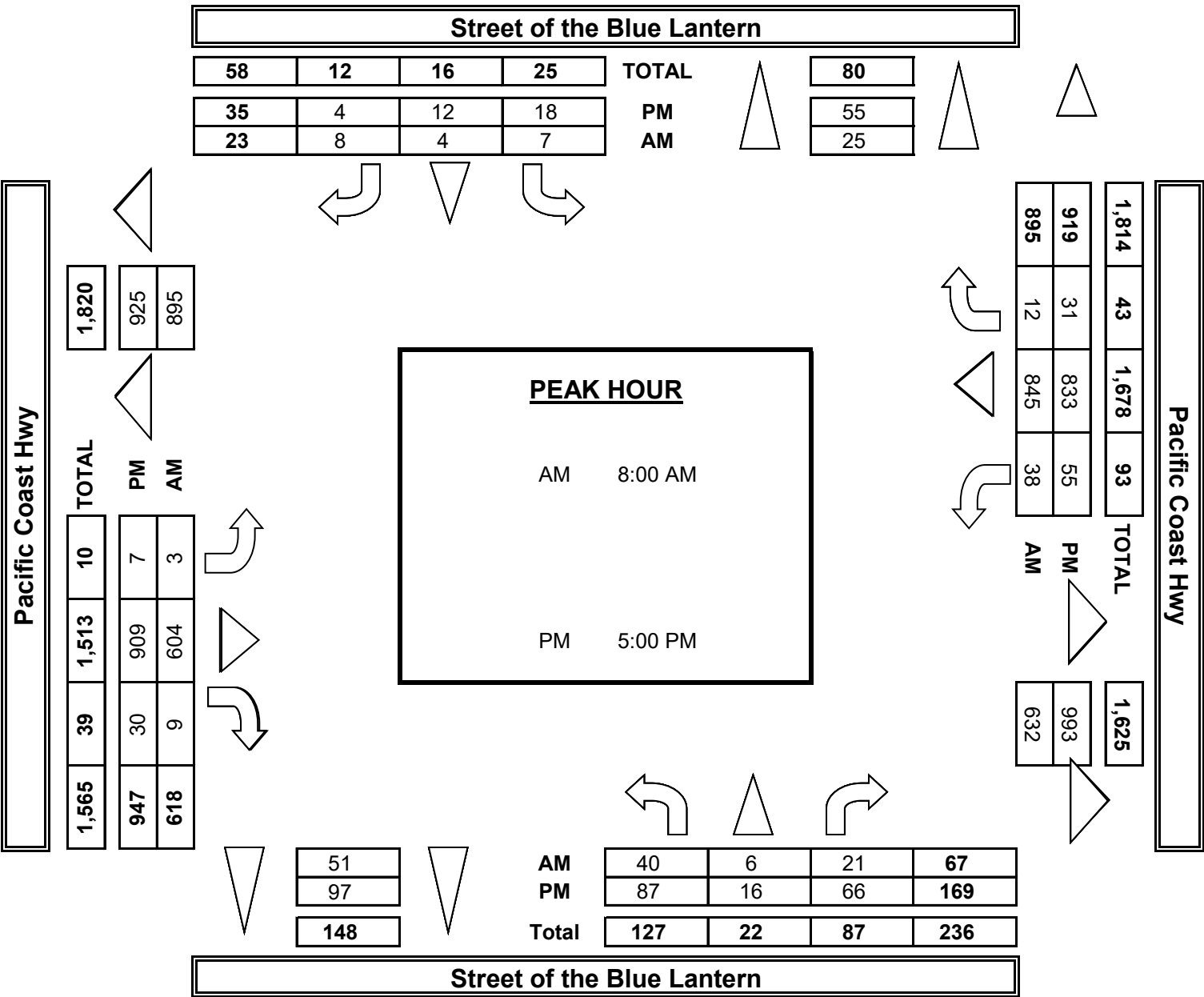
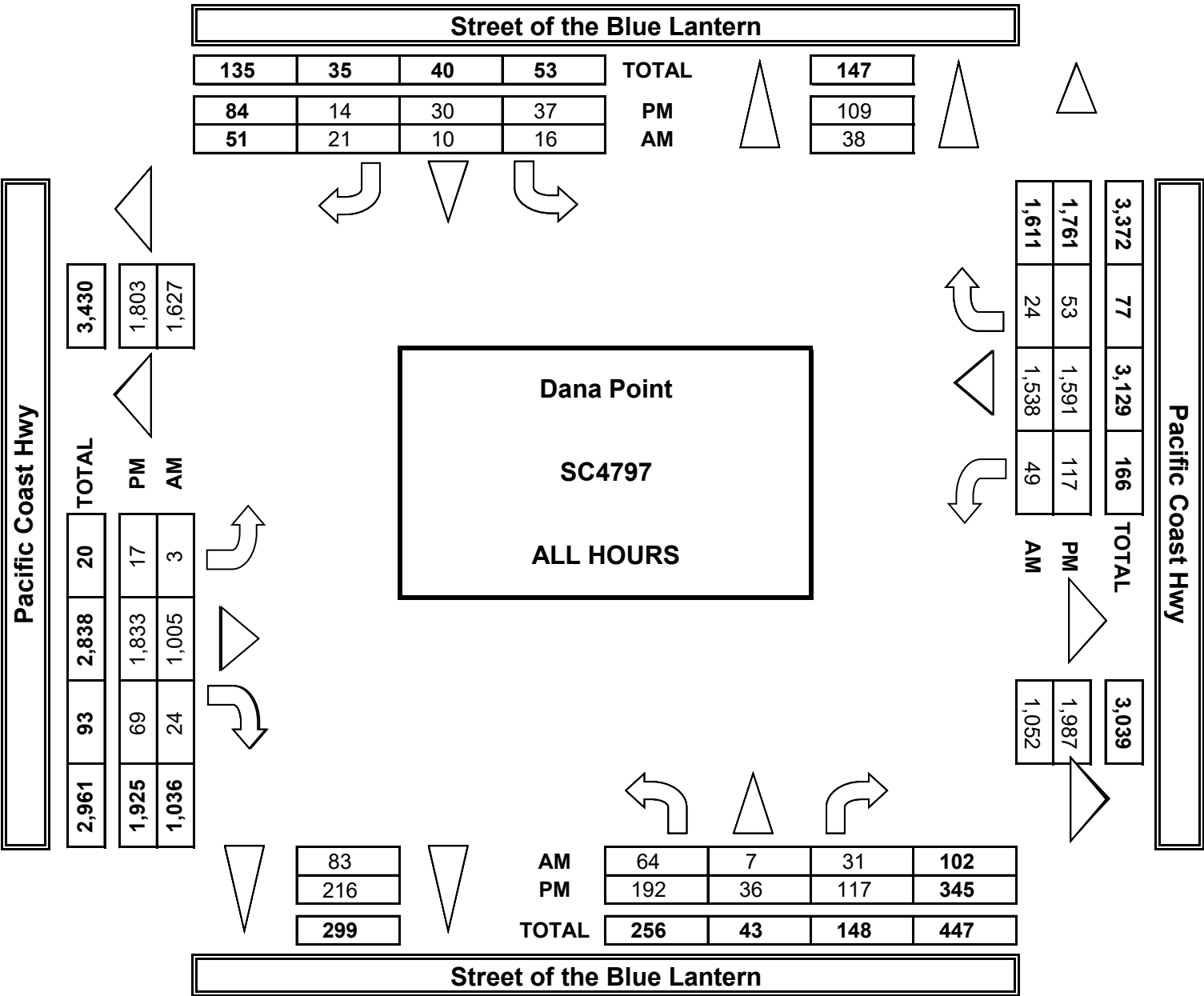
AM	7:00 AM	
	7:15 AM	
	7:30 AM	
	7:45 AM	
	8:00 AM	
	8:15 AM	
	8:30 AM	
	8:45 AM	
TOTAL		
PM	4:00 PM	
	4:15 PM	
	4:30 PM	
	4:45 PM	
	5:00 PM	
	5:15 PM	
	5:30 PM	
	5:45 PM	
TOTAL		

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	1	1	2
2	3	0	3	8
2	6	3	2	13
3	3	0	1	7
0	8	0	0	8
3	6	1	5	15
3	15	5	5	28
3	6	1	0	10
16	47	11	17	91
0	10	5	1	16
5	4	4	0	13
7	5	6	4	22
3	9	5	6	23
4	10	3	3	20
2	10	3	4	19
3	8	1	4	16
1	4	10	2	17
25	60	37	24	146

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	1	1	2
0	0	0	2	2
1	6	2	2	11
2	3	0	1	6
0	6	0	0	6
2	4	0	3	9
1	15	3	4	23
2	4	1	0	7
8	38	7	13	66
0	6	5	1	12
0	2	2	0	4
0	3	2	3	8
3	3	5	6	17
2	7	3	1	13
0	6	3	0	9
0	5	1	3	9
0	2	8	1	11
5	34	29	15	83

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
2	3	0	1	6
1	0	1	0	2
1	0	0	0	1
0	2	0	0	2
1	2	1	2	6
2	0	2	1	5
1	2	0	0	3
8	9	4	4	25
0	4	0	0	4
5	2	2	0	9
7	2	4	1	14
0	6	0	0	6
2	3	0	2	7
2	4	0	4	10
3	3	0	1	7
1	2	2	1	6
20	26	8	9	63

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TUR

PREPARED BY: AimTD LL

DATE: 7/18/24 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Street of the Blue Lant Pacific Coast Hwy

	NOTES:			
PCE Adjusted	Class	1	2	3
	Factor	1	1.5	2

	NORTHBOUND Street of the Blue Lantern			SOUTHBOUND Street of the Blue La	
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1

AM	7:00 AM	5	0	3	1	4
	7:15 AM	10	1	1	0	1
	7:30 AM	6	0	1	5	0
	7:45 AM	6	0	7	3	1
	8:00 AM	7	2	4	1	0
	8:15 AM	11	3	7	2	2
	8:30 AM	7	1	5	2	1
	8:45 AM	15	0	7	4	1
	VOLUMES	66	7	34	18	10
	APPROACH %	62%	7%	31%	36%	20%
	APP/DEPART	107	/	38	51	/
	BEGIN PEAK HR	8:00 AM				
PM	VOLUMES	40	6	22	9	4
	APPROACH %	59%	9%	32%	42%	19%
	PEAK HR FACTOR	0.791			0.768	
	APP/DEPART	68	/	22	22	/
	4:00 PM	31	6	16	6	8
	4:15 PM	22	1	13	7	3
	4:30 PM	30	7	14	2	4
	4:45 PM	23	6	10	5	4
	5:00 PM	27	5	20	3	1
	5:15 PM	20	4	18	6	3
	5:30 PM	23	4	7	5	3
	5:45 PM	19	4	21	5	5
	VOLUMES	194	37	118	38	31
	APPROACH %	56%	10%	34%	46%	37%

APP/DEPART	348	/	107	83	/
BEGIN PEAK HR	5:00 PM				
VOLUMES	88	17	66	19	12
APPROACH %	52%	10%	39%	54%	35%
PEAK HR FACTOR	0.828			0.784	
APP/DEPART	171	/	55	35	/

Street c

Pacific Coast Hwy WEST SIDE

Street c

221	1,978	/	2,047	1,788	/	1,822	0
4 12%	7 1%	929 96%	30 3%	57 6%	845 91%	31 3%	2,104 0.960
99	966	/	1,013	933	/	937	0

of the Blue Lantern

NORTH SIDE

EAST SIDE

Pacific Coast Hwy

SOUTH SIDE

of the Blue Lantern

U-TURNS				
NB	SB	EB	WB	TTL

				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Street of the Blue Lantern
Pacific Coast Hwy

PROJECT #:
LOCATION #:
CONTROL:

SC4797
5
SIGNAL

CLASS 1:
PASSENGER
VEHICLES

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Street of the Blue Lantern			Street of the Blue Lantern			Pacific Coast Hwy			Pacific Coast Hwy			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 1.5	WR 0.5	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	1	0	1
0	0	1	0	1
0	0	0	0	0
0	3	1	0	4
0	0	0	0	0
0	1	0	0	1
0	0	1	0	1
0	4	4	0	8

AM	7:00 AM	5	0	1	1	4	3	0	68	3	3	109	3	200
	7:15 AM	8	1	1	0	1	6	0	84	3	1	179	1	285
	7:30 AM	4	0	1	5	0	0	0	99	2	4	141	1	257
	7:45 AM	3	0	4	3	1	3	0	119	7	1	167	4	312
	8:00 AM	7	2	4	1	0	1	0	122	2	7	166	2	314
	8:15 AM	11	3	5	2	2	2	1	139	2	6	175	3	351
	8:30 AM	7	1	5	2	1	2	1	132	1	13	199	2	366
	8:45 AM	15	0	5	1	1	2	1	158	4	8	220	3	418
	VOLUMES	60	7	26	15	10	19	3	921	24	43	1,356	19	2,511
	APPROACH %	65%	8%	28%	31%	21%	40%	0%	97%	3%	3%	96%	1%	
	APP/DEPART	93	/	33	48	/	77	952	/	962	1,418	/	1,439	0
	BEGIN PEAK HR	8:00 AM												
PM	VOLUMES	40	6	19	6	4	7	3	551	9	34	760	10	1,455
	APPROACH %	62%	9%	29%	29%	19%	33%	1%	98%	2%	4%	95%	1%	
	PEAK HR FACTOR	0.813			0.875			0.861			0.870			0.868
	APP/DEPART	65	/	23	21	/	47	565	/	576	804	/	809	0
	4:00 PM	31	6	16	6	6	4	4	226	12	17	191	5	524
	4:15 PM	22	1	11	7	3	1	3	228	8	9	169	2	464
	4:30 PM	28	7	12	2	4	1	2	212	10	18	212	12	520
	4:45 PM	23	6	10	3	4	4	1	208	7	16	168	3	453
	5:00 PM	25	5	20	3	1	1	1	225	8	18	201	8	516
	5:15 PM	18	2	18	6	3	2	3	220	6	11	208	8	505
	5:30 PM	23	4	7	5	3	1	3	230	6	11	192	11	496
	5:45 PM	19	4	21	3	5	0	0	202	10	11	215	4	494
	VOLUMES	189	35	115	35	29	14	17	1,751	67	111	1,556	53	3,981
	APPROACH %	56%	10%	34%	43%	36%	17%	1%	95%	4%	6%	90%	3%	
	APP/DEPART	339	/	108	81	/	207	1,841	/	1,901	1,720	/	1,765	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	85	15	66	17	12	4	7	877	30	51	816	31	2,013
	APPROACH %	51%	9%	40%	50%	35%	12%	1%	96%	3%	6%	91%	3%	
	PEAK HR FACTOR	0.830			0.773			0.953			0.976			0.973
	APP/DEPART	166	/	54	34	/	93	915	/	960	898	/	906	0

0	0	0	0	0
0	0	1	0	1
0	0	1	0	1
0	0	0	0	0
0	3	1	0	4
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	1	0	0	1
0	0	1	0	1
0	0	1	0	1
0	4	4	0	8

0	4	2	0

0	0	4	0	4
0	1	0	0	1
0	0	1	0	1
0	1	0	0	1
0	1	0	0	1
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	3	6	0	9

0	1	1	0

Street of the Blue Lantern

NORTH SIDE

Pacific Coast Hwy

WEST SIDE

EAST SIDE

Pacific Coast Hwy

SOUTH SIDE

Street of the Blue Lantern

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Street of the Blue Lantern
Pacific Coast Hwy

PROJECT #:
LOCATION #:
CONTROL:

SC4797
5
SIGNAL

CLASS 2:
2-AXLE
WORK
VEHICLES/
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Street of the Blue Lantern			Street of the Blue Lantern			Pacific Coast Hwy			Pacific Coast Hwy			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	1	1	2	0	1	1.5	0.5	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	1	0	0	0	0	3	0	0	18	0	22
	7:15 AM	1	0	0	0	0	0	7	0	2	18	0	28	
	7:30 AM	1	0	0	0	0	0	7	0	0	22	2	32	
	7:45 AM	2	0	2	0	0	0	10	0	0	25	0	39	
	8:00 AM	0	0	0	0	0	1	5	0	0	19	1	26	
	8:15 AM	0	0	1	0	0	0	17	0	1	27	1	47	
	8:30 AM	0	0	0	0	0	0	10	0	1	15	0	26	
	8:45 AM	0	0	1	0	0	0	8	0	1	13	0	23	
	VOLUMES	4	0	5	0	0	1	0	67	0	5	157	4	243
	APPROACH %	44%	0%	56%	0%	0%	100%	0%	100%	0%	3%	95%	2%	
PM	APP/DEPART	9	/	4	1	/	5	67	/	72	166	/	162	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	0	0	2	0	0	1	0	40	0	3	74	2	122
	APPROACH %	0%	0%	100%	0%	0%	100%	0%	100%	0%	4%	94%	3%	
	PEAK HR FACTOR	0.500			0.250			0.588			0.681			0.649
	APP/DEPART	2	/	2	1	/	3	40	/	42	79	/	75	0
	4:00 PM	0	0	0	0	1	0	0	18	0	0	3	0	22
	4:15 PM	0	0	1	0	0	0	0	7	1	1	4	0	14
	4:30 PM	1	0	1	0	0	0	0	5	1	1	6	0	15
	4:45 PM	0	0	0	1	0	0	0	4	0	0	2	0	7
	5:00 PM	1	0	0	0	0	0	0	11	0	1	3	0	16
	5:15 PM	1	1	0	0	0	0	0	9	0	0	2	0	13
	5:30 PM	0	0	0	0	0	0	0	2	0	1	2	0	5
	5:45 PM	0	0	0	1	0	0	0	3	0	2	5	0	11
	VOLUMES	3	1	2	2	1	0	0	59	2	6	27	0	103
	APPROACH %	50%	17%	33%	67%	33%	0%	0%	97%	3%	18%	82%	0%	
	APP/DEPART	6	/	1	3	/	9	61	/	63	33	/	30	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	2	1	0	1	0	0	0	25	0	4	12	0	45
	APPROACH %	67%	33%	0%	100%	0%	0%	0%	100%	0%	25%	75%	0%	
	PEAK HR FACTOR	0.375			0.250			0.568			0.571			0.703
	APP/DEPART	3	/	1	1	/	4	25	/	26	16	/	14	0

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Street of the Blue Lantern

NORTH SIDE

Pacific Coast Hwy

WEST SIDE

EAST SIDE

Pacific Coast Hwy

SOUTH SIDE

Street of the Blue Lantern

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Street of the Blue Lantern
Pacific Coast Hwy

PROJECT #:
LOCATION #:
CONTROL:

SC4797
5
SIGNAL

CLASS 3:
3-AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Street of the Blue Lantern			Street of the Blue Lantern			Pacific Coast Hwy			Pacific Coast Hwy			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 1.5	WR 0.5	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	
	7:15 AM	0	0	0	0	0	0	2	0	0	5	0	7	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	1	0	2	
	8:00 AM	0	0	0	0	0	0	1	0	0	3	0	4	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	3	0	1	0	0	4	
	VOLUMES	0	0	0	0	0	1	0	6	0	1	10	0	18
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	9%	91%	0%	
	APP/DEPART	0	/	0	1	/	1	6	/	6	11	/	11	0
	BEGIN PEAK HR	8:00 AM												
PM	VOLUMES	0	0	0	0	0	0	0	4	0	1	3	0	8
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	25%	75%	0%	
	PEAK HR FACTOR	0.000			0.000			0.333			0.333			0.500
	APP/DEPART	0	/	0	0	/	1	4	/	4	4	/	3	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	4	0	0	1	0	5
	4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	0	0	0	0	0	0	0	7	0	0	3	0	10
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	0	/	0	7	/	7	3	/	3	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	0	0	0	0	0	0	0	1	0	0	2	0	3
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.000			0.250			0.250			0.375
	APP/DEPART	0	/	0	0	/	0	1	/	1	2	/	2	0

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Street of the Blue Lantern

NORTH SIDE

Pacific Coast Hwy

WEST SIDE

EAST SIDE

Pacific Coast Hwy

SOUTH SIDE

Street of the Blue Lantern

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Street of the Blue Lantern
Pacific Coast Hwy

PROJECT #:
LOCATION #:
CONTROL:

SC4797
5
SIGNAL

CLASS 4:
4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Street of the Blue Lantern			Street of the Blue Lantern			Pacific Coast Hwy			Pacific Coast Hwy			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	1	1	2	0	1	1.5	0.5	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	2	1	3
	7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1
	7:45 AM	0	0	0	0	0	0	1	0	0	2	0	3
	8:00 AM	0	0	0	0	0	0	1	0	0	0	0	1
	8:15 AM	0	0	0	0	0	0	2	0	0	3	0	5
	8:30 AM	0	0	0	0	0	0	1	0	0	0	0	1
	8:45 AM	0	0	0	1	0	0	3	0	0	4	0	8
	VOLUMES	0	0	0	1	0	0	0	8	0	0	13	1
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	93%	7%
PM	APP/DEPART	0	/	1	1	/	0	8	/	9	14	/	13
	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	0	0	1	0	0	0	7	0	0	7	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%	0%
	PEAK HR FACTOR	0.000			0.250			0.583			0.438		
	APP/DEPART	0	/	0	1	/	0	7	/	8	7	/	7
	4:00 PM	0	0	0	0	0	0	4	0	0	1	0	5
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	1	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	5	0	0	2	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%
	APP/DEPART	0	/	0	0	/	0	5	/	5	2	/	2
	BEGIN PEAK HR	5:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.250		
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1

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Street of the Blue Lantern

NORTH SIDE

Pacific Coast Hwy

WEST SIDE

EAST SIDE

Pacific Coast Hwy

Street of the Blue Lantern

SOUTH SIDE

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Street of the Blue Lantern
Pacific Coast Hwy

PROJECT #:
LOCATION #:
CONTROL:

SC4797
5
SIGNAL

CLASS 5:

RV

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Street of the Blue Lantern			Street of the Blue Lantern			Pacific Coast Hwy			Pacific Coast Hwy			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	1	1	2	0	1	1.5	0.5	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

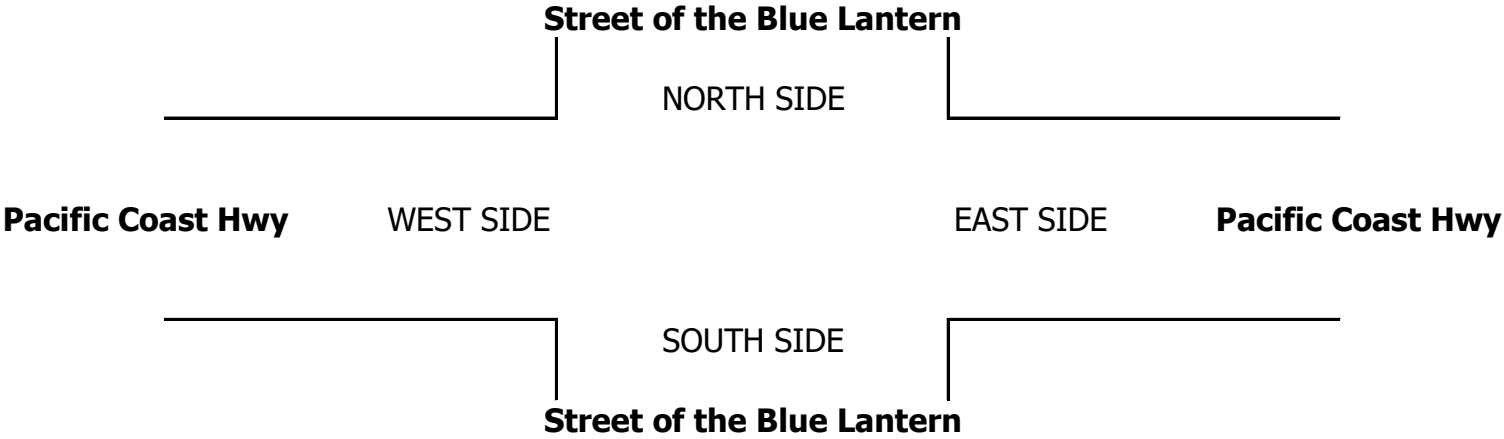
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	8:00 AM											
PM	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	1	/	1	0
	BEGIN PEAK HR	5:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.250		
	APP/DEPART	0	/	0	0	/	0	/	0	1	/	1	0

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0	0	0	0	0
0	0	0	0	0

0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 7/18/24 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Street of the Blue Lantern Pacific Coast Hwy	PROJECT #: LOCATION #: CONTROL:	SC4797 5 SIGNAL

CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND Street of the Blue Lantern			SOUTHBOUND Street of the Blue Lantern			EASTBOUND Pacific Coast Hwy			WESTBOUND Pacific Coast Hwy			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 1.5	WR 0.5	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

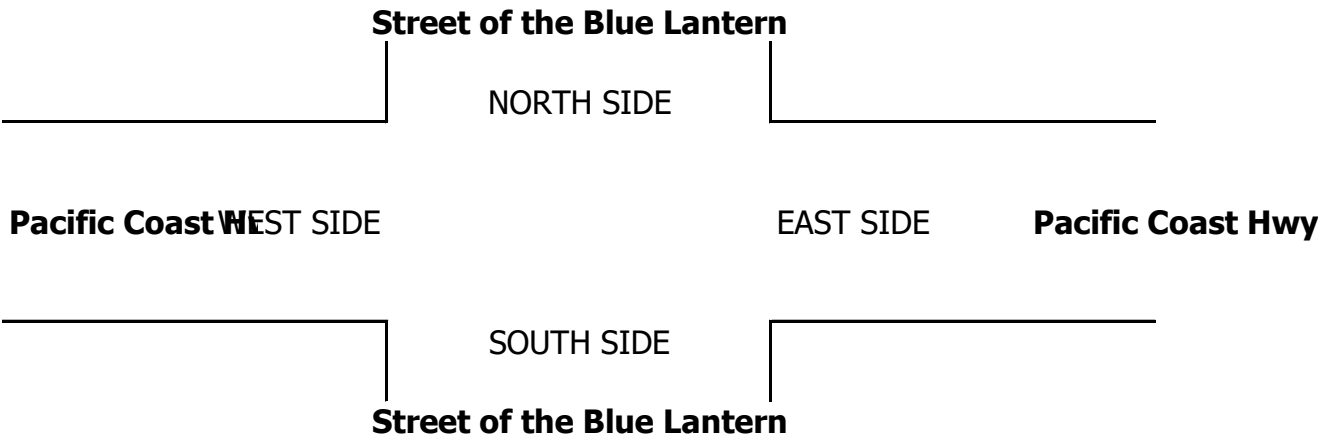
AM	7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	
	7:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	
	8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	
	8:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	0	0	0	0	3	0	0	2	0	5	
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
APP/DEPART	0	/	0	0	/	0	3	/	3	2	/	2	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	0	0	0	0	0	0	2	0	0	1	0	3		
APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%			
PEAK HR FACTOR	0.000			0.000			0.500			0.250			0.750	
APP/DEPART	0	/	0	0	/	0	2	/	2	1	/	1	0	
PM	4:00 PM	0	0	0	0	0	0	2	0	0	0	0	2	
	4:15 PM	0	0	0	0	0	0	2	0	0	0	0	2	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	2	
	5:00 PM	0	0	0	0	0	0	2	0	0	0	0	2	
	5:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	
	5:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	
	5:45 PM	0	0	0	0	0	0	2	0	0	1	0	3	
	VOLUMES	0	0	0	0	0	0	11	0	0	2	0	13	
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
	APP/DEPART	0	/	0	0	/	0	11	/	11	2	/	2	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	0	0	0	0	0	0	6	0	0	1	0	7	
APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%			
PEAK HR FACTOR	0.000			0.000			0.750			0.250			0.583	
APP/DEPART	0	/	0	0	/	0	6	/	6	1	/	1	0	

0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0

0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE: Thu, Jul 18, 24		LOCATION: NORTH & SOUTH: EAST & WEST:		Dana Point Doheny Park Rd Victoria Blvd		PROJECT #: LOCATION #: CONTROL:		SC4797 2 SIGNAL						
NOTES:						AM PM MD OTHER OTHER	◀ W	▲ N S ▼	E ▶					
		NORTHBOUND Doheny Park Rd		SOUTHBOUND Doheny Park Rd		EASTBOUND Victoria Blvd		WESTBOUND Victoria Blvd						
LANES:		NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 0.5	WR 0.5	TOTAL
AM	7:00 AM	9	79	10	1	72	3	3	2	1	19	0	14	213
	7:15 AM	7	85	16	3	65	0	3	2	6	11	0	4	202
	7:30 AM	10	95	15	4	65	5	7	3	9	11	3	8	235
	7:45 AM	6	123	23	3	63	2	6	1	5	26	4	13	275
	8:00 AM	7	115	12	3	94	1	6	3	6	19	6	14	286
	8:15 AM	10	148	16	4	89	3	6	0	12	25	5	8	326
	8:30 AM	7	120	19	5	90	3	10	5	8	23	6	14	310
	8:45 AM	6	155	11	3	110	2	6	2	8	28	2	9	342
	VOLUMES	62	920	122	26	648	19	47	18	55	162	26	84	2,195
	APPROACH %	6%	83%	11%	4%	93%	3%	39%	15%	46%	60%	10%	31%	
APP/DEPART		1,106	/	1,055	697	/	867	120	/	166	272	/	107	0
BEGIN PEAK HR		8:00 AM												
VOLUMES		30	538	58	15	383	9	28	10	34	95	19	45	1,266
APPROACH %		5%	86%	9%	4%	94%	2%	39%	14%	47%	60%	12%	28%	
PEAK HR FACTOR		0.901			0.879			0.783			0.924			0.923
APP/DEPART		627	/	612	408	/	513	72	/	83	159	/	58	0
PM	4:00 PM	15	261	21	11	169	3	15	8	10	24	8	20	565
	4:15 PM	17	246	17	10	165	1	14	4	11	21	8	16	530
	4:30 PM	19	229	29	13	187	4	17	3	15	27	4	23	570
	4:45 PM	11	208	24	9	175	4	15	7	12	25	5	23	518
	5:00 PM	16	209	19	8	167	2	15	6	9	18	4	20	493
	5:15 PM	17	196	7	15	169	4	14	5	13	21	3	12	476
	5:30 PM	8	158	18	10	193	3	15	3	7	20	3	21	459
	5:45 PM	15	168	19	6	131	1	4	6	9	14	3	11	387
	VOLUMES	118	1,675	154	82	1,356	22	109	42	86	170	38	146	4,014
	APPROACH %	6%	86%	8%	6%	92%	1%	46%	18%	36%	48%	11%	41%	
APP/DEPART		1,953	/	1,940	1,470	/	1,618	237	/	278	354	/	178	0
BEGIN PEAK HR		4:00 PM												
VOLUMES		62	944	91	43	696	12	61	22	48	97	25	82	2,193
APPROACH %		6%	86%	8%	6%	92%	2%	47%	17%	37%	48%	12%	40%	
PEAK HR FACTOR		0.925			0.921			0.936			0.944			0.955
APP/DEPART		1,103	/	1,091	755	/	847	131	/	156	204	/	99	0

U-TURNS

NB 0	SB 0	EB 0	WB 0	TTL
0	2	0	0	2
0	0	0	0	0
0	1	0	0	1
1	0	0	0	1
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
2	4	0	0	6

11000

1	1	0	0	2
1	0	0	0	1
3	1	0	0	4
1	2	0	0	3
0	3	0	0	3
0	2	0	0	2
0	0	0	0	0
0	1	0	0	1
6	10	0	0	16

6400

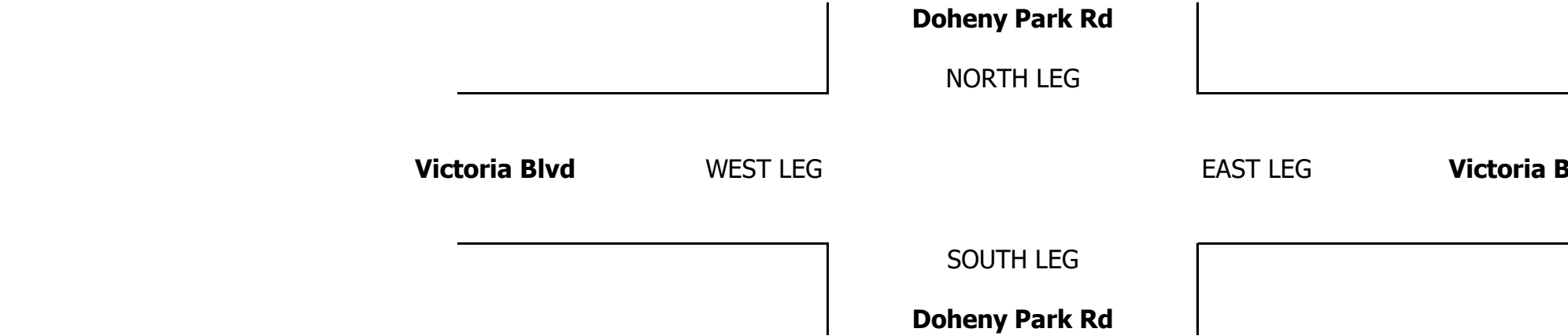
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	

0	2	0	0	2
0	0	0	0	0
0	1	0	0	1
1	0	0	0	1
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
2	4	0	0	6

1	1	0	0

1	1	0	0	2
1	0	0	0	1
3	1	0	0	4
1	2	0	0	3
0	3	0	0	3
0	2	0	0	2
0	0	0	0	0
0	1	0	0	1
6	10	0	0	16

6	4	0	0



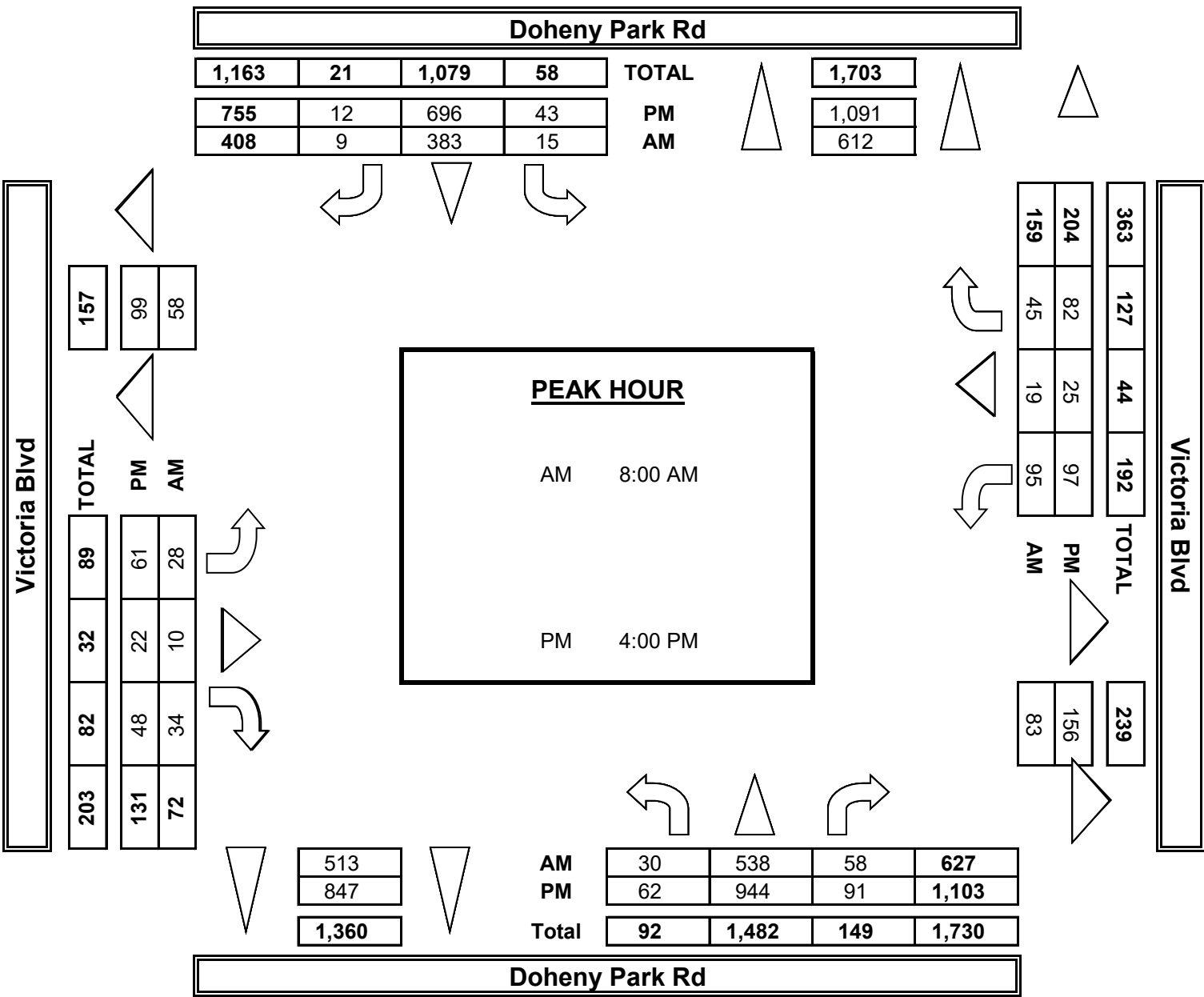
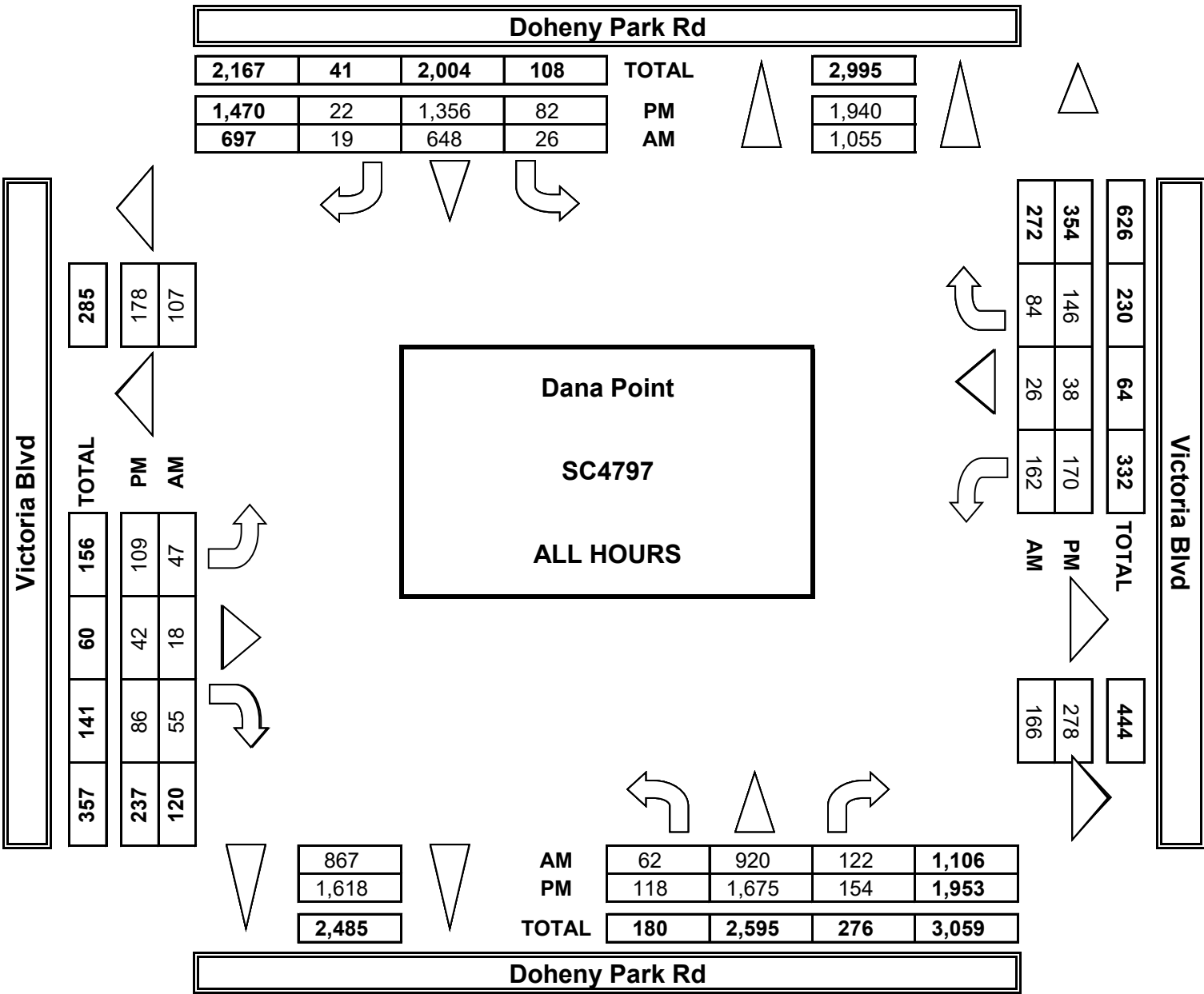
AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
TOTAL	
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
TOTAL	

ALL PED + BIKE & SCOOTER				
N LEG	S LEG	E LEG	W LEG	TOTAL
1	0	2	3	6
4	1	0	5	10
1	1	0	1	3
5	0	2	2	9
2	0	1	3	6
0	1	0	2	3
1	1	0	1	3
0	0	0	0	0
14	4	5	17	40
0	1	0	0	1
3	0	0	0	3
5	1	1	0	7
0	0	0	1	1
1	4	2	0	7
4	1	0	1	6
0	5	1	3	9
0	2	0	4	6
13	14	4	9	40

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
1	0	2	3	6
4	1	0	3	8
1	1	0	1	3
4	0	2	1	7
1	0	1	2	4
0	0	0	2	2
1	1	0	1	3
0	0	0	0	0
12	3	5	13	33
0	0	0	0	0
1	0	0	0	1
4	0	1	0	5
0	0	0	0	0
1	1	1	0	3
2	1	0	1	4
0	4	1	1	6
0	0	0	2	2
8	6	3	4	21

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	2	2
0	0	0	0	0
1	0	0	1	2
1	0	0	1	2
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
2	1	0	4	7
0	1	0	0	1
2	0	0	0	2
1	1	0	0	2
0	0	0	1	1
0	3	1	0	4
2	0	0	0	2
0	1	0	2	3
0	2	0	2	4
5	8	1	5	19

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TUR

PREPARED BY: AimTD LL

DATE: 7/18/24 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Doheny Park Rd Victoria Blvd

	NOTES:				
PCE Adjusted	Class	1	2	3	4
	Factor	1	1.5	2	3

	NORTHBOUND			SOUTHBOUND	
	Doheny Park Rd			Doheny Park Rd	
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2

AM	7:00 AM	10	86	10	1	94
	7:15 AM	8	94	17	3	79
	7:30 AM	11	101	17	4	74
	7:45 AM	7	132	27	4	68
	8:00 AM	7	123	13	3	102
	8:15 AM	10	160	18	4	96
	8:30 AM	8	128	20	8	97
	8:45 AM	7	158	11	3	116
	VOLUMES	67	980	131	29	724
	APPROACH %	6%	83%	11%	4%	93%
	APP/DEPART	1,178	/	1,128	776	/
	BEGIN PEAK HR	8:00 AM				
	VOLUMES	32	568	62	18	410
	APPROACH %	5%	86%	9%	4%	94%
	PEAK HR FACTOR	0.879			0.905	
	APP/DEPART	661	/	651	436	/
PM	4:00 PM	16	266	22	12	171
	4:15 PM	18	253	19	11	170
	4:30 PM	21	242	32	13	189
	4:45 PM	13	211	26	9	177
	5:00 PM	16	212	20	9	170
	5:15 PM	18	199	8	15	172
	5:30 PM	8	162	20	10	196
	5:45 PM	17	171	21	6	132
	VOLUMES	126	1,715	166	84	1,374
	APPROACH %	6%	85%	8%	6%	93%

APP/DEPART	2,006	/	1,980	1,481	/
BEGIN PEAK HR		4:00 PM			
VOLUMES	67	972	98	45	705
APPROACH %	6%	85%	9%	6%	93%
PEAK HR FACTOR		0.936			0.926
APP/DEPART	1,137	/	1,121	762	/

Do

Victoria Blvd

WEST SIDE

Do

1,642	243	/	292	371	/	187	0
12	63	23	49	104	26	86	2,247
2%	47%	17%	36%	48%	12%	40%	
		0.931			0.935		0.947
857	134	/	165	215	/	105	0

Shenry Park Rd

NORTH SIDE

EAST SIDE

Victoria Blvd

SOUTH SIDE

Shenry Park Rd

U-TURNS				
NB	SB	EB	WB	TTL

				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 7/18/24 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Doheny Park Rd Victoria Blvd	PROJECT #: LOCATION #: CONTROL:	SC4797 2 SIGNAL

CLASS 1:	NOTES:	AM		▲	
PASSENGER VEHICLES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Doheny Park Rd			Doheny Park Rd			Victoria Blvd			Victoria Blvd			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 0.5	WR 0.5	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

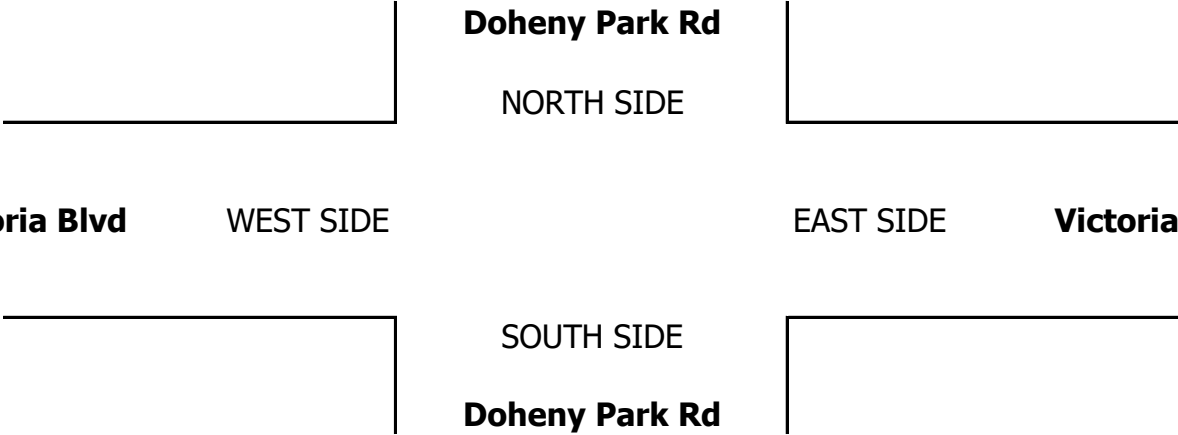
AM	7:00 AM	7	68	10	1	49	1	0	2	0	13	0	12	163
	7:15 AM	6	72	15	3	48	0	2	2	4	9	0	4	165
	7:30 AM	8	87	13	4	57	4	4	3	8	9	3	6	206
	7:45 AM	5	110	18	2	56	1	5	1	4	22	3	12	239
	8:00 AM	7	102	10	3	79	1	4	2	4	19	6	8	245
	8:15 AM	10	132	15	4	79	3	5	0	9	23	5	7	292
	8:30 AM	5	111	18	3	79	3	9	5	6	21	5	11	276
	8:45 AM	5	150	11	3	100	2	5	1	8	26	2	8	321
	VOLUMES	53	832	110	23	547	15	34	16	43	142	24	68	1,913
	APPROACH %	5%	83%	11%	4%	93%	3%	37%	17%	46%	61%	10%	29%	
	APP/DEPART	997	/	938	589	/	734	93	/	149	234	/	92	0
	BEGIN PEAK HR	8:00 AM												
PM	VOLUMES	27	495	54	13	337	9	23	8	27	89	18	34	1,136
	APPROACH %	5%	86%	9%	4%	94%	3%	40%	14%	47%	63%	13%	24%	
	PEAK HR FACTOR	0.869			0.849			0.725			0.953			0.882
	APP/DEPART	577	/	553	360	/	454	58	/	75	141	/	54	0
	4:00 PM	14	251	19	9	166	3	13	7	10	23	8	18	541
	4:15 PM	16	236	16	9	159	1	14	4	11	19	7	14	506
	4:30 PM	16	212	25	13	184	4	15	3	15	23	4	23	537
	4:45 PM	10	202	21	9	172	4	15	7	11	24	5	20	500
	5:00 PM	16	203	18	7	161	2	14	6	8	17	4	19	475
	5:15 PM	15	193	6	15	167	3	13	5	13	20	3	11	464
	5:30 PM	8	151	16	10	188	3	14	3	7	19	3	20	442
	5:45 PM	13	164	16	6	130	1	4	6	9	13	3	11	376
	VOLUMES	108	1,612	137	78	1,327	21	102	41	84	158	37	136	3,856
	APPROACH %	6%	87%	7%	5%	92%	1%	45%	18%	37%	48%	11%	41%	
	APP/DEPART	1,862	/	1,860	1,436	/	1,574	227	/	256	331	/	166	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	56	901	81	40	681	12	57	21	47	89	24	75	2,093
	APPROACH %	5%	86%	8%	5%	92%	2%	46%	17%	38%	47%	13%	40%	
	PEAK HR FACTOR	0.915			0.912			0.947			0.940			0.964
	APP/DEPART	1,043	/	1,037	737	/	822	125	/	142	188	/	92	0

0	2	0	0	2
0	0	0	0	0
0	1	0	0	1
1	0	0	0	1
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
2	4	0	0	6

1	1	0	0

1	1	0	0	2
0	0	0	0	0
3	1	0	0	4
1	2	0	0	3
0	3	0	0	3
0	2	0	0	2
0	0	0	0	0
0	1	0	0	1
5	10	0	0	15

5	4	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Doheny Park Rd
Victoria Blvd

PROJECT #:
LOCATION #:
CONTROL:

SC4797
2
SIGNAL

CLASS 2:
2-AXLE
WORK
VEHICLES/
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Doheny Park Rd			Doheny Park Rd			Victoria Blvd			Victoria Blvd			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 0.5	WR 0.5	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	2	8	0	0	10	1	2	0	1	4	0	2	30
	7:15 AM	0	11	1	0	13	0	0	0	2	2	0	0	29
	7:30 AM	2	7	1	0	5	1	3	0	1	2	0	2	24
	7:45 AM	1	11	3	1	6	0	1	0	0	3	1	1	28
	8:00 AM	0	11	2	0	15	0	2	1	2	0	0	6	39
	8:15 AM	0	12	0	0	9	0	1	0	2	2	0	1	27
	8:30 AM	2	5	1	1	10	0	1	0	2	2	1	2	27
	8:45 AM	1	4	0	0	9	0	1	1	0	2	0	1	19
	VOLUMES	8	69	8	2	77	2	11	2	10	17	2	15	223
	APPROACH %	9%	81%	9%	2%	95%	2%	48%	9%	43%	50%	6%	44%	
PM	APP/DEPART	85	/	95	81	/	104	23	/	12	34	/	12	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	3	32	3	1	43	0	5	2	6	6	1	10	112
	APPROACH %	8%	84%	8%	2%	98%	0%	38%	15%	46%	35%	6%	59%	
	PEAK HR FACTOR	0.731			0.733			0.650			0.708			0.718
	APP/DEPART	38	/	47	44	/	55	13	/	6	17	/	4	0
	4:00 PM	1	10	2	2	3	0	2	1	0	0	0	1	22
	4:15 PM	1	8	0	1	5	0	0	0	0	1	1	2	19
	4:30 PM	2	13	3	0	3	0	2	0	0	1	0	0	24
	4:45 PM	0	6	3	0	3	0	0	0	1	1	0	3	17
	5:00 PM	0	6	1	1	6	0	0	0	0	0	0	0	14
	5:15 PM	2	2	0	0	1	1	1	0	0	0	0	1	8
	5:30 PM	0	6	1	0	4	0	1	0	0	0	0	1	13
	5:45 PM	1	3	3	0	1	0	0	0	0	0	0	0	8
	VOLUMES	7	54	13	4	26	1	6	1	1	3	1	8	126
	APPROACH %	9%	72%	17%	13%	84%	3%	75%	13%	13%	25%	8%	67%	
	APP/DEPART	75	/	68	31	/	31	8	/	18	12	/	9	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	4	37	8	3	14	0	4	1	1	3	1	6	83
	APPROACH %	8%	74%	16%	18%	82%	0%	67%	17%	17%	30%	10%	60%	
	PEAK HR FACTOR	0.694			0.708			0.500			0.625			0.865
	APP/DEPART	50	/	47	17	/	19	6	/	12	10	/	5	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

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

1	0	0	0

Doheny Park Rd

NORTH SIDE

Victoria Blvd

WEST SIDE

EAST SIDE

Victoria Blvd

SOUTH SIDE

Doheny Park Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Doheny Park Rd
Victoria Blvd

PROJECT #:
LOCATION #:
CONTROL:

SC4797
2
SIGNAL

CLASS 3:
3-AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Doheny Park Rd			Doheny Park Rd			Victoria Blvd			Victoria Blvd			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 0.5	WR 0.5	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	2	0	0	9	1	1	0	0	1	0	0	14
	7:15 AM	1	1	0	0	1	0	1	0	0	0	0	0	4
	7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	1	1	0	0	0	0	0	0	1	0	0	3
	8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
	8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
	8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
	8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
	VOLUMES	1	11	2	0	11	1	2	0	0	2	0	0	30
	APPROACH %	7%	79%	14%	0%	92%	8%	100%	0%	0%	100%	0%	0%	
PM	APP/DEPART	14	/	13	12	/	13	2	/	2	2	/	2	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	0	7	0	0	1	0	0	0	0	0	0	0	8
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.875			0.250			0.000			0.000			1.000
	APP/DEPART	7	/	7	1	/	1	0	/	0	0	/	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	4:30 PM	1	2	1	0	0	0	0	0	0	2	0	0	6
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	1	0	1	0	0	1	3
	5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
	VOLUMES	2	3	3	0	0	0	1	0	1	2	0	2	14
	APPROACH %	25%	38%	38%	0%	0%	0%	50%	0%	50%	50%	0%	50%	
	APP/DEPART	8	/	6	0	/	3	2	/	3	4	/	2	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	1	3	1	0	0	0	0	0	0	2	0	1	8
	APPROACH %	20%	60%	20%	0%	0%	0%	0%	0%	0%	67%	0%	33%	
	PEAK HR FACTOR	0.313			0.000			0.000			0.375			0.333
	APP/DEPART	5	/	4	0	/	2	0	/	1	3	/	1	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

Doheny Park Rd

NORTH SIDE

Victoria Blvd

WEST SIDE

EAST SIDE

Victoria Blvd

Doheny Park Rd

SOUTH SIDE

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Doheny Park Rd
Victoria Blvd

PROJECT #:
LOCATION #:
CONTROL:

SC4797
2
SIGNAL

CLASS 4:
4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Doheny Park Rd			Doheny Park Rd			Victoria Blvd			Victoria Blvd			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 0.5	WR 0.5	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	0	0	4	0	0	0	1	0	0	5	
	7:15 AM	0	1	0	0	3	0	0	0	0	0	0	4	
	7:30 AM	0	1	0	0	3	0	0	0	0	0	0	4	
	7:45 AM	0	1	0	0	1	1	0	0	1	0	0	4	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	2	1	0	1	0	0	1	0	0	0	5	
	8:30 AM	0	1	0	1	1	0	0	0	0	0	1	4	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	6	1	1	13	1	0	0	2	1	0	1	26
	APPROACH %	0%	86%	14%	7%	87%	7%	0%	0%	100%	50%	0%	50%	
PM	APP/DEPART	7	/	7	15	/	16	2	/	2	2	/	1	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	0	3	1	1	2	0	0	0	1	0	0	1	9
	APPROACH %	0%	75%	25%	33%	67%	0%	0%	0%	100%	0%	0%	100%	
	PEAK HR FACTOR	0.333			0.375			0.250			0.250			0.450
	APP/DEPART	4	/	4	3	/	3	1	/	2	1	/	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	1	1	0	1	0	0	0	0	0	0	0	3
	4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
	4:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	4	1	0	2	0	0	0	0	0	0	0	8
	APPROACH %	17%	67%	17%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	6	/	4	2	/	2	0	/	1	0	/	1	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	1	3	1	0	1	0	0	0	0	0	0	0	6
	APPROACH %	20%	60%	20%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.625			0.250			0.000			0.000			0.500
	APP/DEPART	5	/	3	1	/	1	0	/	1	0	/	1	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

Doheny Park Rd

NORTH SIDE

Victoria Blvd

WEST SIDE

EAST SIDE

Victoria Blvd

SOUTH SIDE

Doheny Park Rd

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Doheny Park Rd
Victoria Blvd

PROJECT #:
LOCATION #:
CONTROL:

SC4797
2
SIGNAL

CLASS 5:
RV

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Doheny Park Rd			Doheny Park Rd			Victoria Blvd			Victoria Blvd			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 0.5	WR 0.5	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	8:00 AM											
PM	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	2
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	2
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	1	1	/	1	0	/	0	/	0	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	0	/	0	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

Doheny Park Rd

NORTH SIDE

Victoria Blvd

WEST SIDE

EAST SIDE

Victoria Blvd

Doheny Park Rd

SOUTH SIDE

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 7/18/24 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Doheny Park Rd Victoria Blvd	PROJECT #: LOCATION #: CONTROL:	SC4797 2 SIGNAL

CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND Doheny Park Rd			SOUTHBOUND Doheny Park Rd			EASTBOUND Victoria Blvd			WESTBOUND Victoria Blvd			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 0.5	WR 0.5	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	1	0	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	1	0	0	0	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	1	0	0	0	0	0	0	0	0	3
	APPROACH %	0%	67%	33%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	3	/	2	0	/	0	0	/	1	0	/	0	0

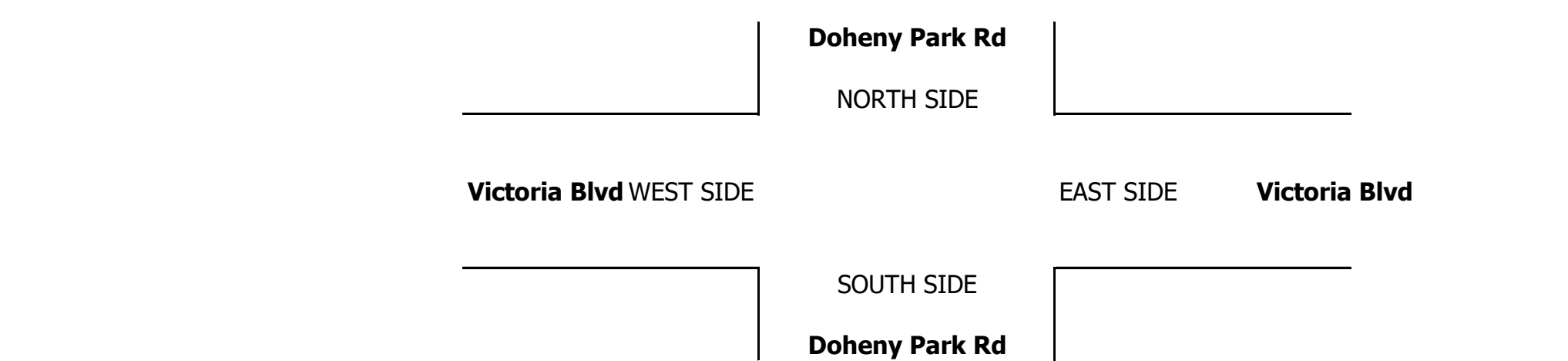
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.000			0.000			0.000		
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0

0	0	0	0

PM	4:00 PM	0	0	0	0	0	0	0	0	1	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	1	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	1	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1
	5:45 PM	0	1	0	0	0	0	0	0	1	0	0	2
	VOLUMES	0	1	0	0	0	0	0	0	7	0	0	8
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
APP/DEPART	1	/	1	0	/	7	0	/	0	7	/	0	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	3	0	0	3
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.750			0.750
APP/DEPART	0	/	0	0	/	3	0	/	0	3	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

DATE:
Thu, Jul 18, 24

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Coast Hwy
Palisades Dr

PROJECT #:
LOCATION #:
CONTROL:

SC4797
1
SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
	Coast Hwy			Coast Hwy			Beach Rd			Palisades Dr				
LANES:	NL 1	NT 2	NR 1	SL 1	ST 1	SR 1	EL 1	ET 0.5	ER 0.5	WL 0.5	WT 0.5	WR 1	TOTAL	
AM	7:00 AM	5	40	1	7	34	10	7	3	2	0	2	10	121
	7:15 AM	5	42	2	7	27	11	6	1	2	4	4	8	119
	7:30 AM	3	46	1	4	41	10	9	4	4	2	5	13	142
	7:45 AM	2	58	2	5	53	25	9	6	5	4	4	18	191
	8:00 AM	4	45	4	6	42	13	16	4	3	4	7	10	158
	8:15 AM	3	73	1	7	67	12	7	3	6	4	4	16	203
	8:30 AM	3	60	4	5	67	11	11	3	4	1	1	12	182
	8:45 AM	3	57	3	15	74	6	12	7	7	4	6	9	203
	VOLUMES	28	421	18	56	405	98	77	31	33	23	33	96	1,319
	APPROACH %	6%	90%	4%	10%	72%	18%	55%	22%	23%	15%	22%	63%	
	APP/DEPART	467	/	594	559	/	461	141	/	105	152	/	159	0
	BEGIN PEAK HR	8:00 AM												
PM	4:00 PM	3	100	9	17	90	14	13	2	2	4	3	9	266
	4:15 PM	2	101	7	16	119	19	18	5	8	10	6	10	321
	4:30 PM	3	66	11	19	95	10	10	11	8	3	5	19	260
	4:45 PM	9	87	13	23	130	18	20	8	6	3	10	22	349
	5:00 PM	5	89	4	17	96	21	14	8	4	8	2	15	283
	5:15 PM	6	78	13	23	97	23	21	4	13	5	6	10	299
	5:30 PM	2	65	8	11	107	14	16	11	7	6	7	10	264
	5:45 PM	8	71	9	19	74	16	16	7	6	4	3	20	253
	VOLUMES	38	657	74	145	808	135	128	56	54	43	42	115	2,295
	APPROACH %	5%	85%	10%	13%	74%	12%	54%	24%	23%	22%	21%	58%	
	APP/DEPART	769	/	900	1,088	/	905	238	/	275	200	/	215	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	19	343	35	75	440	68	62	32	26	24	23	66	1,213
	APPROACH %	5%	86%	9%	13%	75%	12%	52%	27%	22%	21%	20%	58%	
	PEAK HR FACTOR		0.902			0.852			0.882			0.807		0.869
	APP/DEPART	397	/	471	583	/	490	120	/	142	113	/	110	0

Coast Hwy

NORTH LEG

Palisades Dr

WEST LEG

EAST LEG

Palisades Dr

SOUTH LEG

Coast Hwy

AM

7:00 AM

7:15 AM

7:30 AM

7:45 AM

8:00 AM

8:15 AM

8:30 AM

8:45 AM

TOTAL

PM

4:00 PM

4:15 PM

4:30 PM

4:45 PM

5:00 PM

5:15 PM

5:30 PM

5:45 PM

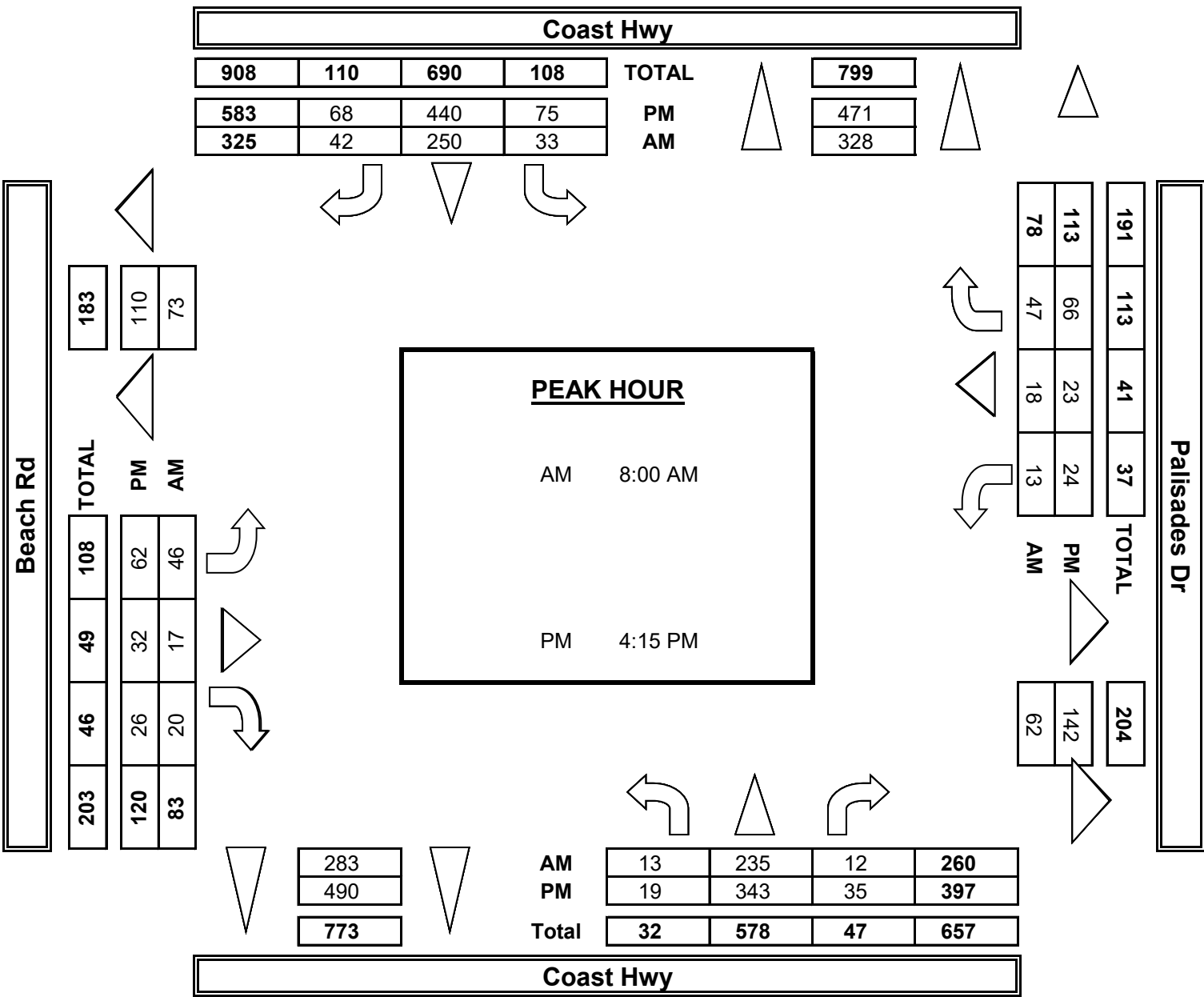
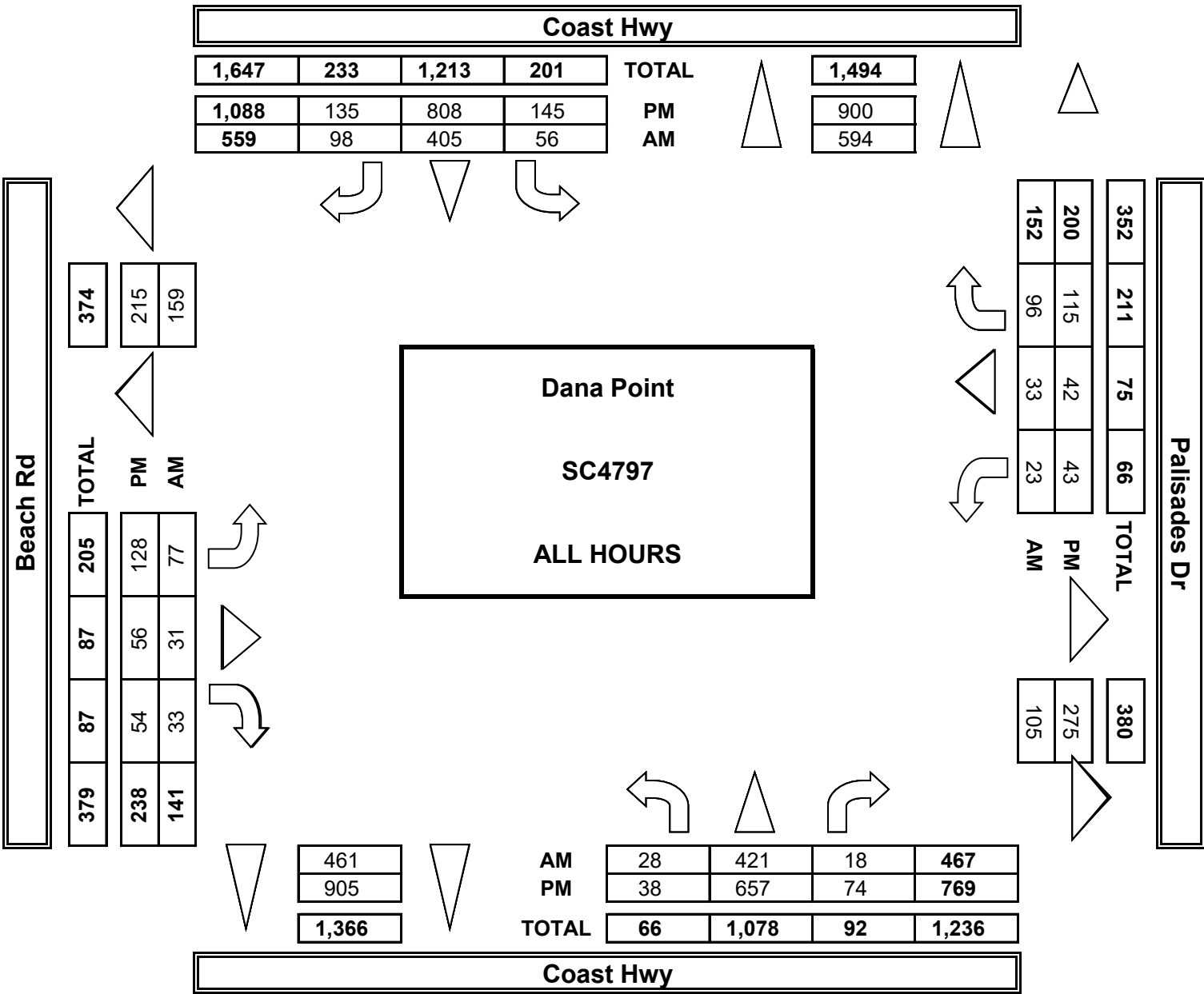
TOTAL

ALL PED + BIKE & SCOOTER					
N LEG	S LEG	E LEG	W LEG	TOTAL	
6	0	0	6	12	
2	0	0	7	9	
2	0	0	7	9	
7	0	0	4	11	
7	0	0	9	16	
12	0	0	2	14	
18	0	0	4	22	
7	0	0	13	20	
61	0	0	52	113	
8	4	0	10	22	
17	0	0	10	27	
1	4	0	1	6	
21	6	0	21	48	
3	1	0	4	8	
11	1	0	8	20	
10	3	1	7	21	
9	2	0	4	15	
80	21	1	65	167	

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
5	0	0	1	6
2	0	0	2	4
2	0	0	3	5
7	0	0	0	7
7	0	0	2	9
11	0	0	0	11
16	0	0	1	17
6	0	0	3	9
56	0	0	12	68
6	0	0	2	8
9	0	0	1	10
1	0	0	0	1
11	0	0	0	11
0	0	0	0	0
2	0	0	0	2
7	0	0	2	9
5	0	0	0	5
41	0	0	5	46

BICYCLE & SCOOTER CROSSINGS				
NL	SL	EL	WL	TOTAL
1	0	0	5	6
0	0	0	5	5
0	0	0	4	4
0	0	0	4	4
0	0	0	7	7
1	0	0	2	3
2	0	0	3	5
1	0	0	10	11
5	0	0	40	45
2	4	0	8	14
8	0	0	9	17
0	4	0	1	5
10	6	0	21	37
3	1	0	4	8
9	1	0	8	18
3	3	1	5	12
4	2	0	4	10
39	21	1	60	121

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TUR

PREPARED BY: AimTD LL

DATE: 7/18/24 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Coast Hwy Palisades Dr

	NOTES:			
PCE Adjusted	Class	1	2	3
	Factor	1	1.5	2

	NORTHBOUND			SOUTHBOUND	
	Coast Hwy			Coast Hwy	
LANES:	NL 1	NT 2	NR 1	SL 1	ST 1

AM	7:00 AM	6	46	1	9	38
	7:15 AM	7	46	2	7	28
	7:30 AM	4	51	1	4	44
	7:45 AM	3	67	2	5	58
	8:00 AM	4	47	4	6	46
	8:15 AM	4	75	1	8	72
	8:30 AM	4	65	4	5	70
	8:45 AM	4	62	3	16	78
	VOLUMES	34	457	18	59	432
	APPROACH %	7%	90%	4%	10%	71%
	APP/DEPART	508	/	641	607	/
	BEGIN PEAK HR	8:00 AM				
	VOLUMES	15	248	12	34	265
	APPROACH %	5%	90%	4%	10%	77%
PM	PEAK HR FACTOR	0.870			0.869	
	APP/DEPART	275	/	347	346	/
	4:00 PM	3	105	10	18	92
	4:15 PM	2	104	7	17	123
	4:30 PM	4	69	11	19	99
	4:45 PM	10	88	14	23	133
	5:00 PM	5	92	4	19	99
	5:15 PM	6	79	14	23	100
	5:30 PM	2	68	9	11	111
	5:45 PM	8	72	9	20	75
	VOLUMES	39	676	77	149	829
	APPROACH %	5%	85%	10%	13%	74%

APP/DEPART	792	/	930	1,122	/
BEGIN PEAK HR	4:15 PM				
VOLUMES	20	353	36	77	453
APPROACH %	5%	86%	9%	13%	75%
PEAK HR FACTOR	0.904			0.860	
APP/DEPART	409	/	489	601	/

Palisades Dr

WEST SIDE

931	253	/	288	210	/	228	0
71 12%	66 51%	35 27%	28 22%	26 21%	24 20%	71 59%	1,258
		0.849			0.811		0.871
506	129	/	148	120	/	115	0

Coast Hwy

NORTH SIDE

EAST SIDE

Palisades Dr

SOUTH SIDE

Coast Hwy

U-TURNS				
NB	SB	EB	WB	TTL

				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 7/18/24 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Coast Hwy Palisades Dr	PROJECT #: LOCATION #: CONTROL:	SC4797 1 SIGNAL

CLASS 1:	NOTES:	AM		▲	
PASSENGER VEHICLES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Coast Hwy			Coast Hwy			Beach Rd			Palisades Dr			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 1	SR 1	EL 1	ET 0.5	ER 0.5	WL 0.5	WT 0.5	WR 1	TOTAL

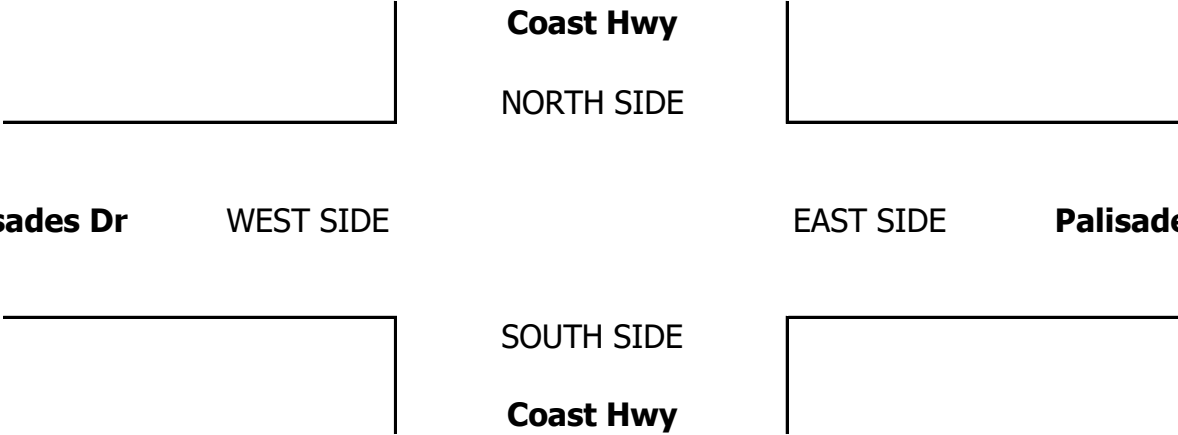
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AM	7:00 AM	4	35	1	4	29	10	5	3	2	0	2	10	105
	7:15 AM	4	38	2	7	26	9	4	0	2	4	4	6	106
	7:30 AM	2	40	1	4	36	8	9	3	3	2	4	12	124
	7:45 AM	1	48	2	5	47	13	9	4	5	4	2	17	157
	8:00 AM	4	41	4	6	36	11	13	4	2	4	7	8	140
	8:15 AM	2	70	1	6	61	10	6	3	6	4	4	16	189
	8:30 AM	2	53	4	5	62	7	8	2	2	1	1	12	159
	8:45 AM	1	50	3	14	70	6	10	7	6	3	5	9	184
	VOLUMES	20	375	18	51	367	74	64	26	28	22	29	90	1,164
	APPROACH %	5%	91%	4%	10%	75%	15%	54%	22%	24%	16%	21%	64%	
	APP/DEPART	413	/	529	492	/	417	118	/	95	141	/	123	0
	BEGIN PEAK HR	8:00 AM												
PM	VOLUMES	9	214	12	31	229	34	37	16	16	12	17	45	672
	APPROACH %	4%	91%	5%	11%	78%	12%	54%	23%	23%	16%	23%	61%	
	PEAK HR FACTOR	0.805			0.817			0.750			0.771			0.889
	APP/DEPART	235	/	296	294	/	257	69	/	59	74	/	60	0
	4:00 PM	3	92	8	16	87	11	13	2	2	4	2	9	249
	4:15 PM	2	95	7	15	112	18	17	4	7	9	5	8	299
	4:30 PM	2	62	11	19	90	9	10	10	6	3	5	18	245
	4:45 PM	8	85	11	23	125	17	15	7	6	2	9	21	329
	5:00 PM	5	84	4	15	93	20	13	8	3	7	2	14	268
	5:15 PM	6	77	12	23	92	21	19	3	12	5	5	10	285
	5:30 PM	2	61	7	11	104	12	15	10	6	6	6	10	250
	5:45 PM	8	69	9	18	73	15	16	6	6	4	3	19	246
	VOLUMES	36	625	69	140	776	123	118	50	48	40	37	109	2,171
	APPROACH %	5%	86%	9%	13%	75%	12%	55%	23%	22%	22%	20%	59%	
	APP/DEPART	730	/	852	1,039	/	864	216	/	259	186	/	196	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	17	326	33	72	420	64	55	29	22	21	21	61	1,141
	APPROACH %	5%	87%	9%	13%	76%	12%	52%	27%	21%	20%	20%	59%	
	PEAK HR FACTOR	0.904			0.842			0.946			0.805			0.867
	APP/DEPART	376	/	442	556	/	463	106	/	134	103	/	102	0

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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Coast Hwy
Palisades Dr

PROJECT #:
LOCATION #:
CONTROL:

SC4797
1
SIGNAL

CLASS 2:
2-AXLE
WORK
VEHICLES/
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Coast Hwy			Coast Hwy			Beach Rd			Palisades Dr			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 1	SR 1	EL 1	ET 0.5	ER 0.5	WL 0.5	WT 0.5	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	1	2	0	2	2	0	2	0	0	0	0	0	9
	7:15 AM	0	3	0	0	1	2	1	1	0	0	0	2	10
	7:30 AM	1	5	0	0	4	2	0	1	1	0	1	1	16
	7:45 AM	1	5	0	0	5	3	0	2	0	0	2	1	19
	8:00 AM	0	4	0	0	4	1	2	0	1	0	0	2	14
	8:15 AM	1	3	0	1	5	2	1	0	0	0	0	0	13
	8:30 AM	1	5	0	0	5	3	3	1	2	0	0	0	20
	8:45 AM	2	6	0	1	2	0	2	0	1	1	1	0	16
	VOLUMES	7	33	0	4	28	13	11	5	5	1	4	6	117
	APPROACH %	18%	83%	0%	9%	62%	29%	52%	24%	24%	9%	36%	55%	
PM	APP/DEPART	40	/	50	45	/	34	21	/	9	11	/	24	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	4	18	0	2	16	6	8	1	4	1	1	2	63
	APPROACH %	18%	82%	0%	8%	67%	25%	62%	8%	31%	25%	25%	50%	
	PEAK HR FACTOR	0.688			0.750			0.542			0.500			0.788
	APP/DEPART	22	/	28	24	/	21	13	/	3	4	/	11	0
	4:00 PM	0	7	1	1	2	2	0	0	0	0	1	0	14
	4:15 PM	0	6	0	1	6	1	1	0	1	1	1	1	19
	4:30 PM	1	3	0	0	3	0	0	0	2	0	0	0	9
	4:45 PM	1	2	2	0	5	0	4	0	0	1	1	0	16
	5:00 PM	0	4	0	1	1	1	1	0	1	1	0	0	10
	5:15 PM	0	1	1	0	5	1	2	0	1	0	1	0	12
	5:30 PM	0	2	0	0	1	1	1	0	1	0	1	0	7
	5:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
	VOLUMES	2	27	4	3	24	6	9	0	6	3	5	1	90
	APPROACH %	6%	82%	12%	9%	73%	18%	60%	0%	40%	33%	56%	11%	
	APP/DEPART	33	/	37	33	/	33	15	/	7	9	/	13	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	2	15	2	2	15	2	6	0	4	3	2	1	54
	APPROACH %	11%	79%	11%	11%	79%	11%	60%	0%	40%	50%	33%	17%	
	PEAK HR FACTOR	0.792			0.594			0.625			0.500			0.711
	APP/DEPART	19	/	22	19	/	22	10	/	4	6	/	6	0

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Coast Hwy

NORTH SIDE

Palisades Dr

WEST SIDE

SOUTH SIDE

Coast Hwy

EAST SIDE

Palisades Dr

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Coast Hwy
Palisades Dr

PROJECT #:
LOCATION #:
CONTROL:

SC4797
1
SIGNAL

CLASS 3:
3-AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Coast Hwy			Coast Hwy			Beach Rd			Palisades Dr			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 1	SR 1	EL 1	ET 0.5	ER 0.5	WL 0.5	WT 0.5	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	0	0	1	2	0	0	0	0	0	0	3
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	3	0	0	0	9	0	0	0	0	0	12
	8:00 AM	0	0	0	0	0	1	1	0	0	0	0	2
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	1	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	3	0	1	2	11	1	0	0	0	0	18
	APPROACH %	0%	100%	0%	7%	14%	79%	100%	0%	0%	0%	0%	
	APP/DEPART	3	/	4	14	/	2	1	/	1	0	/	11
	BEGIN PEAK HR	8:00 AM											
PM	VOLUMES	0	0	0	0	0	2	1	0	0	0	0	3
	APPROACH %	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.500			0.250			0.000		
	APP/DEPART	0	/	1	2	/	0	1	/	0	0	/	2
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	1	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	1	0	0	0	0	1
	5:00 PM	0	0	0	1	1	0	0	0	0	0	0	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	1	0	0	0	0	0	0	0	1
	VOLUMES	0	1	0	2	2	0	1	0	0	0	0	6
	APPROACH %	0%	100%	0%	50%	50%	0%	100%	0%	0%	0%	0%	
	APP/DEPART	1	/	2	4	/	2	1	/	2	0	/	0
	BEGIN PEAK HR	4:15 PM											
	VOLUMES	0	0	0	1	2	0	1	0	0	0	0	4
	APPROACH %	0%	0%	0%	33%	67%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.375			0.250			0.000		
	APP/DEPART	0	/	1	3	/	2	1	/	1	0	/	0

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Coast Hwy

NORTH SIDE

Palisades Dr

WEST SIDE

EAST SIDE

Palisades Dr

Coast Hwy

SOUTH SIDE

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Coast Hwy
Palisades Dr

PROJECT #:
LOCATION #:
CONTROL:

SC4797
1
SIGNAL

CLASS 4:
4 OR MORE
AXLE
TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Coast Hwy			Coast Hwy			Beach Rd			Palisades Dr			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 1	SR 1	EL 1	ET 0.5	ER 0.5	WL 0.5	WT 0.5	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	2	0	0	0	0	0	0	0	0	0	2	
	7:15 AM	1	1	0	0	0	1	0	0	0	0	0	3	
	7:30 AM	0	1	0	0	0	0	0	0	0	0	0	1	
	7:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	1	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	
	VOLUMES	1	6	0	0	3	0	1	0	0	0	0	11	
	APPROACH %	14%	86%	0%	0%	100%	0%	100%	0%	0%	0%	0%		
PM	APP/DEPART	7	/	7	3	/	3	1	/	0	0	/	1	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	0	1	0	0	2	0	0	0	0	0	0	3	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%		
	PEAK HR FACTOR	0.250			0.500			0.000			0.000			0.375
	APP/DEPART	1	/	1	2	/	2	0	/	0	0	/	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	1	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	1	
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%		
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
	PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

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Coast Hwy

NORTH SIDE

Palisades Dr

WEST SIDE

SOUTH SIDE

Coast Hwy

EAST SIDE

Palisades Dr

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
7/18/24
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Dana Point
Coast Hwy
Palisades Dr

PROJECT #:
LOCATION #:
CONTROL:

SC4797
1
SIGNAL

CLASS 5:
RV

NOTES:

AM
PM
MD
OTHER
OTHER

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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Coast Hwy			Coast Hwy			Beach Rd			Palisades Dr			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 1	SR 1	EL 1	ET 0.5	ER 0.5	WL 0.5	WT 0.5	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	8:00 AM											
PM	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0
	BEGIN PEAK HR	4:15 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000		
	APP/DEPART	0	/	0	0	/	0	/	0	0	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

Coast Hwy

NORTH SIDE

Palisades Dr

WEST SIDE

SOUTH SIDE

Coast Hwy

EAST SIDE

Palisades Dr

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 7/18/24 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Dana Point Coast Hwy Palisades Dr	PROJECT #: LOCATION #: CONTROL:	SC4797 1 SIGNAL

CLASS 6:	NOTES:	AM		▲	
BUSES		PM		N	
		MD	◀ W		E ▶
		OTHER		S	
		OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Coast Hwy			Coast Hwy			Beach Rd			Palisades Dr			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 1	SR 1	EL 1	ET 0.5	ER 0.5	WL 0.5	WT 0.5	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	1
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	0	2	0	0	0	0	0	0	2
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	2	0	0	0	0	0	0	0	0	0	2
	8:45 AM	0	0	0	0	1	0	0	0	0	0	0	1
	VOLUMES	0	4	0	0	5	0	0	0	0	0	0	9
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	4	/	4	5	/	5	0	/	0	0	/	0
	BEGIN PEAK HR	8:00 AM											
	VOLUMES	0	2	0	0	3	0	0	0	0	0	0	5
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.250			0.375			0.000			0.000		
	APP/DEPART	2	/	2	3	/	3	0	/	0	0	/	0

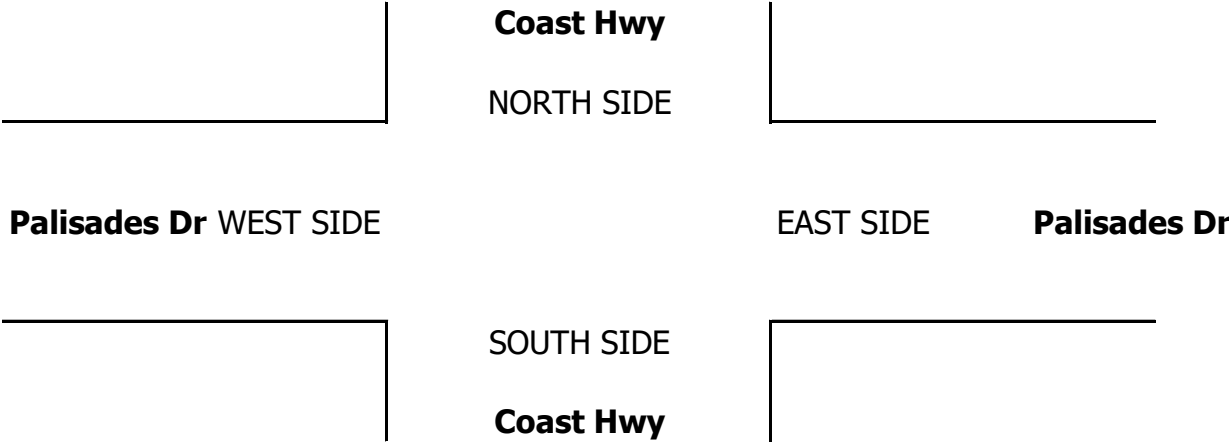
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0

PM	4:00 PM	0	1	0	0	1	1	0	0	0	0	0	3
	4:15 PM	0	0	0	0	0	0	1	0	0	0	1	2
	4:30 PM	0	1	0	0	2	1	0	1	0	0	1	6
	4:45 PM	0	0	0	0	0	1	0	1	0	0	1	3
	5:00 PM	0	1	0	0	1	0	0	0	0	0	1	3
	5:15 PM	0	0	0	0	0	1	0	1	0	0	0	2
	5:30 PM	0	1	1	0	1	1	0	1	0	0	0	5
	5:45 PM	0	0	0	0	0	1	0	1	0	0	1	3
	VOLUMES	0	4	1	0	5	6	0	6	0	0	5	27
	APPROACH %	0%	80%	20%	0%	45%	55%	0%	100%	0%	0%	100%	
	APP/DEPART	5	/	9	11	/	5	6	/	7	5	/	6
	BEGIN PEAK HR	4:15 PM											
	VOLUMES	0	2	0	0	3	2	0	3	0	0	4	14
	APPROACH %	0%	100%	0%	0%	60%	40%	0%	100%	0%	0%	100%	
	PEAK HR FACTOR	0.500			0.417			0.750			1.000		
	APP/DEPART	2	/	6	5	/	3	3	/	3	4	/	2

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0



Appendix B.

Intersection LOS

Worksheets

HCM 6th Signalized Intersection Summary

1: Coast Hwy & Beach Rd/Palisades Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	17	20	13	18	47	13	235	12	33	250	42
Future Volume (veh/h)	46	17	20	13	18	47	13	235	12	33	250	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	50	18	4	14	20	5	14	255	5	36	272	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	198	164	36	60	86	127	58	475	402	133	553	442
Arrive On Green	0.11	0.11	0.11	0.08	0.08	0.08	0.03	0.25	0.25	0.07	0.29	0.29
Sat Flow, veh/h	1795	1485	330	761	1087	1598	1795	1885	1598	1795	1885	1506
Grp Volume(v), veh/h	50	0	22	34	0	5	14	255	5	36	272	22
Grp Sat Flow(s),veh/h/ln	1795	0	1815	1847	0	1598	1795	1885	1598	1795	1885	1506
Q Serve(g_s), s	1.0	0.0	0.4	0.7	0.0	0.1	0.3	4.6	0.1	0.8	4.7	0.4
Cycle Q Clear(g_c), s	1.0	0.0	0.4	0.7	0.0	0.1	0.3	4.6	0.1	0.8	4.7	0.4
Prop In Lane	1.00		0.18	0.41		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	198	0	200	146	0	127	58	475	402	133	553	442
V/C Ratio(X)	0.25	0.00	0.11	0.23	0.00	0.04	0.24	0.54	0.01	0.27	0.49	0.05
Avail Cap(c_a), veh/h	1358	0	1373	2795	0	2418	1358	3328	2821	1811	3328	2658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	15.9	17.1	0.0	16.9	18.7	12.8	11.1	17.3	11.6	10.0
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.3	0.0	0.0	0.8	0.9	0.0	0.4	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.2	0.3	0.0	0.0	0.1	1.5	0.0	0.3	1.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.4	0.0	16.0	17.4	0.0	16.9	19.5	13.8	11.1	17.7	12.2	10.1
LnGrp LOS	B		B	B		B	B	B	B	B	B	B
Approach Vol, veh/h	72			39			274			330		
Approach Delay, s/veh	16.3			17.4			14.0			12.7		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	17.4		7.7	7.1	15.8		9.0				
Change Period (Y+Rc), s	4.2	5.8		4.6	4.2	5.8		4.6				
Max Green Setting (Gmax), s	30.0	70.0		60.0	40.0	70.0		30.0				
Max Q Clear Time (g_c+I1), s	2.3	6.7		2.7	2.8	6.6		3.0				
Green Ext Time (p_c), s	0.0	1.6		0.1	0.0	1.4		0.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	13.8											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

2: Doheny Park Rd & Victoria Blvd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	10	34	95	19	45	30	538	58	15	383	9
Future Volume (veh/h)	28	10	34	95	19	45	30	538	58	15	383	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	30	11	11	103	21	13	33	585	29	16	416	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	453	400	334	471	230	142	110	1486	662	59	1382	600
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.06	0.41	0.41	0.03	0.39	0.39
Sat Flow, veh/h	1382	1885	1573	1397	1082	670	1795	3582	1596	1795	3582	1554
Grp Volume(v), veh/h	30	11	11	103	0	34	33	585	29	16	416	5
Grp Sat Flow(s),veh/h/ln	1382	1885	1573	1397	0	1752	1795	1791	1596	1795	1791	1554
Q Serve(g_s), s	0.7	0.2	0.2	2.5	0.0	0.6	0.7	4.5	0.4	0.3	3.2	0.1
Cycle Q Clear(g_c), s	1.3	0.2	0.2	2.7	0.0	0.6	0.7	4.5	0.4	0.3	3.2	0.1
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	453	400	334	471	0	372	110	1486	662	59	1382	600
V/C Ratio(X)	0.07	0.03	0.03	0.22	0.00	0.09	0.30	0.39	0.04	0.27	0.30	0.01
Avail Cap(c_a), veh/h	1554	1901	1586	2289	0	2651	1358	5419	2414	1811	5419	2351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.1	12.4	12.4	13.4	0.0	12.6	17.8	8.1	6.9	18.7	8.5	7.5
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	0.1	1.5	0.2	0.0	2.5	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.1	0.7	0.0	0.2	0.3	1.2	0.1	0.2	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.1	12.4	12.4	13.7	0.0	12.7	19.3	8.4	7.0	21.2	8.6	7.5
LnGrp LOS	B	B	B	B		B	B	A	A	C	A	A
Approach Vol, veh/h	52			137			647			437		
Approach Delay, s/veh	12.8			13.4			8.9			9.1		
Approach LOS	B			B			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	20.0		13.0	5.5	21.2		13.0				
Change Period (Y+Rc), s	4.2	4.7		4.6	4.2	4.7		4.6				
Max Green Setting (Gmax), s	30.0	60.0		60.0	40.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s	2.7	5.2		4.7	2.3	6.5		3.3				
Green Ext Time (p_c), s	0.1	4.4		0.5	0.0	6.7		0.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				9.6								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary

3: Dana Point Harbor Dr/Del Obispo St & Pacific Coast Hwy Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	862	106	657	1233	214	30	91	252	260	137	121
Future Volume (veh/h)	73	862	106	657	1233	214	30	91	252	260	137	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	980	113	747	1401	234	34	103	261	295	156	27
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	1483	171	926	2109	352	107	198	1044	371	286	242
Arrive On Green	0.11	0.32	0.32	0.27	0.48	0.48	0.06	0.11	0.11	0.11	0.15	0.15
Sat Flow, veh/h	1781	4635	533	3456	4387	732	1781	1870	2790	3456	1870	1582
Grp Volume(v), veh/h	83	719	374	747	1087	548	34	103	261	295	156	27
Grp Sat Flow(s),veh/h/ln	1781	1702	1764	1728	1702	1715	1781	1870	1395	1728	1870	1582
Q Serve(g_s), s	4.5	18.9	19.0	20.9	25.3	25.3	1.9	5.4	6.7	8.6	8.0	1.5
Cycle Q Clear(g_c), s	4.5	18.9	19.0	20.9	25.3	25.3	1.9	5.4	6.7	8.6	8.0	1.5
Prop In Lane	1.00		0.30	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	1089	564	926	1637	825	107	198	1044	371	286	242
V/C Ratio(X)	0.41	0.66	0.66	0.81	0.66	0.66	0.32	0.52	0.25	0.80	0.54	0.11
Avail Cap(c_a), veh/h	515	2134	1106	2499	2134	1075	515	631	1689	1000	631	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	30.4	30.4	35.4	20.5	20.5	46.7	43.9	22.4	45.2	40.6	37.8
Incr Delay (d2), s/veh	0.5	1.0	1.9	2.4	0.7	1.4	1.7	2.1	0.1	1.5	1.6	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	7.3	7.8	8.6	9.1	9.3	0.9	2.6	2.1	3.7	3.7	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.2	31.4	32.3	37.9	21.2	21.9	48.4	45.9	22.5	46.7	42.2	38.0
LnGrp LOS	D	C	C	D	C	C	D	D	C	D	D	D
Approach Vol, veh/h	1176					2382		398		478		
Approach Delay, s/veh	32.5					26.6		30.8		44.7		
Approach LOS	C					C		C		D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	56.0	15.3	16.4	32.7	39.3	10.4	21.3				
Change Period (Y+Rc), s	4.2	6.1	4.2	5.4	4.9	6.1	4.2	5.4				
Max Green Setting (Gmax), s	30.0	65.0	30.0	35.0	75.0	65.0	30.0	35.0				
Max Q Clear Time (g_c+I1), s	6.5	27.3	10.6	8.7	22.9	21.0	3.9	10.0				
Green Ext Time (p_c), s	0.1	20.3	0.5	1.5	4.9	12.1	0.1	0.8				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			30.5									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

4: Golden Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	532	32	30	815	152	46	103	20	243	261	87
Future Volume (veh/h)	48	532	32	30	815	152	46	103	20	243	261	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	572	32	32	876	100	49	111	8	261	281	20
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	1682	94	107	1669	733	119	564	40	322	363	297
Arrive On Green	0.08	0.49	0.49	0.06	0.47	0.47	0.07	0.17	0.17	0.09	0.19	0.19
Sat Flow, veh/h	1781	3418	191	1781	3554	1560	1781	3357	239	3456	1870	1532
Grp Volume(v), veh/h	52	297	307	32	876	100	49	58	61	261	281	20
Grp Sat Flow(s),veh/h/ln	1781	1777	1832	1781	1777	1560	1781	1777	1819	1728	1870	1532
Q Serve(g_s), s	3.3	12.2	12.3	2.1	20.8	4.4	3.2	3.4	3.5	8.9	17.1	1.3
Cycle Q Clear(g_c), s	3.3	12.2	12.3	2.1	20.8	4.4	3.2	3.4	3.5	8.9	17.1	1.3
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	147	874	901	107	1669	733	119	299	306	322	363	297
V/C Ratio(X)	0.35	0.34	0.34	0.30	0.52	0.14	0.41	0.19	0.20	0.81	0.77	0.07
Avail Cap(c_a), veh/h	279	874	901	279	1669	733	294	299	306	513	363	297
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.0	18.6	18.6	54.0	22.4	18.0	53.7	42.9	43.0	53.4	45.9	39.5
Incr Delay (d2), s/veh	0.5	1.1	1.0	0.6	1.2	0.4	0.8	0.1	0.1	2.3	14.8	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.9	5.1	0.9	8.4	1.6	1.4	1.5	1.5	4.0	9.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.6	19.6	19.6	54.5	23.6	18.4	54.5	43.0	43.1	55.6	60.7	39.9
LnGrp LOS	D	B	B	D	C	B	D	D	D	E	E	D
Approach Vol, veh/h		656			1008			168			562	
Approach Delay, s/veh		22.3			24.0			46.4			57.6	
Approach LOS		C			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	65.1	13.2	29.2	15.1	62.5	16.4	26.1				
Change Period (Y+Rc), s	5.2	6.1	5.2	* 5.9	5.2	6.1	5.2	5.9				
Max Green Setting (Gmax), s	18.8	35.9	19.8	* 23	18.8	35.9	17.8	14.1				
Max Q Clear Time (g_c+I1), s	4.1	14.3	5.2	19.1	5.3	22.8	10.9	5.5				
Green Ext Time (p_c), s	0.0	3.8	0.0	0.6	0.0	5.5	0.3	0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			33.0									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

5: Blue Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	604	9	38	845	12	40	6	21	7	4	8
Future Volume (veh/h)	3	604	9	38	845	12	40	6	21	7	4	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.95	0.99		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	686	7	43	960	14	45	7	4	8	5	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	16	1623	703	172	1949	28	382	340	281	380	340	281
Arrive On Green	0.01	0.46	0.46	0.10	0.54	0.54	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	3554	1540	1781	3582	52	1394	1870	1545	1388	1870	1545
Grp Volume(v), veh/h	3	686	7	43	476	498	45	7	4	8	5	1
Grp Sat Flow(s),veh/h/ln	1781	1777	1540	1781	1777	1858	1394	1870	1545	1388	1870	1545
Q Serve(g_s), s	0.1	7.1	0.1	1.2	9.1	9.1	1.5	0.2	0.1	0.3	0.1	0.0
Cycle Q Clear(g_c), s	0.1	7.1	0.1	1.2	9.1	9.1	1.6	0.2	0.1	0.4	0.1	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	16	1623	703	172	967	1011	382	340	281	380	340	281
V/C Ratio(X)	0.19	0.42	0.01	0.25	0.49	0.49	0.12	0.02	0.01	0.02	0.01	0.00
Avail Cap(c_a), veh/h	976	3895	1688	976	1948	2036	1274	1538	1270	1268	1538	1270
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	10.0	8.1	22.9	7.8	7.8	19.0	18.4	18.4	18.6	18.4	18.3
Incr Delay (d2), s/veh	2.1	0.2	0.0	0.3	0.6	0.5	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.0	0.0	0.5	2.2	2.3	0.5	0.1	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.0	10.3	8.1	23.2	8.3	8.3	19.1	18.4	18.4	18.6	18.4	18.3
LnGrp LOS	C	B	A	C	A	A	B	B	B	B	B	B
Approach Vol, veh/h		696			1017			56			14	
Approach Delay, s/veh		10.3			8.9			18.9			18.5	
Approach LOS		B			A			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	30.7		14.6	4.7	35.5		14.6				
Change Period (Y+Rc), s	4.2	5.7		4.6	4.2	5.7		4.6				
Max Green Setting (Gmax), s	30.0	60.0		45.0	30.0	60.0		45.0				
Max Q Clear Time (g_c+I1), s	3.2	9.1		2.4	2.1	11.1		3.6				
Green Ext Time (p_c), s	0.0	7.1		0.0	0.0	10.2		0.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			9.9									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary

6: Pacific Coast Hwy & Selva Rd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	36	69	44	42	115	88	816	52	39	570	106
Future Volume (veh/h)	73	36	69	44	42	115	88	816	52	39	570	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.95	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	64	72	29	51	49	48	102	949	24	45	663	44
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	90	234	195	77	220	177	130	1480	659	70	1360	603
Arrive On Green	0.05	0.12	0.12	0.04	0.12	0.12	0.07	0.41	0.41	0.04	0.38	0.38
Sat Flow, veh/h	1795	1885	1576	1795	1885	1519	1795	3582	1594	1795	3582	1589
Grp Volume(v), veh/h	64	72	29	51	49	48	102	949	24	45	663	44
Grp Sat Flow(s),veh/h/ln	1795	1885	1576	1795	1885	1519	1795	1791	1594	1795	1791	1589
Q Serve(g_s), s	1.5	1.5	0.7	1.2	1.0	1.2	2.3	8.9	0.4	1.0	5.9	0.7
Cycle Q Clear(g_c), s	1.5	1.5	0.7	1.2	1.0	1.2	2.3	8.9	0.4	1.0	5.9	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	90	234	195	77	220	177	130	1480	659	70	1360	603
V/C Ratio(X)	0.71	0.31	0.15	0.66	0.22	0.27	0.78	0.64	0.04	0.64	0.49	0.07
Avail Cap(c_a), veh/h	171	1348	1126	171	1348	1086	257	2902	1291	257	2902	1288
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	16.7	16.4	19.8	16.8	16.9	19.1	9.8	7.3	19.9	9.9	8.3
Incr Delay (d2), s/veh	9.9	0.7	0.3	9.5	0.5	0.8	9.8	0.5	0.0	9.5	0.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.6	0.2	0.6	0.4	0.4	1.1	2.1	0.1	0.5	1.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.5	17.5	16.8	29.3	17.3	17.7	29.0	10.3	7.4	29.4	10.2	8.4
LnGrp LOS	C	B	B	C	B	B	C	B	A	C	B	A
Approach Vol, veh/h		165			148			1075			752	
Approach Delay, s/veh		22.0			21.6			12.0			11.2	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.6	21.3	6.1	8.9	7.0	19.9	5.8	9.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	6.0	34.0	4.0	30.0	6.0	34.0	4.0	30.0				
Max Q Clear Time (g_c+I1), s	3.0	10.9	3.5	3.2	4.3	7.9	3.2	3.5				
Green Ext Time (p_c), s	0.0	6.3	0.0	0.4	0.0	4.3	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			13.2									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

7: Pacific Coast Hwy & Ritz Carlton Dr/Niguel Rd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	105	44	170	97	197	86	704	192	142	504	14
Future Volume (veh/h)	62	105	44	170	97	197	86	704	192	142	504	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	70	119	9	193	110	83	98	800	77	161	573	6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	92	289	126	248	601	259	172	1270	566	297	1232	546
Arrive On Green	0.05	0.08	0.08	0.14	0.17	0.17	0.10	0.35	0.35	0.09	0.34	0.34
Sat Flow, veh/h	1795	3582	1563	1795	3582	1544	1795	3582	1595	3483	3582	1586
Grp Volume(v), veh/h	70	119	9	193	110	83	98	800	77	161	573	6
Grp Sat Flow(s),veh/h/ln	1795	1791	1563	1795	1791	1544	1795	1791	1595	1742	1791	1586
Q Serve(g_s), s	1.8	1.5	0.2	4.9	1.2	2.2	2.4	8.7	1.5	2.1	5.9	0.1
Cycle Q Clear(g_c), s	1.8	1.5	0.2	4.9	1.2	2.2	2.4	8.7	1.5	2.1	5.9	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	92	289	126	248	601	259	172	1270	566	297	1232	546
V/C Ratio(X)	0.76	0.41	0.07	0.78	0.18	0.32	0.57	0.63	0.14	0.54	0.47	0.01
Avail Cap(c_a), veh/h	306	2597	1133	421	2826	1218	306	3055	1360	297	2750	1218
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	20.5	19.9	19.5	16.8	17.2	20.3	12.6	10.3	20.6	12.0	10.1
Incr Delay (d2), s/veh	12.3	0.9	0.2	5.2	0.1	0.7	2.9	0.5	0.1	2.0	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.6	0.1	2.1	0.4	0.7	1.0	2.5	0.4	0.8	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.3	21.4	20.2	24.7	16.9	17.9	23.2	13.1	10.4	22.6	12.3	10.1
LnGrp LOS	C	C	C	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		198			386			975			740	
Approach Delay, s/veh		25.9			21.0			13.9			14.5	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	20.6	6.4	11.9	8.5	20.1	10.5	7.8				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	4.0	40.0	8.0	37.0	8.0	36.0	11.0	34.0				
Max Q Clear Time (g_c+I1), s	4.1	10.7	3.8	4.2	4.4	7.9	6.9	3.5				
Green Ext Time (p_c), s	0.0	5.6	0.0	0.9	0.1	3.6	0.2	0.7				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			16.3									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

8: Pacific Coast Hwy & Monarch Bay Dr/Crown Valley Pkwy Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	45	28	291	49	621	28	681	216	337	464	10
Future Volume (veh/h)	8	45	28	291	49	621	28	681	216	337	464	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	9	52	5	379	0	279	33	792	128	392	540	12
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	18	101	98	633	0	1038	123	1187	807	534	1490	33
Arrive On Green	0.06	0.06	0.06	0.18	0.00	0.18	0.07	0.33	0.33	0.15	0.42	0.42
Sat Flow, veh/h	276	1595	1541	3591	0	3107	1795	3582	1586	3483	3581	80
Grp Volume(v), veh/h	61	0	5	379	0	279	33	792	128	392	270	282
Grp Sat Flow(s),veh/h/ln	1871	0	1541	1795	0	1553	1795	1791	1586	1742	1791	1869
Q Serve(g_s), s	1.8	0.0	0.2	5.7	0.0	3.8	1.0	11.0	2.5	6.2	6.0	6.0
Cycle Q Clear(g_c), s	1.8	0.0	0.2	5.7	0.0	3.8	1.0	11.0	2.5	6.2	6.0	6.0
Prop In Lane	0.15		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	119	0	98	633	0	1038	123	1187	807	534	745	778
V/C Ratio(X)	0.51	0.00	0.05	0.60	0.00	0.27	0.27	0.67	0.16	0.73	0.36	0.36
Avail Cap(c_a), veh/h	1062	0	875	1544	0	1826	185	2279	1291	839	1386	1447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	0.0	25.6	22.1	0.0	14.3	25.7	16.7	7.7	23.5	11.7	11.7
Incr Delay (d2), s/veh	3.4	0.0	0.2	0.9	0.0	0.1	1.1	0.7	0.1	2.0	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.1	2.2	0.0	1.3	0.4	3.7	1.0	2.3	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.8	0.0	25.8	23.0	0.0	14.5	26.8	17.3	7.8	25.4	12.0	12.0
LnGrp LOS	C		C	C		B	C	B	A	C	B	B
Approach Vol, veh/h		66			658			953			944	
Approach Delay, s/veh		29.5			19.4			16.4			17.6	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	23.3		14.3	8.0	28.2		7.7				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	37.0		25.0	6.0	45.0		33.0				
Max Q Clear Time (g_c+I1), s	8.2	13.0		7.7	3.0	8.0		3.8				
Green Ext Time (p_c), s	0.7	5.5		2.4	0.0	3.0		0.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				17.9								
HCM 6th LOS				B								
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

9: Golden Lantern & Dana Point Harbor Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	187	17	159	392	94	39	31	68	89	96	121
Future Volume (veh/h)	75	187	17	159	392	94	39	31	68	89	96	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.97	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	94	234	6	199	490	39	49	39	26	111	120	34
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	243	987	397	254	1009	434	152	428	574	212	491	411
Arrive On Green	0.14	0.28	0.28	0.14	0.28	0.28	0.08	0.23	0.23	0.12	0.26	0.26
Sat Flow, veh/h	1795	3582	1441	1795	3582	1543	1795	1885	1534	1795	1885	1579
Grp Volume(v), veh/h	94	234	6	199	490	39	49	39	26	111	120	34
Grp Sat Flow(s),veh/h/ln	1795	1791	1441	1795	1791	1543	1795	1885	1534	1795	1885	1579
Q Serve(g_s), s	3.7	3.9	0.2	8.2	8.7	1.4	2.0	1.3	0.8	4.4	3.8	1.2
Cycle Q Clear(g_c), s	3.7	3.9	0.2	8.2	8.7	1.4	2.0	1.3	0.8	4.4	3.8	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	987	397	254	1009	434	152	428	574	212	491	411
V/C Ratio(X)	0.39	0.24	0.02	0.78	0.49	0.09	0.32	0.09	0.05	0.52	0.24	0.08
Avail Cap(c_a), veh/h	821	3042	1223	1055	3042	1310	704	985	1028	821	985	825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	21.5	20.2	31.7	22.9	20.3	33.0	23.4	15.5	31.7	22.3	21.4
Incr Delay (d2), s/veh	0.4	0.2	0.0	5.2	0.5	0.1	0.5	0.0	0.0	0.7	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.6	0.1	3.8	3.6	0.5	0.8	0.5	0.3	1.9	1.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.6	21.7	20.2	36.9	23.4	20.4	33.4	23.4	15.5	32.5	22.4	21.4
LnGrp LOS	C	C	C	D	C	C	C	C	B	C	C	C
Approach Vol, veh/h	334			728			114			265		
Approach Delay, s/veh	24.1			26.9			25.9			26.5		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	26.0	10.7	24.8	14.6	26.5	13.3	22.3				
Change Period (Y+Rc), s	4.2	4.9	4.2	4.9	4.2	4.9	4.2	4.9				
Max Green Setting (Gmax), s	45.0	65.0	30.0	40.0	35.0	65.0	35.0	40.0				
Max Q Clear Time (g_c+I1), s	10.2	5.9	4.0	5.8	5.7	10.7	6.4	3.3				
Green Ext Time (p_c), s	0.6	2.4	0.0	0.4	0.1	5.7	0.1	0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	26.1											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

10: Golden Lantern & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	352	68	87	292	158	46	269	122	192	469	90
Future Volume (veh/h)	38	352	68	87	292	158	46	269	122	192	469	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	43	396	21	98	328	93	52	302	28	216	527	34
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	67	754	331	125	870	631	163	723	321	279	955	418
Arrive On Green	0.04	0.21	0.21	0.07	0.24	0.24	0.09	0.20	0.20	0.16	0.27	0.27
Sat Flow, veh/h	1795	3582	1571	1795	3582	1574	1795	3582	1593	1795	3582	1567
Grp Volume(v), veh/h	43	396	21	98	328	93	52	302	28	216	527	34
Grp Sat Flow(s),veh/h/ln	1795	1791	1571	1795	1791	1574	1795	1791	1593	1795	1791	1567
Q Serve(g_s), s	1.0	4.3	0.5	2.4	3.4	1.7	1.2	3.2	0.6	5.1	5.6	0.7
Cycle Q Clear(g_c), s	1.0	4.3	0.5	2.4	3.4	1.7	1.2	3.2	0.6	5.1	5.6	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	67	754	331	125	870	631	163	723	321	279	955	418
V/C Ratio(X)	0.64	0.53	0.06	0.79	0.38	0.15	0.32	0.42	0.09	0.77	0.55	0.08
Avail Cap(c_a), veh/h	204	3167	1389	204	3167	1640	285	3005	1336	529	3492	1528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.9	15.5	13.9	20.2	13.9	8.5	18.8	15.3	14.3	17.9	13.9	12.1
Incr Delay (d2), s/veh	10.0	0.6	0.1	10.4	0.3	0.1	1.1	0.4	0.1	4.6	0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.5	0.1	1.2	1.1	0.4	0.5	1.1	0.2	2.1	1.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.9	16.0	14.0	30.6	14.2	8.6	19.9	15.7	14.4	22.4	14.4	12.2
LnGrp LOS	C	B	B	C	B	A	B	B	B	C	B	B
Approach Vol, veh/h	460			519			382			777		
Approach Delay, s/veh	17.3			16.3			16.2			16.5		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.9	12.9	7.1	13.3	8.0	15.8	5.6	14.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	13.0	37.0	5.0	39.0	7.0	43.0	5.0	39.0				
Max Q Clear Time (g_c+l1), s	7.1	5.2	4.4	6.3	3.2	7.6	3.0	5.4				
Green Ext Time (p_c), s	0.3	2.0	0.0	2.6	0.0	3.7	0.0	2.4				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	16.6											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

11: Del Obispo St & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	895	121	97	495	196	80	157	119	273	326	81
Future Volume (veh/h)	80	895	121	97	495	196	80	157	119	273	326	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	973	72	105	538	89	87	171	44	297	354	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	1275	558	187	1244	554	214	342	86	343	526	114
Arrive On Green	0.11	0.36	0.36	0.11	0.35	0.35	0.12	0.12	0.12	0.19	0.18	0.18
Sat Flow, veh/h	1781	3554	1555	1781	3554	1584	1781	2811	704	1781	2901	632
Grp Volume(v), veh/h	87	973	72	105	538	89	87	106	109	297	215	217
Grp Sat Flow(s),veh/h/ln	1781	1777	1555	1781	1777	1584	1781	1777	1738	1781	1777	1755
Q Serve(g_s), s	4.0	21.2	2.7	4.9	10.2	3.4	4.0	4.9	5.1	14.2	9.9	10.1
Cycle Q Clear(g_c), s	4.0	21.2	2.7	4.9	10.2	3.4	4.0	4.9	5.1	14.2	9.9	10.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.40	1.00		0.36
Lane Grp Cap(c), veh/h	203	1275	558	187	1244	554	214	216	211	343	322	318
V/C Ratio(X)	0.43	0.76	0.13	0.56	0.43	0.16	0.41	0.49	0.51	0.87	0.67	0.68
Avail Cap(c_a), veh/h	609	1619	709	609	2428	1082	913	809	792	609	809	800
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	24.9	18.9	37.4	21.9	19.7	35.7	36.0	36.1	34.4	33.5	33.6
Incr Delay (d2), s/veh	0.5	2.0	0.1	1.0	0.3	0.2	1.8	1.7	1.9	6.6	2.4	2.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	8.6	0.9	2.1	4.0	1.2	1.8	2.1	2.2	6.5	4.3	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.8	26.9	19.1	38.3	22.2	19.8	37.5	37.8	38.1	41.0	35.9	36.1
LnGrp LOS	D	C	B	D	C	B	D	D	D	D	D	D
Approach Vol, veh/h		1132			732			302			729	
Approach Delay, s/veh		27.1			24.2			37.8			38.1	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.1	16.1	13.4	37.2	15.9	21.3	14.2	36.4				
Change Period (Y+Rc), s	4.2	5.4	4.2	5.7	5.3	5.4	4.2	5.7				
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	45.0	40.0	30.0	60.0				
Max Q Clear Time (g_c+I1), s	16.2	7.1	6.9	23.2	6.0	12.1	6.0	12.2				
Green Ext Time (p_c), s	0.7	1.2	0.1	8.3	0.4	2.5	0.1	6.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			30.3									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

12: Niguel Rd & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	13	5	209	2	161	5	304	179	129	300	3
Future Volume (veh/h)	6	13	5	209	2	161	5	304	179	129	300	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	7	15	0	240	2	55	6	349	53	148	345	2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	13	73	0	312	386	328	203	817	356	191	792	339
Arrive On Green	0.01	0.04	0.00	0.17	0.21	0.21	0.11	0.23	0.23	0.11	0.22	0.22
Sat Flow, veh/h	1795	1885	0	1795	1885	1598	1795	3582	1562	1795	3582	1533
Grp Volume(v), veh/h	7	15	0	240	2	55	6	349	53	148	345	2
Grp Sat Flow(s),veh/h/ln	1795	1885	0	1795	1885	1598	1795	1791	1562	1795	1791	1533
Q Serve(g_s), s	0.1	0.3	0.0	4.5	0.0	1.0	0.1	2.9	1.0	2.8	2.9	0.0
Cycle Q Clear(g_c), s	0.1	0.3	0.0	4.5	0.0	1.0	0.1	2.9	1.0	2.8	2.9	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	13	73	0	312	386	328	203	817	356	191	792	339
V/C Ratio(X)	0.52	0.20	0.00	0.77	0.01	0.17	0.03	0.43	0.15	0.77	0.44	0.01
Avail Cap(c_a), veh/h	203	1815	0	559	2189	1855	203	3753	1637	356	4057	1736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	16.4	0.0	13.9	11.2	11.6	13.9	11.7	10.9	15.4	11.9	10.7
Incr Delay (d2), s/veh	27.5	1.4	0.0	4.0	0.0	0.2	0.1	0.4	0.2	6.6	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.0	1.7	0.0	0.3	0.0	0.9	0.3	1.2	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.0	17.8	0.0	17.9	11.2	11.8	14.0	12.0	11.1	21.9	12.2	10.7
LnGrp LOS	D	B		B	B	B	B	B	B	C	B	B
Approach Vol, veh/h	22			297			408			495		
Approach Delay, s/veh	26.5			16.8			11.9			15.1		
Approach LOS	C			B			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.8	12.1	10.1	5.4	8.0	11.8	4.3	11.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	37.0	11.0	34.0	4.0	40.0	4.0	41.0				
Max Q Clear Time (g_c+I1), s	4.8	4.9	6.5	2.3	2.1	4.9	2.1	3.0				
Green Ext Time (p_c), s	0.1	2.4	0.3	0.0	0.0	2.2	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	14.7											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

13: Del Prado Ave/Copper Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	773	15	143	1006	26	0	8	99	40	2	1
Future Volume (veh/h)	7	773	15	143	1006	26	0	8	99	40	2	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	797	0	147	1037	27	0	8	102	41	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	35	1168		228	1544	40	0	270	403	194	9	5
Arrive On Green	0.02	0.33	0.00	0.13	0.44	0.44	0.00	0.14	0.14	0.12	0.12	0.12
Sat Flow, veh/h	1781	3647	0	1781	3536	92	0	1870	2790	1658	81	40
Grp Volume(v), veh/h	7	797	0	147	521	543	0	8	102	44	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1851	0	1870	1395	1779	0	0
Q Serve(g_s), s	0.3	14.5	0.0	5.8	17.4	17.4	0.0	0.3	2.4	1.7	0.0	0.0
Cycle Q Clear(g_c), s	0.3	14.5	0.0	5.8	17.4	17.4	0.0	0.3	2.4	1.7	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.05	0.00		1.00	0.93		0.02
Lane Grp Cap(c), veh/h	35	1168		228	776	808	0	270	403	208	0	0
V/C Ratio(X)	0.20	0.68		0.65	0.67	0.67	0.00	0.03	0.25	0.21	0.00	0.00
Avail Cap(c_a), veh/h	598	2386		957	1193	1243	0	754	1124	478	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.9	21.6	0.0	30.9	16.7	16.7	0.0	27.4	28.3	29.8	0.0	0.0
Incr Delay (d2), s/veh	1.0	1.0	0.0	4.3	1.4	1.4	0.0	0.0	0.1	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	5.3	0.0	2.6	6.1	6.3	0.0	0.1	2.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.9	22.6	0.0	35.2	18.2	18.1	0.0	27.4	28.4	30.0	0.0	0.0
LnGrp LOS	D	C		D	B	B		C	C	C		
Approach Vol, veh/h	804			1211			110			44		
Approach Delay, s/veh	22.8			20.2			28.3			30.0		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.7	31.6		13.3	5.7	39.6		15.9				
Change Period (Y+Rc), s	4.2	7.1		4.6	4.2	7.1		5.1				
Max Green Setting (Gmax), s	40.0	50.0		20.0	25.0	50.0		30.0				
Max Q Clear Time (g_c+I1), s	7.8	16.5		3.7	2.3	19.4		4.4				
Green Ext Time (p_c), s	0.6	8.0		0.1	0.0	10.4		0.2				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	21.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: Coast Hwy & Beach Rd/Palisades Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	32	26	24	23	66	19	343	35	75	440	68
Future Volume (veh/h)	62	32	26	24	23	66	19	343	35	75	440	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.88	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	71	37	17	28	26	10	22	394	14	86	506	34
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	231	157	72	99	92	146	85	520	426	221	663	529
Arrive On Green	0.13	0.13	0.13	0.10	0.10	0.10	0.05	0.28	0.28	0.12	0.35	0.35
Sat Flow, veh/h	1795	1222	562	953	885	1403	1795	1885	1544	1795	1885	1505
Grp Volume(v), veh/h	71	0	54	54	0	10	22	394	14	86	506	34
Grp Sat Flow(s),veh/h/ln	1795	0	1784	1838	0	1403	1795	1885	1544	1795	1885	1505
Q Serve(g_s), s	1.9	0.0	1.4	1.4	0.0	0.3	0.6	10.0	0.3	2.3	12.4	0.8
Cycle Q Clear(g_c), s	1.9	0.0	1.4	1.4	0.0	0.3	0.6	10.0	0.3	2.3	12.4	0.8
Prop In Lane	1.00		0.31	0.52		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	231	0	229	192	0	146	85	520	426	221	663	529
V/C Ratio(X)	0.31	0.00	0.24	0.28	0.00	0.07	0.26	0.76	0.03	0.39	0.76	0.06
Avail Cap(c_a), veh/h	1034	0	1028	2117	0	1616	1034	2533	2075	1379	2533	2022
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	0.0	20.4	21.5	0.0	21.0	23.9	17.3	13.8	21.0	15.0	11.2
Incr Delay (d2), s/veh	0.3	0.0	0.2	0.3	0.0	0.1	0.6	2.3	0.0	0.4	1.9	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.6	0.6	0.0	0.1	0.2	3.8	0.1	0.8	4.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.9	0.0	20.6	21.8	0.0	21.1	24.5	19.6	13.8	21.5	16.8	11.3
LnGrp LOS	C		C	C		C	C	B	B	C	B	B
Approach Vol, veh/h		125			64			430			626	
Approach Delay, s/veh		20.8			21.7			19.6			17.2	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	24.1		10.0	10.6	20.2		11.3				
Change Period (Y+Rc), s	4.2	5.8		4.6	4.2	5.8		4.6				
Max Green Setting (Gmax), s	30.0	70.0		60.0	40.0	70.0		30.0				
Max Q Clear Time (g_c+I1), s	2.6	14.4		3.4	4.3	12.0		3.9				
Green Ext Time (p_c), s	0.0	3.3		0.2	0.1	2.4		0.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			18.6									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

2: Doheny Park Rd & Victoria Blvd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	22	48	97	25	82	62	944	91	43	696	12
Future Volume (veh/h)	61	22	48	97	25	82	62	944	91	43	696	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	64	23	11	101	26	20	65	983	64	45	725	6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	369	367	304	388	190	146	166	1725	769	131	1655	723
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.09	0.48	0.48	0.07	0.46	0.46
Sat Flow, veh/h	1361	1885	1563	1376	977	752	1795	3582	1596	1795	3582	1564
Grp Volume(v), veh/h	64	23	11	101	0	46	65	983	64	45	725	6
Grp Sat Flow(s),veh/h/ln	1361	1885	1563	1376	0	1729	1795	1791	1596	1795	1791	1564
Q Serve(g_s), s	2.2	0.5	0.3	3.5	0.0	1.2	1.8	10.5	1.2	1.3	7.3	0.1
Cycle Q Clear(g_c), s	3.4	0.5	0.3	4.0	0.0	1.2	1.8	10.5	1.2	1.3	7.3	0.1
Prop In Lane	1.00		1.00	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	369	367	304	388	0	337	166	1725	769	131	1655	723
V/C Ratio(X)	0.17	0.06	0.04	0.26	0.00	0.14	0.39	0.57	0.08	0.34	0.44	0.01
Avail Cap(c_a), veh/h	1116	1401	1162	1654	0	1928	1001	3994	1780	1335	3994	1744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	17.7	17.6	19.3	0.0	17.9	23.0	10.0	7.5	23.7	9.8	7.8
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.4	0.0	0.2	1.5	0.4	0.1	1.6	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.1	1.1	0.0	0.5	0.8	3.2	0.3	0.6	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.5	17.7	17.6	19.7	0.0	18.1	24.5	10.4	7.6	25.3	10.0	7.8
LnGrp LOS	B	B	B	B		B	C	B	A	C	B	A
Approach Vol, veh/h		98			147			1112			776	
Approach Delay, s/veh		18.9			19.2			11.1			10.9	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	29.6		15.1	8.1	30.6		15.1				
Change Period (Y+Rc), s	4.2	4.7		4.6	4.2	4.7		4.6				
Max Green Setting (Gmax), s	30.0	60.0		60.0	40.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s	3.8	9.3		6.0	3.3	12.5		5.4				
Green Ext Time (p_c), s	0.1	8.5		0.6	0.1	13.4		0.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				11.9								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

3: Dana Point Harbor Dr/Del Obispo St & Pacific Coast Hwy Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	1177	109	609	1325	306	82	169	625	266	155	118
Future Volume (veh/h)	98	1177	109	609	1325	306	82	169	625	266	155	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	103	1239	111	641	1395	306	86	178	636	280	163	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	159	1631	146	759	1991	436	120	383	1175	334	438	356
Arrive On Green	0.09	0.34	0.34	0.22	0.47	0.47	0.07	0.20	0.20	0.10	0.23	0.23
Sat Flow, veh/h	1795	4792	429	3483	4195	918	1795	1885	2768	3483	1885	1534
Grp Volume(v), veh/h	103	887	463	641	1140	561	86	178	636	280	163	21
Grp Sat Flow(s),veh/h/ln	1795	1716	1790	1742	1716	1682	1795	1885	1384	1742	1885	1534
Q Serve(g_s), s	8.0	33.2	33.3	25.5	37.8	38.0	6.8	12.0	25.0	11.4	10.5	1.5
Cycle Q Clear(g_c), s	8.0	33.2	33.3	25.5	37.8	38.0	6.8	12.0	25.0	11.4	10.5	1.5
Prop In Lane	1.00		0.24	1.00		0.55	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	159	1168	609	759	1629	799	120	383	1175	334	438	356
V/C Ratio(X)	0.65	0.76	0.76	0.84	0.70	0.70	0.72	0.46	0.54	0.84	0.37	0.06
Avail Cap(c_a), veh/h	373	1543	805	1807	1629	799	373	456	1283	723	456	371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.7	42.4	42.4	54.2	29.9	29.9	66.1	50.7	31.4	64.2	46.6	43.2
Incr Delay (d2), s/veh	1.7	2.0	3.7	3.8	1.5	3.1	7.7	0.9	0.4	2.2	0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	13.9	14.8	11.2	15.1	15.2	3.3	5.7	8.3	5.1	5.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.4	44.4	46.1	57.9	31.4	33.0	73.7	51.5	31.8	66.4	47.2	43.3
LnGrp LOS	E	D	D	E	C	C	E	D	C	E	D	D
Approach Vol, veh/h	1453		2342				900		464			
Approach Delay, s/veh	46.4		39.0				39.7		58.6			
Approach LOS	D		D				D		E			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	74.7	18.1	34.8	36.4	55.3	13.9	39.0				
Change Period (Y+Rc), s	4.2	6.1	4.2	5.4	4.9	6.1	4.2	5.4				
Max Green Setting (Gmax), s	30.0	65.0	30.0	35.0	75.0	65.0	30.0	35.0				
Max Q Clear Time (g_c+l1), s	10.0	40.0	13.4	27.0	27.5	35.3	8.8	12.5				
Green Ext Time (p_c), s	0.1	16.5	0.4	2.4	4.0	14.0	0.2	0.8				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			43.0									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

4: Golden Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	773	52	46	765	227	118	271	44	261	259	100
Future Volume (veh/h)	118	773	52	46	765	227	118	271	44	261	259	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.94	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	123	805	52	48	797	135	123	282	36	272	270	21
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	177	1579	102	131	1567	682	150	578	73	333	366	303
Arrive On Green	0.10	0.46	0.46	0.07	0.44	0.44	0.08	0.18	0.18	0.10	0.19	0.19
Sat Flow, veh/h	1795	3413	220	1795	3582	1559	1795	3176	400	3483	1885	1560
Grp Volume(v), veh/h	123	422	435	48	797	135	123	157	161	272	270	21
Grp Sat Flow(s),veh/h/ln	1795	1791	1842	1795	1791	1559	1795	1791	1784	1742	1885	1560
Q Serve(g_s), s	8.0	19.9	19.9	3.1	19.3	6.4	8.1	9.5	9.7	9.2	16.2	1.3
Cycle Q Clear(g_c), s	8.0	19.9	19.9	3.1	19.3	6.4	8.1	9.5	9.7	9.2	16.2	1.3
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	177	828	852	131	1567	682	150	326	325	333	366	303
V/C Ratio(X)	0.70	0.51	0.51	0.37	0.51	0.20	0.82	0.48	0.49	0.82	0.74	0.07
Avail Cap(c_a), veh/h	281	828	852	281	1567	682	296	326	325	517	366	303
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.4	22.7	22.7	53.0	24.4	20.8	54.1	44.0	44.1	53.2	45.5	39.5
Incr Delay (d2), s/veh	1.9	2.2	2.2	0.6	1.2	0.7	4.2	0.4	0.4	3.0	12.5	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	8.3	8.6	1.4	7.9	2.4	3.8	4.2	4.3	4.2	8.8	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.2	24.9	24.9	53.6	25.6	21.4	58.3	44.4	44.6	56.2	58.0	39.9
LnGrp LOS	D	C	C	D	C	C	E	D	D	E	E	D
Approach Vol, veh/h		980			980			441			563	
Approach Delay, s/veh		28.6			26.4			48.4			56.4	
Approach LOS		C			C			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	61.6	15.2	29.2	17.0	58.6	16.7	27.7				
Change Period (Y+Rc), s	5.2	6.1	5.2	* 5.9	5.2	6.1	5.2	5.9				
Max Green Setting (Gmax), s	18.8	35.9	19.8	* 23	18.8	35.9	17.8	14.1				
Max Q Clear Time (g_c+I1), s	5.1	21.9	10.1	18.2	10.0	21.3	11.2	11.7				
Green Ext Time (p_c), s	0.0	4.8	0.1	0.7	0.1	5.5	0.3	0.3				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 36.1

HCM 6th LOS D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Blue Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	909	30	55	833	31	87	16	66	18	12	4
Future Volume (veh/h)	7	909	30	55	833	31	87	16	66	18	12	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.97	0.98		0.97	0.98		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	7	947	15	57	868	32	91	17	15	19	12	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	36	1479	624	197	1768	65	453	471	387	445	471	385
Arrive On Green	0.02	0.41	0.41	0.11	0.50	0.50	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1795	3582	1511	1795	3519	130	1386	1885	1547	1364	1885	1539
Grp Volume(v), veh/h	7	947	15	57	442	458	91	17	15	19	12	2
Grp Sat Flow(s),veh/h/ln	1795	1791	1511	1795	1791	1857	1386	1885	1547	1364	1885	1539
Q Serve(g_s), s	0.2	13.4	0.4	1.9	10.4	10.4	3.4	0.4	0.5	0.7	0.3	0.1
Cycle Q Clear(g_c), s	0.2	13.4	0.4	1.9	10.4	10.4	3.7	0.4	0.5	1.1	0.3	0.1
Prop In Lane	1.00		1.00	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	36	1479	624	197	900	933	453	471	387	445	471	385
V/C Ratio(X)	0.19	0.64	0.02	0.29	0.49	0.49	0.20	0.04	0.04	0.04	0.03	0.01
Avail Cap(c_a), veh/h	845	3373	1423	845	1686	1749	1085	1331	1093	1067	1331	1087
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	14.9	11.1	26.1	10.5	10.5	19.4	18.1	18.1	18.5	18.0	17.9
Incr Delay (d2), s/veh	1.0	0.7	0.0	0.3	0.6	0.6	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.4	0.1	0.7	3.1	3.2	1.1	0.2	0.2	0.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.7	15.6	11.1	26.4	11.1	11.0	19.5	18.1	18.1	18.5	18.0	17.9
LnGrp LOS	C	B	B	C	B	B	B	B	B	B	B	B
Approach Vol, veh/h	969				957				123			
Approach Delay, s/veh	15.6				12.0				19.1			
Approach LOS	B				B				B			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	32.0		20.5	5.5	37.7		20.5				
Change Period (Y+Rc), s	4.2	5.7		4.6	4.2	5.7		4.6				
Max Green Setting (Gmax), s	30.0	60.0		45.0	30.0	60.0		45.0				
Max Q Clear Time (g_c+I1), s	3.9	15.4		3.1	2.2	12.4		5.7				
Green Ext Time (p_c), s	0.1	10.9		0.1	0.0	9.1		0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	14.2											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

6: Pacific Coast Hwy & Selva Rd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	84	96	42	44	68	109	800	70	81	955	104
Future Volume (veh/h)	132	84	96	42	44	68	109	800	70	81	955	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.94	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	116	126	36	45	47	19	117	860	29	87	1027	41
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	144	270	225	67	189	150	150	1569	696	111	1490	662
Arrive On Green	0.08	0.14	0.14	0.04	0.10	0.10	0.08	0.44	0.44	0.06	0.42	0.42
Sat Flow, veh/h	1795	1885	1573	1795	1885	1503	1795	3582	1590	1795	3582	1590
Grp Volume(v), veh/h	116	126	36	45	47	19	117	860	29	87	1027	41
Grp Sat Flow(s),veh/h/ln	1795	1885	1573	1795	1885	1503	1795	1791	1590	1795	1791	1590
Q Serve(g_s), s	3.2	3.1	1.0	1.2	1.2	0.6	3.2	8.9	0.5	2.4	11.7	0.8
Cycle Q Clear(g_c), s	3.2	3.1	1.0	1.2	1.2	0.6	3.2	8.9	0.5	2.4	11.7	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	270	225	67	189	150	150	1569	696	111	1490	662
V/C Ratio(X)	0.81	0.47	0.16	0.67	0.25	0.13	0.78	0.55	0.04	0.78	0.69	0.06
Avail Cap(c_a), veh/h	144	1131	944	144	1131	902	215	2436	1082	215	2436	1081
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	19.7	18.8	23.8	20.8	20.5	22.4	10.4	8.0	23.1	11.9	8.7
Incr Delay (d2), s/veh	27.8	1.3	0.3	11.2	0.7	0.4	10.8	0.3	0.0	11.3	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.3	0.4	0.7	0.5	0.2	1.6	2.3	0.1	1.2	3.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.4	20.9	19.1	35.0	21.4	20.9	33.2	10.7	8.1	34.4	12.5	8.8
LnGrp LOS	D	C	B	C	C	C	C	B	A	C	B	A
Approach Vol, veh/h		278			111			1006			1155	
Approach Delay, s/veh		33.0			26.8			13.2			14.0	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.1	25.9	8.0	9.0	8.2	24.8	5.9	11.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	6.0	34.0	4.0	30.0	6.0	34.0	4.0	30.0				
Max Q Clear Time (g_c+I1), s	4.4	10.9	5.2	3.2	5.2	13.7	3.2	5.1				
Green Ext Time (p_c), s	0.0	5.6	0.0	0.2	0.0	6.7	0.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			16.3									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

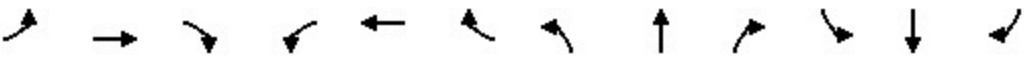
7: Pacific Coast Hwy & Ritz Carlton Dr/Niguel Rd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	165	110	226	86	172	56	693	253	297	806	29
Future Volume (veh/h)	78	165	110	226	86	172	56	693	253	297	806	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	85	179	22	246	93	49	61	753	103	323	876	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	109	358	157	301	740	319	134	1288	573	260	1288	573
Arrive On Green	0.06	0.10	0.10	0.17	0.21	0.21	0.07	0.36	0.36	0.07	0.36	0.36
Sat Flow, veh/h	1795	3582	1571	1795	3582	1542	1795	3582	1592	3483	3582	1592
Grp Volume(v), veh/h	85	179	22	246	93	49	61	753	103	323	876	11
Grp Sat Flow(s),veh/h/ln	1795	1791	1571	1795	1791	1542	1795	1791	1592	1742	1791	1592
Q Serve(g_s), s	2.5	2.5	0.7	7.1	1.1	1.4	1.7	9.1	2.4	4.0	11.1	0.2
Cycle Q Clear(g_c), s	2.5	2.5	0.7	7.1	1.1	1.4	1.7	9.1	2.4	4.0	11.1	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	358	157	301	740	319	134	1288	573	260	1288	573
V/C Ratio(X)	0.78	0.50	0.14	0.82	0.13	0.15	0.46	0.58	0.18	1.24	0.68	0.02
Avail Cap(c_a), veh/h	268	2270	996	368	2470	1063	268	2670	1187	260	2403	1068
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	22.9	22.0	21.5	17.3	17.4	23.8	13.9	11.8	24.8	14.6	11.1
Incr Delay (d2), s/veh	11.2	1.1	0.4	11.3	0.1	0.2	2.4	0.4	0.1	137.9	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.0	0.2	3.5	0.4	0.4	0.7	2.8	0.7	6.4	3.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.0	24.0	22.4	32.9	17.4	17.7	26.2	14.4	11.9	162.7	15.2	11.1
LnGrp LOS	D	C	C	C	B	B	C	B	B	F	B	B
Approach Vol, veh/h		286			388			917			1210	
Approach Delay, s/veh		27.4			27.2			14.9			54.5	
Approach LOS		C			C			B			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	23.3	7.3	15.1	8.0	23.3	13.0	9.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	4.0	40.0	8.0	37.0	8.0	36.0	11.0	34.0				
Max Q Clear Time (g_c+I1), s	6.0	11.1	4.5	3.4	3.7	13.1	9.1	4.5				
Green Ext Time (p_c), s	0.0	5.3	0.0	0.7	0.0	5.7	0.1	1.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			35.0									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

8: Pacific Coast Hwy & Monarch Bay Dr/Crown Valley Pkwy Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩
Traffic Volume (veh/h)	16	67	41	255	33	553	45	600	266	802	859	4
Future Volume (veh/h)	16	67	41	255	33	553	45	600	266	802	859	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	16	68	6	284	0	221	46	612	121	818	877	4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	29	124	129	500	0	1205	124	938	640	841	1588	7
Arrive On Green	0.08	0.08	0.08	0.14	0.00	0.14	0.07	0.26	0.26	0.24	0.43	0.43
Sat Flow, veh/h	356	1512	1574	3591	0	3114	1795	3582	1595	3483	3656	17
Grp Volume(v), veh/h	84	0	6	284	0	221	46	612	121	818	430	451
Grp Sat Flow(s),veh/h/ln	1867	0	1574	1795	0	1557	1795	1791	1595	1742	1791	1882
Q Serve(g_s), s	2.5	0.0	0.2	4.3	0.0	2.7	1.4	8.8	2.9	13.5	10.4	10.4
Cycle Q Clear(g_c), s	2.5	0.0	0.2	4.3	0.0	2.7	1.4	8.8	2.9	13.5	10.4	10.4
Prop In Lane	0.19		1.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	153	0	129	500	0	1205	124	938	640	841	778	817
V/C Ratio(X)	0.55	0.00	0.05	0.57	0.00	0.18	0.37	0.65	0.19	0.97	0.55	0.55
Avail Cap(c_a), veh/h	1062	0	896	1548	0	2113	186	2285	1240	841	1389	1460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	0.0	24.6	23.3	0.0	12.0	25.8	19.1	11.3	21.8	12.2	12.2
Incr Delay (d2), s/veh	3.1	0.0	0.1	1.0	0.0	0.1	1.8	0.8	0.1	24.5	0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.1	1.7	0.0	0.9	0.6	3.1	1.1	7.4	3.1	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.7	0.0	24.7	24.4	0.0	12.1	27.6	19.8	11.4	46.3	12.8	12.8
LnGrp LOS	C		C	C		B	C	B	B	D	B	B
Approach Vol, veh/h		90			505			779			1699	
Approach Delay, s/veh		28.4			19.0			19.0			28.9	
Approach LOS		C			B			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	19.2		12.1	8.0	29.2		8.7				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	37.0		25.0	6.0	45.0		33.0				
Max Q Clear Time (g_c+I1), s	15.5	10.8		6.3	3.4	12.4		4.5				
Green Ext Time (p_c), s	0.0	4.2		1.8	0.0	5.3		0.4				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			24.8									
HCM 6th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

9: Golden Lantern & Dana Point Harbor Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	409	21	153	294	130	17	72	117	141	96	119
Future Volume (veh/h)	152	409	21	153	294	130	17	72	117	141	96	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.86	1.00		0.95	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	179	481	6	180	346	40	20	85	53	166	113	47
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	247	1026	393	226	985	417	79	493	597	205	625	507
Arrive On Green	0.14	0.29	0.29	0.13	0.28	0.28	0.04	0.26	0.26	0.11	0.33	0.33
Sat Flow, veh/h	1795	3582	1373	1795	3582	1514	1795	1885	1513	1795	1885	1528
Grp Volume(v), veh/h	179	481	6	180	346	40	20	85	53	166	113	47
Grp Sat Flow(s),veh/h/ln	1795	1791	1373	1795	1791	1514	1795	1885	1513	1795	1885	1528
Q Serve(g_s), s	8.2	9.5	0.3	8.4	6.7	1.7	0.9	3.0	1.9	7.8	3.7	1.8
Cycle Q Clear(g_c), s	8.2	9.5	0.3	8.4	6.7	1.7	0.9	3.0	1.9	7.8	3.7	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	247	1026	393	226	985	417	79	493	597	205	625	507
V/C Ratio(X)	0.72	0.47	0.02	0.79	0.35	0.10	0.25	0.17	0.09	0.81	0.18	0.09
Avail Cap(c_a), veh/h	730	2706	1037	939	2706	1144	626	877	905	730	877	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	25.3	22.0	36.5	25.0	23.2	39.7	24.6	16.7	37.2	20.4	19.8
Incr Delay (d2), s/veh	1.5	0.5	0.0	6.2	0.3	0.1	0.6	0.1	0.0	2.9	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	4.0	0.1	4.0	2.8	0.6	0.4	1.3	0.6	3.5	1.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.1	25.8	22.0	42.7	25.3	23.4	40.4	24.6	16.7	40.1	20.5	19.9
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h	666			566			158			326		
Approach Delay, s/veh	28.8			30.7			24.0			30.4		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.1	29.5	8.0	33.4	16.0	28.6	14.0	27.4				
Change Period (Y+Rc), s	4.2	4.9	4.2	4.9	4.2	4.9	4.2	4.9				
Max Green Setting (Gmax), s	45.0	65.0	30.0	40.0	35.0	65.0	35.0	40.0				
Max Q Clear Time (g_c+I1), s	10.4	11.5	2.9	5.7	10.2	8.7	9.8	5.0				
Green Ext Time (p_c), s	0.5	5.4	0.0	0.5	0.2	3.9	0.2	0.4				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	29.3											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

10: Golden Lantern & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	428	92	138	310	296	75	526	119	189	558	96
Future Volume (veh/h)	79	428	92	138	310	296	75	526	119	189	558	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	83	451	24	145	326	246	79	554	32	199	587	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	106	760	338	169	886	615	145	898	400	254	1115	488
Arrive On Green	0.06	0.21	0.21	0.09	0.25	0.25	0.08	0.25	0.25	0.14	0.31	0.31
Sat Flow, veh/h	1795	3582	1595	1795	3582	1572	1795	3582	1594	1795	3582	1569
Grp Volume(v), veh/h	83	451	24	145	326	246	79	554	32	199	587	43
Grp Sat Flow(s),veh/h/ln	1795	1791	1595	1795	1791	1572	1795	1791	1594	1795	1791	1569
Q Serve(g_s), s	2.4	6.0	0.6	4.2	4.0	6.0	2.2	7.3	0.8	5.7	7.2	1.0
Cycle Q Clear(g_c), s	2.4	6.0	0.6	4.2	4.0	6.0	2.2	7.3	0.8	5.7	7.2	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	106	760	338	169	886	615	145	898	400	254	1115	488
V/C Ratio(X)	0.78	0.59	0.07	0.86	0.37	0.40	0.55	0.62	0.08	0.78	0.53	0.09
Avail Cap(c_a), veh/h	169	2633	1173	169	2633	1381	237	2498	1112	440	2903	1271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	18.8	16.7	23.7	16.5	11.8	23.5	17.6	15.2	22.0	15.0	12.9
Incr Delay (d2), s/veh	11.9	0.7	0.1	32.7	0.3	0.4	3.2	0.7	0.1	5.3	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.2	0.2	3.1	1.4	1.7	1.0	2.6	0.3	2.5	2.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.6	19.6	16.8	56.4	16.8	12.2	26.6	18.3	15.3	27.3	15.4	13.0
LnGrp LOS	D	B	B	E	B	B	C	B	B	C	B	B
Approach Vol, veh/h	558			717			665			829		
Approach Delay, s/veh	22.0			23.2			19.2			18.2		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	17.3	9.0	15.3	8.3	20.5	7.1	17.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	13.0	37.0	5.0	39.0	7.0	43.0	5.0	39.0				
Max Q Clear Time (g_c+I1), s	7.7	9.3	6.2	8.0	4.2	9.2	4.4	8.0				
Green Ext Time (p_c), s	0.2	3.8	0.0	3.0	0.0	4.2	0.0	2.9				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	20.5											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

11: Del Obispo St & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	779	112	139	770	420	183	281	142	241	348	82
Future Volume (veh/h)	111	779	112	139	770	420	183	281	142	241	348	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	114	803	55	143	794	264	189	290	110	248	359	76
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	206	1226	536	199	1213	541	245	408	151	294	513	107
Arrive On Green	0.11	0.34	0.34	0.11	0.34	0.34	0.14	0.16	0.16	0.16	0.17	0.17
Sat Flow, veh/h	1795	3582	1567	1795	3582	1596	1795	2557	949	1795	2946	617
Grp Volume(v), veh/h	114	803	55	143	794	264	189	201	199	248	217	218
Grp Sat Flow(s),veh/h/ln	1795	1791	1567	1795	1791	1596	1795	1791	1714	1795	1791	1772
Q Serve(g_s), s	5.2	16.6	2.1	6.7	16.4	11.4	8.9	9.3	9.6	11.7	9.9	10.1
Cycle Q Clear(g_c), s	5.2	16.6	2.1	6.7	16.4	11.4	8.9	9.3	9.6	11.7	9.9	10.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		0.35
Lane Grp Cap(c), veh/h	206	1226	536	199	1213	541	245	286	273	294	312	309
V/C Ratio(X)	0.55	0.66	0.10	0.72	0.65	0.49	0.77	0.70	0.73	0.84	0.69	0.71
Avail Cap(c_a), veh/h	618	1643	719	618	2464	1098	926	821	786	618	821	813
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	24.3	19.5	37.4	24.5	22.8	36.4	34.7	34.8	35.4	33.8	33.9
Incr Delay (d2), s/veh	0.9	0.9	0.1	1.8	0.9	1.0	7.2	3.2	3.7	6.6	2.8	3.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	6.7	0.7	2.9	6.6	4.2	4.2	4.1	4.1	5.4	4.3	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.4	25.2	19.7	39.2	25.4	23.8	43.6	37.9	38.5	42.0	36.6	36.9
LnGrp LOS	D	C	B	D	C	C	D	D	D	D	D	D
Approach Vol, veh/h	972			1201			589			683		
Approach Delay, s/veh	26.3			26.7			39.9			38.6		
Approach LOS	C			C			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.5	19.3	13.9	35.5	17.2	20.6	14.2	35.2				
Change Period (Y+Rc), s	4.2	5.4	4.2	5.7	5.3	5.4	4.2	5.7				
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	45.0	40.0	30.0	60.0				
Max Q Clear Time (g_c+I1), s	13.7	11.6	8.7	18.6	10.9	12.1	7.2	18.4				
Green Ext Time (p_c), s	0.6	2.3	0.2	7.6	0.9	2.5	0.1	11.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	31.2											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

12: Niguel Rd & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	10	8	161	12	169	10	442	292	219	405	11
Future Volume (veh/h)	7	10	8	161	12	169	10	442	292	219	405	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.97	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	7	10	2	166	12	48	10	456	86	226	418	5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	13	82	16	218	316	268	175	994	429	282	1208	510
Arrive On Green	0.01	0.05	0.05	0.12	0.17	0.17	0.10	0.28	0.28	0.16	0.34	0.34
Sat Flow, veh/h	1795	1517	303	1795	1885	1595	1795	3582	1546	1795	3582	1513
Grp Volume(v), veh/h	7	0	12	166	12	48	10	456	86	226	418	5
Grp Sat Flow(s),veh/h/ln	1795	0	1820	1795	1885	1595	1795	1791	1546	1795	1791	1513
Q Serve(g_s), s	0.2	0.0	0.3	3.7	0.2	1.1	0.2	4.3	1.7	5.0	3.6	0.1
Cycle Q Clear(g_c), s	0.2	0.0	0.3	3.7	0.2	1.1	0.2	4.3	1.7	5.0	3.6	0.1
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	13	0	98	218	316	268	175	994	429	282	1208	510
V/C Ratio(X)	0.52	0.00	0.12	0.76	0.04	0.18	0.06	0.46	0.20	0.80	0.35	0.01
Avail Cap(c_a), veh/h	175	0	1508	481	1884	1593	175	3230	1394	306	3492	1474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	0.0	18.5	17.5	14.3	14.6	16.8	12.3	11.3	16.7	10.2	9.0
Incr Delay (d2), s/veh	28.0	0.0	0.5	5.5	0.0	0.3	0.1	0.3	0.2	13.2	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	1.5	0.1	0.3	0.1	1.3	0.5	2.6	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.2	0.0	19.0	22.9	14.3	15.0	16.9	12.6	11.6	29.8	10.4	9.0
LnGrp LOS	D		B	C	B	B	B	B	B	C	B	A
Approach Vol, veh/h		19			226			552			649	
Approach Delay, s/veh		29.8			20.8			12.5			17.1	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	15.4	9.0	6.2	8.0	17.8	4.3	10.9				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	37.0	11.0	34.0	4.0	40.0	4.0	41.0				
Max Q Clear Time (g_c+I1), s	7.0	6.3	5.7	2.3	2.2	5.6	2.2	3.1				
Green Ext Time (p_c), s	0.0	3.3	0.2	0.0	0.0	2.8	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			16.1									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

13: Del Prado Ave/Copper Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	1040	22	226	1129	49	0	1	210	33	6	2
Future Volume (veh/h)	14	1040	22	226	1129	49	0	1	210	33	6	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	0	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	15	1095	0	238	1188	52	0	1	221	35	6	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	0	1	1	1	1	1
Cap, veh/h	68	1411		288	1803	79	0	236	352	148	25	8
Arrive On Green	0.04	0.39	0.00	0.16	0.52	0.52	0.00	0.13	0.13	0.10	0.10	0.10
Sat Flow, veh/h	1795	3676	0	1795	3491	153	0	1885	2812	1459	250	83
Grp Volume(v), veh/h	15	1095	0	238	609	631	0	1	221	43	0	0
Grp Sat Flow(s),veh/h/ln	1795	1791	0	1795	1791	1853	0	1885	1406	1793	0	0
Q Serve(g_s), s	0.8	25.5	0.0	12.3	23.8	23.9	0.0	0.0	7.1	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.8	25.5	0.0	12.3	23.8	23.9	0.0	0.0	7.1	2.1	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.08	0.00		1.00	0.81		0.05
Lane Grp Cap(c), veh/h	68	1411		288	925	957	0	236	352	181	0	0
V/C Ratio(X)	0.22	0.78		0.83	0.66	0.66	0.00	0.00	0.63	0.24	0.00	0.00
Avail Cap(c_a), veh/h	469	1872		751	936	969	0	591	882	375	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.6	25.3	0.0	38.9	16.9	17.0	0.0	36.6	39.7	39.6	0.0	0.0
Incr Delay (d2), s/veh	0.6	1.8	0.0	8.3	1.9	1.9	0.0	0.0	0.7	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	10.1	0.0	5.8	8.8	9.2	0.0	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.3	27.1	0.0	47.2	18.9	18.8	0.0	36.6	40.4	39.8	0.0	0.0
LnGrp LOS	D	C		D	B	B		D	D	D		
Approach Vol, veh/h	1110				1478				222			
Approach Delay, s/veh	27.4				23.4				40.4			
Approach LOS	C				C				D			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.5	44.8		14.3	7.8	56.5		17.1				
Change Period (Y+Rc), s	4.2	7.1		4.6	4.2	7.1		5.1				
Max Green Setting (Gmax), s	40.0	50.0		20.0	25.0	50.0		30.0				
Max Q Clear Time (g_c+I1), s	14.3	27.5		4.1	2.8	25.9		9.1				
Green Ext Time (p_c), s	1.1	10.2		0.1	0.0	11.5		0.5				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	26.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: Coast Hwy & Beach Rd/Palisades Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	14	17	11	15	40	11	200	10	28	213	36
Future Volume (veh/h)	39	14	17	11	15	40	11	200	10	28	213	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	42	15	3	12	16	5	12	217	6	30	232	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	177	150	30	55	73	111	51	493	418	115	561	449
Arrive On Green	0.10	0.10	0.10	0.07	0.07	0.07	0.03	0.26	0.26	0.06	0.30	0.30
Sat Flow, veh/h	1795	1517	303	791	1055	1598	1795	1885	1598	1795	1885	1507
Grp Volume(v), veh/h	42	0	18	28	0	5	12	217	6	30	232	18
Grp Sat Flow(s),veh/h/ln	1795	0	1821	1846	0	1598	1795	1885	1598	1795	1885	1507
Q Serve(g_s), s	0.8	0.0	0.3	0.5	0.0	0.1	0.2	3.6	0.1	0.6	3.7	0.3
Cycle Q Clear(g_c), s	0.8	0.0	0.3	0.5	0.0	0.1	0.2	3.6	0.1	0.6	3.7	0.3
Prop In Lane	1.00		0.17	0.43		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	177	0	180	129	0	111	51	493	418	115	561	449
V/C Ratio(X)	0.24	0.00	0.10	0.22	0.00	0.04	0.24	0.44	0.01	0.26	0.41	0.04
Avail Cap(c_a), veh/h	1418	0	1438	2916	0	2524	1418	3475	2945	1891	3475	2777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	15.6	16.7	0.0	16.5	18.1	11.7	10.4	16.9	10.7	9.5
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.3	0.0	0.1	0.9	0.6	0.0	0.4	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	0.2	0.0	0.0	0.1	1.1	0.0	0.2	1.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.0	0.0	15.7	17.0	0.0	16.5	18.9	12.3	10.4	17.3	11.2	9.5
LnGrp LOS	B		B	B		B	B	B	B	B	B	A
Approach Vol, veh/h	60			33			235			280		
Approach Delay, s/veh	15.9			16.9			12.6			11.7		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	17.1		7.2	6.6	15.7		8.4				
Change Period (Y+Rc), s	4.2	5.8		4.6	4.2	5.8		4.6				
Max Green Setting (Gmax), s	30.0	70.0		60.0	40.0	70.0		30.0				
Max Q Clear Time (g_c+I1), s	2.2	5.7		2.5	2.6	5.6		2.8				
Green Ext Time (p_c), s	0.0	1.3		0.1	0.0	1.2		0.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	12.8											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

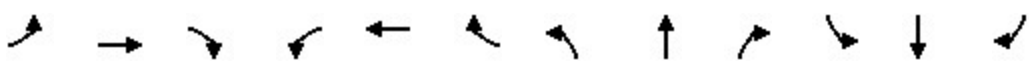
2: Doheny Park Rd & Victoria Blvd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	9	31	86	17	41	27	484	52	14	345	8
Future Volume (veh/h)	25	9	31	86	17	41	27	484	52	14	345	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	27	10	9	93	18	11	29	526	27	15	375	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	453	390	326	468	225	138	99	1492	665	55	1404	609
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.06	0.42	0.42	0.03	0.39	0.39
Sat Flow, veh/h	1388	1885	1573	1401	1088	665	1795	3582	1596	1795	3582	1554
Grp Volume(v), veh/h	27	10	9	93	0	29	29	526	27	15	375	5
Grp Sat Flow(s),veh/h/ln	1388	1885	1573	1401	0	1753	1795	1791	1596	1795	1791	1554
Q Serve(g_s), s	0.6	0.2	0.2	2.2	0.0	0.5	0.6	3.9	0.4	0.3	2.8	0.1
Cycle Q Clear(g_c), s	1.1	0.2	0.2	2.4	0.0	0.5	0.6	3.9	0.4	0.3	2.8	0.1
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	453	390	326	468	0	363	99	1492	665	55	1404	609
V/C Ratio(X)	0.06	0.03	0.03	0.20	0.00	0.08	0.29	0.35	0.04	0.27	0.27	0.01
Avail Cap(c_a), veh/h	1588	1932	1612	2331	0	2694	1380	5505	2453	1840	5505	2389
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	12.3	12.3	13.3	0.0	12.5	17.7	7.8	6.8	18.5	8.1	7.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	0.1	1.6	0.2	0.0	2.6	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.1	0.6	0.0	0.2	0.3	1.0	0.1	0.2	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.0	12.4	12.4	13.5	0.0	12.6	19.3	8.0	6.8	21.1	8.2	7.2
LnGrp LOS	B	B	B	B		B	B	A	A	C	A	A
Approach Vol, veh/h		46			122			582			395	
Approach Delay, s/veh		12.7			13.3			8.5			8.7	
Approach LOS		B			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	20.0		12.7	5.4	21.0		12.7				
Change Period (Y+Rc), s	4.2	4.7		4.6	4.2	4.7		4.6				
Max Green Setting (Gmax), s	30.0	60.0		60.0	40.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s	2.6	4.8		4.4	2.3	5.9		3.1				
Green Ext Time (p_c), s	0.0	3.9		0.4	0.0	5.9		0.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			9.2									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary

3: Dana Point Harbor Dr/Del Obispo St & Pacific Coast Hwy Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	733	90	558	1048	182	26	77	214	221	116	103
Future Volume (veh/h)	62	733	90	558	1048	182	26	77	214	221	116	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	833	95	634	1191	197	30	88	200	251	132	25
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	213	1395	158	821	1874	310	104	229	1004	383	326	276
Arrive On Green	0.12	0.30	0.30	0.24	0.43	0.43	0.06	0.12	0.12	0.11	0.17	0.17
Sat Flow, veh/h	1781	4643	527	3456	4393	726	1781	1870	2790	3456	1870	1582
Grp Volume(v), veh/h	70	610	318	634	923	465	30	88	200	251	132	25
Grp Sat Flow(s),veh/h/ln	1781	1702	1765	1728	1702	1715	1781	1870	1395	1728	1870	1582
Q Serve(g_s), s	3.2	13.7	13.9	15.4	19.2	19.2	1.5	3.9	4.5	6.3	5.6	1.2
Cycle Q Clear(g_c), s	3.2	13.7	13.9	15.4	19.2	19.2	1.5	3.9	4.5	6.3	5.6	1.2
Prop In Lane	1.00		0.30	1.00		0.42	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	213	1023	530	821	1452	732	104	229	1004	383	326	276
V/C Ratio(X)	0.33	0.60	0.60	0.77	0.64	0.64	0.29	0.39	0.20	0.66	0.40	0.09
Avail Cap(c_a), veh/h	594	2458	1274	2879	2458	1238	594	727	1747	1152	727	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	26.8	26.9	32.0	20.3	20.3	40.6	36.4	19.9	38.4	33.0	31.2
Incr Delay (d2), s/veh	0.3	0.8	1.6	2.2	0.7	1.3	1.5	1.1	0.1	0.7	0.8	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.2	5.5	6.2	6.8	7.0	0.7	1.8	1.4	2.6	2.5	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.7	27.6	28.4	34.3	21.0	21.6	42.1	37.5	20.0	39.1	33.8	31.3
LnGrp LOS	D	C	C	C	C	C	D	D	B	D	C	C
Approach Vol, veh/h		998			2022			318			408	
Approach Delay, s/veh		28.5			25.3			26.9			36.9	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.9	44.5	14.2	16.4	26.3	33.2	9.5	21.1				
Change Period (Y+Rc), s	4.2	6.1	4.2	5.4	4.9	6.1	4.2	5.4				
Max Green Setting (Gmax), s	30.0	65.0	30.0	35.0	75.0	65.0	30.0	35.0				
Max Q Clear Time (g_c+I1), s	5.2	21.2	8.3	6.5	17.4	15.9	3.5	7.6				
Green Ext Time (p_c), s	0.1	17.2	0.4	1.2	4.0	9.8	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			27.6									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

4: Golden Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	452	27	26	693	129	39	88	17	207	222	74
Future Volume (veh/h)	41	452	27	26	693	129	39	88	17	207	222	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	486	27	28	745	76	42	95	4	223	239	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	1713	95	99	1704	748	112	603	25	288	363	297
Arrive On Green	0.08	0.50	0.50	0.06	0.48	0.48	0.06	0.17	0.17	0.08	0.19	0.19
Sat Flow, veh/h	1781	3420	190	1781	3554	1560	1781	3471	145	3456	1870	1532
Grp Volume(v), veh/h	44	252	261	28	745	76	42	48	51	223	239	17
Grp Sat Flow(s),veh/h/ln	1781	1777	1832	1781	1777	1560	1781	1777	1839	1728	1870	1532
Q Serve(g_s), s	2.8	9.9	10.0	1.8	16.6	3.2	2.7	2.8	2.8	7.6	14.2	1.1
Cycle Q Clear(g_c), s	2.8	9.9	10.0	1.8	16.6	3.2	2.7	2.8	2.8	7.6	14.2	1.1
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	137	890	918	99	1704	748	112	309	319	288	363	297
V/C Ratio(X)	0.32	0.28	0.28	0.28	0.44	0.10	0.38	0.16	0.16	0.77	0.66	0.06
Avail Cap(c_a), veh/h	279	890	918	279	1704	748	294	309	319	513	363	297
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.4	17.4	17.4	54.4	20.6	17.1	54.0	42.1	42.1	53.9	44.7	39.4
Incr Delay (d2), s/veh	0.5	0.8	0.8	0.6	0.8	0.3	0.8	0.1	0.1	1.7	9.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.0	4.1	0.8	6.6	1.2	1.2	1.2	1.3	3.4	7.5	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.9	18.2	18.2	54.9	21.4	17.4	54.7	42.2	42.2	55.6	53.7	39.8
LnGrp LOS	D	B	B	D	C	B	D	D	D	E	D	D
Approach Vol, veh/h		557			849			141			479	
Approach Delay, s/veh		21.0			22.1			45.9			54.1	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	66.2	12.7	29.2	14.4	63.6	15.2	26.7				
Change Period (Y+Rc), s	5.2	6.1	5.2	* 5.9	5.2	6.1	5.2	5.9				
Max Green Setting (Gmax), s	18.8	35.9	19.8	* 23	18.8	35.9	17.8	14.1				
Max Q Clear Time (g_c+I1), s	3.8	12.0	4.7	16.2	4.8	18.6	9.6	4.8				
Green Ext Time (p_c), s	0.0	3.3	0.0	0.8	0.0	5.3	0.3	0.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			31.0									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

5: Blue Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	513	8	32	718	10	34	5	18	6	3	7
Future Volume (veh/h)	3	513	8	32	718	10	34	5	18	6	3	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.95	0.99		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	583	6	36	816	11	39	6	4	7	3	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	16	1668	723	152	1957	26	375	324	268	372	324	268
Arrive On Green	0.01	0.47	0.47	0.09	0.55	0.55	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1781	3554	1540	1781	3587	48	1395	1870	1545	1388	1870	1545
Grp Volume(v), veh/h	3	583	6	36	404	423	39	6	4	7	3	1
Grp Sat Flow(s),veh/h/ln	1781	1777	1540	1781	1777	1859	1395	1870	1545	1388	1870	1545
Q Serve(g_s), s	0.1	5.5	0.1	1.0	7.1	7.1	1.3	0.1	0.1	0.2	0.1	0.0
Cycle Q Clear(g_c), s	0.1	5.5	0.1	1.0	7.1	7.1	1.3	0.1	0.1	0.4	0.1	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	16	1668	723	152	969	1014	375	324	268	372	324	268
V/C Ratio(X)	0.19	0.35	0.01	0.24	0.42	0.42	0.10	0.02	0.01	0.02	0.01	0.00
Avail Cap(c_a), veh/h	1003	4002	1734	1003	2001	2093	1312	1580	1305	1304	1580	1305
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	9.0	7.5	22.7	7.1	7.1	18.8	18.3	18.3	18.4	18.2	18.2
Incr Delay (d2), s/veh	2.1	0.2	0.0	0.3	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.0	0.4	1.6	1.7	0.4	0.1	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.3	9.2	7.5	23.0	7.5	7.5	18.8	18.3	18.3	18.4	18.2	18.2
LnGrp LOS	C	A	A	C	A	A	B	B	B	B	B	B
Approach Vol, veh/h		592			863			49			11	
Approach Delay, s/veh		9.2			8.2			18.7			18.4	
Approach LOS		A			A			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	30.7		13.8	4.7	34.8		13.8				
Change Period (Y+Rc), s	4.2	5.7		4.6	4.2	5.7		4.6				
Max Green Setting (Gmax), s	30.0	60.0		45.0	30.0	60.0		45.0				
Max Q Clear Time (g_c+I1), s	3.0	7.5		2.4	2.1	9.1		3.3				
Green Ext Time (p_c), s	0.0	5.8		0.0	0.0	8.1		0.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			9.0									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary

6: Pacific Coast Hwy & Selva Rd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	31	59	37	36	98	75	694	44	33	485	90
Future Volume (veh/h)	62	31	59	37	36	98	75	694	44	33	485	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.95	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	54	61	20	43	42	33	87	807	23	38	564	42
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	82	223	187	69	209	168	114	1361	606	63	1258	558
Arrive On Green	0.05	0.12	0.12	0.04	0.11	0.11	0.06	0.38	0.38	0.03	0.35	0.35
Sat Flow, veh/h	1795	1885	1575	1795	1885	1516	1795	3582	1593	1795	3582	1589
Grp Volume(v), veh/h	54	61	20	43	42	33	87	807	23	38	564	42
Grp Sat Flow(s),veh/h/ln	1795	1885	1575	1795	1885	1516	1795	1791	1593	1795	1791	1589
Q Serve(g_s), s	1.1	1.1	0.4	0.9	0.8	0.7	1.8	6.7	0.3	0.8	4.5	0.7
Cycle Q Clear(g_c), s	1.1	1.1	0.4	0.9	0.8	0.7	1.8	6.7	0.3	0.8	4.5	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	223	187	69	209	168	114	1361	606	63	1258	558
V/C Ratio(X)	0.65	0.27	0.11	0.62	0.20	0.20	0.76	0.59	0.04	0.61	0.45	0.08
Avail Cap(c_a), veh/h	192	1513	1264	192	1513	1217	288	3258	1449	288	3258	1445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	15.0	14.7	17.7	15.1	15.1	17.2	9.3	7.3	17.8	9.3	8.1
Incr Delay (d2), s/veh	8.5	0.7	0.2	8.8	0.5	0.6	9.9	0.4	0.0	9.1	0.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.4	0.1	0.5	0.3	0.2	0.9	1.5	0.1	0.4	1.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.0	15.7	15.0	26.5	15.6	15.7	27.2	9.7	7.3	26.9	9.6	8.1
LnGrp LOS	C	B	B	C	B	B	C	A	A	C	A	A
Approach Vol, veh/h	135			118			917			644		
Approach Delay, s/veh	19.7			19.6			11.3			10.5		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.3	18.2	5.7	8.2	6.4	17.1	5.4	8.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	6.0	34.0	4.0	30.0	6.0	34.0	4.0	30.0				
Max Q Clear Time (g_c+I1), s	2.8	8.7	3.1	2.8	3.8	6.5	2.9	3.1				
Green Ext Time (p_c), s	0.0	5.3	0.0	0.3	0.0	3.6	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	12.2											
HCM 6th LOS	B											
Notes												

HCM 6th Signalized Intersection Summary

7: Pacific Coast Hwy & Ritz Carlton Dr/Niguel Rd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	89	37	145	82	167	73	598	163	121	428	12
Future Volume (veh/h)	53	89	37	145	82	167	73	598	163	121	428	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	60	101	8	165	93	54	83	680	60	138	486	5
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	86	277	121	216	537	231	172	1161	517	333	1161	514
Arrive On Green	0.05	0.08	0.08	0.12	0.15	0.15	0.10	0.32	0.32	0.10	0.32	0.32
Sat Flow, veh/h	1795	3582	1565	1795	3582	1539	1795	3582	1595	3483	3582	1586
Grp Volume(v), veh/h	60	101	8	165	93	54	83	680	60	138	486	5
Grp Sat Flow(s),veh/h/ln	1795	1791	1565	1795	1791	1539	1795	1791	1595	1742	1791	1586
Q Serve(g_s), s	1.4	1.1	0.2	3.7	0.9	1.3	1.8	6.6	1.1	1.6	4.4	0.1
Cycle Q Clear(g_c), s	1.4	1.1	0.2	3.7	0.9	1.3	1.8	6.6	1.1	1.6	4.4	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	277	121	216	537	231	172	1161	517	333	1161	514
V/C Ratio(X)	0.70	0.36	0.07	0.76	0.17	0.23	0.48	0.59	0.12	0.41	0.42	0.01
Avail Cap(c_a), veh/h	343	2910	1272	472	3167	1361	343	3424	1524	333	3082	1364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	18.3	17.9	17.8	15.5	15.7	17.9	11.8	9.9	17.8	11.1	9.6
Incr Delay (d2), s/veh	9.7	0.8	0.2	5.5	0.2	0.5	2.1	0.5	0.1	0.8	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.4	0.1	1.6	0.3	0.4	0.7	1.8	0.3	0.5	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.3	19.1	18.1	23.3	15.7	16.2	20.0	12.3	10.0	18.6	11.3	9.6
LnGrp LOS	C	B	B	C	B	B	C	B	B	B	B	A
Approach Vol, veh/h	169			312			823			629		
Approach Delay, s/veh	22.7			19.8			12.9			12.9		
Approach LOS	C			B			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	17.6	6.0	10.3	8.0	17.6	9.0	7.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	4.0	40.0	8.0	37.0	8.0	36.0	11.0	34.0				
Max Q Clear Time (g_c+I1), s	3.6	8.6	3.4	3.3	3.8	6.4	5.7	3.1				
Green Ext Time (p_c), s	0.0	4.6	0.0	0.7	0.1	3.0	0.2	0.6				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	14.9											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

8: Pacific Coast Hwy & Monarch Bay Dr/Crown Valley Pkwy Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱	↰	↱	↰	↰	↱	↱	↰	↱	↱
Traffic Volume (veh/h)	7	38	24	247	42	528	24	579	184	286	394	9
Future Volume (veh/h)	7	38	24	247	42	528	24	579	184	286	394	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	8	44	4	322	0	234	28	673	104	333	458	10
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	17	96	94	600	0	975	144	1105	756	497	1329	29
Arrive On Green	0.06	0.06	0.06	0.17	0.00	0.17	0.08	0.31	0.31	0.14	0.37	0.37
Sat Flow, veh/h	288	1583	1546	3591	0	3106	1795	3582	1585	3483	3583	78
Grp Volume(v), veh/h	52	0	4	322	0	234	28	673	104	333	229	239
Grp Sat Flow(s),veh/h/ln	1871	0	1546	1795	0	1553	1795	1791	1585	1742	1791	1870
Q Serve(g_s), s	1.3	0.0	0.1	4.1	0.0	2.8	0.7	8.0	1.8	4.5	4.6	4.6
Cycle Q Clear(g_c), s	1.3	0.0	0.1	4.1	0.0	2.8	0.7	8.0	1.8	4.5	4.6	4.6
Prop In Lane	0.15		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	113	0	94	600	0	975	144	1105	756	497	664	694
V/C Ratio(X)	0.46	0.00	0.04	0.54	0.00	0.24	0.19	0.61	0.14	0.67	0.34	0.35
Avail Cap(c_a), veh/h	1239	0	1025	1802	0	2015	216	2661	1444	979	1618	1689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	0.0	22.0	19.0	0.0	12.8	21.4	14.7	7.3	20.2	11.3	11.3
Incr Delay (d2), s/veh	2.9	0.0	0.2	0.7	0.0	0.1	0.6	0.5	0.1	1.6	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.5	0.0	0.9	0.3	2.5	0.7	1.6	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.5	0.0	22.2	19.7	0.0	13.0	22.0	15.2	7.4	21.8	11.6	11.6
LnGrp LOS	C		C	B		B	C	B	A	C	B	B
Approach Vol, veh/h		56			556			805			801	
Approach Delay, s/veh		25.3			16.9			14.4			15.8	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	19.4		12.3	8.0	22.5		7.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	37.0		25.0	6.0	45.0		33.0				
Max Q Clear Time (g_c+I1), s	6.5	10.0		6.1	2.7	6.6		3.3				
Green Ext Time (p_c), s	0.7	4.6		2.0	0.0	2.5		0.2				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 15.8

HCM 6th LOS B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

9: Golden Lantern & Dana Point Harbor Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	168	15	143	353	85	35	28	61	80	86	109
Future Volume (veh/h)	68	168	15	143	353	85	35	28	61	80	86	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.97	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	85	210	5	179	441	36	44	35	27	100	108	30
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	239	947	380	258	985	424	144	435	584	210	504	423
Arrive On Green	0.13	0.26	0.26	0.14	0.28	0.28	0.08	0.23	0.23	0.12	0.27	0.27
Sat Flow, veh/h	1795	3582	1435	1795	3582	1542	1795	1885	1535	1795	1885	1580
Grp Volume(v), veh/h	85	210	5	179	441	36	44	35	27	100	108	30
Grp Sat Flow(s),veh/h/ln	1795	1791	1435	1795	1791	1542	1795	1885	1535	1795	1885	1580
Q Serve(g_s), s	3.2	3.4	0.2	7.1	7.6	1.3	1.7	1.1	0.8	3.9	3.3	1.1
Cycle Q Clear(g_c), s	3.2	3.4	0.2	7.1	7.6	1.3	1.7	1.1	0.8	3.9	3.3	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	947	380	258	985	424	144	435	584	210	504	423
V/C Ratio(X)	0.36	0.22	0.01	0.69	0.45	0.08	0.31	0.08	0.05	0.48	0.21	0.07
Avail Cap(c_a), veh/h	842	3121	1251	1083	3121	1344	722	1011	1053	842	1011	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	21.4	20.3	30.4	22.4	20.1	32.3	22.5	14.9	30.8	21.2	20.4
Incr Delay (d2), s/veh	0.3	0.2	0.0	3.3	0.5	0.1	0.4	0.0	0.0	0.6	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.4	0.1	3.2	3.1	0.5	0.7	0.5	0.3	1.6	1.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.7	21.6	20.3	33.7	22.8	20.2	32.8	22.5	14.9	31.4	21.3	20.4
LnGrp LOS	C	C	C	C	C	C	C	C	B	C	C	C
Approach Vol, veh/h	300			656			106			238		
Approach Delay, s/veh	23.9			25.6			24.8			25.4		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.9	24.6	10.2	24.9	14.1	25.4	12.9	22.1				
Change Period (Y+Rc), s	4.2	4.9	4.2	4.9	4.2	4.9	4.2	4.9				
Max Green Setting (Gmax), s	45.0	65.0	30.0	40.0	35.0	65.0	35.0	40.0				
Max Q Clear Time (g_c+I1), s	9.1	5.4	3.7	5.3	5.2	9.6	5.9	3.1				
Green Ext Time (p_c), s	0.5	2.2	0.0	0.4	0.1	5.1	0.1	0.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	25.1											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

10: Golden Lantern & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	317	61	78	263	142	41	242	110	173	422	81
Future Volume (veh/h)	34	317	61	78	263	142	41	242	110	173	422	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	38	356	20	88	296	86	46	272	24	194	474	28
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	61	716	314	111	815	585	174	747	332	255	907	397
Arrive On Green	0.03	0.20	0.20	0.06	0.23	0.23	0.10	0.21	0.21	0.14	0.25	0.25
Sat Flow, veh/h	1795	3582	1570	1795	3582	1574	1795	3582	1593	1795	3582	1567
Grp Volume(v), veh/h	38	356	20	88	296	86	46	272	24	194	474	28
Grp Sat Flow(s),veh/h/ln	1795	1791	1570	1795	1791	1574	1795	1791	1593	1795	1791	1567
Q Serve(g_s), s	0.9	3.6	0.4	2.0	2.9	1.5	1.0	2.7	0.5	4.3	4.7	0.6
Cycle Q Clear(g_c), s	0.9	3.6	0.4	2.0	2.9	1.5	1.0	2.7	0.5	4.3	4.7	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	61	716	314	111	815	585	174	747	332	255	907	397
V/C Ratio(X)	0.62	0.50	0.06	0.79	0.36	0.15	0.26	0.36	0.07	0.76	0.52	0.07
Avail Cap(c_a), veh/h	218	3388	1485	218	3388	1715	305	3214	1429	566	3735	1634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	14.7	13.4	19.1	13.4	8.7	17.3	14.0	13.1	17.0	13.3	11.7
Incr Delay (d2), s/veh	9.7	0.5	0.1	12.0	0.3	0.1	0.8	0.3	0.1	4.7	0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.2	0.1	1.1	0.9	0.4	0.4	0.9	0.1	1.7	1.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.3	15.2	13.5	31.1	13.7	8.8	18.1	14.3	13.2	21.7	13.7	11.8
LnGrp LOS	C	B	B	C	B	A	B	B	B	C	B	B
Approach Vol, veh/h	414			470			342			696		
Approach Delay, s/veh	16.4			16.0			14.7			15.9		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	12.6	6.5	12.2	8.0	14.4	5.4	13.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	13.0	37.0	5.0	39.0	7.0	43.0	5.0	39.0				
Max Q Clear Time (g_c+I1), s	6.3	4.7	4.0	5.6	3.0	6.7	2.9	4.9				
Green Ext Time (p_c), s	0.3	1.8	0.0	2.4	0.0	3.3	0.0	2.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	15.8											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

11: Del Obispo St & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	72	806	109	87	446	176	72	141	107	246	293	73
Future Volume (veh/h)	72	806	109	87	446	176	72	141	107	246	293	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	876	58	95	485	67	78	153	29	267	318	69
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	1216	532	194	1164	519	219	389	72	316	499	107
Arrive On Green	0.12	0.34	0.34	0.11	0.33	0.33	0.12	0.13	0.13	0.18	0.17	0.17
Sat Flow, veh/h	1781	3554	1555	1781	3554	1584	1781	2989	554	1781	2911	623
Grp Volume(v), veh/h	78	876	58	95	485	67	78	90	92	267	192	195
Grp Sat Flow(s),veh/h/ln	1781	1777	1555	1781	1777	1584	1781	1777	1766	1781	1777	1757
Q Serve(g_s), s	3.2	17.4	2.1	4.1	8.6	2.4	3.2	3.7	3.9	11.7	8.1	8.3
Cycle Q Clear(g_c), s	3.2	17.4	2.1	4.1	8.6	2.4	3.2	3.7	3.9	11.7	8.1	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.35
Lane Grp Cap(c), veh/h	220	1216	532	194	1164	519	219	231	230	316	304	301
V/C Ratio(X)	0.35	0.72	0.11	0.49	0.42	0.13	0.36	0.39	0.40	0.84	0.63	0.65
Avail Cap(c_a), veh/h	661	1758	769	661	2638	1175	992	879	874	661	879	869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	23.2	18.2	33.9	21.2	19.1	32.5	32.2	32.3	32.2	31.1	31.2
Incr Delay (d2), s/veh	0.4	1.2	0.1	0.7	0.3	0.2	1.4	1.1	1.1	6.1	2.2	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	6.8	0.7	1.7	3.4	0.8	1.4	1.6	1.7	5.3	3.5	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.8	24.4	18.3	34.6	21.5	19.2	33.9	33.3	33.4	38.3	33.3	33.5
LnGrp LOS	C	C	B	C	C	B	C	C	C	D	C	C
Approach Vol, veh/h		1012			647			260			654	
Approach Delay, s/veh		24.7			23.2			33.5			35.4	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.6	15.9	13.0	33.4	15.2	19.2	14.2	32.2				
Change Period (Y+Rc), s	4.2	5.4	4.2	5.7	5.3	5.4	4.2	5.7				
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	45.0	40.0	30.0	60.0				
Max Q Clear Time (g_c+I1), s	13.7	5.9	6.1	19.4	5.2	10.3	5.2	10.6				
Green Ext Time (p_c), s	0.7	1.0	0.1	8.3	0.3	2.2	0.1	5.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			27.9									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

12: Niguel Rd & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	12	5	188	2	145	5	274	161	116	270	3
Future Volume (veh/h)	5	12	5	188	2	145	5	274	161	116	270	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	6	14	0	216	2	51	6	315	46	133	310	2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	12	72	0	284	358	303	216	817	356	171	728	311
Arrive On Green	0.01	0.04	0.00	0.16	0.19	0.19	0.12	0.23	0.23	0.10	0.20	0.20
Sat Flow, veh/h	1795	1885	0	1795	1885	1598	1795	3582	1562	1795	3582	1530
Grp Volume(v), veh/h	6	14	0	216	2	51	6	315	46	133	310	2
Grp Sat Flow(s),veh/h/ln	1795	1885	0	1795	1885	1598	1795	1791	1562	1795	1791	1530
Q Serve(g_s), s	0.1	0.2	0.0	3.8	0.0	0.9	0.1	2.5	0.8	2.4	2.5	0.0
Cycle Q Clear(g_c), s	0.1	0.2	0.0	3.8	0.0	0.9	0.1	2.5	0.8	2.4	2.5	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	12	72	0	284	358	303	216	817	356	171	728	311
V/C Ratio(X)	0.52	0.20	0.00	0.76	0.01	0.17	0.03	0.39	0.13	0.78	0.43	0.01
Avail Cap(c_a), veh/h	216	1924	0	593	2321	1967	216	3979	1735	377	4302	1838
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	15.5	0.0	13.4	10.9	11.3	12.9	10.9	10.2	14.7	11.6	10.6
Incr Delay (d2), s/veh	31.1	1.3	0.0	4.2	0.0	0.3	0.1	0.3	0.2	7.4	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.0	1.4	0.0	0.2	0.0	0.7	0.2	1.1	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.6	16.8	0.0	17.6	11.0	11.6	13.0	11.2	10.4	22.1	12.0	10.6
LnGrp LOS	D	B		B	B	B	B	B	B	C	B	B
Approach Vol, veh/h	20			269			367			445		
Approach Delay, s/veh	26.1			16.4			11.1			15.0		
Approach LOS	C			B			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	11.6	9.3	5.3	8.0	10.8	4.2	10.3				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	37.0	11.0	34.0	4.0	40.0	4.0	41.0				
Max Q Clear Time (g_c+l1), s	4.4	4.5	5.8	2.2	2.1	4.5	2.1	2.9				
Green Ext Time (p_c), s	0.1	2.1	0.3	0.0	0.0	2.0	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	14.2											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

13: Del Prado Ave/Copper Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	657	13	122	855	22	0	7	84	34	2	1
Future Volume (veh/h)	6	657	13	122	855	22	0	7	84	34	2	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	677	0	126	881	23	0	7	87	35	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	31	1059		238	1464	38	0	274	409	185	11	5
Arrive On Green	0.02	0.30	0.00	0.13	0.41	0.41	0.00	0.15	0.15	0.11	0.11	0.11
Sat Flow, veh/h	1781	3647	0	1781	3536	92	0	1870	2790	1638	94	47
Grp Volume(v), veh/h	6	677	0	126	443	461	0	7	87	38	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1851	0	1870	1395	1779	0	0
Q Serve(g_s), s	0.2	11.2	0.0	4.5	13.2	13.2	0.0	0.2	1.9	1.3	0.0	0.0
Cycle Q Clear(g_c), s	0.2	11.2	0.0	4.5	13.2	13.2	0.0	0.2	1.9	1.3	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.05	0.00		1.00	0.92		0.03
Lane Grp Cap(c), veh/h	31	1059		238	736	767	0	274	409	200	0	0
V/C Ratio(X)	0.19	0.64		0.53	0.60	0.60	0.00	0.03	0.21	0.19	0.00	0.00
Avail Cap(c_a), veh/h	656	2616		1049	1308	1363	0	826	1232	524	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	32.9	20.7	0.0	27.4	15.5	15.5	0.0	24.8	25.5	27.3	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.9	0.0	2.6	1.1	1.1	0.0	0.0	0.1	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.1	0.0	1.9	4.5	4.7	0.0	0.1	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.0	21.6	0.0	30.0	16.7	16.6	0.0	24.8	25.6	27.5	0.0	0.0
LnGrp LOS	C	C		C	B	B		C	C	C		
Approach Vol, veh/h	683				1030				94			
Approach Delay, s/veh	21.7				18.3				25.6			
Approach LOS	C				B				C			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.3	27.3		12.3	5.4	35.2		15.1				
Change Period (Y+Rc), s	4.2	7.1		4.6	4.2	7.1		5.1				
Max Green Setting (Gmax), s	40.0	50.0		20.0	25.0	50.0		30.0				
Max Q Clear Time (g_c+l1), s	6.5	13.2		3.3	2.2	15.2		3.9				
Green Ext Time (p_c), s	0.5	6.7		0.1	0.0	8.6		0.2				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	20.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: Coast Hwy & Beach Rd/Palisades Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	27	22	20	20	56	16	292	30	64	374	58
Future Volume (veh/h)	53	27	22	20	20	56	16	292	30	64	374	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.89	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	61	31	12	23	23	7	18	336	13	74	430	30
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	228	164	63	88	88	136	72	468	383	213	616	490
Arrive On Green	0.13	0.13	0.13	0.10	0.10	0.10	0.04	0.25	0.25	0.12	0.33	0.33
Sat Flow, veh/h	1795	1294	501	920	920	1419	1795	1885	1542	1795	1885	1500
Grp Volume(v), veh/h	61	0	43	46	0	7	18	336	13	74	430	30
Grp Sat Flow(s),veh/h/ln	1795	0	1795	1839	0	1419	1795	1885	1542	1795	1885	1500
Q Serve(g_s), s	1.4	0.0	1.0	1.1	0.0	0.2	0.5	7.6	0.3	1.8	9.3	0.6
Cycle Q Clear(g_c), s	1.4	0.0	1.0	1.1	0.0	0.2	0.5	7.6	0.3	1.8	9.3	0.6
Prop In Lane	1.00		0.28	0.50		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	228	0	228	176	0	136	72	468	383	213	616	490
V/C Ratio(X)	0.27	0.00	0.19	0.26	0.00	0.05	0.25	0.72	0.03	0.35	0.70	0.06
Avail Cap(c_a), veh/h	1151	0	1151	2359	0	1820	1151	2821	2307	1535	2821	2245
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	18.3	19.6	0.0	19.2	21.8	16.1	13.3	18.9	13.7	10.8
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.3	0.0	0.1	0.7	2.1	0.0	0.4	1.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.4	0.4	0.0	0.1	0.2	2.8	0.1	0.6	3.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.7	0.0	18.4	19.9	0.0	19.3	22.4	18.2	13.4	19.3	15.2	10.9
LnGrp LOS	B		B	B		B	C	B	B	B	B	B
Approach Vol, veh/h	104				53				367			
Approach Delay, s/veh	18.6				19.8				18.2			
Approach LOS	B				B				B			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	21.1		9.1	9.8	17.4		10.5				
Change Period (Y+Rc), s	4.2	5.8		4.6	4.2	5.8		4.6				
Max Green Setting (Gmax), s	30.0	70.0		60.0	40.0	70.0		30.0				
Max Q Clear Time (g_c+I1), s	2.5	11.3		3.1	3.8	9.6		3.4				
Green Ext Time (p_c), s	0.0	2.7		0.2	0.1	2.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	17.0											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

2: Doheny Park Rd & Victoria Blvd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	20	43	87	23	74	56	850	82	39	626	11
Future Volume (veh/h)	55	20	43	87	23	74	56	850	82	39	626	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	57	21	11	91	24	19	58	885	53	41	652	6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	398	387	321	416	198	157	159	1621	722	125	1552	678
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.09	0.45	0.45	0.07	0.43	0.43
Sat Flow, veh/h	1365	1885	1564	1379	964	763	1795	3582	1596	1795	3582	1564
Grp Volume(v), veh/h	57	21	11	91	0	43	58	885	53	41	652	6
Grp Sat Flow(s),veh/h/ln	1365	1885	1564	1379	0	1727	1795	1791	1596	1795	1791	1564
Q Serve(g_s), s	1.8	0.4	0.3	2.8	0.0	1.0	1.5	8.9	0.9	1.1	6.2	0.1
Cycle Q Clear(g_c), s	2.8	0.4	0.3	3.3	0.0	1.0	1.5	8.9	0.9	1.1	6.2	0.1
Prop In Lane	1.00		1.00	1.00		0.44	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	398	387	321	416	0	355	159	1621	722	125	1552	678
V/C Ratio(X)	0.14	0.05	0.03	0.22	0.00	0.12	0.36	0.55	0.07	0.33	0.42	0.01
Avail Cap(c_a), veh/h	1220	1522	1262	1803	0	2092	1087	4338	1933	1450	4338	1895
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	15.8	15.8	17.1	0.0	16.0	21.3	9.9	7.7	21.9	9.7	8.0
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.3	0.0	0.2	1.4	0.4	0.1	1.5	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.2	0.1	0.8	0.0	0.4	0.6	2.7	0.3	0.5	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.3	15.9	15.8	17.4	0.0	16.2	22.6	10.3	7.7	23.5	10.0	8.0
LnGrp LOS	B	B	B	B		B	C	B	A	C	A	A
Approach Vol, veh/h		89			134			996			699	
Approach Delay, s/veh		16.8			17.0			10.9			10.8	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	26.2		14.8	7.6	27.1		14.8				
Change Period (Y+Rc), s	4.2	4.7		4.6	4.2	4.7		4.6				
Max Green Setting (Gmax), s	30.0	60.0		60.0	40.0	60.0		40.0				
Max Q Clear Time (g_c+I1), s	3.5	8.2		5.3	3.1	10.9		4.8				
Green Ext Time (p_c), s	0.1	7.4		0.5	0.1	11.5		0.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			11.5									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

3: Dana Point Harbor Dr/Del Obispo St & Pacific Coast Hwy Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	1000	93	518	1126	260	70	144	531	226	132	100
Future Volume (veh/h)	83	1000	93	518	1126	260	70	144	531	226	132	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	87	1053	94	545	1185	257	74	152	521	238	139	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	202	1573	140	691	1767	383	149	353	1076	326	373	302
Arrive On Green	0.11	0.33	0.33	0.20	0.42	0.42	0.08	0.19	0.19	0.09	0.20	0.20
Sat Flow, veh/h	1795	4794	427	3483	4202	911	1795	1885	2767	3483	1885	1527
Grp Volume(v), veh/h	87	753	394	545	968	474	74	152	521	238	139	17
Grp Sat Flow(s),veh/h/ln	1795	1716	1790	1742	1716	1682	1795	1885	1383	1742	1885	1527
Q Serve(g_s), s	4.8	20.2	20.3	15.9	24.3	24.3	4.2	7.6	15.2	7.1	6.8	1.0
Cycle Q Clear(g_c), s	4.8	20.2	20.3	15.9	24.3	24.3	4.2	7.6	15.2	7.1	6.8	1.0
Prop In Lane	1.00		0.24	1.00		0.54	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	1126	587	691	1443	707	149	353	1076	326	373	302
V/C Ratio(X)	0.43	0.67	0.67	0.79	0.67	0.67	0.50	0.43	0.48	0.73	0.37	0.06
Avail Cap(c_a), veh/h	504	2086	1088	2443	2086	1022	504	617	1464	977	617	500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	30.9	30.9	40.7	25.0	25.0	46.9	38.4	24.8	47.2	37.1	34.8
Incr Delay (d2), s/veh	0.5	1.0	1.9	2.9	0.8	1.6	2.5	0.8	0.3	1.2	0.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	7.9	8.5	6.7	9.2	9.2	1.9	3.5	4.8	3.1	3.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.8	31.9	32.8	43.6	25.8	26.6	49.4	39.2	25.2	48.3	37.8	34.9
LnGrp LOS	D	C	C	D	C	C	D	D	C	D	D	C
Approach Vol, veh/h	1234		1987				747		394			
Approach Delay, s/veh	33.1		30.9				30.4		44.0			
Approach LOS	C		C				C		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.2	51.1	14.2	25.4	26.1	41.2	13.1	26.5				
Change Period (Y+Rc), s	4.2	6.1	4.2	5.4	4.9	6.1	4.2	5.4				
Max Green Setting (Gmax), s	30.0	65.0	30.0	35.0	75.0	65.0	30.0	35.0				
Max Q Clear Time (g_c+I1), s	6.8	26.3	9.1	17.2	17.9	22.3	6.2	8.8				
Green Ext Time (p_c), s	0.1	17.4	0.4	2.8	3.3	12.8	0.2	0.7				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			32.6									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

4: Golden Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	657	44	39	650	193	100	230	37	222	220	85
Future Volume (veh/h)	100	657	44	39	650	193	100	230	37	222	220	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.94	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	104	684	44	41	677	101	104	240	29	231	229	17
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	174	1605	103	123	1582	688	145	611	73	292	366	303
Arrive On Green	0.10	0.47	0.47	0.07	0.44	0.44	0.08	0.19	0.19	0.08	0.19	0.19
Sat Flow, veh/h	1795	3414	219	1795	3582	1559	1795	3200	381	3483	1885	1560
Grp Volume(v), veh/h	104	359	369	41	677	101	104	133	136	231	229	17
Grp Sat Flow(s),veh/h/ln	1795	1791	1842	1795	1791	1559	1795	1791	1790	1742	1885	1560
Q Serve(g_s), s	6.7	15.9	15.9	2.6	15.6	4.6	6.8	7.8	8.0	7.8	13.4	1.1
Cycle Q Clear(g_c), s	6.7	15.9	15.9	2.6	15.6	4.6	6.8	7.8	8.0	7.8	13.4	1.1
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	174	842	866	123	1582	688	145	342	342	292	366	303
V/C Ratio(X)	0.60	0.43	0.43	0.33	0.43	0.15	0.72	0.39	0.40	0.79	0.63	0.06
Avail Cap(c_a), veh/h	281	842	866	281	1582	688	296	342	342	517	366	303
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.9	21.1	21.1	53.3	23.1	20.0	53.8	42.4	42.5	53.9	44.3	39.4
Incr Delay (d2), s/veh	1.2	1.6	1.5	0.6	0.8	0.4	2.5	0.3	0.3	1.8	7.9	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	6.6	6.8	1.2	6.4	1.7	3.1	3.4	3.5	3.5	7.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.2	22.6	22.6	53.9	23.9	20.5	56.3	42.7	42.8	55.8	52.2	39.7
LnGrp LOS	D	C	C	D	C	C	E	D	D	E	D	D
Approach Vol, veh/h		832			819			373			477	
Approach Delay, s/veh		26.4			25.0			46.5			53.5	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	62.5	14.9	29.2	16.8	59.1	15.3	28.8				
Change Period (Y+Rc), s	5.2	6.1	5.2	* 5.9	5.2	6.1	5.2	5.9				
Max Green Setting (Gmax), s	18.8	35.9	19.8	* 23	18.8	35.9	17.8	14.1				
Max Q Clear Time (g_c+I1), s	4.6	17.9	8.8	15.4	8.7	17.6	9.8	10.0				
Green Ext Time (p_c), s	0.0	4.5	0.1	0.8	0.1	5.0	0.3	0.3				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	34.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Blue Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	773	26	47	708	26	74	14	56	15	10	3
Future Volume (veh/h)	6	773	26	47	708	26	74	14	56	15	10	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.97	0.98		0.97	0.98		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	6	805	15	49	738	27	77	15	10	16	10	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	31	1467	619	183	1739	64	461	473	388	454	473	386
Arrive On Green	0.02	0.41	0.41	0.10	0.49	0.49	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1795	3582	1511	1795	3520	129	1389	1885	1548	1373	1885	1539
Grp Volume(v), veh/h	6	805	15	49	375	390	77	15	10	16	10	2
Grp Sat Flow(s),veh/h/ln	1795	1791	1511	1795	1791	1858	1389	1885	1548	1373	1885	1539
Q Serve(g_s), s	0.2	10.4	0.4	1.5	8.2	8.2	2.7	0.4	0.3	0.5	0.2	0.1
Cycle Q Clear(g_c), s	0.2	10.4	0.4	1.5	8.2	8.2	2.9	0.4	0.3	0.9	0.2	0.1
Prop In Lane	1.00		1.00	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	31	1467	619	183	885	918	461	473	388	454	473	386
V/C Ratio(X)	0.19	0.55	0.02	0.27	0.42	0.42	0.17	0.03	0.03	0.04	0.02	0.01
Avail Cap(c_a), veh/h	883	3522	1485	883	1761	1826	1136	1390	1141	1122	1390	1135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	13.7	10.7	25.3	9.9	9.9	18.3	17.3	17.2	17.6	17.2	17.1
Incr Delay (d2), s/veh	1.1	0.5	0.0	0.3	0.5	0.4	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.3	0.1	0.6	2.4	2.5	0.8	0.2	0.1	0.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.6	14.2	10.8	25.6	10.3	10.3	18.4	17.3	17.2	17.6	17.2	17.1
LnGrp LOS	C	B	B	C	B	B	B	B	B	B	B	B
Approach Vol, veh/h		826			814			102			28	
Approach Delay, s/veh		14.2			11.3			18.1			17.4	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	30.7		19.9	5.3	35.8		19.9				
Change Period (Y+Rc), s	4.2	5.7		4.6	4.2	5.7		4.6				
Max Green Setting (Gmax), s	30.0	60.0		45.0	30.0	60.0		45.0				
Max Q Clear Time (g_c+l1), s	3.5	12.4		2.9	2.2	10.2		4.9				
Green Ext Time (p_c), s	0.0	8.8		0.0	0.0	7.3		0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			13.1									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

6: Pacific Coast Hwy & Selva Rd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	71	82	36	37	58	93	680	60	69	812	88
Future Volume (veh/h)	112	71	82	36	37	58	93	680	60	69	812	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.94	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	98	107	31	39	40	18	100	731	24	74	873	35
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	124	253	211	62	188	150	128	1448	643	98	1389	616
Arrive On Green	0.07	0.13	0.13	0.03	0.10	0.10	0.07	0.40	0.40	0.05	0.39	0.39
Sat Flow, veh/h	1795	1885	1573	1795	1885	1503	1795	3582	1590	1795	3582	1589
Grp Volume(v), veh/h	98	107	31	39	40	18	100	731	24	74	873	35
Grp Sat Flow(s),veh/h/ln	1795	1885	1573	1795	1885	1503	1795	1791	1590	1795	1791	1589
Q Serve(g_s), s	2.3	2.2	0.7	0.9	0.8	0.5	2.4	6.6	0.4	1.7	8.5	0.6
Cycle Q Clear(g_c), s	2.3	2.2	0.7	0.9	0.8	0.5	2.4	6.6	0.4	1.7	8.5	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	124	253	211	62	188	150	128	1448	643	98	1389	616
V/C Ratio(X)	0.79	0.42	0.15	0.63	0.21	0.12	0.78	0.50	0.04	0.75	0.63	0.06
Avail Cap(c_a), veh/h	167	1316	1098	167	1316	1049	251	2833	1257	251	2833	1257
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	17.1	16.4	20.5	17.8	17.6	19.6	9.6	7.7	20.0	10.7	8.2
Incr Delay (d2), s/veh	16.3	1.1	0.3	9.9	0.6	0.4	10.0	0.3	0.0	11.1	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.9	0.3	0.5	0.3	0.2	1.1	1.6	0.1	0.9	2.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.0	18.2	16.8	30.4	18.4	18.0	29.6	9.9	7.8	31.1	11.1	8.3
LnGrp LOS	D	B	B	C	B	B	C	A	A	C	B	A
Approach Vol, veh/h		236			97			855			982	
Approach Delay, s/veh		25.4			23.1			12.1			12.5	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	21.4	7.0	8.3	7.1	20.7	5.5	9.8				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	6.0	34.0	4.0	30.0	6.0	34.0	4.0	30.0				
Max Q Clear Time (g_c+l1), s	3.7	8.6	4.3	2.8	4.4	10.5	2.9	4.2				
Green Ext Time (p_c), s	0.0	4.7	0.0	0.2	0.0	5.8	0.0	0.6				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			14.2									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

7: Pacific Coast Hwy & Ritz Carlton Dr/Niguel Rd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	140	94	192	73	146	48	589	215	252	685	25
Future Volume (veh/h)	66	140	94	192	73	146	48	589	215	252	685	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	72	152	19	209	79	43	52	640	83	274	745	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	93	328	144	267	674	290	154	1190	529	298	1190	529
Arrive On Green	0.05	0.09	0.09	0.15	0.19	0.19	0.09	0.33	0.33	0.09	0.33	0.33
Sat Flow, veh/h	1795	3582	1571	1795	3582	1538	1795	3582	1592	3483	3582	1592
Grp Volume(v), veh/h	72	152	19	209	79	43	52	640	83	274	745	9
Grp Sat Flow(s),veh/h/ln	1795	1791	1571	1795	1791	1538	1795	1791	1592	1742	1791	1592
Q Serve(g_s), s	1.9	1.9	0.5	5.2	0.9	1.1	1.3	6.8	1.7	3.7	8.2	0.2
Cycle Q Clear(g_c), s	1.9	1.9	0.5	5.2	0.9	1.1	1.3	6.8	1.7	3.7	8.2	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	328	144	267	674	290	154	1190	529	298	1190	529
V/C Ratio(X)	0.77	0.46	0.13	0.78	0.12	0.15	0.34	0.54	0.16	0.92	0.63	0.02
Avail Cap(c_a), veh/h	307	2603	1142	422	2833	1216	307	3063	1361	298	2756	1225
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	20.2	19.5	19.2	15.8	15.9	20.1	12.7	11.0	21.2	13.2	10.5
Incr Delay (d2), s/veh	12.6	1.0	0.4	5.0	0.1	0.2	1.3	0.4	0.1	32.1	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.7	0.2	2.2	0.3	0.3	0.5	2.0	0.5	2.5	2.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.5	21.2	19.9	24.2	15.8	16.1	21.4	13.1	11.1	53.4	13.7	10.5
LnGrp LOS	C	C	B	C	B	B	C	B	B	D	B	B
Approach Vol, veh/h		243			331			775			1028	
Approach Delay, s/veh		25.0			21.2			13.4			24.3	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	19.5	6.4	12.8	8.0	19.5	10.9	8.3				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	4.0	40.0	8.0	37.0	8.0	36.0	11.0	34.0				
Max Q Clear Time (g_c+I1), s	5.7	8.8	3.9	3.1	3.3	10.2	7.2	3.9				
Green Ext Time (p_c), s	0.0	4.4	0.0	0.6	0.0	4.8	0.2	0.9				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			20.4									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

8: Pacific Coast Hwy & Monarch Bay Dr/Crown Valley Pkwy Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	57	35	217	28	470	38	510	226	682	730	3
Future Volume (veh/h)	14	57	35	217	28	470	38	510	226	682	730	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	14	58	5	242	0	190	39	520	98	696	745	3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	26	109	114	472	0	1183	141	860	593	843	1478	6
Arrive On Green	0.07	0.07	0.07	0.13	0.00	0.13	0.08	0.24	0.24	0.24	0.40	0.40
Sat Flow, veh/h	363	1504	1573	3591	0	3113	1795	3582	1594	3483	3658	15
Grp Volume(v), veh/h	72	0	5	242	0	190	39	520	98	696	365	383
Grp Sat Flow(s),veh/h/ln	1867	0	1573	1795	0	1557	1795	1791	1594	1742	1791	1882
Q Serve(g_s), s	1.9	0.0	0.2	3.2	0.0	2.1	1.0	6.6	2.1	9.7	7.8	7.8
Cycle Q Clear(g_c), s	1.9	0.0	0.2	3.2	0.0	2.1	1.0	6.6	2.1	9.7	7.8	7.8
Prop In Lane	0.19		1.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	135	0	114	472	0	1183	141	860	593	843	723	760
V/C Ratio(X)	0.53	0.00	0.04	0.51	0.00	0.16	0.28	0.60	0.17	0.83	0.50	0.50
Avail Cap(c_a), veh/h	1208	0	1018	1760	0	2299	211	2598	1366	956	1580	1660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	0.0	22.0	20.6	0.0	10.7	22.1	17.2	10.7	18.3	11.4	11.4
Incr Delay (d2), s/veh	3.2	0.0	0.2	0.9	0.0	0.1	1.1	0.7	0.1	5.4	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.1	1.2	0.0	0.6	0.4	2.2	0.7	3.6	2.2	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.1	0.0	22.2	21.5	0.0	10.7	23.2	17.9	10.9	23.7	11.9	11.9
LnGrp LOS	C		C	C		B	C	B	B	C	B	B
Approach Vol, veh/h		77			432			657			1444	
Approach Delay, s/veh		25.8			16.8			17.2			17.6	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.4	16.3		10.7	8.0	24.6		7.7				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	14.0	37.0		25.0	6.0	45.0		33.0				
Max Q Clear Time (g_c+l1), s	11.7	8.6		5.2	3.0	9.8		3.9				
Green Ext Time (p_c), s	0.7	3.5		1.5	0.0	4.3		0.4				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			17.6									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

9: Golden Lantern & Dana Point Harbor Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	368	19	138	265	117	15	65	105	127	86	107
Future Volume (veh/h)	137	368	19	138	265	117	15	65	105	127	86	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.86	1.00		0.95	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	161	433	7	162	312	36	18	76	44	149	101	38
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	246	1028	394	225	987	418	73	494	597	203	631	512
Arrive On Green	0.14	0.29	0.29	0.13	0.28	0.28	0.04	0.26	0.26	0.11	0.33	0.33
Sat Flow, veh/h	1795	3582	1373	1795	3582	1515	1795	1885	1513	1795	1885	1529
Grp Volume(v), veh/h	161	433	7	162	312	36	18	76	44	149	101	38
Grp Sat Flow(s),veh/h/ln	1795	1791	1373	1795	1791	1515	1795	1885	1513	1795	1885	1529
Q Serve(g_s), s	7.3	8.4	0.3	7.4	5.9	1.5	0.8	2.7	1.6	6.9	3.2	1.5
Cycle Q Clear(g_c), s	7.3	8.4	0.3	7.4	5.9	1.5	0.8	2.7	1.6	6.9	3.2	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	246	1028	394	225	987	418	73	494	597	203	631	512
V/C Ratio(X)	0.66	0.42	0.02	0.72	0.32	0.09	0.25	0.15	0.07	0.73	0.16	0.07
Avail Cap(c_a), veh/h	732	2714	1040	942	2714	1148	628	879	906	732	879	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	24.8	21.9	36.1	24.7	23.1	39.9	24.3	16.6	36.8	20.1	19.5
Incr Delay (d2), s/veh	1.1	0.4	0.0	4.3	0.3	0.1	0.6	0.1	0.0	1.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	3.5	0.1	3.5	2.5	0.5	0.4	1.2	0.5	3.0	1.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.2	25.2	21.9	40.3	24.9	23.2	40.5	24.4	16.6	38.7	20.1	19.5
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		601			510			138			288	
Approach Delay, s/veh		28.1			29.7			24.0			29.6	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	29.5	7.7	33.6	15.9	28.5	13.9	27.4				
Change Period (Y+Rc), s	4.2	4.9	4.2	4.9	4.2	4.9	4.2	4.9				
Max Green Setting (Gmax), s	45.0	65.0	30.0	40.0	35.0	65.0	35.0	40.0				
Max Q Clear Time (g_c+I1), s	9.4	10.4	2.8	5.2	9.3	7.9	8.9	4.7				
Green Ext Time (p_c), s	0.5	4.8	0.0	0.4	0.2	3.5	0.2	0.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			28.6									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

10: Golden Lantern & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	385	83	124	279	266	68	473	107	170	502	86
Future Volume (veh/h)	71	385	83	124	279	266	68	473	107	170	502	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	75	405	22	131	294	196	72	498	29	179	528	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	95	728	324	168	873	590	150	860	383	233	1026	449
Arrive On Green	0.05	0.20	0.20	0.09	0.24	0.24	0.08	0.24	0.24	0.13	0.29	0.29
Sat Flow, veh/h	1795	3582	1595	1795	3582	1572	1795	3582	1594	1795	3582	1568
Grp Volume(v), veh/h	75	405	22	131	294	196	72	498	29	179	528	31
Grp Sat Flow(s),veh/h/ln	1795	1791	1595	1795	1791	1572	1795	1791	1594	1795	1791	1568
Q Serve(g_s), s	2.0	4.9	0.5	3.4	3.2	4.3	1.8	5.9	0.7	4.6	5.9	0.7
Cycle Q Clear(g_c), s	2.0	4.9	0.5	3.4	3.2	4.3	1.8	5.9	0.7	4.6	5.9	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	95	728	324	168	873	590	150	860	383	233	1026	449
V/C Ratio(X)	0.79	0.56	0.07	0.78	0.34	0.33	0.48	0.58	0.08	0.77	0.51	0.07
Avail Cap(c_a), veh/h	187	2914	1298	187	2914	1486	262	2765	1230	487	3213	1406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	17.2	15.4	21.3	14.9	10.7	21.0	16.1	14.1	20.2	14.3	12.5
Incr Delay (d2), s/veh	13.7	0.7	0.1	17.3	0.2	0.3	2.4	0.6	0.1	5.3	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.7	0.2	2.0	1.1	1.2	0.8	2.0	0.2	2.0	2.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.1	17.8	15.5	38.6	15.2	11.1	23.4	16.7	14.2	25.4	14.7	12.5
LnGrp LOS	D	B	B	D	B	B	C	B	B	C	B	B
Approach Vol, veh/h	502			621			599			738		
Approach Delay, s/veh	20.5			18.8			17.4			17.2		
Approach LOS	C			B			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	15.5	8.5	13.7	8.0	17.7	6.5	15.7				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	13.0	37.0	5.0	39.0	7.0	43.0	5.0	39.0				
Max Q Clear Time (g_c+I1), s	6.6	7.9	5.4	6.9	3.8	7.9	4.0	6.3				
Green Ext Time (p_c), s	0.2	3.4	0.0	2.7	0.0	3.7	0.0	2.5				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	18.3											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

11: Del Obispo St & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	701	101	125	693	378	165	253	128	217	313	74
Future Volume (veh/h)	100	701	101	125	693	378	165	253	128	217	313	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	103	723	42	129	714	217	170	261	96	224	323	67
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	223	1149	503	210	1125	501	261	436	156	272	477	98
Arrive On Green	0.12	0.32	0.32	0.12	0.31	0.31	0.15	0.17	0.17	0.15	0.16	0.16
Sat Flow, veh/h	1795	3582	1567	1795	3582	1596	1795	2583	927	1795	2959	606
Grp Volume(v), veh/h	103	723	42	129	714	217	170	179	178	224	194	196
Grp Sat Flow(s),veh/h/ln	1795	1791	1567	1795	1791	1596	1795	1791	1718	1795	1791	1773
Q Serve(g_s), s	4.3	13.9	1.5	5.5	13.8	8.7	7.2	7.4	7.8	9.8	8.2	8.4
Cycle Q Clear(g_c), s	4.3	13.9	1.5	5.5	13.8	8.7	7.2	7.4	7.8	9.8	8.2	8.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.54	1.00		0.34
Lane Grp Cap(c), veh/h	223	1149	503	210	1125	501	261	302	290	272	289	286
V/C Ratio(X)	0.46	0.63	0.08	0.61	0.63	0.43	0.65	0.59	0.61	0.82	0.67	0.69
Avail Cap(c_a), veh/h	668	1776	777	668	2663	1187	1001	888	852	668	888	879
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	23.3	19.1	33.9	23.7	22.0	32.5	31.0	31.1	33.2	31.8	31.9
Incr Delay (d2), s/veh	0.6	0.8	0.1	1.1	0.9	0.8	3.9	1.8	2.1	6.2	2.7	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.5	0.5	2.3	5.5	3.1	3.3	3.2	3.2	4.5	3.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.4	24.1	19.2	35.0	24.6	22.8	36.4	32.8	33.2	39.3	34.5	34.8
LnGrp LOS	C	C	B	C	C	C	D	C	C	D	C	C
Approach Vol, veh/h		868			1060			527			614	
Approach Delay, s/veh		25.0			25.5			34.1			36.4	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	19.0	13.6	31.6	17.0	18.4	14.2	31.0				
Change Period (Y+Rc), s	4.2	5.4	4.2	5.7	5.3	5.4	4.2	5.7				
Max Green Setting (Gmax), s	30.0	40.0	30.0	40.0	45.0	40.0	30.0	60.0				
Max Q Clear Time (g_c+I1), s	11.8	9.8	7.5	15.9	9.2	10.4	6.3	15.8				
Green Ext Time (p_c), s	0.6	2.0	0.1	7.1	0.8	2.2	0.1	9.5				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			29.0									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

12: Niguel Rd & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	9	7	145	11	152	9	398	263	197	365	10
Future Volume (veh/h)	6	9	7	145	11	152	9	398	263	197	365	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	6	9	1	149	11	42	9	410	75	203	376	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	12	87	10	196	292	247	190	967	417	259	1103	464
Arrive On Green	0.01	0.05	0.05	0.11	0.16	0.16	0.11	0.27	0.27	0.14	0.31	0.31
Sat Flow, veh/h	1795	1662	185	1795	1885	1595	1795	3582	1545	1795	3582	1508
Grp Volume(v), veh/h	6	0	10	149	11	42	9	410	75	203	376	4
Grp Sat Flow(s),veh/h/ln	1795	0	1846	1795	1885	1595	1795	1791	1545	1795	1791	1508
Q Serve(g_s), s	0.1	0.0	0.2	3.0	0.2	0.9	0.2	3.6	1.4	4.1	3.1	0.1
Cycle Q Clear(g_c), s	0.1	0.0	0.2	3.0	0.2	0.9	0.2	3.6	1.4	4.1	3.1	0.1
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	12	0	97	196	292	247	190	967	417	259	1103	464
V/C Ratio(X)	0.52	0.00	0.10	0.76	0.04	0.17	0.05	0.42	0.18	0.79	0.34	0.01
Avail Cap(c_a), veh/h	190	0	1665	524	2050	1734	190	3515	1516	333	3800	1599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	17.0	16.3	13.5	13.8	15.1	11.3	10.6	15.6	10.1	9.1
Incr Delay (d2), s/veh	31.4	0.0	0.5	6.0	0.1	0.3	0.1	0.3	0.2	9.0	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	1.3	0.1	0.3	0.1	1.0	0.4	1.9	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.0	0.0	17.5	22.3	13.6	14.1	15.2	11.6	10.8	24.6	10.3	9.1
LnGrp LOS	D		B	C	B	B	B	B	B	C	B	A
Approach Vol, veh/h	16			202			494			583		
Approach Delay, s/veh	29.7			20.1			11.6			15.2		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	14.2	8.1	6.0	8.0	15.6	4.2	9.8				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	37.0	11.0	34.0	4.0	40.0	4.0	41.0				
Max Q Clear Time (g_c+I1), s	6.1	5.6	5.0	2.2	2.2	5.1	2.1	2.9				
Green Ext Time (p_c), s	0.1	2.9	0.2	0.0	0.0	2.5	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	14.8											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

13: Del Prado Ave/Copper Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	884	19	192	960	42	0	1	179	28	5	2
Future Volume (veh/h)	12	884	19	192	960	42	0	1	179	28	5	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	0	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	13	931	0	202	1011	44	0	1	188	29	5	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	0	1	1	1	1	1
Cap, veh/h	62	1296		256	1642	71	0	270	403	146	25	5
Arrive On Green	0.03	0.36	0.00	0.14	0.47	0.47	0.00	0.14	0.14	0.10	0.10	0.10
Sat Flow, veh/h	1795	3676	0	1795	3492	152	0	1885	2812	1491	257	51
Grp Volume(v), veh/h	13	931	0	202	518	537	0	1	188	35	0	0
Grp Sat Flow(s),veh/h/ln	1795	1791	0	1795	1791	1853	0	1885	1406	1799	0	0
Q Serve(g_s), s	0.6	18.5	0.0	9.0	17.8	17.8	0.0	0.0	5.1	1.5	0.0	0.0
Cycle Q Clear(g_c), s	0.6	18.5	0.0	9.0	17.8	17.8	0.0	0.0	5.1	1.5	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.08	0.00		1.00	0.83		0.03
Lane Grp Cap(c), veh/h	62	1296		256	842	871	0	270	403	176	0	0
V/C Ratio(X)	0.21	0.72		0.79	0.62	0.62	0.00	0.00	0.47	0.20	0.00	0.00
Avail Cap(c_a), veh/h	543	2167		869	1084	1121	0	684	1021	435	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	38.8	22.7	0.0	34.2	16.3	16.3	0.0	30.3	32.5	34.3	0.0	0.0
Incr Delay (d2), s/veh	0.6	1.1	0.0	7.5	1.0	1.0	0.0	0.0	0.3	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	7.0	0.0	4.1	6.4	6.6	0.0	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.4	23.8	0.0	41.7	17.4	17.3	0.0	30.3	32.8	34.5	0.0	0.0
LnGrp LOS	D	C		D	B	B		C	C	C		
Approach Vol, veh/h	944			1257			189			35		
Approach Delay, s/veh	24.0			21.3			32.8			34.5		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	37.0		12.7	7.0	46.0		16.9				
Change Period (Y+Rc), s	4.2	7.1		4.6	4.2	7.1		5.1				
Max Green Setting (Gmax), s	40.0	50.0		20.0	25.0	50.0		30.0				
Max Q Clear Time (g_c+I1), s	11.0	20.5		3.5	2.6	19.8		7.1				
Green Ext Time (p_c), s	0.9	9.4		0.1	0.0	10.2		0.4				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 23.4

HCM 6th LOS C

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: Coast Hwy & Beach Rd/Palisades Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	20	30	20	20	60	20	410	20	40	260	50
Future Volume (veh/h)	50	20	30	20	20	60	20	410	20	40	260	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	53	21	5	21	21	6	21	432	9	42	274	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	199	162	39	83	83	143	81	569	483	143	634	509
Arrive On Green	0.11	0.11	0.11	0.09	0.09	0.09	0.05	0.30	0.30	0.08	0.34	0.34
Sat Flow, veh/h	1795	1462	348	920	920	1598	1795	1885	1598	1795	1885	1513
Grp Volume(v), veh/h	53	0	26	42	0	6	21	432	9	42	274	28
Grp Sat Flow(s),veh/h/ln	1795	0	1810	1839	0	1598	1795	1885	1598	1795	1885	1513
Q Serve(g_s), s	1.2	0.0	0.6	1.0	0.0	0.2	0.5	9.5	0.2	1.0	5.2	0.6
Cycle Q Clear(g_c), s	1.2	0.0	0.6	1.0	0.0	0.2	0.5	9.5	0.2	1.0	5.2	0.6
Prop In Lane	1.00		0.19	0.50		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	0	200	165	0	143	81	569	483	143	634	509
V/C Ratio(X)	0.27	0.00	0.13	0.25	0.00	0.04	0.26	0.76	0.02	0.29	0.43	0.05
Avail Cap(c_a), veh/h	1032	0	1041	377	0	327	383	1322	1120	383	1322	1061
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	18.4	19.5	0.0	19.1	21.2	14.5	11.2	19.9	11.8	10.3
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.3	0.0	0.0	0.6	2.1	0.0	0.4	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.2	0.4	0.0	0.1	0.2	3.3	0.1	0.4	1.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.0	0.0	18.5	19.8	0.0	19.1	21.8	16.6	11.3	20.3	12.3	10.3
LnGrp LOS	B		B	B		B	C	B	B	C	B	B
Approach Vol, veh/h		79			48			462			344	
Approach Delay, s/veh		18.8			19.7			16.7			13.1	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	21.3		8.7	7.8	19.7		9.7				
Change Period (Y+Rc), s	4.2	5.8		4.6	4.2	5.8		4.6				
Max Green Setting (Gmax), s	9.8	32.2		9.4	9.8	32.2		26.4				
Max Q Clear Time (g_c+I1), s	2.5	7.2		3.0	3.0	11.5		3.2				
Green Ext Time (p_c), s	0.0	1.5		0.0	0.0	2.3		0.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			15.7									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

2: Doheny Park Rd & Victoria Blvd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	10	50	140	20	90	30	620	80	30	390	10
Future Volume (veh/h)	30	10	50	140	20	90	30	620	80	30	390	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	32	11	14	147	21	26	32	653	38	32	411	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	455	422	352	485	170	210	105	1366	609	105	1366	593
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.06	0.38	0.38	0.06	0.38	0.38
Sat Flow, veh/h	1366	1885	1573	1393	759	940	1795	3582	1596	1795	3582	1554
Grp Volume(v), veh/h	32	11	14	147	0	47	32	653	38	32	411	6
Grp Sat Flow(s),veh/h/ln	1366	1885	1573	1393	0	1698	1795	1791	1596	1795	1791	1554
Q Serve(g_s), s	0.8	0.2	0.3	3.7	0.0	0.9	0.7	5.5	0.6	0.7	3.2	0.1
Cycle Q Clear(g_c), s	1.7	0.2	0.3	3.9	0.0	0.9	0.7	5.5	0.6	0.7	3.2	0.1
Prop In Lane	1.00		1.00	1.00		0.55	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	455	422	352	485	0	380	105	1366	609	105	1366	593
V/C Ratio(X)	0.07	0.03	0.04	0.30	0.00	0.12	0.31	0.48	0.06	0.31	0.30	0.01
Avail Cap(c_a), veh/h	1252	1522	1270	1298	0	1371	394	2347	1046	394	2347	1018
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.1	12.2	12.2	13.7	0.0	12.4	18.1	9.4	7.9	18.1	8.7	7.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.1	1.6	0.4	0.1	1.6	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.1	1.0	0.0	0.3	0.3	1.6	0.2	0.3	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.2	12.2	12.2	14.0	0.0	12.6	19.7	9.8	7.9	19.7	8.8	7.7
LnGrp LOS	B	B	B	B		B	B	A	A	B	A	A
Approach Vol, veh/h		57			194			723			449	
Approach Delay, s/veh		12.7			13.7			10.1			9.6	
Approach LOS		B			B			B			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	20.0		13.6	6.5	20.0		13.6				
Change Period (Y+Rc), s	4.2	4.7		4.6	4.2	4.7		4.6				
Max Green Setting (Gmax), s	8.8	26.3		32.4	8.8	26.3		32.4				
Max Q Clear Time (g_c+I1), s	2.7	5.2		5.9	2.7	7.5		3.7				
Green Ext Time (p_c), s	0.0	3.5		0.7	0.0	5.8		0.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			10.5									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

3: Dana Point Harbor Dr/Del Obispo St & Pacific Coast Hwy Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	980	120	680	1380	230	30	110	290	270	160	150
Future Volume (veh/h)	90	980	120	680	1380	230	30	110	290	270	160	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	1032	121	716	1453	233	32	116	280	284	168	31
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	1679	197	586	1813	290	109	231	818	388	326	276
Arrive On Green	0.13	0.36	0.36	0.17	0.41	0.41	0.06	0.12	0.12	0.11	0.17	0.17
Sat Flow, veh/h	1781	4625	541	3456	4416	707	1781	1870	2790	3456	1870	1582
Grp Volume(v), veh/h	95	759	394	716	1120	566	32	116	280	284	168	31
Grp Sat Flow(s),veh/h/ln	1781	1702	1763	1728	1702	1719	1781	1870	1395	1728	1870	1582
Q Serve(g_s), s	4.4	16.3	16.3	15.1	25.7	25.8	1.5	5.2	7.0	7.1	7.3	1.5
Cycle Q Clear(g_c), s	4.4	16.3	16.3	15.1	25.7	25.8	1.5	5.2	7.0	7.1	7.3	1.5
Prop In Lane	1.00		0.31	1.00		0.41	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	232	1236	640	586	1397	706	109	231	818	388	326	276
V/C Ratio(X)	0.41	0.61	0.62	1.22	0.80	0.80	0.29	0.50	0.34	0.73	0.52	0.11
Avail Cap(c_a), veh/h	256	1373	711	586	1488	751	216	517	1244	575	601	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	23.2	23.3	37.0	23.0	23.1	39.9	36.4	24.7	38.2	33.3	30.9
Incr Delay (d2), s/veh	0.4	0.9	1.7	114.4	3.3	6.4	1.5	1.7	0.2	1.0	1.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	6.0	6.4	15.2	9.6	10.4	0.7	2.4	2.2	2.9	3.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.0	24.1	25.0	151.3	26.3	29.4	41.4	38.1	25.0	39.2	34.6	31.1
LnGrp LOS	D	C	C	F	C	C	D	D	C	D	C	C
Approach Vol, veh/h	1248		2402				428		483			
Approach Delay, s/veh	25.3		64.3				29.8		37.1			
Approach LOS	C		E				C		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	42.6	14.2	16.4	20.0	38.4	9.7	20.9				
Change Period (Y+Rc), s	4.2	6.1	4.2	5.4	4.9	6.1	4.2	5.4				
Max Green Setting (Gmax), s	12.8	38.9	14.8	24.6	15.1	35.9	10.8	28.6				
Max Q Clear Time (g_c+I1), s	6.4	27.8	9.1	9.0	17.1	18.3	3.5	9.3				
Green Ext Time (p_c), s	0.0	8.7	0.3	1.5	0.0	8.8	0.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	47.5											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

4: Golden Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	570	50	30	910	160	60	110	20	280	310	100
Future Volume (veh/h)	70	570	50	30	910	160	60	110	20	280	310	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	600	50	32	958	104	63	116	7	295	326	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	1280	106	111	1247	547	137	842	50	355	511	421
Arrive On Green	0.10	0.39	0.39	0.06	0.35	0.35	0.08	0.25	0.25	0.10	0.27	0.27
Sat Flow, veh/h	1781	3316	276	1781	3554	1557	1781	3401	203	3456	1870	1542
Grp Volume(v), veh/h	74	321	329	32	958	104	63	60	63	295	326	22
Grp Sat Flow(s),veh/h/ln	1781	1777	1815	1781	1777	1557	1781	1777	1828	1728	1870	1542
Q Serve(g_s), s	4.3	15.0	15.1	1.9	26.6	5.2	3.8	2.9	3.0	9.3	17.0	1.2
Cycle Q Clear(g_c), s	4.3	15.0	15.1	1.9	26.6	5.2	3.8	2.9	3.0	9.3	17.0	1.2
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	173	686	700	111	1247	547	137	440	452	355	511	421
V/C Ratio(X)	0.43	0.47	0.47	0.29	0.77	0.19	0.46	0.14	0.14	0.83	0.64	0.05
Avail Cap(c_a), veh/h	205	686	700	189	1247	547	173	450	463	398	511	421
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.2	25.5	25.6	49.7	32.0	25.1	49.0	32.5	32.6	48.9	35.5	29.8
Incr Delay (d2), s/veh	0.6	2.3	2.3	0.5	4.6	0.8	0.9	0.1	0.1	11.4	6.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	6.4	6.5	0.8	11.4	2.0	1.7	1.2	1.3	4.6	8.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.8	27.8	27.8	50.2	36.6	25.8	49.9	32.6	32.6	60.2	41.5	30.0
LnGrp LOS	D	C	C	D	D	C	D	C	C	E	D	C
Approach Vol, veh/h		724			1094			186			643	
Approach Delay, s/veh		29.9			36.0			38.4			49.7	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.1	48.9	13.8	36.2	16.0	45.1	16.6	33.4				
Change Period (Y+Rc), s	5.2	6.1	5.2	* 5.9	5.2	6.1	5.2	5.9				
Max Green Setting (Gmax), s	11.8	35.9	10.8	* 30	12.8	34.9	12.8	28.1				
Max Q Clear Time (g_c+l1), s	3.9	17.1	5.8	19.0	6.3	28.6	11.3	5.0				
Green Ext Time (p_c), s	0.0	4.0	0.0	1.5	0.0	3.6	0.1	0.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			37.8									
HCM 6th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

5: Blue Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	680	10	50	930	20	50	10	30	10	10	10
Future Volume (veh/h)	10	680	10	50	930	20	50	10	30	10	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.95	0.99		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	716	7	53	979	21	53	11	7	11	11	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	1557	674	195	1836	39	394	371	306	393	371	306
Arrive On Green	0.03	0.44	0.44	0.11	0.52	0.52	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1781	3554	1539	1781	3552	76	1385	1870	1544	1380	1870	1544
Grp Volume(v), veh/h	11	716	7	53	490	510	53	11	7	11	11	3
Grp Sat Flow(s),veh/h/ln	1781	1777	1539	1781	1777	1852	1385	1870	1544	1380	1870	1544
Q Serve(g_s), s	0.3	8.1	0.1	1.6	10.5	10.5	1.8	0.3	0.2	0.4	0.3	0.1
Cycle Q Clear(g_c), s	0.3	8.1	0.1	1.6	10.5	10.5	2.1	0.3	0.2	0.6	0.3	0.1
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	55	1557	674	195	918	957	394	371	306	393	371	306
V/C Ratio(X)	0.20	0.46	0.01	0.27	0.53	0.53	0.13	0.03	0.02	0.03	0.03	0.01
Avail Cap(c_a), veh/h	368	2198	952	368	1099	1145	955	1127	931	952	1127	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.0	11.3	9.1	23.3	9.2	9.2	19.3	18.4	18.4	18.7	18.4	18.4
Incr Delay (d2), s/veh	0.7	0.3	0.0	0.3	0.7	0.7	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.4	0.0	0.6	2.8	2.9	0.6	0.1	0.1	0.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.6	11.6	9.1	23.6	9.9	9.9	19.4	18.5	18.4	18.7	18.5	18.4
LnGrp LOS	C	B	A	C	A	A	B	B	B	B	B	B
Approach Vol, veh/h		734			1053			71			25	
Approach Delay, s/veh		11.8			10.6			19.1			18.6	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	30.7		15.9	6.0	35.2		15.9				
Change Period (Y+Rc), s	4.2	5.7		4.6	4.2	5.7		4.6				
Max Green Setting (Gmax), s	11.8	35.3		34.4	11.8	35.3		34.4				
Max Q Clear Time (g_c+l1), s	3.6	10.1		2.6	2.3	12.5		4.1				
Green Ext Time (p_c), s	0.0	6.5		0.0	0.0	8.5		0.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			11.5									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

6: Pacific Coast Hwy & Selva Rd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	50	80	60	60	140	100	900	70	40	600	120
Future Volume (veh/h)	90	50	80	60	60	140	100	900	70	40	600	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.95	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	74	82	30	63	63	51	105	947	29	42	632	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	150	157	131	232	243	197	137	1464	651	65	1318	585
Arrive On Green	0.08	0.08	0.08	0.13	0.13	0.13	0.08	0.41	0.41	0.04	0.37	0.37
Sat Flow, veh/h	1795	1885	1574	1795	1885	1525	1795	3582	1594	1795	3582	1589
Grp Volume(v), veh/h	74	82	30	63	63	51	105	947	29	42	632	44
Grp Sat Flow(s),veh/h/ln	1795	1885	1574	1795	1885	1525	1795	1791	1594	1795	1791	1589
Q Serve(g_s), s	1.8	1.9	0.8	1.5	1.4	1.4	2.7	9.9	0.5	1.1	6.3	0.8
Cycle Q Clear(g_c), s	1.8	1.9	0.8	1.5	1.4	1.4	2.7	9.9	0.5	1.1	6.3	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	150	157	131	232	243	197	137	1464	651	65	1318	585
V/C Ratio(X)	0.49	0.52	0.23	0.27	0.26	0.26	0.76	0.65	0.04	0.65	0.48	0.08
Avail Cap(c_a), veh/h	385	404	337	1155	1212	981	500	3685	1640	231	3148	1396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	20.5	20.0	18.3	18.3	18.3	21.1	11.1	8.3	22.2	11.3	9.6
Incr Delay (d2), s/veh	2.5	2.7	0.9	0.6	0.6	0.7	8.5	0.5	0.0	10.5	0.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.9	0.3	0.6	0.6	0.5	1.2	2.6	0.1	0.6	1.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.0	23.2	20.9	19.0	18.9	19.0	29.6	11.6	8.3	32.7	11.6	9.6
LnGrp LOS	C	C	C	B	B	B	C	B	A	C	B	A
Approach Vol, veh/h		186			177			1081			718	
Approach Delay, s/veh		22.7			18.9			13.2			12.7	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	23.1		10.0	7.6	21.2		7.9				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	6.0	48.0		30.0	13.0	41.0		10.0				
Max Q Clear Time (g_c+I1), s	3.1	11.9		3.5	4.7	8.3		3.9				
Green Ext Time (p_c), s	0.0	7.0		0.6	0.1	4.2		0.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			14.3									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

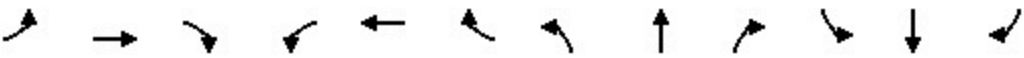
7: Pacific Coast Hwy & Ritz Carlton Dr/Niguel Rd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	120	60	190	110	230	100	770	230	150	550	20
Future Volume (veh/h)	80	120	60	190	110	230	100	770	230	150	550	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	84	126	9	200	116	103	105	811	86	158	579	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	107	300	131	256	596	257	178	1276	568	291	1221	541
Arrive On Green	0.06	0.08	0.08	0.14	0.17	0.17	0.10	0.36	0.36	0.08	0.34	0.34
Sat Flow, veh/h	1795	3582	1563	1795	3582	1543	1795	3582	1595	3483	3582	1586
Grp Volume(v), veh/h	84	126	9	200	116	103	105	811	86	158	579	6
Grp Sat Flow(s),veh/h/ln	1795	1791	1563	1795	1791	1543	1795	1791	1595	1742	1791	1586
Q Serve(g_s), s	2.2	1.6	0.3	5.2	1.3	2.9	2.7	9.0	1.8	2.1	6.1	0.1
Cycle Q Clear(g_c), s	2.2	1.6	0.3	5.2	1.3	2.9	2.7	9.0	1.8	2.1	6.1	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	107	300	131	256	596	257	178	1276	568	291	1221	541
V/C Ratio(X)	0.78	0.42	0.07	0.78	0.19	0.40	0.59	0.64	0.15	0.54	0.47	0.01
Avail Cap(c_a), veh/h	300	2542	1109	412	2766	1192	300	2990	1331	291	2691	1192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	20.8	20.2	19.8	17.2	17.8	20.7	12.8	10.5	21.1	12.4	10.4
Incr Delay (d2), s/veh	11.6	0.9	0.2	5.2	0.2	1.0	3.1	0.5	0.1	2.1	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.6	0.1	2.2	0.5	0.9	1.1	2.6	0.5	0.8	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.8	21.8	20.4	25.0	17.4	18.8	23.8	13.4	10.6	23.2	12.7	10.5
LnGrp LOS	C	C	C	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h	219			419			1002			743		
Approach Delay, s/veh	26.3			21.4			14.2			14.9		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	21.1	6.9	12.0	8.7	20.3	10.8	8.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	4.0	40.0	8.0	37.0	8.0	36.0	11.0	34.0				
Max Q Clear Time (g_c+I1), s	4.1	11.0	4.2	4.9	4.7	8.1	7.2	3.6				
Green Ext Time (p_c), s	0.0	5.7	0.0	1.0	0.1	3.6	0.2	0.7				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	16.8											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

8: Pacific Coast Hwy & Monarch Bay Dr/Crown Valley Pkwy Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩
Traffic Volume (veh/h)	10	60	30	340	60	710	30	730	220	380	540	10
Future Volume (veh/h)	10	60	30	340	60	710	30	730	220	380	540	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	11	63	5	403	0	291	32	768	117	400	568	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	20	117	113	651	0	1085	118	1140	794	569	1494	29
Arrive On Green	0.07	0.07	0.07	0.18	0.00	0.18	0.07	0.32	0.32	0.16	0.42	0.42
Sat Flow, veh/h	278	1593	1543	3591	0	3108	1795	3582	1585	3483	3593	70
Grp Volume(v), veh/h	74	0	5	403	0	291	32	768	117	400	283	296
Grp Sat Flow(s),veh/h/ln	1871	0	1543	1795	0	1554	1795	1791	1585	1742	1791	1871
Q Serve(g_s), s	2.3	0.0	0.2	6.3	0.0	4.1	1.0	11.3	2.4	6.6	6.7	6.7
Cycle Q Clear(g_c), s	2.3	0.0	0.2	6.3	0.0	4.1	1.0	11.3	2.4	6.6	6.7	6.7
Prop In Lane	0.15		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	137	0	113	651	0	1085	118	1140	794	569	744	778
V/C Ratio(X)	0.54	0.00	0.04	0.62	0.00	0.27	0.27	0.67	0.15	0.70	0.38	0.38
Avail Cap(c_a), veh/h	1018	0	839	1479	0	1802	325	2184	1256	1952	1771	1850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.1	0.0	26.1	22.9	0.0	14.4	27.0	17.9	8.2	24.0	12.3	12.3
Incr Delay (d2), s/veh	3.3	0.0	0.2	1.0	0.0	0.1	1.2	0.7	0.1	1.6	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.1	2.5	0.0	1.4	0.4	3.9	1.0	2.5	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.4	0.0	26.3	23.9	0.0	14.5	28.2	18.6	8.3	25.6	12.6	12.6
LnGrp LOS	C		C	C		B	C	B	A	C	B	B
Approach Vol, veh/h		79			694			917			979	
Approach Delay, s/veh		30.1			19.9			17.7			17.9	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	23.3		15.0	8.0	29.2		8.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	34.0	37.0		25.0	11.0	60.0		33.0				
Max Q Clear Time (g_c+I1), s	8.6	13.3		8.3	3.0	8.7		4.3				
Green Ext Time (p_c), s	1.3	5.3		2.5	0.0	3.2		0.4				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			18.7									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

9: Golden Lantern & Dana Point Harbor Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	200	20	180	420	110	50	50	80	100	110	130
Future Volume (veh/h)	80	200	20	180	420	110	50	50	80	100	110	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.97	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	84	211	5	189	442	38	53	53	33	105	116	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	238	941	377	259	984	423	160	435	584	213	490	411
Arrive On Green	0.13	0.26	0.26	0.14	0.27	0.27	0.09	0.23	0.23	0.12	0.26	0.26
Sat Flow, veh/h	1795	3582	1435	1795	3582	1542	1795	1885	1535	1795	1885	1579
Grp Volume(v), veh/h	84	211	5	189	442	38	53	53	33	105	116	29
Grp Sat Flow(s),veh/h/ln	1795	1791	1435	1795	1791	1542	1795	1885	1535	1795	1885	1579
Q Serve(g_s), s	3.2	3.4	0.2	7.5	7.6	1.4	2.1	1.7	1.0	4.1	3.6	1.0
Cycle Q Clear(g_c), s	3.2	3.4	0.2	7.5	7.6	1.4	2.1	1.7	1.0	4.1	3.6	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	941	377	259	984	423	160	435	584	213	490	411
V/C Ratio(X)	0.35	0.22	0.01	0.73	0.45	0.09	0.33	0.12	0.06	0.49	0.24	0.07
Avail Cap(c_a), veh/h	308	1395	559	428	1682	724	259	860	931	259	885	742
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	21.6	20.4	30.6	22.4	20.2	31.9	22.8	14.9	30.8	21.8	20.8
Incr Delay (d2), s/veh	0.3	0.2	0.0	3.9	0.5	0.1	0.4	0.0	0.0	0.7	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.4	0.1	3.4	3.1	0.5	0.9	0.7	0.3	1.7	1.5	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.8	21.7	20.4	34.5	22.9	20.3	32.4	22.8	14.9	31.5	21.9	20.9
LnGrp LOS	C	C	C	C	C	C	C	C	B	C	C	C
Approach Vol, veh/h	300			669			139			250		
Approach Delay, s/veh	24.0			26.0			24.6			25.8		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	24.5	10.9	24.3	14.1	25.4	13.1	22.1				
Change Period (Y+Rc), s	4.2	4.9	4.2	4.9	4.2	4.9	4.2	4.9				
Max Green Setting (Gmax), s	17.8	29.1	10.8	35.1	12.8	35.1	10.8	34.1				
Max Q Clear Time (g_c+I1), s	9.5	5.4	4.1	5.6	5.2	9.6	6.1	3.7				
Green Ext Time (p_c), s	0.3	1.8	0.0	0.4	0.0	4.5	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	25.4											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

10: Golden Lantern & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	410	80	100	340	160	60	350	150	210	530	110
Future Volume (veh/h)	60	410	80	100	340	160	60	350	150	210	530	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	63	432	23	105	358	83	63	368	35	221	558	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	86	790	347	135	887	640	156	722	321	281	972	425
Arrive On Green	0.05	0.22	0.22	0.07	0.25	0.25	0.09	0.20	0.20	0.16	0.27	0.27
Sat Flow, veh/h	1795	3582	1571	1795	3582	1574	1795	3582	1593	1795	3582	1568
Grp Volume(v), veh/h	63	432	23	105	358	83	63	368	35	221	558	43
Grp Sat Flow(s),veh/h/ln	1795	1791	1571	1795	1791	1574	1795	1791	1593	1795	1791	1568
Q Serve(g_s), s	1.6	4.9	0.5	2.7	3.9	1.5	1.5	4.2	0.8	5.5	6.2	0.9
Cycle Q Clear(g_c), s	1.6	4.9	0.5	2.7	3.9	1.5	1.5	4.2	0.8	5.5	6.2	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	790	347	135	887	640	156	722	321	281	972	425
V/C Ratio(X)	0.73	0.55	0.07	0.78	0.40	0.13	0.41	0.51	0.11	0.79	0.57	0.10
Avail Cap(c_a), veh/h	233	3025	1327	233	3025	1579	233	2404	1069	428	2792	1222
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	15.9	14.2	21.0	14.5	8.7	20.0	16.4	15.1	18.7	14.5	12.6
Incr Delay (d2), s/veh	11.2	0.6	0.1	9.4	0.3	0.1	1.7	0.6	0.1	5.5	0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.7	0.2	1.3	1.3	0.4	0.6	1.5	0.3	2.3	2.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.9	16.5	14.3	30.3	14.8	8.8	21.7	17.0	15.2	24.2	15.1	12.7
LnGrp LOS	C	B	B	C	B	A	C	B	B	C	B	B
Approach Vol, veh/h	518			546			466			822		
Approach Delay, s/veh	18.4			16.9			17.5			17.4		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	13.3	7.5	14.2	8.0	16.5	6.2	15.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	11.0	31.0	6.0	39.0	6.0	36.0	6.0	39.0				
Max Q Clear Time (g_c+I1), s	7.5	6.2	4.7	6.9	3.5	8.2	3.6	5.9				
Green Ext Time (p_c), s	0.2	2.4	0.0	2.9	0.0	3.9	0.0	2.6				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	17.5											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

11: Del Obispo St & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	1020	150	110	570	230	90	180	120	290	340	100
Future Volume (veh/h)	90	1020	150	110	570	230	90	180	120	290	340	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	1074	99	116	600	118	95	189	57	305	358	92
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	207	1235	540	194	1209	539	223	337	99	342	500	127
Arrive On Green	0.12	0.35	0.35	0.11	0.34	0.34	0.13	0.12	0.12	0.19	0.18	0.18
Sat Flow, veh/h	1781	3554	1555	1781	3554	1584	1781	2706	792	1781	2806	712
Grp Volume(v), veh/h	95	1074	99	116	600	118	95	122	124	305	225	225
Grp Sat Flow(s),veh/h/ln	1781	1777	1555	1781	1777	1584	1781	1777	1721	1781	1777	1741
Q Serve(g_s), s	4.3	24.3	3.8	5.3	11.5	4.6	4.2	5.6	5.8	14.3	10.2	10.5
Cycle Q Clear(g_c), s	4.3	24.3	3.8	5.3	11.5	4.6	4.2	5.6	5.8	14.3	10.2	10.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.46	1.00		0.41
Lane Grp Cap(c), veh/h	207	1235	540	194	1209	539	223	221	214	342	317	310
V/C Ratio(X)	0.46	0.87	0.18	0.60	0.50	0.22	0.43	0.55	0.58	0.89	0.71	0.73
Avail Cap(c_a), veh/h	265	1295	567	224	1212	540	263	654	633	369	736	722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	26.2	19.5	36.5	22.5	20.2	34.7	35.4	35.5	33.8	33.2	33.3
Incr Delay (d2), s/veh	0.6	6.7	0.2	1.5	0.5	0.3	1.8	2.1	2.5	21.9	2.9	3.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	10.6	1.3	2.3	4.5	1.6	1.9	2.4	2.5	8.0	4.4	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.0	32.9	19.8	38.0	22.9	20.5	36.5	37.5	37.9	55.8	36.2	36.5
LnGrp LOS	D	C	B	D	C	C	D	D	D	E	D	D
Approach Vol, veh/h		1268			834			341			755	
Approach Delay, s/veh		32.1			24.7			37.4			44.2	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.7	16.1	13.6	35.6	16.1	20.7	14.2	34.9				
Change Period (Y+Rc), s	4.2	5.4	4.2	5.7	5.3	5.4	4.2	5.7				
Max Green Setting (Gmax), s	17.8	31.6	10.8	31.3	12.7	35.6	12.8	29.3				
Max Q Clear Time (g_c+I1), s	16.3	7.8	7.3	26.3	6.2	12.5	6.3	13.5				
Green Ext Time (p_c), s	0.1	1.3	0.0	3.6	0.1	2.5	0.0	5.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			33.6									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

12: Niguel Rd & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	20	10	240	10	190	10	350	200	150	340	10
Future Volume (veh/h)	10	20	10	240	10	190	10	350	200	150	340	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	11	21	2	253	11	64	11	368	52	158	358	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	21	78	7	327	408	345	191	819	357	211	859	368
Arrive On Green	0.01	0.05	0.05	0.18	0.22	0.22	0.11	0.23	0.23	0.12	0.24	0.24
Sat Flow, veh/h	1795	1692	161	1795	1885	1598	1795	3582	1562	1795	3582	1535
Grp Volume(v), veh/h	11	0	23	253	11	64	11	368	52	158	358	4
Grp Sat Flow(s),veh/h/ln	1795	0	1853	1795	1885	1598	1795	1791	1562	1795	1791	1535
Q Serve(g_s), s	0.2	0.0	0.5	5.0	0.2	1.2	0.2	3.3	1.0	3.2	3.2	0.1
Cycle Q Clear(g_c), s	0.2	0.0	0.5	5.0	0.2	1.2	0.2	3.3	1.0	3.2	3.2	0.1
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	21	0	85	327	408	345	191	819	357	211	859	368
V/C Ratio(X)	0.53	0.00	0.27	0.77	0.03	0.19	0.06	0.45	0.15	0.75	0.42	0.01
Avail Cap(c_a), veh/h	287	0	1678	574	2108	1786	287	3528	1539	765	4672	2003
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	17.3	14.6	11.6	12.0	15.1	12.5	11.6	16.0	12.1	10.9
Incr Delay (d2), s/veh	19.4	0.0	1.7	3.9	0.0	0.3	0.1	0.4	0.2	5.2	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	1.9	0.1	0.3	0.1	1.0	0.3	1.3	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.9	0.0	19.0	18.6	11.6	12.3	15.2	12.8	11.7	21.2	12.4	10.9
LnGrp LOS	D		B	B	B	B	B	B	B	C	B	B
Approach Vol, veh/h		34			328			431			520	
Approach Delay, s/veh		25.1			17.1			12.8			15.1	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	12.6	10.8	5.7	8.0	13.0	4.4	12.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	16.0	37.0	12.0	34.0	6.0	49.0	6.0	42.0				
Max Q Clear Time (g_c+I1), s	5.2	5.3	7.0	2.5	2.2	5.2	2.2	3.2				
Green Ext Time (p_c), s	0.3	2.5	0.3	0.1	0.0	2.4	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			15.1									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

13: Del Prado Ave/Copper Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	880	20	200	1120	30	0	10	130	50	10	10
Future Volume (veh/h)	10	880	20	200	1120	30	0	10	130	50	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	926	0	211	1179	32	0	11	137	53	11	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	53	1235		256	1630	44	0	250	774	174	36	26
Arrive On Green	0.03	0.35	0.00	0.14	0.46	0.46	0.00	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1781	3647	0	1781	3531	96	0	1870	2790	1298	269	196
Grp Volume(v), veh/h	11	926	0	211	593	618	0	11	137	72	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1850	0	1870	1395	1764	0	0
Q Serve(g_s), s	0.5	20.1	0.0	10.0	23.5	23.5	0.0	0.4	3.3	3.2	0.0	0.0
Cycle Q Clear(g_c), s	0.5	20.1	0.0	10.0	23.5	23.5	0.0	0.4	3.3	3.2	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.05	0.00		1.00	0.74		0.11
Lane Grp Cap(c), veh/h	53	1235		256	820	854	0	250	774	237	0	0
V/C Ratio(X)	0.21	0.75		0.82	0.72	0.72	0.00	0.04	0.18	0.30	0.00	0.00
Avail Cap(c_a), veh/h	241	1789		425	1078	1122	0	277	813	473	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.3	25.1	0.0	36.3	19.0	19.0	0.0	32.9	23.9	34.1	0.0	0.0
Incr Delay (d2), s/veh	0.7	1.4	0.0	9.1	2.1	2.0	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	7.8	0.0	4.7	8.7	9.1	0.0	0.2	0.0	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.1	26.5	0.0	45.4	21.1	21.0	0.0	32.9	24.0	34.3	0.0	0.0
LnGrp LOS	D	C		D	C	C		C	C	C		
Approach Vol, veh/h		937			1422			148			72	
Approach Delay, s/veh		26.7			24.7			24.7			34.3	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.7	37.4		16.3	6.8	47.4		16.8				
Change Period (Y+Rc), s	4.2	7.1		4.6	4.2	7.1		5.1				
Max Green Setting (Gmax), s	20.8	43.9		23.4	11.8	52.9		12.9				
Max Q Clear Time (g_c+I1), s	12.0	22.1		5.2	2.5	25.5		5.3				
Green Ext Time (p_c), s	0.6	8.3		0.2	0.0	11.9		0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			25.7									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

1: Coast Hwy & Beach Rd/Palisades Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	40	30	30	30	90	20	470	40	80	500	70
Future Volume (veh/h)	70	40	30	30	30	90	20	470	40	80	500	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.87	1.00		0.97	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	74	42	20	32	32	13	21	495	17	84	526	48
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	220	148	70	101	101	153	80	605	496	207	738	591
Arrive On Green	0.12	0.12	0.12	0.11	0.11	0.11	0.04	0.32	0.32	0.12	0.39	0.39
Sat Flow, veh/h	1795	1207	575	920	920	1385	1795	1885	1547	1795	1885	1511
Grp Volume(v), veh/h	74	0	62	64	0	13	21	495	17	84	526	48
Grp Sat Flow(s),veh/h/ln	1795	0	1782	1839	0	1385	1795	1885	1547	1795	1885	1511
Q Serve(g_s), s	2.2	0.0	1.8	1.9	0.0	0.5	0.7	14.0	0.4	2.5	13.7	1.2
Cycle Q Clear(g_c), s	2.2	0.0	1.8	1.9	0.0	0.5	0.7	14.0	0.4	2.5	13.7	1.2
Prop In Lane	1.00		0.32	0.50		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	220	0	218	203	0	153	80	605	496	207	738	591
V/C Ratio(X)	0.34	0.00	0.28	0.32	0.00	0.09	0.26	0.82	0.03	0.41	0.71	0.08
Avail Cap(c_a), veh/h	818	0	811	298	0	225	303	1047	859	303	1047	839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	0.0	23.1	23.8	0.0	23.2	26.8	18.1	13.5	23.8	14.9	11.1
Incr Delay (d2), s/veh	0.3	0.0	0.3	0.3	0.0	0.1	0.6	2.8	0.0	0.5	1.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.8	0.8	0.0	0.2	0.3	5.4	0.1	1.0	4.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.6	0.0	23.4	24.1	0.0	23.2	27.4	20.9	13.5	24.3	16.2	11.1
LnGrp LOS	C		C	C		C	C	C	B	C	B	B
Approach Vol, veh/h		136			77			533			658	
Approach Delay, s/veh		23.5			24.0			21.0			16.9	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	28.5		11.0	10.9	24.4		11.7				
Change Period (Y+Rc), s	4.2	5.8		4.6	4.2	5.8		4.6				
Max Green Setting (Gmax), s	9.8	32.2		9.4	9.8	32.2		26.4				
Max Q Clear Time (g_c+I1), s	2.7	15.7		3.9	4.5	16.0		4.2				
Green Ext Time (p_c), s	0.0	2.9		0.1	0.0	2.6		0.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			19.5									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

2: Doheny Park Rd & Victoria Blvd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	30	60	140	30	110	80	980	130	90	770	20
Future Volume (veh/h)	80	30	60	140	30	110	80	980	130	90	770	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	84	32	15	147	32	27	84	1032	104	95	811	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	378	387	321	400	192	162	195	1493	665	207	1517	663
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.11	0.42	0.42	0.12	0.42	0.42
Sat Flow, veh/h	1346	1885	1564	1360	934	788	1795	3582	1596	1795	3582	1564
Grp Volume(v), veh/h	84	32	15	147	0	59	84	1032	104	95	811	12
Grp Sat Flow(s),veh/h/ln	1346	1885	1564	1360	0	1722	1795	1791	1596	1795	1791	1564
Q Serve(g_s), s	2.8	0.7	0.4	5.0	0.0	1.4	2.2	12.1	2.1	2.5	8.7	0.2
Cycle Q Clear(g_c), s	4.3	0.7	0.4	5.7	0.0	1.4	2.2	12.1	2.1	2.5	8.7	0.2
Prop In Lane	1.00		1.00	1.00		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	378	387	321	400	0	353	195	1493	665	207	1517	663
V/C Ratio(X)	0.22	0.08	0.05	0.37	0.00	0.17	0.43	0.69	0.16	0.46	0.53	0.02
Avail Cap(c_a), veh/h	950	1188	985	979	0	1085	307	1832	816	307	1832	800
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	16.5	16.4	18.8	0.0	16.8	21.4	12.3	9.4	21.2	11.0	8.6
Incr Delay (d2), s/veh	0.3	0.1	0.1	0.6	0.0	0.2	1.5	1.1	0.2	1.6	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.3	0.1	1.5	0.0	0.5	0.9	4.0	0.6	1.0	2.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.9	16.6	16.5	19.4	0.0	17.0	22.9	13.3	9.5	22.8	11.5	8.6
LnGrp LOS	B	B	B	B		B	C	B	A	C	B	A
Approach Vol, veh/h		131			206			1220			918	
Approach Delay, s/veh		18.0			18.7			13.7			12.6	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	26.5		15.1	10.1	26.1		15.1				
Change Period (Y+Rc), s	4.2	4.7		4.6	4.2	4.7		4.6				
Max Green Setting (Gmax), s	8.8	26.3		32.4	8.8	26.3		32.4				
Max Q Clear Time (g_c+I1), s	4.2	10.7		7.7	4.5	14.1		6.3				
Green Ext Time (p_c), s	0.1	6.5		0.7	0.1	7.3		0.4				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			13.9									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

3: Dana Point Harbor Dr/Del Obispo St & Pacific Coast Hwy Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	  				 	 		
Traffic Volume (veh/h)	110	1360	120	620	1500	320	100	190	730	280	160	140
Future Volume (veh/h)	110	1360	120	620	1500	320	100	190	730	280	160	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	116	1432	123	653	1579	324	105	200	748	295	168	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	212	1592	137	526	1576	321	161	417	1037	362	444	362
Arrive On Green	0.12	0.33	0.33	0.15	0.37	0.37	0.09	0.22	0.22	0.10	0.24	0.24
Sat Flow, veh/h	1795	4811	413	3483	4254	866	1795	1885	2769	3483	1885	1535
Grp Volume(v), veh/h	116	1021	534	653	1271	632	105	200	748	295	168	25
Grp Sat Flow(s),veh/h/ln	1795	1716	1794	1742	1716	1689	1795	1885	1384	1742	1885	1535
Q Serve(g_s), s	6.5	30.3	30.3	16.1	39.5	39.5	6.0	9.9	23.6	8.8	8.0	1.4
Cycle Q Clear(g_c), s	6.5	30.3	30.3	16.1	39.5	39.5	6.0	9.9	23.6	8.8	8.0	1.4
Prop In Lane	1.00		0.23	1.00		0.51	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	1135	593	526	1271	626	161	417	1037	362	444	362
V/C Ratio(X)	0.55	0.90	0.90	1.24	1.00	1.01	0.65	0.48	0.72	0.81	0.38	0.07
Avail Cap(c_a), veh/h	232	1154	603	526	1271	626	182	417	1037	516	505	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	34.0	34.0	45.3	33.6	33.6	47.0	36.2	28.8	46.8	34.2	31.7
Incr Delay (d2), s/veh	0.8	9.8	16.7	124.5	25.3	38.5	6.8	0.9	2.5	4.4	0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	13.2	15.0	15.7	19.5	21.5	2.9	4.5	8.2	4.0	3.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.2	43.8	50.7	169.8	58.9	72.1	53.8	37.1	31.3	51.2	34.7	31.8
LnGrp LOS	D	D	D	F	F	F	D	D	C	D	C	C
Approach Vol, veh/h		1671			2556			1053			488	
Approach Delay, s/veh		46.1			90.5			34.6			44.5	
Approach LOS		D			F			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.8	45.6	15.3	29.0	21.0	41.4	13.8	30.5				
Change Period (Y+Rc), s	4.2	6.1	4.2	5.4	4.9	6.1	4.2	5.4				
Max Green Setting (Gmax), s	13.8	38.9	15.8	23.6	16.1	35.9	10.8	28.6				
Max Q Clear Time (g_c+I1), s	8.5	41.5	10.8	25.6	18.1	32.3	8.0	10.0				
Green Ext Time (p_c), s	0.1	0.0	0.3	0.0	0.0	3.0	0.1	0.8				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			63.6									
HCM 6th LOS			E									

HCM 6th Signalized Intersection Summary

4: Golden Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	870	60	60	870	260	140	320	60	360	290	130
Future Volume (veh/h)	130	870	60	60	870	260	140	320	60	360	290	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.95	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	137	916	61	63	916	170	147	337	50	379	305	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	191	1197	80	152	1182	512	175	739	108	433	498	413
Arrive On Green	0.11	0.35	0.35	0.08	0.33	0.33	0.10	0.24	0.24	0.12	0.26	0.26
Sat Flow, veh/h	1795	3405	227	1795	3582	1553	1795	3111	456	3483	1885	1565
Grp Volume(v), veh/h	137	482	495	63	916	170	147	192	195	379	305	28
Grp Sat Flow(s),veh/h/ln	1795	1791	1841	1795	1791	1553	1795	1791	1777	1742	1885	1565
Q Serve(g_s), s	8.2	26.5	26.5	3.7	25.6	9.1	8.9	10.2	10.4	11.9	15.8	1.5
Cycle Q Clear(g_c), s	8.2	26.5	26.5	3.7	25.6	9.1	8.9	10.2	10.4	11.9	15.8	1.5
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	191	630	647	152	1182	512	175	425	422	433	498	413
V/C Ratio(X)	0.72	0.77	0.77	0.41	0.77	0.33	0.84	0.45	0.46	0.88	0.61	0.07
Avail Cap(c_a), veh/h	207	630	647	191	1182	512	207	453	450	433	498	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.0	31.9	31.9	48.2	33.5	28.0	49.2	36.2	36.3	47.8	35.9	30.6
Incr Delay (d2), s/veh	8.4	8.6	8.4	0.7	5.0	1.7	19.5	0.3	0.3	17.2	5.6	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	12.2	12.5	1.6	11.2	3.6	4.9	4.4	4.4	6.2	8.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.4	40.5	40.3	48.8	38.5	29.7	68.7	36.4	36.5	65.0	41.4	30.9
LnGrp LOS	E	D	D	D	D	C	E	D	D	E	D	C
Approach Vol, veh/h		1114			1149			534			712	
Approach Delay, s/veh		42.4			37.7			45.4			53.5	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	45.1	16.0	35.2	17.0	42.7	19.0	32.2				
Change Period (Y+Rc), s	5.2	6.1	5.2	* 5.9	5.2	6.1	5.2	5.9				
Max Green Setting (Gmax), s	11.8	34.9	12.8	* 29	12.8	33.9	13.8	28.1				
Max Q Clear Time (g_c+I1), s	5.7	28.5	10.9	17.8	10.2	27.6	13.9	12.4				
Green Ext Time (p_c), s	0.0	3.3	0.0	1.4	0.0	3.6	0.0	1.2				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 43.6

HCM 6th LOS D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Blue Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1000	30	70	870	50	100	20	80	20	20	10
Future Volume (veh/h)	10	1000	30	70	870	50	100	20	80	20	20	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.97	0.98		0.97	0.98		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	11	1053	15	74	916	52	105	21	18	21	21	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	55	1454	613	223	1718	98	440	469	385	436	469	383
Arrive On Green	0.03	0.41	0.41	0.12	0.50	0.50	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1795	3582	1510	1795	3439	195	1374	1885	1547	1356	1885	1539
Grp Volume(v), veh/h	11	1053	15	74	477	491	105	21	18	21	21	3
Grp Sat Flow(s),veh/h/ln	1795	1791	1510	1795	1791	1843	1374	1885	1547	1356	1885	1539
Q Serve(g_s), s	0.4	16.2	0.4	2.5	11.9	11.9	4.1	0.6	0.6	0.8	0.6	0.1
Cycle Q Clear(g_c), s	0.4	16.2	0.4	2.5	11.9	11.9	4.7	0.6	0.6	1.3	0.6	0.1
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	55	1454	613	223	895	921	440	469	385	436	469	383
V/C Ratio(X)	0.20	0.72	0.02	0.33	0.53	0.53	0.24	0.04	0.05	0.05	0.04	0.01
Avail Cap(c_a), veh/h	323	1927	812	323	964	992	819	988	811	809	988	807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	16.4	11.7	26.2	11.2	11.2	20.5	18.7	18.7	19.2	18.7	18.5
Incr Delay (d2), s/veh	0.7	1.2	0.0	0.3	0.7	0.7	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.5	0.1	1.0	3.6	3.7	1.3	0.2	0.2	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.7	17.6	11.7	26.6	11.9	11.9	20.6	18.7	18.7	19.2	18.7	18.5
LnGrp LOS	C	B	B	C	B	B	C	B	B	B	B	B
Approach Vol, veh/h		1079			1042			144			45	
Approach Delay, s/veh		17.7			12.9			20.1			19.0	
Approach LOS		B			B			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	32.3		20.9	6.2	38.5		20.9				
Change Period (Y+Rc), s	4.2	5.7		4.6	4.2	5.7		4.6				
Max Green Setting (Gmax), s	11.8	35.3		34.4	11.8	35.3		34.4				
Max Q Clear Time (g_c+I1), s	4.5	18.2		3.3	2.4	13.9		6.7				
Green Ext Time (p_c), s	0.0	8.4		0.1	0.0	8.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			15.7									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

6: Pacific Coast Hwy & Selva Rd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	100	110	50	60	80	120	850	80	100	1030	120
Future Volume (veh/h)	160	100	110	50	60	80	120	850	80	100	1030	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.95	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	137	149	41	53	63	23	126	895	30	105	1084	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	208	218	182	204	214	172	164	1549	688	135	1491	662
Arrive On Green	0.12	0.12	0.12	0.11	0.11	0.11	0.09	0.43	0.43	0.08	0.42	0.42
Sat Flow, veh/h	1795	1885	1572	1795	1885	1512	1795	3582	1590	1795	3582	1590
Grp Volume(v), veh/h	137	149	41	53	63	23	126	895	30	105	1084	46
Grp Sat Flow(s),veh/h/ln	1795	1885	1572	1795	1885	1512	1795	1791	1590	1795	1791	1590
Q Serve(g_s), s	4.4	4.6	1.4	1.6	1.9	0.8	4.2	11.5	0.7	3.5	15.4	1.1
Cycle Q Clear(g_c), s	4.4	4.6	1.4	1.6	1.9	0.8	4.2	11.5	0.7	3.5	15.4	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	208	218	182	204	214	172	164	1549	688	135	1491	662
V/C Ratio(X)	0.66	0.68	0.23	0.26	0.29	0.13	0.77	0.58	0.04	0.78	0.73	0.07
Avail Cap(c_a), veh/h	295	310	259	886	930	746	384	2828	1256	177	2416	1072
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	25.8	24.4	24.6	24.7	24.3	27.0	13.1	10.0	27.6	14.9	10.7
Incr Delay (d2), s/veh	3.6	3.8	0.6	0.7	0.8	0.4	7.3	0.3	0.0	14.7	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.2	0.5	0.7	0.8	0.3	1.9	3.5	0.2	1.9	4.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.3	29.6	25.0	25.3	25.5	24.6	34.3	13.4	10.0	42.4	15.6	10.7
LnGrp LOS	C	C	C	C	C	C	C	B	B	D	B	B
Approach Vol, veh/h		327			139			1051			1235	
Approach Delay, s/veh		28.9			25.3			15.8			17.6	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	30.3		10.9	9.6	29.3		11.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	6.0	48.0		30.0	13.0	41.0		10.0				
Max Q Clear Time (g_c+I1), s	5.5	13.5		3.9	6.2	17.4		6.6				
Green Ext Time (p_c), s	0.0	6.5		0.5	0.1	7.6		0.4				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			18.7									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

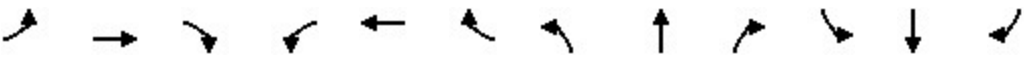
7: Pacific Coast Hwy & Ritz Carlton Dr/Niguel Rd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	190	120	260	100	200	70	740	290	300	870	30
Future Volume (veh/h)	90	190	120	260	100	200	70	740	290	300	870	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	95	200	31	274	105	79	74	779	118	316	916	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	124	375	165	330	787	339	132	1158	515	431	1337	595
Arrive On Green	0.07	0.10	0.10	0.18	0.22	0.22	0.07	0.32	0.32	0.12	0.37	0.37
Sat Flow, veh/h	1795	3582	1572	1795	3582	1544	1795	3582	1592	3483	3582	1592
Grp Volume(v), veh/h	95	200	31	274	105	79	74	779	118	316	916	12
Grp Sat Flow(s),veh/h/ln	1795	1791	1572	1795	1791	1544	1795	1791	1592	1742	1791	1592
Q Serve(g_s), s	3.2	3.2	1.1	8.9	1.4	2.5	2.4	11.4	3.3	5.3	13.0	0.3
Cycle Q Clear(g_c), s	3.2	3.2	1.1	8.9	1.4	2.5	2.4	11.4	3.3	5.3	13.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	124	375	165	330	787	339	132	1158	515	431	1337	595
V/C Ratio(X)	0.77	0.53	0.19	0.83	0.13	0.23	0.56	0.67	0.23	0.73	0.68	0.02
Avail Cap(c_a), veh/h	356	2010	882	474	2247	968	296	2365	1051	517	2306	1025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	25.7	24.8	23.8	19.0	19.4	27.1	17.7	15.0	25.6	16.0	12.0
Incr Delay (d2), s/veh	9.4	1.2	0.5	8.1	0.1	0.3	3.7	0.7	0.2	4.3	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.3	0.4	4.1	0.5	0.8	1.0	3.9	1.1	2.2	4.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.1	26.9	25.3	31.9	19.1	19.8	30.8	18.4	15.2	29.9	16.6	12.0
LnGrp LOS	D	C	C	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h	326			458			971			1244		
Approach Delay, s/veh	29.7			26.9			19.0			19.9		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	23.6	8.2	17.3	8.5	26.6	15.2	10.3				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	9.0	40.0	12.0	38.0	10.0	39.0	16.0	34.0				
Max Q Clear Time (g_c+I1), s	7.3	13.4	5.2	4.5	4.4	15.0	10.9	5.2				
Green Ext Time (p_c), s	0.2	5.5	0.1	0.9	0.1	6.1	0.4	1.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	21.7											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

8: Pacific Coast Hwy & Monarch Bay Dr/Crown Valley Pkwy Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↩	↩	↩	↩	↩↩	↩	↩↩	↩	↩↩	↩↩	↩
Traffic Volume (veh/h)	20	80	60	270	50	630	60	640	270	810	910	10
Future Volume (veh/h)	20	80	60	270	50	630	60	640	270	810	910	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	21	84	10	322	0	245	63	674	131	853	958	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	36	142	150	495	0	1367	110	933	635	1023	1787	21
Arrive On Green	0.10	0.10	0.10	0.14	0.00	0.14	0.06	0.26	0.26	0.29	0.49	0.49
Sat Flow, veh/h	373	1493	1577	3591	0	3114	1795	3582	1595	3483	3626	42
Grp Volume(v), veh/h	105	0	10	322	0	245	63	674	131	853	473	496
Grp Sat Flow(s),veh/h/ln	1867	0	1577	1795	0	1557	1795	1791	1595	1742	1791	1877
Q Serve(g_s), s	4.1	0.0	0.4	6.4	0.0	3.7	2.6	12.9	4.0	17.2	13.7	13.7
Cycle Q Clear(g_c), s	4.1	0.0	0.4	6.4	0.0	3.7	2.6	12.9	4.0	17.2	13.7	13.7
Prop In Lane	0.20		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	178	0	150	495	0	1367	110	933	635	1023	882	925
V/C Ratio(X)	0.59	0.00	0.07	0.65	0.00	0.18	0.57	0.72	0.21	0.83	0.54	0.54
Avail Cap(c_a), veh/h	819	0	693	1194	0	1974	263	1763	1005	1575	1429	1498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.6	0.0	31.0	30.7	0.0	13.2	34.3	25.3	14.8	24.8	13.1	13.1
Incr Delay (d2), s/veh	3.1	0.0	0.2	1.5	0.0	0.1	4.6	1.1	0.2	2.4	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.2	2.7	0.0	1.2	1.2	5.0	1.7	6.5	4.5	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.7	0.0	31.1	32.1	0.0	13.3	38.9	26.4	15.0	27.3	13.7	13.6
LnGrp LOS	D		C	C		B	D	C	B	C	B	B
Approach Vol, veh/h		115			567			868			1822	
Approach Delay, s/veh		35.3			24.0			25.6			20.0	
Approach LOS		D			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.1	23.6		14.4	8.6	41.0		11.2				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	34.0	37.0		25.0	11.0	60.0		33.0				
Max Q Clear Time (g_c+I1), s	19.2	14.9		8.4	4.6	15.7		6.1				
Green Ext Time (p_c), s	2.8	4.5		2.0	0.0	6.3		0.6				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			22.6									
HCM 6th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

9: Golden Lantern & Dana Point Harbor Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	440	30	180	320	150	20	90	140	170	110	130
Future Volume (veh/h)	160	440	30	180	320	150	20	90	140	170	110	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.86	1.00		0.95	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	168	463	9	189	337	40	21	95	58	179	116	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	244	1013	388	228	980	414	82	491	597	215	630	511
Arrive On Green	0.14	0.28	0.28	0.13	0.27	0.27	0.05	0.26	0.26	0.12	0.33	0.33
Sat Flow, veh/h	1795	3582	1371	1795	3582	1514	1795	1885	1512	1795	1885	1529
Grp Volume(v), veh/h	168	463	9	189	337	40	21	95	58	179	116	46
Grp Sat Flow(s),veh/h/ln	1795	1791	1371	1795	1791	1514	1795	1885	1512	1795	1885	1529
Q Serve(g_s), s	7.7	9.2	0.4	8.9	6.5	1.7	1.0	3.4	2.1	8.4	3.8	1.8
Cycle Q Clear(g_c), s	7.7	9.2	0.4	8.9	6.5	1.7	1.0	3.4	2.1	8.4	3.8	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	244	1013	388	228	980	414	82	491	597	215	630	511
V/C Ratio(X)	0.69	0.46	0.02	0.83	0.34	0.10	0.26	0.19	0.10	0.83	0.18	0.09
Avail Cap(c_a), veh/h	265	1203	460	327	1327	561	224	742	798	265	807	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	25.6	22.4	36.9	25.2	23.5	39.9	24.9	16.9	37.3	20.4	19.8
Incr Delay (d2), s/veh	5.1	0.5	0.0	11.3	0.3	0.1	0.6	0.1	0.0	14.2	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	3.9	0.1	4.5	2.8	0.6	0.4	1.5	0.7	4.4	1.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.8	26.0	22.5	48.2	25.5	23.6	40.5	25.0	16.9	51.5	20.5	19.8
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h	640			566			174			341		
Approach Delay, s/veh	29.9			33.0			24.2			36.7		
Approach LOS	C			C			C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.2	29.4	8.2	33.9	16.0	28.6	14.6	27.5				
Change Period (Y+Rc), s	4.2	4.9	4.2	4.9	4.2	4.9	4.2	4.9				
Max Green Setting (Gmax), s	15.8	29.1	10.8	37.1	12.8	32.1	12.8	34.1				
Max Q Clear Time (g_c+l1), s	10.9	11.2	3.0	5.8	9.7	8.5	10.4	5.4				
Green Ext Time (p_c), s	0.2	3.9	0.0	0.5	0.1	3.3	0.1	0.4				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	31.7											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

10: Golden Lantern & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	490	110	160	350	310	90	560	140	210	780	120
Future Volume (veh/h)	90	490	110	160	350	310	90	560	140	210	780	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	95	516	31	168	368	270	95	589	40	221	821	68
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	122	805	358	177	914	641	151	944	420	270	1180	517
Arrive On Green	0.07	0.22	0.22	0.10	0.26	0.26	0.08	0.26	0.26	0.15	0.33	0.33
Sat Flow, veh/h	1795	3582	1595	1795	3582	1572	1795	3582	1594	1795	3582	1569
Grp Volume(v), veh/h	95	516	31	168	368	270	95	589	40	221	821	68
Grp Sat Flow(s),veh/h/ln	1795	1791	1595	1795	1791	1572	1795	1791	1594	1795	1791	1569
Q Serve(g_s), s	3.2	7.9	0.9	5.7	5.2	7.5	3.1	8.8	1.2	7.3	12.1	1.8
Cycle Q Clear(g_c), s	3.2	7.9	0.9	5.7	5.2	7.5	3.1	8.8	1.2	7.3	12.1	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	122	805	358	177	914	641	151	944	420	270	1180	517
V/C Ratio(X)	0.78	0.64	0.09	0.95	0.40	0.42	0.63	0.62	0.10	0.82	0.70	0.13
Avail Cap(c_a), veh/h	177	2295	1022	177	2295	1247	177	1824	812	325	2119	928
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	21.4	18.7	27.3	18.8	13.0	26.9	19.7	16.9	25.1	17.7	14.3
Incr Delay (d2), s/veh	12.5	0.9	0.1	52.8	0.3	0.4	5.3	0.7	0.1	13.0	0.7	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.0	0.3	4.8	1.9	2.3	1.4	3.3	0.4	3.8	4.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.4	22.2	18.8	80.1	19.1	13.4	32.3	20.4	17.0	38.1	18.5	14.4
LnGrp LOS	D	C	B	F	B	B	C	C	B	D	B	B
Approach Vol, veh/h	642			806			724			1110		
Approach Delay, s/veh	24.8			29.9			21.8			22.1		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.1	20.0	10.0	17.7	9.1	24.1	8.1	19.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	11.0	31.0	6.0	39.0	6.0	36.0	6.0	39.0				
Max Q Clear Time (g_c+l1), s	9.3	10.8	7.7	9.9	5.1	14.1	5.2	9.5				
Green Ext Time (p_c), s	0.1	3.8	0.0	3.5	0.0	5.8	0.0	3.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	24.5											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

11: Del Obispo St & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	880	140	180	870	480	220	310	170	250	380	100
Future Volume (veh/h)	140	880	140	180	870	480	220	310	170	250	380	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	147	926	84	189	916	337	232	326	138	263	400	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	202	1126	493	218	1159	516	256	439	182	301	551	127
Arrive On Green	0.11	0.31	0.31	0.12	0.32	0.32	0.14	0.18	0.18	0.17	0.19	0.19
Sat Flow, veh/h	1795	3582	1566	1795	3582	1596	1795	2468	1024	1795	2889	665
Grp Volume(v), veh/h	147	926	84	189	916	337	232	235	229	263	246	247
Grp Sat Flow(s),veh/h/ln	1795	1791	1566	1795	1791	1596	1795	1791	1701	1795	1791	1763
Q Serve(g_s), s	7.1	21.3	3.5	9.2	20.7	16.1	11.3	11.1	11.4	12.7	11.5	11.7
Cycle Q Clear(g_c), s	7.1	21.3	3.5	9.2	20.7	16.1	11.3	11.1	11.4	12.7	11.5	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.60	1.00		0.38
Lane Grp Cap(c), veh/h	202	1126	493	218	1159	516	256	318	302	301	341	336
V/C Ratio(X)	0.73	0.82	0.17	0.87	0.79	0.65	0.91	0.74	0.76	0.87	0.72	0.73
Avail Cap(c_a), veh/h	258	1258	550	218	1178	525	256	635	603	359	716	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	28.2	22.1	38.5	27.4	25.8	37.6	34.7	34.8	36.2	33.8	33.9
Incr Delay (d2), s/veh	4.8	4.4	0.2	28.1	3.9	3.2	33.2	3.3	3.9	18.3	2.9	3.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	9.2	1.2	5.6	8.9	6.2	7.1	4.9	4.8	6.8	5.1	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.1	32.7	22.4	66.5	31.3	29.1	70.8	38.0	38.7	54.4	36.7	37.0
LnGrp LOS	D	C	C	E	C	C	E	D	D	D	D	D
Approach Vol, veh/h		1157			1442			696			756	
Approach Delay, s/veh		33.2			35.4			49.2			43.0	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.1	21.2	15.0	33.7	18.0	22.4	14.2	34.5				
Change Period (Y+Rc), s	4.2	5.4	4.2	5.7	5.3	5.4	4.2	5.7				
Max Green Setting (Gmax), s	17.8	31.6	10.8	31.3	12.7	35.6	12.8	29.3				
Max Q Clear Time (g_c+I1), s	14.7	13.4	11.2	23.3	13.3	13.7	9.1	22.7				
Green Ext Time (p_c), s	0.2	2.4	0.0	4.7	0.0	2.7	0.1	4.5				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			38.6									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary

12: Niguel Rd & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	10	190	20	190	10	510	340	250	460	20
Future Volume (veh/h)	10	10	10	190	20	190	10	510	340	250	460	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.97	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	11	11	2	200	21	60	11	537	106	263	484	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	20	84	15	257	351	297	148	1030	445	331	1396	592
Arrive On Green	0.01	0.05	0.05	0.14	0.19	0.19	0.08	0.29	0.29	0.18	0.39	0.39
Sat Flow, veh/h	1795	1543	281	1795	1885	1595	1795	3582	1547	1795	3582	1520
Grp Volume(v), veh/h	11	0	13	200	21	60	11	537	106	263	484	7
Grp Sat Flow(s),veh/h/ln	1795	0	1823	1795	1885	1595	1795	1791	1547	1795	1791	1520
Q Serve(g_s), s	0.3	0.0	0.3	5.2	0.4	1.5	0.3	6.1	2.5	6.8	4.6	0.1
Cycle Q Clear(g_c), s	0.3	0.0	0.3	5.2	0.4	1.5	0.3	6.1	2.5	6.8	4.6	0.1
Prop In Lane	1.00		0.15	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	20	0	99	257	351	297	148	1030	445	331	1396	592
V/C Ratio(X)	0.54	0.00	0.13	0.78	0.06	0.20	0.07	0.52	0.24	0.79	0.35	0.01
Avail Cap(c_a), veh/h	222	0	1280	445	1635	1383	222	2736	1182	593	3623	1537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	0.0	21.8	20.0	16.2	16.7	20.5	14.5	13.2	18.9	10.4	9.1
Incr Delay (d2), s/veh	20.3	0.0	0.6	5.1	0.1	0.3	0.2	0.4	0.3	4.3	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	2.2	0.2	0.5	0.1	2.0	0.7	2.7	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.1	0.0	22.4	25.1	16.3	17.0	20.7	14.9	13.5	23.2	10.6	9.1
LnGrp LOS	D		C	C	B	B	C	B	B	C	B	A
Approach Vol, veh/h		24			281			654			754	
Approach Delay, s/veh		32.4			22.7			14.7			15.0	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	17.9	10.9	6.6	8.0	22.9	4.6	13.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	16.0	37.0	12.0	34.0	6.0	49.0	6.0	42.0				
Max Q Clear Time (g_c+I1), s	8.8	8.1	7.2	2.3	2.3	6.6	2.3	3.5				
Green Ext Time (p_c), s	0.4	4.0	0.2	0.0	0.0	3.3	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			16.4									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

13: Del Prado Ave/Copper Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1190	30	280	1280	50	0	10	270	50	10	10
Future Volume (veh/h)	20	1190	30	280	1280	50	0	10	270	50	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	0	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	21	1253	0	295	1347	53	0	11	284	53	11	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	0	1	1	1	1	1
Cap, veh/h	86	1407		326	1849	73	0	212	828	151	31	23
Arrive On Green	0.05	0.39	0.00	0.18	0.53	0.53	0.00	0.11	0.11	0.12	0.12	0.12
Sat Flow, veh/h	1795	3676	0	1795	3509	138	0	1885	2812	1306	271	197
Grp Volume(v), veh/h	21	1253	0	295	686	714	0	11	284	72	0	0
Grp Sat Flow(s),veh/h/ln	1795	1791	0	1795	1791	1856	0	1885	1406	1774	0	0
Q Serve(g_s), s	1.2	34.8	0.0	17.1	31.3	31.5	0.0	0.6	8.4	4.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	34.8	0.0	17.1	31.3	31.5	0.0	0.6	8.4	4.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.07	0.00		1.00	0.74		0.11
Lane Grp Cap(c), veh/h	86	1407		326	944	978	0	212	828	205	0	0
V/C Ratio(X)	0.24	0.89		0.90	0.73	0.73	0.00	0.05	0.34	0.35	0.00	0.00
Avail Cap(c_a), veh/h	199	1476		351	944	978	0	228	852	390	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.9	30.2	0.0	42.7	19.3	19.4	0.0	42.2	29.5	43.4	0.0	0.0
Incr Delay (d2), s/veh	0.5	7.2	0.0	25.5	3.1	3.0	0.0	0.0	0.1	0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	15.0	0.0	9.5	12.2	12.7	0.0	0.3	0.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.4	37.4	0.0	68.2	22.4	22.4	0.0	42.2	29.6	43.8	0.0	0.0
LnGrp LOS	D	D		E	C	C		D	C	D		
Approach Vol, veh/h		1274			1695			295			72	
Approach Delay, s/veh		37.6			30.4			30.1			43.8	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.6	49.0		16.9	9.3	63.2		17.1				
Change Period (Y+Rc), s	4.2	7.1		4.6	4.2	7.1		5.1				
Max Green Setting (Gmax), s	20.8	43.9		23.4	11.8	52.9		12.9				
Max Q Clear Time (g_c+I1), s	19.1	36.8		6.0	3.2	33.5		10.4				
Green Ext Time (p_c), s	0.2	5.1		0.2	0.0	11.7		0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			33.4									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

1: Coast Hwy & Beach Rd/Palisades Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	20	30	20	20	50	20	350	20	30	220	40
Future Volume (veh/h)	40	20	30	20	20	50	20	350	20	30	220	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		1.00	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	42	21	5	21	21	6	21	368	10	32	232	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	188	153	37	85	85	147	82	513	435	118	551	440
Arrive On Green	0.10	0.10	0.10	0.09	0.09	0.09	0.05	0.27	0.27	0.07	0.29	0.29
Sat Flow, veh/h	1795	1463	348	920	920	1598	1795	1885	1598	1795	1885	1505
Grp Volume(v), veh/h	42	0	26	42	0	6	21	368	10	32	232	21
Grp Sat Flow(s),veh/h/ln	1795	0	1811	1839	0	1598	1795	1885	1598	1795	1885	1505
Q Serve(g_s), s	0.9	0.0	0.5	0.9	0.0	0.1	0.5	7.3	0.2	0.7	4.1	0.4
Cycle Q Clear(g_c), s	0.9	0.0	0.5	0.9	0.0	0.1	0.5	7.3	0.2	0.7	4.1	0.4
Prop In Lane	1.00		0.19	0.50		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	188	0	190	170	0	147	82	513	435	118	551	440
V/C Ratio(X)	0.22	0.00	0.14	0.25	0.00	0.04	0.26	0.72	0.02	0.27	0.42	0.05
Avail Cap(c_a), veh/h	1148	0	1158	419	0	364	426	1425	1207	426	1425	1138
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	0.0	16.8	17.4	0.0	17.1	19.0	13.6	11.0	18.4	11.8	10.5
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.3	0.0	0.0	0.6	1.9	0.0	0.5	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.2	0.3	0.0	0.0	0.2	2.5	0.1	0.2	1.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.2	0.0	16.9	17.7	0.0	17.1	19.6	15.5	11.0	18.8	12.3	10.5
LnGrp LOS	B		B	B		B	B	B	B	B	B	B
Approach Vol, veh/h		68			48			399			285	
Approach Delay, s/veh		17.1			17.6			15.6			12.9	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	17.9		8.4	6.9	17.0		8.9				
Change Period (Y+Rc), s	4.2	5.8		4.6	4.2	5.8		4.6				
Max Green Setting (Gmax), s	9.8	31.2		9.4	9.8	31.2		26.4				
Max Q Clear Time (g_c+I1), s	2.5	6.1		2.9	2.7	9.3		2.9				
Green Ext Time (p_c), s	0.0	1.2		0.0	0.0	2.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			14.9									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

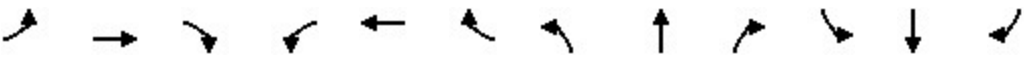
2: Doheny Park Rd & Victoria Blvd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	10	50	130	20	80	30	560	70	30	350	10
Future Volume (veh/h)	30	10	50	130	20	80	30	560	70	30	350	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	32	11	13	137	21	20	32	589	34	32	368	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	458	418	348	483	195	186	105	1371	611	105	1371	595
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.06	0.38	0.38	0.06	0.38	0.38
Sat Flow, veh/h	1373	1885	1573	1395	880	838	1795	3582	1596	1795	3582	1554
Grp Volume(v), veh/h	32	11	13	137	0	41	32	589	34	32	368	6
Grp Sat Flow(s),veh/h/ln	1373	1885	1573	1395	0	1719	1795	1791	1596	1795	1791	1554
Q Serve(g_s), s	0.8	0.2	0.3	3.4	0.0	0.8	0.7	4.9	0.5	0.7	2.8	0.1
Cycle Q Clear(g_c), s	1.5	0.2	0.3	3.6	0.0	0.8	0.7	4.9	0.5	0.7	2.8	0.1
Prop In Lane	1.00		1.00	1.00		0.49	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	458	418	348	483	0	381	105	1371	611	105	1371	595
V/C Ratio(X)	0.07	0.03	0.04	0.28	0.00	0.11	0.31	0.43	0.06	0.31	0.27	0.01
Avail Cap(c_a), veh/h	1266	1527	1274	1303	0	1392	395	2355	1049	395	2355	1022
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	12.2	12.2	13.6	0.0	12.4	18.1	9.1	7.8	18.1	8.5	7.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.1	1.6	0.3	0.1	1.6	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.1	0.9	0.0	0.3	0.3	1.4	0.1	0.3	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.1	12.2	12.3	13.9	0.0	12.5	19.7	9.4	7.8	19.7	8.6	7.7
LnGrp LOS	B	B	B	B		B	B	A	A	B	A	A
Approach Vol, veh/h	56				178				655			
Approach Delay, s/veh	12.7				13.6				9.8			
Approach LOS	B				B				A			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	20.0		13.5	6.5	20.0		13.5				
Change Period (Y+Rc), s	4.2	4.7		4.6	4.2	4.7		4.6				
Max Green Setting (Gmax), s	8.8	26.3		32.4	8.8	26.3		32.4				
Max Q Clear Time (g_c+I1), s	2.7	4.8		5.6	2.7	6.9		3.5				
Green Ext Time (p_c), s	0.0	3.2		0.6	0.0	5.3		0.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	10.4											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

3: Dana Point Harbor Dr/Del Obispo St & Pacific Coast Hwy Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	830	100	580	1170	200	30	90	250	230	140	130
Future Volume (veh/h)	80	830	100	580	1170	200	30	90	250	230	140	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	874	100	611	1232	200	32	95	220	242	147	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	234	1505	171	652	1716	279	111	241	886	404	343	290
Arrive On Green	0.13	0.32	0.32	0.19	0.39	0.39	0.06	0.13	0.13	0.12	0.18	0.18
Sat Flow, veh/h	1781	4640	529	3456	4406	715	1781	1870	2790	3456	1870	1582
Grp Volume(v), veh/h	84	640	334	611	952	480	32	95	220	242	147	25
Grp Sat Flow(s),veh/h/ln	1781	1702	1765	1728	1702	1717	1781	1870	1395	1728	1870	1582
Q Serve(g_s), s	3.7	13.4	13.5	14.9	20.2	20.2	1.5	4.0	5.0	5.7	5.9	1.1
Cycle Q Clear(g_c), s	3.7	13.4	13.5	14.9	20.2	20.2	1.5	4.0	5.0	5.7	5.9	1.1
Prop In Lane	1.00		0.30	1.00		0.42	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	234	1104	572	652	1326	669	111	241	886	404	343	290
V/C Ratio(X)	0.36	0.58	0.58	0.94	0.72	0.72	0.29	0.39	0.25	0.60	0.43	0.09
Avail Cap(c_a), veh/h	288	1432	742	652	1552	783	225	583	1396	518	627	530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	24.0	24.0	34.1	22.1	22.1	38.2	34.1	21.6	35.8	30.9	28.9
Incr Delay (d2), s/veh	0.3	0.7	1.3	21.4	1.6	3.1	1.4	1.0	0.1	0.5	0.8	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.9	5.2	7.7	7.3	7.7	0.7	1.8	1.5	2.3	2.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.1	24.7	25.4	55.5	23.7	25.2	39.6	35.2	21.7	36.3	31.7	29.0
LnGrp LOS	C	C	C	E	C	C	D	D	C	D	C	C
Approach Vol, veh/h		1058			2043			347			414	
Approach Delay, s/veh		25.7			33.5			27.0			34.3	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.4	39.3	14.2	16.4	21.0	33.8	9.5	21.1				
Change Period (Y+Rc), s	4.2	6.1	4.2	5.4	4.9	6.1	4.2	5.4				
Max Green Setting (Gmax), s	13.8	38.9	12.8	26.6	16.1	35.9	10.8	28.6				
Max Q Clear Time (g_c+I1), s	5.7	22.2	7.7	7.0	16.9	15.5	3.5	7.9				
Green Ext Time (p_c), s	0.0	10.5	0.2	1.2	0.0	8.0	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			30.9									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

4: Golden Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	480	40	30	770	140	50	90	20	240	260	90
Future Volume (veh/h)	60	480	40	30	770	140	50	90	20	240	260	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	505	39	32	811	84	53	95	4	253	274	19
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	1277	98	110	1253	549	128	927	39	313	535	441
Arrive On Green	0.09	0.38	0.38	0.06	0.35	0.35	0.07	0.27	0.27	0.09	0.29	0.29
Sat Flow, veh/h	1781	3338	257	1781	3554	1557	1781	3472	145	3456	1870	1543
Grp Volume(v), veh/h	63	268	276	32	811	84	53	48	51	253	274	19
Grp Sat Flow(s),veh/h/ln	1781	1777	1819	1781	1777	1557	1781	1777	1840	1728	1870	1543
Q Serve(g_s), s	3.8	12.4	12.5	1.9	21.6	4.2	3.2	2.3	2.3	8.1	13.9	1.0
Cycle Q Clear(g_c), s	3.8	12.4	12.5	1.9	21.6	4.2	3.2	2.3	2.3	8.1	13.9	1.0
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	163	680	696	110	1253	549	128	474	491	313	535	441
V/C Ratio(X)	0.39	0.39	0.40	0.29	0.65	0.15	0.41	0.10	0.10	0.81	0.51	0.04
Avail Cap(c_a), veh/h	202	680	696	186	1253	549	170	474	491	391	535	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	25.4	25.4	50.7	30.7	25.0	50.2	31.2	31.2	50.4	33.8	29.2
Incr Delay (d2), s/veh	0.6	1.7	1.7	0.5	2.6	0.6	0.8	0.0	0.0	7.7	3.5	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	5.2	5.4	0.9	9.1	1.6	1.4	1.0	1.0	3.8	6.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.9	27.1	27.1	51.2	33.3	25.6	51.0	31.3	31.3	58.1	37.2	29.4
LnGrp LOS	D	C	C	D	C	C	D	C	C	E	D	C
Approach Vol, veh/h		607			927			152			546	
Approach Delay, s/veh		29.4			33.2			38.1			46.6	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	49.3	13.3	38.2	15.5	46.0	15.4	36.1				
Change Period (Y+Rc), s	5.2	6.1	5.2	* 5.9	5.2	6.1	5.2	5.9				
Max Green Setting (Gmax), s	11.8	35.9	10.8	* 32	12.8	34.9	12.8	30.1				
Max Q Clear Time (g_c+I1), s	3.9	14.5	5.2	15.9	5.8	23.6	10.1	4.3				
Green Ext Time (p_c), s	0.0	3.4	0.0	1.5	0.0	4.6	0.1	0.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			35.8									
HCM 6th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

5: Blue Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	580	10	40	790	20	40	10	30	10	10	10
Future Volume (veh/h)	10	580	10	40	790	20	40	10	30	10	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.95	0.99		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	611	7	42	832	21	42	11	5	11	11	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	1604	695	168	1821	46	390	359	297	389	359	297
Arrive On Green	0.03	0.45	0.45	0.09	0.52	0.52	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	3554	1540	1781	3536	89	1385	1870	1544	1382	1870	1544
Grp Volume(v), veh/h	11	611	7	42	418	435	42	11	5	11	11	3
Grp Sat Flow(s),veh/h/ln	1781	1777	1540	1781	1777	1849	1385	1870	1544	1382	1870	1544
Q Serve(g_s), s	0.3	6.3	0.1	1.2	8.3	8.3	1.4	0.3	0.1	0.4	0.3	0.1
Cycle Q Clear(g_c), s	0.3	6.3	0.1	1.2	8.3	8.3	1.7	0.3	0.1	0.6	0.3	0.1
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	55	1604	695	168	915	952	390	359	297	389	359	297
V/C Ratio(X)	0.20	0.38	0.01	0.25	0.46	0.46	0.11	0.03	0.02	0.03	0.03	0.01
Avail Cap(c_a), veh/h	380	2265	981	380	1133	1178	984	1162	959	982	1162	959
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	10.1	8.4	23.2	8.5	8.5	18.9	18.2	18.1	18.4	18.2	18.1
Incr Delay (d2), s/veh	0.7	0.2	0.0	0.3	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.8	0.0	0.4	2.1	2.2	0.4	0.1	0.0	0.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.8	10.3	8.4	23.5	9.0	9.0	18.9	18.2	18.1	18.4	18.2	18.1
LnGrp LOS	C	B	A	C	A	A	B	B	B	B	B	B
Approach Vol, veh/h		629			895			58			25	
Approach Delay, s/veh		10.5			9.7			18.7			18.3	
Approach LOS		B			A			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	30.7		15.2	5.9	34.2		15.2				
Change Period (Y+Rc), s	4.2	5.7		4.6	4.2	5.7		4.6				
Max Green Setting (Gmax), s	11.8	35.3		34.4	11.8	35.3		34.4				
Max Q Clear Time (g_c+l1), s	3.2	8.3		2.6	2.3	10.3		3.7				
Green Ext Time (p_c), s	0.0	5.5		0.0	0.0	7.3		0.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			10.5									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

6: Pacific Coast Hwy & Selva Rd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	40	70	50	50	120	90	770	60	30	510	100
Future Volume (veh/h)	80	40	70	50	50	120	90	770	60	30	510	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.95	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	63	71	21	53	53	37	95	811	28	32	537	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	144	151	127	231	243	197	123	1341	597	53	1202	533
Arrive On Green	0.08	0.08	0.08	0.13	0.13	0.13	0.07	0.37	0.37	0.03	0.34	0.34
Sat Flow, veh/h	1795	1885	1575	1795	1885	1525	1795	3582	1593	1795	3582	1588
Grp Volume(v), veh/h	63	71	21	53	53	37	95	811	28	32	537	41
Grp Sat Flow(s),veh/h/ln	1795	1885	1575	1795	1885	1525	1795	1791	1593	1795	1791	1588
Q Serve(g_s), s	1.4	1.5	0.5	1.1	1.0	0.9	2.2	7.6	0.5	0.7	4.9	0.7
Cycle Q Clear(g_c), s	1.4	1.5	0.5	1.1	1.0	0.9	2.2	7.6	0.5	0.7	4.9	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	151	127	231	243	197	123	1341	597	53	1202	533
V/C Ratio(X)	0.44	0.47	0.17	0.23	0.22	0.19	0.77	0.60	0.05	0.60	0.45	0.08
Avail Cap(c_a), veh/h	434	455	380	1301	1366	1105	564	4153	1847	260	3547	1573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	18.2	17.7	16.2	16.2	16.1	19.0	10.5	8.2	19.8	10.7	9.4
Incr Delay (d2), s/veh	2.1	2.2	0.6	0.5	0.4	0.5	9.8	0.4	0.0	10.3	0.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.7	0.2	0.4	0.4	0.3	1.0	1.9	0.1	0.4	1.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.2	20.4	18.4	16.7	16.6	16.6	28.7	10.9	8.3	30.1	11.0	9.4
LnGrp LOS	C	C	B	B	B	B	C	B	A	C	B	A
Approach Vol, veh/h		155			143			934			610	
Approach Delay, s/veh		20.1			16.6			12.6			11.9	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	19.5		9.3	6.8	17.9		7.3				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	6.0	48.0		30.0	13.0	41.0		10.0				
Max Q Clear Time (g_c+I1), s	2.7	9.6		3.1	4.2	6.9		3.5				
Green Ext Time (p_c), s	0.0	5.8		0.5	0.1	3.5		0.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			13.3									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

7: Pacific Coast Hwy & Ritz Carlton Dr/Niguel Rd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	100	50	160	90	200	90	650	200	130	470	20
Future Volume (veh/h)	70	100	50	160	90	200	90	650	200	130	470	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	74	105	9	168	95	51	95	684	70	137	495	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	99	282	123	219	521	224	178	1165	519	330	1150	509
Arrive On Green	0.05	0.08	0.08	0.12	0.15	0.15	0.10	0.33	0.33	0.09	0.32	0.32
Sat Flow, veh/h	1795	3582	1565	1795	3582	1538	1795	3582	1595	3483	3582	1586
Grp Volume(v), veh/h	74	105	9	168	95	51	95	684	70	137	495	6
Grp Sat Flow(s),veh/h/ln	1795	1791	1565	1795	1791	1538	1795	1791	1595	1742	1791	1586
Q Serve(g_s), s	1.7	1.2	0.2	3.8	1.0	1.2	2.1	6.7	1.3	1.6	4.6	0.1
Cycle Q Clear(g_c), s	1.7	1.2	0.2	3.8	1.0	1.2	2.1	6.7	1.3	1.6	4.6	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	282	123	219	521	224	178	1165	519	330	1150	509
V/C Ratio(X)	0.75	0.37	0.07	0.77	0.18	0.23	0.53	0.59	0.13	0.41	0.43	0.01
Avail Cap(c_a), veh/h	298	2887	1261	426	3142	1349	340	3396	1512	413	3142	1391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	18.4	18.0	17.9	15.8	15.9	18.1	11.9	10.0	18.0	11.3	9.8
Incr Delay (d2), s/veh	10.8	0.8	0.2	5.6	0.2	0.5	2.5	0.5	0.1	0.8	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.4	0.1	1.6	0.3	0.4	0.8	1.8	0.3	0.5	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.4	19.3	18.3	23.5	16.0	16.4	20.5	12.3	10.2	18.8	11.5	9.8
LnGrp LOS	C	B	B	C	B	B	C	B	B	B	B	A
Approach Vol, veh/h	188			314			849			638		
Approach Delay, s/veh	23.6			20.1			13.1			13.1		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	17.7	6.3	10.1	8.2	17.5	9.1	7.3				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	5.0	40.0	7.0	37.0	8.0	37.0	10.0	34.0				
Max Q Clear Time (g_c+I1), s	3.6	8.7	3.7	3.2	4.1	6.6	5.8	3.2				
Green Ext Time (p_c), s	0.0	4.7	0.0	0.7	0.1	3.0	0.2	0.6				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	15.2											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

8: Pacific Coast Hwy & Monarch Bay Dr/Crown Valley Pkwy Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	50	30	290	50	600	30	620	190	320	460	10
Future Volume (veh/h)	10	50	30	290	50	600	30	620	190	320	460	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	11	53	5	343	0	243	32	653	97	337	484	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	21	102	102	619	0	1016	140	1068	748	524	1326	30
Arrive On Green	0.07	0.07	0.07	0.17	0.00	0.17	0.08	0.30	0.30	0.15	0.37	0.37
Sat Flow, veh/h	321	1548	1546	3591	0	3106	1795	3582	1584	3483	3579	81
Grp Volume(v), veh/h	64	0	5	343	0	243	32	653	97	337	242	253
Grp Sat Flow(s),veh/h/ln	1869	0	1546	1795	0	1553	1795	1791	1584	1742	1791	1869
Q Serve(g_s), s	1.7	0.0	0.2	4.5	0.0	2.9	0.9	8.0	1.8	4.7	5.0	5.0
Cycle Q Clear(g_c), s	1.7	0.0	0.2	4.5	0.0	2.9	0.9	8.0	1.8	4.7	5.0	5.0
Prop In Lane	0.17		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	124	0	102	619	0	1016	140	1068	748	524	663	692
V/C Ratio(X)	0.52	0.00	0.05	0.55	0.00	0.24	0.23	0.61	0.13	0.64	0.36	0.37
Avail Cap(c_a), veh/h	1206	0	998	1756	0	2000	386	2592	1422	2316	2102	2194
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	0.0	22.4	19.4	0.0	12.7	22.1	15.4	7.6	20.4	11.7	11.7
Incr Delay (d2), s/veh	3.3	0.0	0.2	0.8	0.0	0.1	0.8	0.6	0.1	1.3	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.1	1.7	0.0	0.9	0.3	2.5	0.7	1.6	1.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.4	0.0	22.6	20.1	0.0	12.8	22.9	16.0	7.7	21.7	12.1	12.0
LnGrp LOS	C		C	C		B	C	B	A	C	B	B
Approach Vol, veh/h		69			586			782			832	
Approach Delay, s/veh		26.1			17.1			15.2			16.0	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	19.2		12.8	8.0	22.9		7.4				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	34.0	37.0		25.0	11.0	60.0		33.0				
Max Q Clear Time (g_c+I1), s	6.7	10.0		6.5	2.9	7.0		3.7				
Green Ext Time (p_c), s	1.1	4.4		2.1	0.0	2.7		0.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			16.3									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

9: Golden Lantern & Dana Point Harbor Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	170	20	150	360	90	40	40	70	90	90	110
Future Volume (veh/h)	70	170	20	150	360	90	40	40	70	90	90	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.97	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	74	179	6	158	379	32	42	42	27	95	95	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	228	942	377	257	1000	431	140	437	584	208	508	426
Arrive On Green	0.13	0.26	0.26	0.14	0.28	0.28	0.08	0.23	0.23	0.12	0.27	0.27
Sat Flow, veh/h	1795	3582	1435	1795	3582	1542	1795	1885	1535	1795	1885	1580
Grp Volume(v), veh/h	74	179	6	158	379	32	42	42	27	95	95	25
Grp Sat Flow(s),veh/h/ln	1795	1791	1435	1795	1791	1542	1795	1885	1535	1795	1885	1580
Q Serve(g_s), s	2.8	2.9	0.2	6.1	6.3	1.1	1.6	1.3	0.8	3.7	2.9	0.9
Cycle Q Clear(g_c), s	2.8	2.9	0.2	6.1	6.3	1.1	1.6	1.3	0.8	3.7	2.9	0.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	228	942	377	257	1000	431	140	437	584	208	508	426
V/C Ratio(X)	0.33	0.19	0.02	0.62	0.38	0.07	0.30	0.10	0.05	0.46	0.19	0.06
Avail Cap(c_a), veh/h	311	1410	565	408	1652	711	262	870	936	287	921	771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	21.1	20.2	29.8	21.5	19.6	32.2	22.3	14.7	30.5	20.8	20.0
Incr Delay (d2), s/veh	0.3	0.1	0.0	2.4	0.3	0.1	0.4	0.0	0.0	0.6	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.2	0.1	2.7	2.6	0.4	0.7	0.5	0.3	1.5	1.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.7	21.3	20.2	32.2	21.8	19.7	32.6	22.4	14.7	31.1	20.8	20.1
LnGrp LOS	C	C	C	C	C	B	C	C	B	C	C	C
Approach Vol, veh/h	259		569				111		215			
Approach Delay, s/veh	23.7		24.6				24.4		25.3			
Approach LOS	C		C				C		C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.8	24.3	10.0	24.8	13.6	25.5	12.8	22.0				
Change Period (Y+Rc), s	4.2	4.9	4.2	4.9	4.2	4.9	4.2	4.9				
Max Green Setting (Gmax), s	16.8	29.1	10.8	36.1	12.8	34.1	11.8	34.1				
Max Q Clear Time (g_c+l1), s	8.1	4.9	3.6	4.9	4.8	8.3	5.7	3.3				
Green Ext Time (p_c), s	0.3	1.5	0.0	0.3	0.0	3.8	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	24.5											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

10: Golden Lantern & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	350	70	90	290	140	50	300	130	180	450	90
Future Volume (veh/h)	50	350	70	90	290	140	50	300	130	180	450	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	53	368	15	95	305	18	53	316	66	189	474	81
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	79	727	319	121	811	575	171	757	337	246	907	397
Arrive On Green	0.04	0.20	0.20	0.07	0.23	0.23	0.10	0.21	0.21	0.14	0.25	0.25
Sat Flow, veh/h	1795	3582	1570	1795	3582	1574	1795	3582	1593	1795	3582	1567
Grp Volume(v), veh/h	53	368	15	95	305	18	53	316	66	189	474	81
Grp Sat Flow(s),veh/h/ln	1795	1791	1570	1795	1791	1574	1795	1791	1593	1795	1791	1567
Q Serve(g_s), s	1.2	3.8	0.3	2.2	3.0	0.3	1.2	3.2	1.4	4.3	4.8	1.7
Cycle Q Clear(g_c), s	1.2	3.8	0.3	2.2	3.0	0.3	1.2	3.2	1.4	4.3	4.8	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	79	727	319	121	811	575	171	757	337	246	907	397
V/C Ratio(X)	0.67	0.51	0.05	0.79	0.38	0.03	0.31	0.42	0.20	0.77	0.52	0.20
Avail Cap(c_a), veh/h	257	3329	1459	257	3329	1681	257	2646	1177	471	3073	1344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.8	14.9	13.5	19.3	13.7	8.6	17.7	14.3	13.6	17.5	13.5	12.3
Incr Delay (d2), s/veh	9.5	0.5	0.1	10.7	0.3	0.0	1.0	0.4	0.3	5.0	0.5	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.3	0.1	1.1	1.0	0.1	0.4	1.1	0.4	1.8	1.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.3	15.4	13.5	29.9	14.0	8.6	18.7	14.7	13.9	22.5	14.0	12.6
LnGrp LOS	C	B	B	C	B	A	B	B	B	C	B	B
Approach Vol, veh/h	436			418			435			744		
Approach Delay, s/veh	17.0			17.4			15.1			16.0		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	12.9	6.8	12.5	8.0	14.6	5.8	13.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	11.0	31.0	6.0	39.0	6.0	36.0	6.0	39.0				
Max Q Clear Time (g_c+I1), s	6.3	5.2	4.2	5.8	3.2	6.8	3.2	5.0				
Green Ext Time (p_c), s	0.2	2.1	0.0	2.4	0.0	3.4	0.0	2.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	16.3											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

11: Del Obispo St & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	870	130	90	480	200	80	150	100	250	290	90
Future Volume (veh/h)	80	870	130	90	480	200	80	150	100	250	290	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	916	78	95	505	82	84	158	34	263	305	81
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	1185	518	199	1128	502	229	391	82	307	457	119
Arrive On Green	0.13	0.33	0.33	0.11	0.32	0.32	0.13	0.13	0.13	0.17	0.16	0.16
Sat Flow, veh/h	1781	3554	1555	1781	3554	1584	1781	2919	613	1781	2787	728
Grp Volume(v), veh/h	84	916	78	95	505	82	84	95	97	263	193	193
Grp Sat Flow(s),veh/h/ln	1781	1777	1555	1781	1777	1584	1781	1777	1755	1781	1777	1738
Q Serve(g_s), s	3.4	18.1	2.8	3.9	8.9	2.9	3.4	3.8	4.0	11.2	8.0	8.2
Cycle Q Clear(g_c), s	3.4	18.1	2.8	3.9	8.9	2.9	3.4	3.8	4.0	11.2	8.0	8.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.35	1.00		0.42
Lane Grp Cap(c), veh/h	227	1185	518	199	1128	502	229	238	235	307	291	285
V/C Ratio(X)	0.37	0.77	0.15	0.48	0.45	0.16	0.37	0.40	0.41	0.86	0.66	0.68
Avail Cap(c_a), veh/h	291	1419	621	245	1328	592	289	716	708	404	807	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	23.5	18.3	32.7	21.3	19.3	31.2	31.0	31.1	31.5	30.7	30.8
Incr Delay (d2), s/veh	0.4	2.6	0.2	0.7	0.4	0.2	1.4	1.1	1.2	13.2	2.6	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	7.3	0.9	1.6	3.5	1.0	1.5	1.6	1.7	5.7	3.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.7	26.0	18.5	33.4	21.7	19.5	32.6	32.1	32.3	44.7	33.3	33.7
LnGrp LOS	C	C	B	C	C	B	C	C	C	D	C	C
Approach Vol, veh/h		1078			682			276			649	
Approach Delay, s/veh		25.9			23.0			32.3			38.0	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.7	15.9	12.9	31.8	15.4	18.2	14.2	30.6				
Change Period (Y+Rc), s	4.2	5.4	4.2	5.7	5.3	5.4	4.2	5.7				
Max Green Setting (Gmax), s	17.8	31.6	10.8	31.3	12.7	35.6	12.8	29.3				
Max Q Clear Time (g_c+I1), s	13.2	6.0	5.9	20.1	5.4	10.2	5.4	10.9				
Green Ext Time (p_c), s	0.3	1.0	0.0	6.0	0.1	2.1	0.0	4.5				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			28.8									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

12: Niguel Rd & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	20	10	200	10	160	10	300	170	130	290	10
Future Volume (veh/h)	10	20	10	200	10	160	10	300	170	130	290	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	11	21	2	211	11	53	11	316	43	137	305	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	21	78	7	279	358	304	214	786	343	182	723	309
Arrive On Green	0.01	0.05	0.05	0.16	0.19	0.19	0.12	0.22	0.22	0.10	0.20	0.20
Sat Flow, veh/h	1795	1693	161	1795	1885	1598	1795	3582	1561	1795	3582	1530
Grp Volume(v), veh/h	11	0	23	211	11	53	11	316	43	137	305	4
Grp Sat Flow(s),veh/h/ln	1795	0	1854	1795	1885	1598	1795	1791	1561	1795	1791	1530
Q Serve(g_s), s	0.2	0.0	0.4	3.8	0.2	0.9	0.2	2.5	0.7	2.5	2.5	0.1
Cycle Q Clear(g_c), s	0.2	0.0	0.4	3.8	0.2	0.9	0.2	2.5	0.7	2.5	2.5	0.1
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	21	0	86	279	358	304	214	786	343	182	723	309
V/C Ratio(X)	0.53	0.00	0.27	0.76	0.03	0.17	0.05	0.40	0.13	0.75	0.42	0.01
Avail Cap(c_a), veh/h	321	0	1880	643	2362	2001	321	3953	1723	857	5235	2236
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	15.4	13.5	11.1	11.4	13.1	11.2	10.5	14.6	11.7	10.7
Incr Delay (d2), s/veh	19.1	0.0	1.7	4.2	0.0	0.3	0.1	0.3	0.2	6.1	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	1.4	0.0	0.3	0.1	0.7	0.2	1.1	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.6	0.0	17.1	17.7	11.1	11.6	13.2	11.5	10.7	20.7	12.1	10.7
LnGrp LOS	D		B	B	B	B	B	B	B	C	B	B
Approach Vol, veh/h		34			275			370			446	
Approach Delay, s/veh		23.1			16.3			11.5			14.7	
Approach LOS		C			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.4	11.4	9.2	5.6	8.0	10.8	4.4	10.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	16.0	37.0	12.0	34.0	6.0	49.0	6.0	42.0				
Max Q Clear Time (g_c+l1), s	4.5	4.5	5.8	2.4	2.2	4.5	2.2	2.9				
Green Ext Time (p_c), s	0.2	2.1	0.3	0.1	0.0	2.0	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			14.3									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

13: Del Prado Ave/Copper Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	750	20	170	950	30	0	10	110	40	10	10
Future Volume (veh/h)	10	750	20	170	950	30	0	10	110	40	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	789	0	179	1000	32	0	11	116	42	11	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	53	1128		227	1457	47	0	272	762	165	43	32
Arrive On Green	0.03	0.32	0.00	0.13	0.41	0.41	0.00	0.15	0.15	0.14	0.14	0.14
Sat Flow, veh/h	1781	3647	0	1781	3511	112	0	1870	2790	1213	318	231
Grp Volume(v), veh/h	11	789	0	179	506	526	0	11	116	61	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1781	1777	1847	0	1870	1395	1762	0	0
Q Serve(g_s), s	0.5	15.0	0.0	7.5	17.9	17.9	0.0	0.4	2.4	2.4	0.0	0.0
Cycle Q Clear(g_c), s	0.5	15.0	0.0	7.5	17.9	17.9	0.0	0.4	2.4	2.4	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.06	0.00		1.00	0.69		0.13
Lane Grp Cap(c), veh/h	53	1128		227	737	766	0	272	762	240	0	0
V/C Ratio(X)	0.21	0.70		0.79	0.69	0.69	0.00	0.04	0.15	0.25	0.00	0.00
Avail Cap(c_a), veh/h	273	2028		482	1222	1270	0	314	824	536	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.4	23.0	0.0	32.5	18.4	18.4	0.0	28.2	21.2	29.7	0.0	0.0
Incr Delay (d2), s/veh	0.7	1.1	0.0	8.3	1.6	1.6	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.7	0.0	3.5	6.5	6.7	0.0	0.2	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.1	24.2	0.0	40.9	20.0	20.0	0.0	28.3	21.2	29.9	0.0	0.0
LnGrp LOS	D	C		D	C	B		C	C	C		
Approach Vol, veh/h	800				1211				127			
Approach Delay, s/veh	24.3				23.1				21.8			
Approach LOS	C				C				C			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	31.5		15.1	6.5	39.0		16.3				
Change Period (Y+Rc), s	4.2	7.1		4.6	4.2	7.1		5.1				
Max Green Setting (Gmax), s	20.8	43.9		23.4	11.8	52.9		12.9				
Max Q Clear Time (g_c+l1), s	9.5	17.0		4.4	2.5	19.9		4.4				
Green Ext Time (p_c), s	0.5	7.4		0.2	0.0	10.2		0.2				

Intersection Summary

HCM 6th Ctrl Delay, s/veh

23.7

HCM 6th LOS

C

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: Coast Hwy & Beach Rd/Palisades Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	30	30	30	30	80	20	400	30	70	430	60
Future Volume (veh/h)	60	30	30	30	30	80	20	400	30	70	430	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.88	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	63	32	16	32	32	11	21	421	12	74	453	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	219	145	72	105	105	160	81	539	442	203	667	532
Arrive On Green	0.12	0.12	0.12	0.11	0.11	0.11	0.05	0.29	0.29	0.11	0.35	0.35
Sat Flow, veh/h	1795	1186	593	920	920	1401	1795	1885	1545	1795	1885	1505
Grp Volume(v), veh/h	63	0	48	64	0	11	21	421	12	74	453	35
Grp Sat Flow(s),veh/h/ln	1795	0	1778	1839	0	1401	1795	1885	1545	1795	1885	1505
Q Serve(g_s), s	1.7	0.0	1.3	1.7	0.0	0.4	0.6	10.8	0.3	2.0	10.8	0.8
Cycle Q Clear(g_c), s	1.7	0.0	1.3	1.7	0.0	0.4	0.6	10.8	0.3	2.0	10.8	0.8
Prop In Lane	1.00		0.33	0.50		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	0	217	210	0	160	81	539	442	203	667	532
V/C Ratio(X)	0.29	0.00	0.22	0.31	0.00	0.07	0.26	0.78	0.03	0.36	0.68	0.07
Avail Cap(c_a), veh/h	901	0	893	329	0	250	335	1154	946	335	1154	921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	0.0	20.8	21.4	0.0	20.8	24.3	17.3	13.5	21.6	14.5	11.2
Incr Delay (d2), s/veh	0.3	0.0	0.2	0.3	0.0	0.1	0.6	2.5	0.0	0.4	1.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.5	0.7	0.0	0.1	0.2	4.1	0.1	0.7	3.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.3	0.0	21.0	21.7	0.0	20.9	24.9	19.8	13.5	22.0	15.7	11.3
LnGrp LOS	C		C	C		C	C	B	B	C	B	B
Approach Vol, veh/h		111			75			454			562	
Approach Delay, s/veh		21.2			21.6			19.8			16.2	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	24.4		10.6	10.1	20.8		11.0				
Change Period (Y+Rc), s	4.2	5.8		4.6	4.2	5.8		4.6				
Max Green Setting (Gmax), s	9.8	32.2		9.4	9.8	32.2		26.4				
Max Q Clear Time (g_c+I1), s	2.6	12.8		3.7	4.0	12.8		3.7				
Green Ext Time (p_c), s	0.0	2.5		0.1	0.0	2.2		0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			18.4									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

2: Doheny Park Rd & Victoria Blvd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	30	50	130	30	100	70	880	120	80	690	20
Future Volume (veh/h)	70	30	50	130	30	100	70	880	120	80	690	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	74	32	13	137	32	26	74	926	92	84	726	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	398	402	333	419	203	165	186	1431	637	200	1458	637
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.10	0.40	0.40	0.11	0.41	0.41
Sat Flow, veh/h	1348	1885	1564	1363	952	773	1795	3582	1596	1795	3582	1564
Grp Volume(v), veh/h	74	32	13	137	0	58	74	926	92	84	726	10
Grp Sat Flow(s),veh/h/ln	1348	1885	1564	1363	0	1725	1795	1791	1596	1795	1791	1564
Q Serve(g_s), s	2.3	0.7	0.3	4.4	0.0	1.3	1.9	10.2	1.8	2.1	7.4	0.2
Cycle Q Clear(g_c), s	3.7	0.7	0.3	5.0	0.0	1.3	1.9	10.2	1.8	2.1	7.4	0.2
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	398	402	333	419	0	368	186	1431	637	200	1458	637
V/C Ratio(X)	0.19	0.08	0.04	0.33	0.00	0.16	0.40	0.65	0.14	0.42	0.50	0.02
Avail Cap(c_a), veh/h	1003	1249	1036	1032	0	1143	323	1926	858	323	1926	841
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	15.4	15.3	17.4	0.0	15.7	20.5	11.9	9.4	20.3	10.8	8.7
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.4	0.0	0.2	1.4	0.7	0.1	1.4	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.3	0.1	1.3	0.0	0.5	0.8	3.3	0.5	0.9	2.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.4	15.5	15.3	17.9	0.0	15.9	21.9	12.6	9.5	21.7	11.2	8.7
LnGrp LOS	B	B	B	B		B	C	B	A	C	B	A
Approach Vol, veh/h		119			195			1092			820	
Approach Delay, s/veh		16.6			17.3			13.0			12.2	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	24.6		15.0	9.6	24.2		15.0				
Change Period (Y+Rc), s	4.2	4.7		4.6	4.2	4.7		4.6				
Max Green Setting (Gmax), s	8.8	26.3		32.4	8.8	26.3		32.4				
Max Q Clear Time (g_c+l1), s	3.9	9.4		7.0	4.1	12.2		5.7				
Green Ext Time (p_c), s	0.1	6.1		0.7	0.1	7.3		0.4				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			13.3									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

3: Dana Point Harbor Dr/Del Obispo St & Pacific Coast Hwy Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	1160	100	530	1280	270	90	160	620	240	140	120
Future Volume (veh/h)	90	1160	100	530	1280	270	90	160	620	240	140	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	95	1221	102	558	1347	270	95	168	622	253	147	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	213	1543	129	583	1602	321	164	403	1062	340	415	337
Arrive On Green	0.12	0.32	0.32	0.17	0.38	0.38	0.09	0.21	0.21	0.10	0.22	0.22
Sat Flow, veh/h	1795	4824	403	3483	4269	855	1795	1885	2768	3483	1885	1532
Grp Volume(v), veh/h	95	868	455	558	1082	535	95	168	622	253	147	20
Grp Sat Flow(s),veh/h/ln	1795	1716	1795	1742	1716	1692	1795	1885	1384	1742	1885	1532
Q Serve(g_s), s	5.0	23.6	23.6	16.2	29.4	29.5	5.2	7.9	18.3	7.2	6.7	1.1
Cycle Q Clear(g_c), s	5.0	23.6	23.6	16.2	29.4	29.5	5.2	7.9	18.3	7.2	6.7	1.1
Prop In Lane	1.00		0.22	1.00		0.51	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	213	1097	574	583	1288	635	164	403	1062	340	415	337
V/C Ratio(X)	0.45	0.79	0.79	0.96	0.84	0.84	0.58	0.42	0.59	0.74	0.35	0.06
Avail Cap(c_a), veh/h	242	1171	613	583	1306	644	190	454	1136	470	527	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	31.7	31.7	42.2	29.1	29.2	44.6	34.7	25.3	44.9	33.7	31.5
Incr Delay (d2), s/veh	0.5	3.8	7.1	27.2	5.2	10.1	3.2	0.7	0.7	2.3	0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	9.6	10.6	8.8	12.0	12.7	2.4	3.6	5.8	3.1	3.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.5	35.5	38.8	69.4	34.4	39.2	47.8	35.4	26.0	47.1	34.2	31.6
LnGrp LOS	D	D	D	E	C	D	D	D	C	D	C	C
Approach Vol, veh/h	1418		2175			885			420			
Approach Delay, s/veh	37.0		44.6			30.1			41.9			
Approach LOS	D		D			C			D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.3	44.5	14.2	27.2	22.0	38.8	13.5	27.9				
Change Period (Y+Rc), s	4.2	6.1	4.2	5.4	4.9	6.1	4.2	5.4				
Max Green Setting (Gmax), s	13.8	38.9	13.8	24.6	17.1	34.9	10.8	28.6				
Max Q Clear Time (g_c+I1), s	7.0	31.5	9.2	20.3	18.2	25.6	7.2	8.7				
Green Ext Time (p_c), s	0.0	6.0	0.2	1.5	0.0	6.3	0.1	0.7				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	39.5											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

4: Golden Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	740	50	50	740	220	120	270	50	310	250	110
Future Volume (veh/h)	110	740	50	50	740	220	120	270	50	310	250	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.95	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	116	779	51	53	779	131	126	284	40	326	263	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	189	1310	86	143	1286	558	158	700	97	386	464	385
Arrive On Green	0.11	0.38	0.38	0.08	0.36	0.36	0.09	0.22	0.22	0.11	0.25	0.25
Sat Flow, veh/h	1795	3409	223	1795	3582	1555	1795	3136	435	3483	1885	1564
Grp Volume(v), veh/h	116	409	421	53	779	131	126	160	164	326	263	23
Grp Sat Flow(s),veh/h/ln	1795	1791	1842	1795	1791	1555	1795	1791	1780	1742	1885	1564
Q Serve(g_s), s	6.9	20.2	20.2	3.1	19.8	6.5	7.6	8.5	8.7	10.2	13.6	1.2
Cycle Q Clear(g_c), s	6.9	20.2	20.2	3.1	19.8	6.5	7.6	8.5	8.7	10.2	13.6	1.2
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	189	688	708	143	1286	558	158	400	397	386	464	385
V/C Ratio(X)	0.61	0.59	0.59	0.37	0.61	0.23	0.80	0.40	0.41	0.84	0.57	0.06
Avail Cap(c_a), veh/h	207	688	708	191	1286	558	239	453	451	433	464	385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	27.3	27.3	48.4	29.1	24.9	49.6	36.8	36.9	48.4	36.7	32.0
Incr Delay (d2), s/veh	2.9	3.8	3.7	0.6	2.1	1.0	5.4	0.2	0.3	11.7	5.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	8.8	9.0	1.4	8.3	2.5	3.6	3.7	3.7	5.0	6.9	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.4	31.0	30.9	49.0	31.3	25.9	55.0	37.0	37.1	60.1	41.6	32.3
LnGrp LOS	D	C	C	D	C	C	D	D	D	E	D	C
Approach Vol, veh/h		946			963			450			612	
Approach Delay, s/veh		33.4			31.5			42.1			51.1	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	48.8	15.0	33.2	16.9	45.9	17.5	30.7				
Change Period (Y+Rc), s	5.2	6.1	5.2	* 5.9	5.2	6.1	5.2	5.9				
Max Green Setting (Gmax), s	11.8	34.9	14.8	* 27	12.8	33.9	13.8	28.1				
Max Q Clear Time (g_c+I1), s	5.1	22.2	9.6	15.6	8.9	21.8	12.2	10.7				
Green Ext Time (p_c), s	0.0	4.4	0.1	1.2	0.0	4.8	0.1	1.0				

Intersection Summary

HCM 6th Ctrl Delay, s/veh

37.7

HCM 6th LOS

D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

5: Blue Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	850	30	60	740	40	90	20	70	20	20	10
Future Volume (veh/h)	10	850	30	60	740	40	90	20	70	20	20	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.97	0.98		0.97	0.98		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	11	895	15	63	779	41	95	21	15	21	21	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	55	1425	600	210	1673	88	453	480	394	450	480	392
Arrive On Green	0.03	0.40	0.40	0.12	0.48	0.48	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1795	3582	1509	1795	3455	182	1375	1885	1548	1360	1885	1540
Grp Volume(v), veh/h	11	895	15	63	404	416	95	21	15	21	21	3
Grp Sat Flow(s),veh/h/ln	1795	1791	1509	1795	1791	1846	1375	1885	1548	1360	1885	1540
Q Serve(g_s), s	0.4	12.6	0.4	2.0	9.4	9.4	3.5	0.5	0.5	0.7	0.5	0.1
Cycle Q Clear(g_c), s	0.4	12.6	0.4	2.0	9.4	9.4	4.0	0.5	0.5	1.3	0.5	0.1
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	55	1425	600	210	867	894	453	480	394	450	480	392
V/C Ratio(X)	0.20	0.63	0.02	0.30	0.47	0.47	0.21	0.04	0.04	0.05	0.04	0.01
Avail Cap(c_a), veh/h	337	2012	848	337	1006	1037	856	1032	847	848	1032	843
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	15.2	11.5	25.4	10.8	10.8	19.2	17.7	17.6	18.1	17.7	17.5
Incr Delay (d2), s/veh	0.7	0.7	0.0	0.3	0.6	0.5	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.1	0.1	0.8	2.8	2.9	1.1	0.2	0.2	0.2	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.4	15.8	11.5	25.7	11.4	11.3	19.3	17.7	17.6	18.1	17.7	17.5
LnGrp LOS	C	B	B	C	B	B	B	B	B	B	B	B
Approach Vol, veh/h		921			883			131			45	
Approach Delay, s/veh		15.9			12.4			18.8			17.9	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	30.7		20.6	6.1	36.1		20.6				
Change Period (Y+Rc), s	4.2	5.7		4.6	4.2	5.7		4.6				
Max Green Setting (Gmax), s	11.8	35.3		34.4	11.8	35.3		34.4				
Max Q Clear Time (g_c+I1), s	4.0	14.6		3.3	2.4	11.4		6.0				
Green Ext Time (p_c), s	0.0	7.8		0.1	0.0	6.8		0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			14.6									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

6: Pacific Coast Hwy & Selva Rd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	90	90	40	50	70	100	720	70	90	880	100
Future Volume (veh/h)	140	90	90	40	50	70	100	720	70	90	880	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.95	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	121	131	35	42	53	20	105	758	26	95	926	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	202	212	177	203	213	171	138	1417	629	122	1386	615
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.08	0.40	0.40	0.07	0.39	0.39
Sat Flow, veh/h	1795	1885	1572	1795	1885	1512	1795	3582	1590	1795	3582	1589
Grp Volume(v), veh/h	121	131	35	42	53	20	105	758	26	95	926	36
Grp Sat Flow(s),veh/h/ln	1795	1885	1572	1795	1885	1512	1795	1791	1590	1795	1791	1589
Q Serve(g_s), s	3.3	3.4	1.0	1.1	1.3	0.6	3.0	8.4	0.5	2.7	11.0	0.7
Cycle Q Clear(g_c), s	3.3	3.4	1.0	1.1	1.3	0.6	3.0	8.4	0.5	2.7	11.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	212	177	203	213	171	138	1417	629	122	1386	615
V/C Ratio(X)	0.60	0.62	0.20	0.21	0.25	0.12	0.76	0.53	0.04	0.78	0.67	0.06
Avail Cap(c_a), veh/h	349	366	305	1046	1098	881	453	3339	1482	209	2852	1266
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	21.8	20.7	20.7	20.8	20.5	23.3	11.9	9.6	23.6	13.0	9.9
Incr Delay (d2), s/veh	2.8	2.9	0.5	0.5	0.6	0.3	8.4	0.3	0.0	10.2	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.6	0.4	0.4	0.6	0.2	1.4	2.4	0.1	1.3	3.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.6	24.7	21.3	21.2	21.4	20.8	31.8	12.2	9.6	33.9	13.6	9.9
LnGrp LOS	C	C	C	C	C	C	C	B	A	C	B	A
Approach Vol, veh/h		287			115			889			1057	
Approach Delay, s/veh		24.2			21.3			14.5			15.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	24.4		9.8	7.9	23.9		9.8				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	6.0	48.0		30.0	13.0	41.0		10.0				
Max Q Clear Time (g_c+I1), s	4.7	10.4		3.3	5.0	13.0		5.4				
Green Ext Time (p_c), s	0.0	5.3		0.4	0.1	6.5		0.5				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			16.4									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

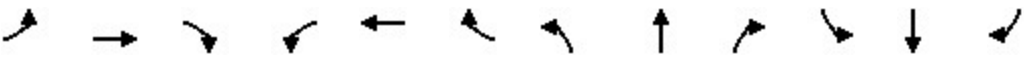
7: Pacific Coast Hwy & Ritz Carlton Dr/Niguel Rd

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	160	100	220	90	170	60	630	250	260	740	30
Future Volume (veh/h)	80	160	100	220	90	170	60	630	250	260	740	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	84	168	21	232	95	47	63	663	95	274	779	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	107	350	154	284	705	303	145	1146	509	351	1218	541
Arrive On Green	0.06	0.10	0.10	0.16	0.20	0.20	0.08	0.32	0.32	0.10	0.34	0.34
Sat Flow, veh/h	1795	3582	1571	1795	3582	1540	1795	3582	1592	3483	3582	1592
Grp Volume(v), veh/h	84	168	21	232	95	47	63	663	95	274	779	11
Grp Sat Flow(s),veh/h/ln	1795	1791	1571	1795	1791	1540	1795	1791	1592	1742	1791	1592
Q Serve(g_s), s	2.3	2.2	0.6	6.2	1.1	1.3	1.7	7.7	2.1	3.8	9.1	0.2
Cycle Q Clear(g_c), s	2.3	2.2	0.6	6.2	1.1	1.3	1.7	7.7	2.1	3.8	9.1	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	107	350	154	284	705	303	145	1146	509	351	1218	541
V/C Ratio(X)	0.79	0.48	0.14	0.82	0.13	0.16	0.43	0.58	0.19	0.78	0.64	0.02
Avail Cap(c_a), veh/h	181	2457	1078	290	2674	1150	217	3036	1349	351	2963	1317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	21.2	20.4	20.2	16.4	16.5	21.7	14.1	12.2	21.7	13.8	10.9
Incr Delay (d2), s/veh	12.0	1.0	0.4	16.1	0.1	0.2	2.0	0.5	0.2	10.7	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.8	0.2	3.5	0.4	0.4	0.7	2.3	0.6	1.8	2.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.0	22.2	20.8	36.2	16.5	16.7	23.7	14.5	12.4	32.4	14.4	10.9
LnGrp LOS	C	C	C	D	B	B	C	B	B	C	B	B
Approach Vol, veh/h	273			374			821			1064		
Approach Delay, s/veh	26.0			28.8			15.0			19.0		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	19.9	6.9	13.8	8.0	20.9	11.9	8.8				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	5.0	42.0	5.0	37.0	6.0	41.0	8.0	34.0				
Max Q Clear Time (g_c+I1), s	5.8	9.7	4.3	3.3	3.7	11.1	8.2	4.2				
Green Ext Time (p_c), s	0.0	4.6	0.0	0.7	0.0	5.2	0.0	1.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	19.9											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

8: Pacific Coast Hwy & Monarch Bay Dr/Crown Valley Pkwy Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↩	↩	↩	↩	↩↩	↩	↩↩	↩	↩↩	↩↩	↩
Traffic Volume (veh/h)	20	70	50	230	40	540	50	540	230	690	770	10
Future Volume (veh/h)	20	70	50	230	40	540	50	540	230	690	770	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	21	74	8	272	0	222	53	568	107	726	811	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	37	131	143	478	0	1272	119	869	600	934	1608	22
Arrive On Green	0.09	0.09	0.09	0.13	0.00	0.13	0.07	0.24	0.24	0.27	0.44	0.44
Sat Flow, veh/h	412	1452	1576	3591	0	3114	1795	3582	1594	3483	3617	49
Grp Volume(v), veh/h	95	0	8	272	0	222	53	568	107	726	402	420
Grp Sat Flow(s),veh/h/ln	1865	0	1576	1795	0	1557	1795	1791	1594	1742	1791	1875
Q Serve(g_s), s	2.9	0.0	0.3	4.3	0.0	2.8	1.7	8.6	2.7	11.6	9.7	9.7
Cycle Q Clear(g_c), s	2.9	0.0	0.3	4.3	0.0	2.8	1.7	8.6	2.7	11.6	9.7	9.7
Prop In Lane	0.22		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	169	0	143	478	0	1272	119	869	600	934	796	833
V/C Ratio(X)	0.56	0.00	0.06	0.57	0.00	0.17	0.44	0.65	0.18	0.78	0.50	0.50
Avail Cap(c_a), veh/h	1021	0	863	1490	0	2149	328	2199	1192	1965	1783	1867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	0.0	25.1	24.5	0.0	11.6	27.1	20.5	12.6	20.4	12.0	12.0
Incr Delay (d2), s/veh	2.9	0.0	0.2	1.1	0.0	0.1	2.6	0.8	0.1	1.4	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.1	1.7	0.0	0.9	0.7	3.1	1.0	4.1	3.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.2	0.0	25.2	25.6	0.0	11.7	29.6	21.4	12.7	21.8	12.5	12.5
LnGrp LOS	C		C	C		B	C	C	B	C	B	B
Approach Vol, veh/h		103			494			728			1548	
Approach Delay, s/veh		28.9			19.3			20.7			16.9	
Approach LOS		C			B			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.2	18.6		12.0	8.0	30.8		9.4				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	34.0	37.0		25.0	11.0	60.0		33.0				
Max Q Clear Time (g_c+I1), s	13.6	10.6		6.3	3.7	11.7		4.9				
Green Ext Time (p_c), s	2.6	3.8		1.8	0.0	5.0		0.5				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			18.7									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

9: Golden Lantern & Dana Point Harbor Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	370	30	150	270	130	20	80	120	140	90	110
Future Volume (veh/h)	140	370	30	150	270	130	20	80	120	140	90	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.86	1.00		0.95	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	147	389	9	158	284	35	21	84	45	147	95	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	244	1026	393	225	989	418	82	495	597	203	622	504
Arrive On Green	0.14	0.29	0.29	0.13	0.28	0.28	0.05	0.26	0.26	0.11	0.33	0.33
Sat Flow, veh/h	1795	3582	1373	1795	3582	1515	1795	1885	1513	1795	1885	1528
Grp Volume(v), veh/h	147	389	9	158	284	35	21	84	45	147	95	36
Grp Sat Flow(s),veh/h/ln	1795	1791	1373	1795	1791	1515	1795	1885	1513	1795	1885	1528
Q Serve(g_s), s	6.6	7.4	0.4	7.2	5.3	1.5	1.0	2.9	1.6	6.8	3.0	1.4
Cycle Q Clear(g_c), s	6.6	7.4	0.4	7.2	5.3	1.5	1.0	2.9	1.6	6.8	3.0	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	244	1026	393	225	989	418	82	495	597	203	622	504
V/C Ratio(X)	0.60	0.38	0.02	0.70	0.29	0.08	0.25	0.17	0.08	0.72	0.15	0.07
Avail Cap(c_a), veh/h	268	1342	515	289	1342	568	226	751	803	268	817	662
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	24.5	21.9	35.9	24.4	23.0	39.4	24.4	16.5	36.7	20.3	19.7
Incr Delay (d2), s/veh	1.9	0.3	0.0	5.2	0.2	0.1	0.6	0.1	0.0	3.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.1	0.1	3.4	2.2	0.5	0.4	1.3	0.5	3.1	1.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.7	24.8	22.0	41.1	24.6	23.1	40.0	24.4	16.6	40.5	20.3	19.7
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h	545			477			150			278		
Approach Delay, s/veh	28.0			30.0			24.3			30.9		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.9	29.4	8.1	33.1	15.8	28.5	13.9	27.4				
Change Period (Y+Rc), s	4.2	4.9	4.2	4.9	4.2	4.9	4.2	4.9				
Max Green Setting (Gmax), s	13.8	32.1	10.8	37.1	12.8	32.1	12.8	34.1				
Max Q Clear Time (g_c+I1), s	9.2	9.4	3.0	5.0	8.6	7.3	8.8	4.9				
Green Ext Time (p_c), s	0.2	3.6	0.0	0.4	0.1	2.7	0.1	0.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	28.8											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

10: Golden Lantern & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	420	90	140	300	260	80	480	120	180	660	100
Future Volume (veh/h)	80	420	90	140	300	260	80	480	120	180	660	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	84	442	24	147	316	194	84	505	31	189	695	45
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	107	748	333	187	907	612	149	899	400	240	1080	473
Arrive On Green	0.06	0.21	0.21	0.10	0.25	0.25	0.08	0.25	0.25	0.13	0.30	0.30
Sat Flow, veh/h	1795	3582	1595	1795	3582	1572	1795	3582	1594	1795	3582	1568
Grp Volume(v), veh/h	84	442	24	147	316	194	84	505	31	189	695	45
Grp Sat Flow(s),veh/h/ln	1795	1791	1595	1795	1791	1572	1795	1791	1594	1795	1791	1568
Q Serve(g_s), s	2.4	5.9	0.6	4.2	3.8	4.6	2.4	6.5	0.8	5.4	8.9	1.1
Cycle Q Clear(g_c), s	2.4	5.9	0.6	4.2	3.8	4.6	2.4	6.5	0.8	5.4	8.9	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	107	748	333	187	907	612	149	899	400	240	1080	473
V/C Ratio(X)	0.78	0.59	0.07	0.79	0.35	0.32	0.56	0.56	0.08	0.79	0.64	0.10
Avail Cap(c_a), veh/h	203	2638	1175	203	2638	1372	203	2097	933	373	2435	1066
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	18.9	16.8	23.1	16.2	11.3	23.3	17.3	15.1	22.2	16.0	13.3
Incr Delay (d2), s/veh	11.6	0.7	0.1	17.0	0.2	0.3	3.3	0.6	0.1	5.9	0.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.2	0.2	2.5	1.3	1.3	1.0	2.3	0.3	2.4	3.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.2	19.6	16.9	40.2	16.4	11.6	26.6	17.8	15.2	28.1	16.7	13.4
LnGrp LOS	D	B	B	D	B	B	C	B	B	C	B	B
Approach Vol, veh/h	550			657			620			929		
Approach Delay, s/veh	22.1			20.3			18.9			18.8		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	17.3	9.5	15.1	8.4	20.0	7.2	17.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	11.0	31.0	6.0	39.0	6.0	36.0	6.0	39.0				
Max Q Clear Time (g_c+I1), s	7.4	8.5	6.2	7.9	4.4	10.9	4.4	6.6				
Green Ext Time (p_c), s	0.2	3.2	0.0	3.0	0.0	4.9	0.0	2.7				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	19.8											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

11: Del Obispo St & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	750	120	150	740	410	190	260	140	210	320	90
Future Volume (veh/h)	120	750	120	150	740	410	190	260	140	210	320	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	126	789	63	158	779	259	200	274	107	221	337	81
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	225	1077	471	218	1064	474	267	467	178	268	490	116
Arrive On Green	0.13	0.30	0.30	0.12	0.30	0.30	0.15	0.18	0.18	0.15	0.17	0.17
Sat Flow, veh/h	1795	3582	1566	1795	3582	1596	1795	2536	966	1795	2870	681
Grp Volume(v), veh/h	126	789	63	158	779	259	200	192	189	221	209	209
Grp Sat Flow(s),veh/h/ln	1795	1791	1566	1795	1791	1596	1795	1791	1711	1795	1791	1760
Q Serve(g_s), s	5.3	15.8	2.3	6.8	15.6	10.9	8.5	7.8	8.1	9.5	8.7	8.9
Cycle Q Clear(g_c), s	5.3	15.8	2.3	6.8	15.6	10.9	8.5	7.8	8.1	9.5	8.7	8.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.56	1.00		0.39
Lane Grp Cap(c), veh/h	225	1077	471	218	1064	474	267	330	315	268	306	301
V/C Ratio(X)	0.56	0.73	0.13	0.72	0.73	0.55	0.75	0.58	0.60	0.82	0.68	0.70
Avail Cap(c_a), veh/h	288	1405	614	243	1315	586	286	709	678	401	799	785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	25.0	20.3	33.8	25.2	23.5	32.5	29.7	29.9	32.9	31.0	31.1
Incr Delay (d2), s/veh	0.8	1.8	0.2	7.3	2.0	1.4	10.8	1.6	1.8	8.5	2.7	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	6.4	0.8	3.2	6.4	4.0	4.3	3.3	3.3	4.5	3.8	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.6	26.8	20.5	41.0	27.2	24.9	43.3	31.4	31.7	41.4	33.7	34.0
LnGrp LOS	C	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		978			1196			581			639	
Approach Delay, s/veh		27.3			28.5			35.6			36.5	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.1	20.1	13.9	29.7	17.2	19.0	14.2	29.4				
Change Period (Y+Rc), s	4.2	5.4	4.2	5.7	5.3	5.4	4.2	5.7				
Max Green Setting (Gmax), s	17.8	31.6	10.8	31.3	12.7	35.6	12.8	29.3				
Max Q Clear Time (g_c+I1), s	11.5	10.1	8.8	17.8	10.5	10.9	7.3	17.6				
Green Ext Time (p_c), s	0.3	2.0	0.0	5.9	0.2	2.3	0.1	6.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			30.9									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

12: Niguel Rd & Stonehill Dr

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	10	160	20	160	10	430	290	210	390	20
Future Volume (veh/h)	10	10	10	160	20	160	10	430	290	210	390	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00	1.00		0.97	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	11	11	2	168	21	47	11	453	86	221	411	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	21	85	15	221	314	266	173	985	425	290	1219	515
Arrive On Green	0.01	0.05	0.05	0.12	0.17	0.17	0.10	0.28	0.28	0.16	0.34	0.34
Sat Flow, veh/h	1795	1544	281	1795	1885	1595	1795	3582	1545	1795	3582	1513
Grp Volume(v), veh/h	11	0	13	168	21	47	11	453	86	221	411	7
Grp Sat Flow(s),veh/h/ln	1795	0	1825	1795	1885	1595	1795	1791	1545	1795	1791	1513
Q Serve(g_s), s	0.3	0.0	0.3	3.8	0.4	1.1	0.2	4.4	1.8	4.9	3.6	0.1
Cycle Q Clear(g_c), s	0.3	0.0	0.3	3.8	0.4	1.1	0.2	4.4	1.8	4.9	3.6	0.1
Prop In Lane	1.00		0.15	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	21	0	100	221	314	266	173	985	425	290	1219	515
V/C Ratio(X)	0.53	0.00	0.13	0.76	0.07	0.18	0.06	0.46	0.20	0.76	0.34	0.01
Avail Cap(c_a), veh/h	259	0	1494	519	1907	1613	259	3191	1377	692	4227	1785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	0.0	18.7	17.6	14.6	14.9	17.1	12.5	11.6	16.6	10.2	9.1
Incr Delay (d2), s/veh	19.7	0.0	0.6	5.3	0.1	0.3	0.2	0.3	0.2	4.1	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	1.6	0.1	0.3	0.1	1.3	0.5	1.9	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.2	0.0	19.3	22.9	14.7	15.2	17.2	12.8	11.8	20.8	10.4	9.1
LnGrp LOS	D		B	C	B	B	B	B	B	C	B	A
Approach Vol, veh/h	24			236			550			639		
Approach Delay, s/veh	28.8			20.7			12.8			13.9		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	15.4	9.1	6.3	8.0	18.1	4.5	10.9				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	16.0	37.0	12.0	34.0	6.0	49.0	6.0	42.0				
Max Q Clear Time (g_c+I1), s	6.9	6.4	5.8	2.3	2.2	5.6	2.3	3.1				
Green Ext Time (p_c), s	0.4	3.3	0.2	0.0	0.0	2.8	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	14.8											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

13: Del Prado Ave/Copper Lantern & Pacific Coast Hwy

Dana Point MPAH Amendment

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1010	30	240	1090	40	0	10	230	40	10	10
Future Volume (veh/h)	20	1010	30	240	1090	40	0	10	230	40	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	0	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	21	1063	0	253	1147	42	0	11	242	42	11	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	0	1	1	1	1	1
Cap, veh/h	88	1335		294	1714	63	0	237	353	147	38	24
Arrive On Green	0.05	0.37	0.00	0.16	0.49	0.49	0.00	0.13	0.13	0.12	0.12	0.12
Sat Flow, veh/h	1795	3676	0	1795	3520	129	0	1885	2812	1243	325	207
Grp Volume(v), veh/h	21	1063	0	253	583	606	0	11	242	60	0	0
Grp Sat Flow(s),veh/h/ln	1795	1791	0	1795	1791	1858	0	1885	1406	1775	0	0
Q Serve(g_s), s	1.1	25.3	0.0	13.1	23.6	23.7	0.0	0.5	7.9	2.9	0.0	0.0
Cycle Q Clear(g_c), s	1.1	25.3	0.0	13.1	23.6	23.7	0.0	0.5	7.9	2.9	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.07	0.00		1.00	0.70		0.12
Lane Grp Cap(c), veh/h	88	1335		294	872	905	0	237	353	209	0	0
V/C Ratio(X)	0.24	0.80		0.86	0.67	0.67	0.00	0.05	0.68	0.29	0.00	0.00
Avail Cap(c_a), veh/h	222	1649		392	993	1031	0	255	380	435	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.6	26.7	0.0	38.8	18.6	18.6	0.0	36.7	39.9	38.4	0.0	0.0
Incr Delay (d2), s/veh	0.5	2.6	0.0	15.6	1.8	1.7	0.0	0.0	3.6	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	10.2	0.0	6.7	8.9	9.3	0.0	0.2	6.2	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.1	29.3	0.0	54.4	20.4	20.3	0.0	36.7	43.5	38.7	0.0	0.0
LnGrp LOS	D	C		D	C	C		D	D	D		
Approach Vol, veh/h	1084			1442			253			60		
Approach Delay, s/veh	29.6			26.3			43.2			38.7		
Approach LOS	C			C			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.8	42.6		15.9	8.9	53.5		17.1				
Change Period (Y+Rc), s	4.2	7.1		4.6	4.2	7.1		5.1				
Max Green Setting (Gmax), s	20.8	43.9		23.4	11.8	52.9		12.9				
Max Q Clear Time (g_c+I1), s	15.1	27.3		4.9	3.1	25.7		9.9				
Green Ext Time (p_c), s	0.5	8.3		0.1	0.0	11.6		0.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	29.3											
HCM 6th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												